CITY *of* CALABASAS

2030 GENERAL PLAN

April 2023

rincon

CITY *of* CALABASAS

2030 General Plan

Prepared by:

City of Calabasas
Planning Division
100 Civic Center Way
Calabasas, California 91302

Prepared with the assistance of:

Rincon Consultants, Inc.
RRM Design Group
Associated Transportation Engineers
Karen Warner Associates
The Natelson Dale Group

April 2023

This report produced on 30% recycled paper with 30% post-consumer content.

RESOLUTION NO. 2008-1159

A RESOLUTION OF THE CITY COUNCIL TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT AS BEING ADEQUATE AND CONSISTENT WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE CEQA GUIDELINES, AND APPROVING FILE NO. 080000815, AMENDING THE GENERAL PLAN FOR THE CITY OF CALABASAS BY ADOPTING THE 2030 GENERAL PLAN UPDATE.

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 15, 2008 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.

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

1. On September 27, 2006 the Calabasas City Council approved Council Resolution No. 2006-1050, which directed staff to proceed with a work plan for the development of an update to the City's General Plan, and created the General Plan Advisory Committee (GPAC), to be comprised of twenty members of the community, to oversee the process.

2. On December 6, 2006 the Calabasas City Council approved a professional services agreement with Rincon Consultants, a professional planning and environmental services consulting firm, for the preparation of the General Plan Update, Environmental Impact Report, and Development Code.

3. On January 18, 2007 the GPAC convened to initiate work on the update, and continued to meet regularly for a total of seventeen meetings, which meetings were publicly noticed and open to the public.

4. On March 29, 2007, May 17, 2007, May 18, 2007, and August 16, 2007 public workshops were conducted to receive public input into the preparation of the draft General Plan Update.

5. The Planning Commission was regularly updated on the progress of the GPAC meetings and the preparation of the draft General Plan Update, with such updates occurring at the Commission's meetings of February 22, 2007, June 28, 2007, August 9, 2007, October 18, 2007, October 25, 2007, January 31, 2008, February 28, 2008, March 13, 2008, April 10, 2008, and May 22, 2008.

6. On April 17, 2008, the GPAC completed a draft General Plan update and recommended that the draft Plan be forwarded to the Planning Commission.

7. An Environmental Impact Report (EIR) has been prepared, which identifies the potential environmental impacts associated with the General Plan update, including analyses of alternative land use and housing scenarios and a "no project" alternative.

8. The draft EIR for the General Plan update was completed and released for public and agency review on July 7, 2008, with the 45-day public comment period ending on August 20, 2008.

9. The draft General Plan update and the draft General Plan EIR were both made available for public review on the City's web site.

10. On September 4, 2008 and September 25, 2008 the Planning Commission conducted a public hearing on the proposed 2030 General Plan Update and EIR, and the Commission adopted Planning Commission Resolution No. 08-434 on September 25, 2008 recommending that the 2030 General Plan Update be approved by the City Council.

11. Notice of the December 10, 2008 City Council public hearing included the notice requirements set forth in Government Code Section 65090, and was posted at Juan de Anza Bautista Park, the Calabasas Tennis and Swim Center, Gelson's Market and at Calabasas City Hall.

12. Pursuant to Government Code section 65091, notice of the December 10, 2008 City Council public hearing was published in *The Los Angeles Daily News* ten

days prior to the date of the public hearing, and in *The Acorn,* a weekly newspaper of general circulation in Los Angeles County, prior to the hearing.

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

FINDINGS

Section 17.76.050(A) Calabasas Municipal Code allows the Planning Commission to recommend, and allows the City Council to approve, a General Plan Amendment provided that the following findings are made:

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

   Because the proposed General Plan Update is a comprehensive update of all elements of the City's General Plan, and the proposed General Plan update includes all seven elements required under State law (Land Use, Housing, Open Space, Noise, Circulation, Safety, and Conservation), as well as four optional elements (Community Design, Parks and Recreation, Cultural Resources, and Services, Infrastructure & Technology), internal consistency of the General Plan has not only been maintained, but improved. Moreover, the level of development intensity authorized by the Land Use and Housing Elements is consistent with the analysis of the remaining elements of the General Plan.

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

   The updated Plan will not be detrimental to public interest, health, safety, convenience, or welfare of the City because the Plan establishes new and updated policies and programs for accommodating future growth, development, and conservation, to include more diverse housing opportunities, enhanced parks and open space resources, more walkable commercial centers (including mixed-use development), and improved circulation systems; and such policies and programs have been crafted under the oversight and direction of a twenty-member citizen advisory committee (the GPAC) over the course of eighteen months and involving more than twenty publicly noticed meetings and workshops. Furthermore, the draft updated Plan and associated draft EIR have been reviewed by various public agencies, such as the Los Angeles County Fire Department, the Los Angeles County Sheriff's Department, and the Las Virgenes Municipal Water District.

3. *The site is physically suitable (including, but not limited to access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested/anticipated land use development(s);*

The draft General Plan Update does not pertain to a singular site,; rather it applies to all properties in the City and to many outside the existing city limits as well. The proposed land use patterns in the proposed updated General Plan have been specifically planned in a manner which avoids and minimizes impacts to such physical constraints as flood hazard areas, steeply sloped areas, and seismic hazard zones, and which conforms to and benefits from infrastructure availability and existing land uses. Therefore, the land area which comprises the whole of the City of Calabasas and surrounding areas is physically suitable for the anticipated land use development.

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

   An Environmental Impact Report has been prepared and circulated for public review in compliance with State law and the City's adopted CEQA guidelines, as evidenced in Section 4, below.

SECTION 4. In view of all of the evidence and based on the following findings and conclusions, the City Council certifies the adequacy of the final Environmental Impact Report (EIR), in accordance with CEQA Guidelines, Sections 15090 and 15091 and adopts a statement of overriding consideration.

A. The City Council has read and considered the Final EIR, which consists of the draft EIR, including appendices thereto, the written comments received within the public review period for which notice was given and review provided as required by CEQA, a list of persons, organizations, and public agencies commenting on the draft EIR through written comments received by the City prior to the end of the public review period, and the written responses to comments that were prepared. The City Council adopts the responses to comments as complete and adequate responses to the written comments, and finds that copies of such responses to comments were provided to those submitting written comments within the statutory period provided by CEQA.

B. The City Council further finds that the Final EIR contains all of the mandatory contents of Environmental Impact Reports, as contained in Section 21000-21177, of the California State Public Resources Code. In addition, all of the procedures for preparation and review of Environmental Impact Reports required by Article 7 of the State CEQA Guidelines have been complied with.

C. The City Council has reviewed and considered the Final EIR, which is incorporated herein and made a part hereof. The Final EIR considers all potentially significant environmental impacts of the 2030 General Plan Update, and the Final EIR is complete and adequate and fully complies with CEQA.

D. The City Council acknowledges that pursuant to Section 15091 of the CEQA Guidelines: "No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the final EIR.

E. Because the Final EIR identifies one or more significant environmental effects of the project, the City Council hereby recommends the Statement of Facts and Findings set below as required by Section 15091 of the CEQA Guidelines:

1. Supporting Statement of Facts and Findings with Respect to Air Quality (freeway-related health risks) Impacts.

Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

The 2030 General Plan would facilitate residential development in proximity to the Ventura Freeway. Recent studies have indicated the potential for elevated health risks for residences within 500 feet of a freeway. Because the draft General Plan does not include policies or actions to address such risks, impacts associated with placement of residential development near the freeway would be significant. The EIR includes the following mitigation measure, which would reduce this significant impact to a less than significant level.

AQ-4. Add the following policy to subsection IV.C of the Conservation Element of the 2030 General Plan:

- Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation for the identified significant air quality impact related to health risks due to proximity of residential development to the Ventura Freeway has been identified in the EIR and is included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to air quality to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

2. Supporting Statement of Facts and Findings with Respect to Geology (liquefaction) Impacts.

   Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

   Future seismic events could result in liquefaction of soils in portions of the Calabasas plan area. Development in these areas could be subject to liquefaction hazards. Compliance with the UBC would generally address liquefaction hazards, but the draft General Plan does not include any specific policy requirements relating to liquefaction. Impacts would therefore be significant. The EIR includes the following mitigation measure to address impacts relating to liquefaction:

   GEO-2: Add the following policy to the 2030 General Plan Safety Element:

   - Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer.

   Based on the above facts, the City Council finds that:

   Feasible and reasonable mitigation for the impact relating to liquefaction has been identified in the EIR and is included in the Mitigation Monitoring and

Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to liquefaction to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

3. Supporting Statement of Facts and Findings with Respect to Geology (landslide hazard) Impacts.

   Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

   The Calabasas plan area contains numerous steep slopes, which present a moderate slope stability hazard. Landsliding has the potential to damage and destroy structures, roadways and other improvements as well as to deflect and block drainage channels, causing further damage and erosion. Compliance with the Uniform Building Code would generally address landslide hazards. However, because the draft General Plan does not include specific requirements to address landslide hazards, impacts would be significant.

   Measure GEO-2 above would require applicants for projects within Identified landslide hazard zones to prepare site-specific landslide studies and identify and implement appropriate mitigation for such hazards. This measure would reduce impacts to a less than significant level.

   Based on the above facts, the City Council finds that:

   Feasible and reasonable mitigation for landslide impacts has been identified in the EIR and is included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to landslides to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

4. Supporting Statement of Facts and Findings with Respect to Transportation and Circulation (all intersections except Calabasas Road/Valley Circle Boulevard).

   Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

   Development facilitated by the 2030 General Plan could result in deficiencies to the local circulation system based on recommended level of service standards. Intersections projected to experience deficiencies include:

- Lost Hills Road/Agoura Road (P.M.)
- Las Virgenes Road/Agoura Road (P.M.)
- Calabasas Road/Ventura Freeway SB ramps - West (A.M./P.M.)
- Parkway Calabasas/Ventura Boulevard (P.M.)
- Calabasas Road/Valley Circle Boulevard (P.M.)

Impacts at these locations would be significant.

The EIR includes the following mitigation measures to address transportation and circulation impacts:

TC-1(a): Agoura Road/Lost Hills Road and Agoura Road/Las Virgenes Road. These intersections are forecast to operate at LOS E at maximum buildout of the 2030 General Plan. A portion of the traffic added to these intersections would be generated by maximum buildout of the West Village mixed use area, located along Agoura Road. In order to achieve an acceptable LOS (LOS C), the options described below have been identified for these intersections.

- Option #1. Reduce the allowable floor-to-area ratio (FAR) in the West Village mixed-use area from 0.75 to 0.60 (to achieve a 40% reduction in the allowable increase in development as compared to maximum buildout). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections.

- Option #2. Retain the 0.75 FAR, but limit the maximum allowable development in the West Village mixed use area to 1.725 million square feet (an approximately 500,000 square foot increase above existing development). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections.

TC-1(b): Ventura Freeway SB Ramps/Calabasas Road (West). The Ventura Freeway SB Ramps/Calabasas Road (West) is forecast operate at LOS E during the A.M. peak hour period at maximum buildout of the 2030 General Plan. Additional east-west capacity would be required at the intersection to accommodate buildout volumes. To accomplish this, the westbound approach could be widened to provide two through lanes and a right-turn lane. This would improve future operations to LOS C-D under buildout of the General Plan in 2030, which is acceptable for freeway ramp intersections. It is noted that this intersection is operated by Caltrans. Thus, any improvements that are implemented at this location will need to be coordinated with this agency.

TC-1(c): Parkway Calabasas/ Ventura Boulevard. This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. The majority of the future traffic added to this intersection would be generated by buildout of the Craftsman's Corner area, located north of the freeway and east of this intersection. No programmed improvements have been identified for this intersection. In order to achieve an acceptable LOS (LOS C), the following options have been identified for this location.

- Option #1. Reduce the allowable floor-to-area ratio (FAR) in the Craftsman's Corner mixed use area from 1.0 to 0.95 (to achieve a 5% reduction in the allowable increase in development as compared to maximum buildout). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections.

- Option #2. Retain the 1.0 FAR, but limit development within the Craftsman's Corner mixed use area to 2.2 million square feet (an approximately 1.185 million square foot increase over existing development). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections.

TC-1(e): Calabasas Road Corridor Plan. It is recommended that a corridor plan be developed for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan would provide a focused study of the roadway segment and would identify options for improving vehicle flow and overall mobility along the segment.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation measures for transportation/circulation impacts at the five identified intersections have been identified in the EIR and are included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measures will reduce impacts relating to transportation and circulation impacts at these locations to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

F. The City of Calabasas has considered all significant impacts, mitigation measures, and project alternatives identified in the Final EIR. The City Council finds that all potentially significant impacts have been lessened or avoided to the extent feasible, and that with respect to those occurrences of significant impacts identified in the Final EIR which cannot be avoided or substantially lessened, namely, the Transportation and Circulation Impacts on Parkway Calabasas/Valley Circle Boulevard, the City Council, in light of the requirement of CEQA that the lead agency state in writing the reasons to support its action based on the Final EIR, finds that the benefits of adopting the 2030 General Plan Update outweighs the unavoidable adverse environmental impacts and adopts this Statement of Overriding Consideration based on the following findings:

1. Development facilitated by the 2030 General Plan could contribute to a level of service deficiency at the Parkway Calabasas/Valley Circle Boulevard location during the P.M. peak hour. The impact at this location would be significant.
2. The EIR includes the following mitigation measure to address the impact at this location:

   TC-1(d): Calabasas Road/Valley Circle Boulevard. This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. No programmed improvements have been identified for this intersection. The degradation in level of service is primarily due to additional left-turns on the eastbound Calabasas Road approach. The left turn volume is forecast to be about 1,300 trips during the P.M. peak hour at maximum buildout of the 2030 General Plan. These volumes indicate the need for triple left-turn lanes

(the approach currently contains two left-turn lanes). Implementing triple lefts would require widening the bridge overcrossing the Ventura Freeway. It is noted that this intersection is located in the City of Los Angeles and is operated by Caltrans as part of the Ventura Freeway interchange. Thus, any improvements that are implemented at this location would need to be coordinated with these two agencies.

Although Mitigation Measure TC-1(d) could reduce impacts to a less than significant level for the Calabasas Road/Valley Circle Boulevard intersection, it is not considered a feasible mitigation measure due to the high costs associated with the improvements. Moreover, because this intersection is located in the City of Los Angeles, the City of Calabasas has no direct control over whether this improvement is implemented. As such, buildout of the draft 2030 General Plan would have an unavoidably significant impact to the Calabasas Road/Valley Circle Boulevard intersection.

3. The City of Calabasas hereby finds that for the reasons set forth below, the economic, social, and other considerations outweigh the unavoidable traffic and circulation impact identified herein as follows:

   - The proposed General Plan update will provide for the orderly development of Calabasas in a manner that will enhance the developed portions of the community while providing for the preservation of natural features in and around Calabasas, including hillsides, ridgelines, and biological resources.
   - The proposed General Plan update will facilitate the designation of additional lands as open space, thus aiding in the preservation of the community's treasured natural resources.
   - The proposed General Plan update includes various policies that will facilitate efforts to minimize the community's impact on regional traffic and air quality through the appropriate community and individual project design.
   - The proposed General Plan update will provide for a variety of housing types that meet the needs of the various socio-economic sectors of the community.
   - The proposed General Plan update will provide for systematic upgrades to City infrastructure that meet the changing needs of the community.
   - The proposed General Plan update will facilitate improvements to the City's recreational facilities and services in order to meet the community's demand for such facilities and services.
   - The proposed General Plan update respects the City's duty to allow reasonable economic use of privately owned land in the City even if that

reasonable development has traffic impacts in the City of Los Angeles which the City of Calabasas lacks the legal power to mitigate.

G. The City Council hereby adopts the Mitigation Monitoring and Reporting Program set forth in the Final EIR.

H. The foregoing findings and determinations, which reflect the independent analysis of the City of the matters in the record pertaining thereto and are the independent judgment of the City, are based on the information in the record, including but not limited to the findings set forth herein. The City Council further finds that substantial evidence exists for each of these findings.

SECTION 5. The City Council of the City of Calabasas does hereby adopt the 2030 General Plan Update together with the portions of the existing General Plan of the City which are not amended by that Update in the form on file in the Office of the City Clerk dated December 1, 2008, as the General Plan of the City of Calabasas.

SECTION 6. All documents described in Section 1 of City Council Resolution No. 2008-1159 are deemed incorporated by reference as set forth at length.

PASSED, APPROVED AND ADOPTED this 10th day of December, 2008.

Mary Sue Maurer, Mayor

ATTEST:

Gwen Peirce, CMC, City Clerk

APPROVED AS TO FORM:

12/10/08

Michael G. Colantuono, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF CALABASAS)

I, **GWEN PEIRCE,** City Clerk of the City of Calabasas, California, **DO HEREBY CERTIFY** that the foregoing resolution, being **Resolution No. 2008-1159** was duly adopted by the City Council of the City of Calabasas, at a regular meeting of the City Council held December 10, 2008 and that it was adopted by the following vote, to wit:

AYES: Mayor Maurer, Mayor pro Tem Wolfson, Councilmembers Bozajian, Groveman, and Washburn.

NOES: None.

ABSTAIN: None.

ABSENT: None.

Gwen Peirce

Gwen Peirce, CMC
City Clerk
City of Calabasas, California

RESOLUTION NO. 2021-1755

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA, RE-CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, AND RE-APPROVING THE 2021-2029 HOUSING ELEMENT UPDATE AND THE ASSOCIATED LAND USE ELEMENT UPDATES TO THE CALABASAS 2030 GENERAL PLAN, CONSISTENT WITH STATUTORY REQUIREMENTS OF CALIFORNIA HOUSING ELEMENT LAW.

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

1. Agenda reports, inclusive of all exhibits and attachments, prepared by the Community Development Department for the public hearings conducted by the City Council on September 28, 2021 and on October 13, 2021.

2. Staff presentations at the public hearings held on September 28, 2021 and on October 13, 2021, before the City Council.

3. Staff presentation at the public hearing held on September 13, 2021, before the Planning Commission.

4. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.

5. Public and agency comments, both written and oral, received and/or submitted at or prior to the public hearings, supporting and/or opposing the project.

6. All related documents received and/or submitted at or prior to the public hearings.

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

1. The Housing Element is a required element of the General Plan per State law (Government Code Section 65302).

2. Per California Government Code Section 65588, the Housing Element must be updated as appropriate, but not less than every eight years.

3. On March 4, 2021, SCAG's Regional Council formally adopted the 6th Cycle Final RHNA Allocation Plan.

4. The 6th cycle housing element update must be approved by the City no later than October 15, 2021.

5. City staff and housing policy consultant, Karen Warner Associates, Inc. (KWA), initiated preparation of the housing element update in April 2020.

6. On July 16, 2020, Planning staff and Ms. Warner of KWA conducted a public workshop before the Planning Commission to advise the commission to the Housing Element update process.

7. On September 30, 2020, Planning staff and Ms. Warner of KWA conducted a community workshop to solicit input on housing needs from the public and stakeholders.

8. On October 15, 2020, Planning staff and Ms. Warner of KWA conducted a study session with the Planning Commission to solicit input on housing needs and to confirm policy direction in the Element.

9. On February 4, 2021, Planning staff and Ms. Warner of KWA conducted a public workshop before the Planning Commission to solicit final input on the Housing Site Inventory for the 2021-2029 Housing Element.

10. On February 21, 2021, Planning staff and Rincon Consultants conducted a Scoping meeting to solicit public comments on the preparation of an EIR for the 2021-2029 Housing Element Update and associated updates to the Land Use, Safety and Circulations Elements.

11. On March 31, 2021, Planning staff and Ms. Warner of KWA conducted a public workshop before the City Council to solicit input on housing needs and to confirm policy direction in the Element.

12. On July 8, 2021, staff submitted the Draft 2021-2029 Housing Element to HCD for review.

13. A Notice of Preparation (NOP) of the EIR was distributed for a 30-day agency and public review period starting on February 8, 2021 and ending on March 9, 2021.

14. The Draft EIR was circulated for review by responsible agencies, as well as the State Clearinghouse, and the public. The Draft EIR was available for public review at City Hall, the Library, and on the City

website. The required 45 day review period began on July 30, 2021, and ended on September 13, 2021. Responses to comments submitted by public agencies were sent to those agencies on September 30, 2021.

15. On September 13, 2021, at a noticed public hearing, the Planning Commission reviewed the Draft 2021-2029 Housing Element updates, Associated Land Use Element updates and DEIR, and voted unanimously to recommend adoption of the 2021-2029 Housing Element updates, Land Use Element updates and certification of the FEIR to the City Council.

16. On September 28, 2021, at a noticed public hearing, the City Council reviewed the Draft 2021-2029 Housing Element updates, Associated Land Use Element updates and FEIR, and voted unanimously to: A) certify adequacy of the FEIR; B) adopt the 2021-2029 Housing Element update and the Land Use Element updates; and, C) introduce Ordinance No. 2021-395 implementing key components of the adopted general plan updates.

17. Notice of the October 13, 2021 and September 28, 2021 City Council public hearings, which included the notice requirements set forth in Government Code Section 65009 (b)(2), were posted at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, Gelson's market and at Calabasas City Hall, and were otherwise distributed as required by law.

Section 3. In view of all of the evidence presented and based on the following findings and conclusions, the City Council re-certifies the adequacy of the Final Environmental Impact Report (EIR), in accordance with CEQA Guidelines, Sections 15090 and 15091.

EIR ADEQUACY CERTIFICATION

A. Based upon the facts and information contained in the Final Environmental Impact Report, together with all written and oral reports included for the environmental assessment for the application, the City Council finds that: (1) the Final Environmental Impact Report has been prepared in full compliance with the California Environmental Quality Act and the State CEQA Guidelines promulgated thereunder in effect on July 30, 2021, the date the Draft EIR was made available for public review (Cal. Code Regs., tit. 14, § 15007, subd. (c).); (2) the Final Environmental Impact Report reflects the independent judgment and analysis of the City; and (3) the City Council has reviewed and considered the information contained in said Environmental Impact 255662.1 5 Report with regard to the project application, and has

determined the analysis to be fully adequate. The Final EIR is hereby incorporated by reference as if set forth herein in full.

ENVIRONMENTAL IMPACT REPORT FINDINGS

A. The City Council acknowledges that pursuant to Section 15091 of the CEQA Guidelines, "No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation for the rationale for each finding."

Because the Final EIR identifies a number of potentially significant environmental effects of the proposed project, the City Council adopts the Statement of Facts and Findings set forth below as required by Section 15091 of the CEQA Guidelines:

1. Based on the analyses provided in the Initial Study and Final EIR prepared for this project, the project will have less than significant impacts in the areas of Aesthetics, Hazards/Hazardous Materials, Land Use/Planning, Population/Housing, Transportation/Traffic, Utilities, Utilities/Service Systems and Wildfire. Meanwhile, impacts to all other resource areas (Biological Resources, Tribal Cultural Resources, Noise and Geology/Soils) would be less-than-significant, provided the appropriate mitigation measures described in the Final EIR, incorporated herein by reference, which substantially reduce the impacts of the project on these resources areas are incorporated and implemented. Accordingly, mitigation measures have been incorporated into the project via the Final Mitigation Monitoring and Reporting Program (MMRP), to reduce any potential impacts to these other resource areas to levels that are less-than-significant.

B. The City Council hereby further adopts the Mitigation Monitoring and Reporting Program.

C. The foregoing findings and determinations, which reflect the independent analysis of the City of the matters in the record pertaining thereto and are the independent judgment of the City, are based on the information in the record, including but not limited to the findings set forth herein. The City Council further finds that substantial evidence exists to support each of these findings.

D. The City Council hereby identifies that the location of records with respect to the Final EIR and other documents and materials constituting the record of proceedings with respect to the certification of the Final EIR is the Community Development Department of the City of Calabasas, and that the custodian of records with respect to the Final EIR and other documents and material constituting the record of proceedings with respect to the certification of the Final EIR is the Director of Community Development of the City of Calabasas.

Section 4. In the event of a decision by the City Council to certify the adequacy of the Final EIR and approve the project, the Community Development Department staff shall prepare a Notice of Determination for the Final EIR consistent with State CEQA Guidelines Section 15094(b), and shall promptly file the Notice of Determination with the County Clerk of the County of Los Angeles.

Section 5. In view of all of the evidence and based on the foregoing findings, the City Council concludes as follows:

FINDINGS

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

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

   The City's current 2014-2021 Housing Element was determined to be internally consistent with the policies and proposals set forth by the 2030 General Plan. The Draft 2021-2029 Housing Element update maintains this internal consistency. While no site was rezoned to multi-family, the Housing Element Update increases the density in certain land uses and creates an Affordable Housing Overlay Zone. As a result, the Land Use Element includes necessary updates to ensure consistency with the Housing Element. Furthermore, state mandated updates were made to the Safety and Circulation Elements, which have been made in association with the Housing Element Update. As a result, the proposed amendments are internally consistent with the General Plan and meet this finding.

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

The proposed housing element updated is mandated by the State to assure that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. Calabasas' Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing housing; 2) providing adequate housing sites; 3) assisting in the provision of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting fair and equal housing opportunities. In effect, the housing element update and associated land use element updates are beneficial to the public interest, convenience and welfare of the City and, therefore 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 City plans to fulfill its share of regional housing needs using a combination of residential projects with development entitlements, vacant residential sites, underutilized residentially zoned and mixed-use zoned sites, and second residential units. The RHNA is being met using existing sites and existing zoning. While no rezoning is proposed for this update, densities in the Mixed Use and Multi-Family zones have been increased in order to remain consistent with state law for sites that can accommodate affordable housing units. Furthermore, the Housing Element Update and Land Use Element amendments include an Affordable Housing Overlay Zone (AHO). The purpose of the AHO is to encourage the production of more affordable housing, and reduce the need for a substantially greater total number of housing units. As a result, the proposed amendments meet this finding.

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

Pursuant to CEQA, an Environmental Impact Report (EIR) has been prepared for the 2021-2029 Housing Element Update and associated Land Use, Circulation and Safety Elements update. In preparing the EIR, staff independently reviewed, evaluated, and exercised judgment over the project and the project's environmental impacts. The EIR analyzes potentially significant environmental impacts associated with reasonably foreseeable development under the General Plan updates and addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. The following areas were identified where the project may have a potential effect on the environment; biological resources, noise, geology and soils, and cultural

resources. All areas listed as potentially significant have been mitigated to levels that are no longer significant due to the inclusion of mitigation measures. As a result, the proposed General Plan amendments meet this finding.

The City Council further finds that the 2021-2029 Housing Element Update meets all applicable requirements of state law. The City Council finds that, as result of obsolescent buildings, design, and market placement, declining uses, low existing floor area ratio, the significant impact of the COVID-19 pandemic and related shifts in the commercial and residential real estate markets and development expectations, and as further evidenced by recent site development inquiries, each as further specified on a site-by-site basis in the 2021-2029 Housing Element Update, that the existing uses on each existing, non-vacant site identified for inclusion within the Affordable Housing Overlay Zone, and thereby zoned to accommodate the City's needed lower income housing needs, are likely to be discontinued during the planning period, and thereby the fact that these sites are not currently vacant is not an impediment to additional residential development during the planning period for the 2021-2029 Housing Element.

Section 6. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council hereby re-certifies the Final Environmental Impact Report (Attachment A), and re-approves the 2021-2029 Housing Element update (Attachment B) and the associated Land Use Element updates (Attachment C) to the Calabasas 2030 General Plan, consistent with statutory requirements of California Housing Element law. The City further hereby declares that, in the event of any conflict between the City of Calabasas 2021-2029 Housing Element and any other provision of the City's General Plan, the 2021-2029 Housing Element shall prevail.

Section 7. All documents described in Section 1 of Resolution No. 2021-1755 are deemed incorporated by reference as set forth at length.

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 13th day of October 2021.

James R. Bozajian, Mayor

ATTEST:

Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk

APPROVED AS TO FORM:

Matthew T. Summers
Colantuono, Highsmith Whatley, PC
City Attorney

Attachments:

A. Final Impact Report
B. 2021-2029 Housing Element
C. Land Use Element

RESOLUTION NO. 2022-1778

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA, APPROVING A REVISED 2021-2029 HOUSING ELEMENT UPDATE TO THE CALABASAS 2030 GENERAL PLAN, CONSISTENT WITH STATUTORY REQUIREMENTS OF CALIFORNIA HOUSING ELEMENT LAW.

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

1. Agenda reports, inclusive of all exhibits and attachments, prepared by the Community Development Department for the public hearing conducted by the City Council on March 30, 2022;

2. Staff presentation at the public hearing conducted by the City Council on March 30, 2022;

3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes;

4. All previous staff reports, staff presentations, oral and written public testimony and comments and agency comments provided at or before public hearings conducted by the City Council on September 28, 2021 and October 13, 2021, and by the Planning Commission on September 13, 2021, regarding the 2021 – 2029 Housing Element Update, as was adopted by the City Council on October 13, 2021;

5. The Final Environmental Impact Report for the 2021 – 2029 Housing Element update and associated updates to the Land Use, Safety, and Circulation Elements, which was approved and certified by the City Council on September 28, 2021, and was re-certified by the City Council on October 13, 2021;

5. Public and agency comments, both written and oral, received and/or submitted at or prior to the March 30, 2022 public hearing, supporting and/or opposing the project; and,

6. All related documents received and/or submitted at or prior to the public hearing.

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

1. The Housing Element is a required element of the General Plan per State law (Government Code Section 65302).

2. Per California Government Code Section 65588, the Housing Element must be updated as appropriate, but not less than every eight years.

3. On March 4, 2021, SCAG's Regional Council formally adopted the 6th Cycle Final RHNA Allocation Plan.

4. State law stipulates that the 6th RHNA cycle housing element update must be approved by the City no later than October 15, 2021, and in compliance with the State law the City Council adopted the 2021 – 2029 Housing Element update on October 13, 2021.

5. The California Department of Housing and Community Development reviewed the Draft 2021-2029 Housing Element update and provided comments to staff on September 3, 2021, and the agency comments were addressed in the final 2021 – 2029 Housing Element update approved and adopted by the City Council on October 13, 2021.

6. Following City Council adoption of the 2021-2029 Housing Element update, the California Department of Housing and Community Development reviewed the document and provided additional comments to staff via a letter dated January 24, 2022; the letter further stated that the agency would not certify the 2021 – 2029 Housing Element update unless the City would revise the 2021 – 2029 Housing Element to address the additional agency comments.

7. All comments from the California Department of Housing and Community Development, as related in the agency's letter dated January 24, 2022, are addressed in the Revised 2021 – 2029 Housing Element update.

8. Notice of the March 30, 2022 City Council public hearing, which included the notice requirements set forth in Government Code Section 65009 (b)(2), was posted at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, Gelson's market and at Calabasas City Hall, and was otherwise distributed as required by law.

Section 3. In view of all of the evidence presented and based on the following findings and conclusions, the City Council finds that the proposed revisions to the adopted 2021 – 2029 Housing Element update are not so substantial that additional environmental impact review and analysis is required, and, therefore, the Final Environmental Impact Report (EIR) certified by the City Council on September

28, 2021 and re-certified on October 13, 2021 is adequate for consideration of the revised 2021 – 2029 Housing Element update.

Section 4. In view of all of the evidence and based on the foregoing findings, the City Council concludes as follows:

FINDINGS

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

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

   When the City Council approved and adopted the 2021-2029 Housing Element update, and the associated land Use Element update, on October 13, 2021, the Council found the updated general Plan elements consistent with one another, and consistent with all other elements of the General Plan. The proposed revisions to the Housing Element update consist of additional explanations and details of the future housing development policies, objectives, and programs within the adopted element. The revisions do not modify, relocate, enlarge, or eliminate any of the twelve identified future housing sites; the expected densities on those sites are not modified in any way; and, no substantive changes are made to any of the specified housing programs and policies. As a result, the proposed amendments are internally consistent with the General Plan and meet this finding.

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

   The proposed revisions to the housing element update are required by the California Department of Housing and Community Development to assure that the City of Calabasas has adequately planned for future housing development to meet the existing and projected housing needs of all economic segments of the community. Calabasas' Housing Element identifies planned future housing development sites and provides strategies and programs that focus on: 1) conserving and improving existing housing; 2) providing adequate housing sites; 3) assisting in the provision of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting fair and equal housing opportunities. The proposed revisions to the 2021 – 2029 Housing Element further elaborate upon and strengthen all of the foregoing; therefore, the revised housing element update is beneficial to the public interest, convenience and welfare of the City and 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 City plans to fulfill its share of regional housing needs using a combination of residential projects with development entitlements, vacant residential sites, underutilized residentially zoned and mixed-use zoned sites, and accessory residential dwelling units. Based on a variety of factors, including development trends, confirmed property owner interest, structure age, property valuation, and development capacity, existing uses on developed sites identified in the site inventory to accommodate the lower-income RHNA are likely to be discontinued during the planning period, and therefore do not constitute an impediment to additional residential development during the period covered by the 2021 – 2029 Housing Element.

Furthermore, the RHNA is being met using existing sites and existing zoning, with increased allowable densities in the Mixed Use and Multi-Family zones, as necessary to be consistent with State housing laws regarding affordable housing units. The proposed revisions to the Housing Element update consist of additional explanations and details of the future housing development policies, objectives, and programs within the adopted element. The revisions do not modify, relocate, enlarge, or eliminate any of the twelve identified future housing sites; the expected densities on those sites are not modified in any way; and, no substantive changes are made to any of the specified housing programs and policies. As a result, the proposed amendments meet this finding.

4. *The General Plan amendment complies with the provisions of the California Environmental Quality Act (CEQA).*

Pursuant to CEQA and the CEQA Guidelines, a Program Environmental Impact Report (EIR) was prepared for the 2021-2029 Housing Element Update and the associated updates to the Land Use, Circulation and Safety Elements. On September 28, 2021, the City Council determined that the Final Program EIR was consistent with CEQA and that it was adequate for informing the Council of the potential environmental impacts associated with the General Plan updates, including the updated Housing Element. The proposed revisions to the adopted 2021 – 2029 Housing Element consist of only minor edits and clarifications in response to HCD's outstanding comments on the adopted Element. No changes are proposed to the identified future housing sites, the expected densities on those sites, or to the specified housing programs and policies. Accordingly, the adopted Final EIR adequately accomplishes the environmental impact review necessary for this project, and no additional

analysis is required. As a result, the proposed General Plan amendment meet this finding.

The City Council further finds that the Revised 2021-2029 Housing Element Update meets all applicable requirements of California law.

Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council hereby approves the Revised 2021-2029 Housing Element update (Attachment A) to the Calabasas 2030 General Plan, consistent with statutory requirements of California Housing Element law. The City further hereby declares that, in the event of any conflict between the City of Calabasas Revised 2021-2029 Housing Element and any other provision of the City's General Plan, the revised 2021-2029 Housing Element shall prevail.

Section 5. All documents described in Section 1 of Resolution No. 2021-1778 are deemed incorporated by reference as set forth at length.

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 30th day of March, 2022.

Mary Sue Maurer, Mayor

ATTEST:

Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk

APPROVED AS TO FORM:

Matthew T. Summers
Colantuono, Highsmith & Whatley, PC
City Attorney

Attachments:

A. Revised 2021-2029 Housing Element

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF CALABASAS)

I, **MARICELA HERNANDEZ, MMC, CPMC** City Clerk of the City of Calabasas, California, **DO HEREBY CERTIFY** that the foregoing resolution, being **Resolution No. 2022-1778** was duly adopted by the City Council of the City of Calabasas, at their regular meeting held on March 30, 2022, and that it was adopted by the following vote, to wit:

AYES: Mayor Maurer, Mayor pro Tem Shapiro, Councilmembers Bozajian, Kraut and Weintraub.

NOES: None.

ABSTAIN: None.

ABSENT: None.

Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk
City of Calabasas, California

RESOLUTION NO. 2023-1850

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA ADOPTING AN UPDATED SAFETY ELEMENT, UPDATED CIRCULATION ELEMENT, AND AN UPDATED IMPLEMENTATION CHAPTER OF THE CALABASAS 2030 GENERAL PLAN, AS NECESSARY TO COMPLY WITH CALIFORNIA LAW.

WHEREAS, The City Council of the City of Calabasas 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 by the City Council on April 26, 2023;

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 project;

5. All related documents received and/or submitted at or prior to the public hearing; and

WHEREAS, The City Council of the City of Calabasas finds that:

1. The Safety Element and the Circulation Element are required elements of the General Plan per State law (Government Code Section 65302);

2. In accordance with California Government Code Section 65588, the Planning Commission recommended, and the City Council approved and adopted, an updated Land Use Element and Housing Element for the 2021 – 2029 RHNA planning period; the updated 2021 – 2029 Housing Element was accepted and certified by the California Department of Housing and Community Development on April 25, 2022 as being consistent with applicable State housing laws;

3. Senate Bill 99 (section 65302 of the California Government Code), requires that when a City updates its Housing Element the City must update the General Plan Safety Element to include information identifying

residential developments in hazard areas that do not have at least two emergency evacuation routes;

4. Senate Bill 379 (section 65302(g) of the California Government Code), requires that upon the next revision of a general plan or local hazard mitigation plan, the safety element is to be updated as necessary to address climate adaptation and resiliency strategies applicable to the city;

5. Senate Bill 1241 (ref. sections 65302, 65302.5, 65040.20 and 66474.02 of the California Government Code), requires that when a city updates its General Plan Housing Element, on or after January 1, 2014, the city must also update its General Plan Safety Element to address the risk of fire in state responsibility areas and very high fire hazard severity zones.

6. Senate Bill 1035 (ref. 65302(g)(5) of the California Government Code) requires cities and counties to update their General Plan Safety Elements during a Housing Element update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous Safety Element revision;

7. Assembly Bill 747 and Assembly Bill 1409 (ref. 65302.15 of the California Government Code) require each local jurisdiction to review and update its General Plan Safety Element to identify evacuation routes and their capacities, safety, and viability under a range of emergency scenarios; and, to identify evacuation locations;

8. Senate Bill 743 (ref. California Public Resources Code section 21099) required changes to the CEQA Guidelines (California Code of Regulations, Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts such that the criteria for determining the significance of transportation impacts must promote greenhouse gas emission reductions, the development of multimodal transportation networks, and a diversity of land uses; and, relatedly, requires the City to update its General Plan Circulation Element, to incorporate traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service (LOS);

9. Assembly Bill 3065 (ref. section 65302.5(b)(1) of the California Government Code) requires that at least 90 days prior to adoption of an amendment to the General Plan Safety Element, that the draft element

amendment be submitted to the State Board of Forestry and Fire Protection and to the applicable local fire protection agencies for review;

10. In accordance with the State requirements identified above, City staff, Rincon Consultants, and Fehr & Peers Consulting initiated preparation of the Safety Element and Circulation Element updates in January, 2021;

11. On February 28, 2022, Planning staff and the consultant team presented to the members of the Public Safety Commission and members of the Traffic and Transportation Commission completed drafts of the updated Safety Element and Circulation Element at a joint meeting of the two City commissions; and, the members of both commissions provided input regarding the draft General Plan element updates, which were incorporated;

12. Consistent with the provisions of California Government Code section 65302.5(b)(1): on July 29, 2021 Planning staff and consultant met with Los Angeles County Fire Department personnel to discuss and review the draft Safety Element update; on December 14, 2021 Planning staff submitted to the Los Angeles County Fire Department a revised draft Safety Element update for agency review followed by a review meeting on January 10, 2022; on August 12, 2021, November 17, 2022, and again on January 4, 2023 Planning staff and consultant submitted respective drafts of the Safety Element update to Cal FIRE for reviews by agency staff; and on April 4, 2023 the California Board of Forestry and Fire Protection (CAL FIRE) rendered a determination that the City's draft Safety Element Update conforms to applicable State laws and policies;

13. Consistent with the provisions of California Government Code section 65354, and section 17.76.050 of the Calabasas Municipal Code (CMC), the Planning Commission of the City of Calabasas conducted public hearings on July 21, 2022, October 6, 2022, and January 19, 2023 to take public testimony and to consider the proposed General Plan amendments, after which the Planning Commission passed Planning Commission resolution No. 2023-750, recommending to the City Council approval and adoption of the proposed amendments; and

14. Notice of the City Council public hearing included the notice requirements set forth in Government Code Section 65009 (b)(2); the hearing notice was posted on the City of Calabasas website, at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, at Calabasas City Hall; and the hearing notice was sent via e-mail to all citizens listed on the City's meeting notifications list.

NOW, THERFORE, the City Council of the City of Calabasas does hereby find and order that:

SECTION 1. In view of all of the evidence and the foregoing, and in accordance with section 17.76.050 of the Calabasas Municipal Code, the City Council of the City of Calabasas hereby finds and concludes that the proposed General Plan Amendments may be approved based on the following findings:

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

   The City's 2021 – 2029 Housing Element and associated updates to the Land Use Element were approved and adopted by the City Council on October 13, 2021, based in part upon findings that the updates were mutually consistent, as well being consistent with the policies and proposals set forth in the other 2030 General Plan elements. The City Council amended and re-adopted the 2021 – 2029 Housing Element on March 30, 2022 based in part on commensurate findings of internal General Plan consistency. The updates to the General Plan Safety Element and Circulation Element were triggered by the 2021 – 2029 Housing Element update, per State mandates, and were prepared in concert with the Housing Element update. The new policy statements and revised policy statements in the Circulation Element update and the Safety Element update promote greater overall safety and welfare for the community, and the new and amended policy statements do not negate, contradict, or otherwise conflict with policies and programs within the other General Plan elements. Furthermore, relative to the Safety Element, updates to pages XIII-9 and XIII-10 of the 2030 General Plan (Chapter XIII, Implementation) add inter-agency coordination measures regarding emergency preparedness, evacuation, response, and recovery, thereby strengthening internal General Plan consistency. As a result, the proposed amendments are internally consistent with the General Plan and meet this finding.

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

   The proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans: 1) information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes; 2) a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy; 3) new information on flood hazards, fire hazards, or climate adaptation or resilience that was not previously available; 4)

analyses and policies addressing the risk of fire in state responsibility areas and very high fire hazard severity zones; 5) identification of evacuation routes and capacity, safety, and viability under a range of emergency scenarios; and, 6) traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service. Because the proposed updates to the Circulation Element and the Safety Element of the 2030 General Plan incorporate all of the foregoing, and are therefore beneficial to the public interest, convenience, and welfare of the City, the proposed amendments to the General Plan meet 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 proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans a variety of information, analyses, and policies pertaining to wildfire hazard risk and resilience, climate change vulnerability and mitigation measures, emergency evacuation analyses and policies, and vehicle miles traveled based policies regarding traffic impacts. These issues and policies relate to the entirety of the City and are not site specific. Therefore, a determination of site suitability for the proposed General Plan amendments is inapplicable.

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

The *City of Calabasas General Plan Update Final Environmental Impact Report (EIR)* (State Clearinghouse #2021020150) was approved and certified by the City of Calabasas City Council on October 13, 2021; the EIR analyzed updates to the Land Use, Housing, Safety, and Circulation Elements. However, some updates to the Safety Element and Circulation Element were accomplished after the General Plan Update Final EIR was approved and certified; therefore, an Addendum to the EIR was prepared for this project. The EIR Addendum, in conjunction with the previously certified Final EIR, addresses the entirety of proposed updates to the Calabasas General Plan Circulation and Safety Elements. The EIR Addendum was prepared in accordance with Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines. Pursuant to CEQA Guidelines section 15162, an explanation of the decision not to prepare a subsequent EIR, supported by substantial evidence, is included in Section 4 of the EIR Addendum. As a result, the proposed General Plan amendments meet this finding.

SECTION 2. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council of the City of Calabasas hereby approves and adopts the proposed updates to the Safety Element, Circulation Element, and Chapter XIII (Implementation) of the Calabasas 2030 General Plan, in accordance with the April 26, 2023 City Council Meeting Staff Report, inclusive of all attachments, exhibits, and incorporated references.

SECTION 3. 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 26th day of April 2023.

David J. Shapiro, Mayor

ATTEST:

Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk

APPROVED AS TO FORM:

Matthew T. Summers
Colantuono, Highsmith & Whatley, PC
City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF CALABASAS)

I, **MARICELA HERNANDEZ, MMC, CPMC** City Clerk of the City of Calabasas, California, **DO HEREBY CERTIFY** that the foregoing resolution, being **Resolution No. 2023-1850** was duly adopted by the City Council of the City of Calabasas, at their regular meeting held on April 26, 2023, and that it was adopted by the following vote, to wit:

AYES: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht and Bozajian.

NOES: None.

ABSTAIN: None

ABSENT: Kraut.

Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk
City of Calabasas, California

CITY *of* CALABASAS
2030 General Plan

ACKNOWLEDGEMENTS

The following individuals contributed to the preparation of the 2030 General Plan:

City Council

Mary Sue Maurer, Mayor
Jonathon Wolfson, Mayor pro Tem
James Bozajian, Councilmember
Barry Groveman, Councilmember
Dennis Washburn, Councilmember

Planning Commission

Mark Sikand, Chair
John Mueller, Vice Chair
David Brown
Martha Scott Fritz
Gary S. Klein
Rick Shumacher, Alternate Member

General Plan Advisory Committee

Gary S. Klein, Chair
Dana Ashton, Vice Chair
David Brown
Michelle Dornfest
Michael Friedman
Alan Horwitz
Michael Kaplan
Peter Kraut
Kim Lamorie
Robert Lia
Mireille Neumann
Robert Odello
Melissa Olen
Jolie Pfahler
Robert Pope
Mark Shear
Peter Valk
Candice Weber

City Staff

Maureen Tamuri, Community Development Director
Robert Yalda, Public Works Director/City Engineer
Gary Lysik, Chief Financial Officer
Jeff Rubin, Director of Community Services
Deborah Steller, Media Operations Director
Tom Bartlett, City Planner
Alex Farassati, Environmental Services Supervisor
Arvin Petros, Media Operations Supervisor
Michael Hafken, Public Information Officer
Glenn Michitsch, Senior Planner
Geoffrey Starns, Senior Planner
Marc Seferian, Senior Civil Engineer
Karlo Gorgin, Senior Media Specialist
Isidro Figueroa, Planner
Talyn Mirzakhanian, Planner
Michael Klein, Associate Planner
Andrew Cutler-Cohen, Associate Planner
Krystin Rice, Planning Assistant
Jason Lee Meir, Media Production Specialist
Elizabeth Parker, Executive Assistant II
Nina Harvey, Executive Assistant
Molly Richmond, Executive Assistant

Acknowledgements

Consultants

Rincon Consultants, Inc.
Stephen Svete, AICP, President
Joe Power, AICP, Principal
Patrick Nichols, Associate
Sean Wazlaw, Associate
Mark Neumeister, Associate
Matthew Maddox, Associate
Katherine Warner, GIS Specialist

RRM Design Group
Erik Justesen, ASLA
Diane Bathgate, AICP
Wendy Smith

Associated Transportation Engineers
Scott Schell, AICP, Principal
Dan Dawson, Senior Engineer

Karen Warner Associates
Karen Warner

The Natelson Dale Group
Roger Dale, Principal

CITY *of* CALABASAS
2030 General Plan

TABLE OF CONTENTS

Page

I. Introduction

I.A General Plan Background I-1
I.B Nature and Purpose of the General Plan I-5
I.C Internal General Plan Consistency: Competing Objectives I-7
I.D General Plan Format & Organization I-8
I.E Community Vision I-10
I.F Comparison of California General Plan Requirements to the Organization of the Calabasas General Plan I-13

II. Land Use Element

II.A Municipal Boundaries II-1
II.B Community Structure II-4
II.C General Plan Land Use Districts II-8

III. Open Space Element

III.A Open Space III-1
III.B Hillside Management III-12

IV. Conservation Element

IV.A Biotic Resources IV-1
IV.B Urban Forestry IV-7
IV.C Air Quality IV-9
IV.D Water Resources IV-12
IV.E Soil Conservation and Preservation IV-17
IV.F Energy Resources IV-18
IV.G Solid Waste Management IV-22
IV.H Mineral Resources IV-23

Table of Contents

V. 2021-2029 Housing Element

V.A Introduction V-1
V.B Residential Sites Analysis V-8
V. C Housing Conservation and Maintenance V-29
V.D Variety of Housing Sites V-34
V.E Development of Affordable Housing V-39
V.F Removal of Constraints to Housing V-44
V.G Equal Housing Opportunities and Special Needs V-49

VI. Circulation Element

VI.A Vehicular Circulation VI-5
VI.B Bikeway System VI-19
VI.C Pedestrian Circulation VI-23
VI.D Transit VI-24

VII. Safety Element

VII.A Geology and Seismicity VII-2
VII.B Stormwater Management and Flooding VII-7
VII.C Fire Hazards VII-11
VII.D Radon Gas VII-20
VII.E Hazardous Materials VII-22
VII.F Disaster Response VII-23
VII.G Climate Change & Vulnerable Populations VII-33

VIII. Noise Element

VIII.A Noise Background VIII-1
VIII.B Noise Levels in Calabasas VIII-3
VIII.C Noise Objective and Policies VIII-9

IX. Community Design Element

IX.A Citywide Community Design IX-7
IX.B Neighborhoods IX-12
IX.C Scenic Corridors IX-27

X. Parks, Recreation & Trails Element

X.A Active Use Facilities X-2
X.B Trail System X-10
X.C Recreation Programs X-14

XI. Cultural Resources Element

XI.A Pre-Historic Resources XI-1
XI.B Historic Resources XI-5
XI.C Cultural Amenities XI-8

XII. Services, Infrastructure & Technology Element

XII.A Fiscal Management XII-1
XII.B Municipal Services XII-3
XII.C Educational Services XII-6
XII.D Water Service & Infrastructure XII-7
XII.E Wastewater Service & Infrastructure XII-9
XII.F Storm Drains XII-10
XII.G Technological Infrastructure XII-12

XIII. General Plan Implementation

XIII.A Follow-Up Studies and Actions XIII-1
XIII.B Intergovernmental Coordination and Community Involvement XIII-6
XIII.C Strategic Planning Programs XIII-12

List of Figures

Figure I-1 Municipal and Plan Area Boundaries I-3
Figure II-1 Land Use Map II-17
Figure III-1 Designated Open Space in Calabasas III-3
Figure III-2 Open Space Ownership in Calabasas III-5
Figure III-3 Potential Areas for Development Rights Retirement and Open Space Designation III-9
Figure III-4 Significant Ridgelines in Calabasas III-15
Figure IV-1 Significant Ecological Areas, Linkages, and Corridors IV-3
Figure IV-2 Sensitive Biological Resources in and Around Calabasas IV-5
Figure IV-3 Drainages and Floodways in Calabasas IV-15
Figure V-1 Housing Inventory Sites Map V-13
Figure VI-1 Calabasas Roadway System VI-3
Figure VI-2 Existing and Planned Bicycle Facility System VI-21
Figure VII-1 Regional Earthquake Faults VII-4
Figure VII-2 Seismic Hazard Zones VII-5
Figure VII-3 FEMA Flood Zones VII-10
Figure VII-4 Very High Fire Hazard Severity Zone and Critical Facilities VII-13
Figure VII-5 Historic Fire Perimeters 1900-1959 ..... VII-14
Figure VII-6 Historic Fire Perimeters 1960-1999 ..... VII-15
Figure VII-7 Historic Fire Perimeters 2000-2021 ..... VII-16

Table of Contents

Figure VII-8 Radon Hazard Zones VII-21
Figure VII-9 Single-Access Route Residential Neighborhoods VII-27
Figure VII-10 Annual Average Maximum Temperature VII-36
Figure VII-11 Extreme Heat Days VII-37
Figure VII-12 Historical Annual Average Maximum Temperature (NOAA) VII-38
Figure VII-13 Total Annual Precipitation VII-40
Figure VII-14 Annual Average Area Burned VII-43
Figure VIII-1 Existing Noise Levels VIII-5
Figure VIII-2 Existing Noise Contours VIII-7
Figure VIII-3 Land Use Compatibility for Community Noise Environments VIII-10
Figure IX-1 Calabasas Neighborhoods IX-13
Figure IX-2 West Village IX-17
Figure IX-3 West Village Sketches IX-19
Figure IX-4 East Village IX-23
Figure IX-5 Scenic Corridors IX-29
Figure X-1 Existing and Potential Recreational Facilities X-5
Figure X-2 Existing and Planned Trail System X-11
Figure XI-1 Potential Cultural Resource Areas XI-3

List of Tables

Table I-1 Index to Location of State-Mandated General Plan Issues I-14
Table II-1 General Plan Land Use Districts II-10
Table III-1 Open Space Acreage and Ratios in Calabasas (2008) III-2
Table V-1 Residential Projects with Entitlements V-9
Table V-2 Vacant Residential Sites V-10
Table V-3 Multi-family and Mixed-Use Housing Opportunity Sites V-12
Table V-4 Comparison of Residential Sites Inventory with Regional Housing Growth Need (RHNA) V-26
Table V-5 Fair Housing Issues and Actions for Mitigation V-51
Table V-6 Housing Programs Summary V-56
Table V-7 Summary of Quantified Objectives V-61
Table VI-1 Signalized Intersection Level of Service Definitions VI-10
Table VIII-1 Typical Noise Levels VIII-2
Table VIII-2 Measured Noise Levels VIII-4
Table X-1 Summary of Parks and Recreational Areas By Type X-3
Table X-2 Existing LVUSD Facilities Used for Non-School Recreational Activities X-7
Table XIII-1 Types of General Plan Amendments XIII-13

Appendices

Appendix A: Policy Terms
Appendix B: Glossary
Appendix C: Housing Element Appendices
C1. Glossary
C2. Affirmatively Furthering Fair Housing (AFFH)
C3. Residential Sites Inventory
C4. Affordable Housing Overlay Feasibility Analysis
C5. CoStar Office Submarket Report
C6. Public Participation
C7. Housing Element Background Report
Appendix D: Safety Element Appendices
D1. Wildfire Assessment
D2. Emergency Evacuation Traffic Assessment

CITY *of* CALABASAS

2030 General Plan

I – Introduction

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

I. INTRODUCTION

The Calabasas General Plan represents the City's comprehensive effort to define what makes Calabasas a special place, delineate a vision for its future, and formulate action-oriented programs to achieve that future. The Plan functions as a blueprint that defines not only how the City will evolve through 2030, but the steps the community will take to make this vision a reality.

Calabasas is located in western Los Angeles County along the heavily traveled Ventura Freeway, approximately 25 miles from downtown Los Angeles. Neighboring cities include Los Angeles, Agoura Hills, and Hidden Hills. A portion of the City's northern boundary also borders Ventura County. As of 2014, the City of Calabasas' corporate boundaries encompassed approximately 13.8 square miles, or 8,804 acres of land. The City's 2013 population is estimated at 23,802. In addition, the General Plan addresses unincorporated areas surrounding the City that may be considered for future annexation. As of 2014, these unincorporated areas total about 3.2 square miles (2,022 acres) and include residential neighborhoods, commercial areas, open space, and a public school. Planning boundaries are shown on Figure I-1.

I.A General Plan Background

History of Planning in Calabasas

Prior to incorporation, Calabasas was an unincorporated community governed by the County of Los Angeles. The formation of the city in 1991represented an effort by local residents to exercise local control of the community's future. 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.

Calabasas adopted its first General Plan in 1995. That plan, which was the result of a four-year planning effort, established three dominant themes for the community: (1) environmental responsibility; (2) local management and control; and (3) community image. The plan included all elements required by California General Plan law, but

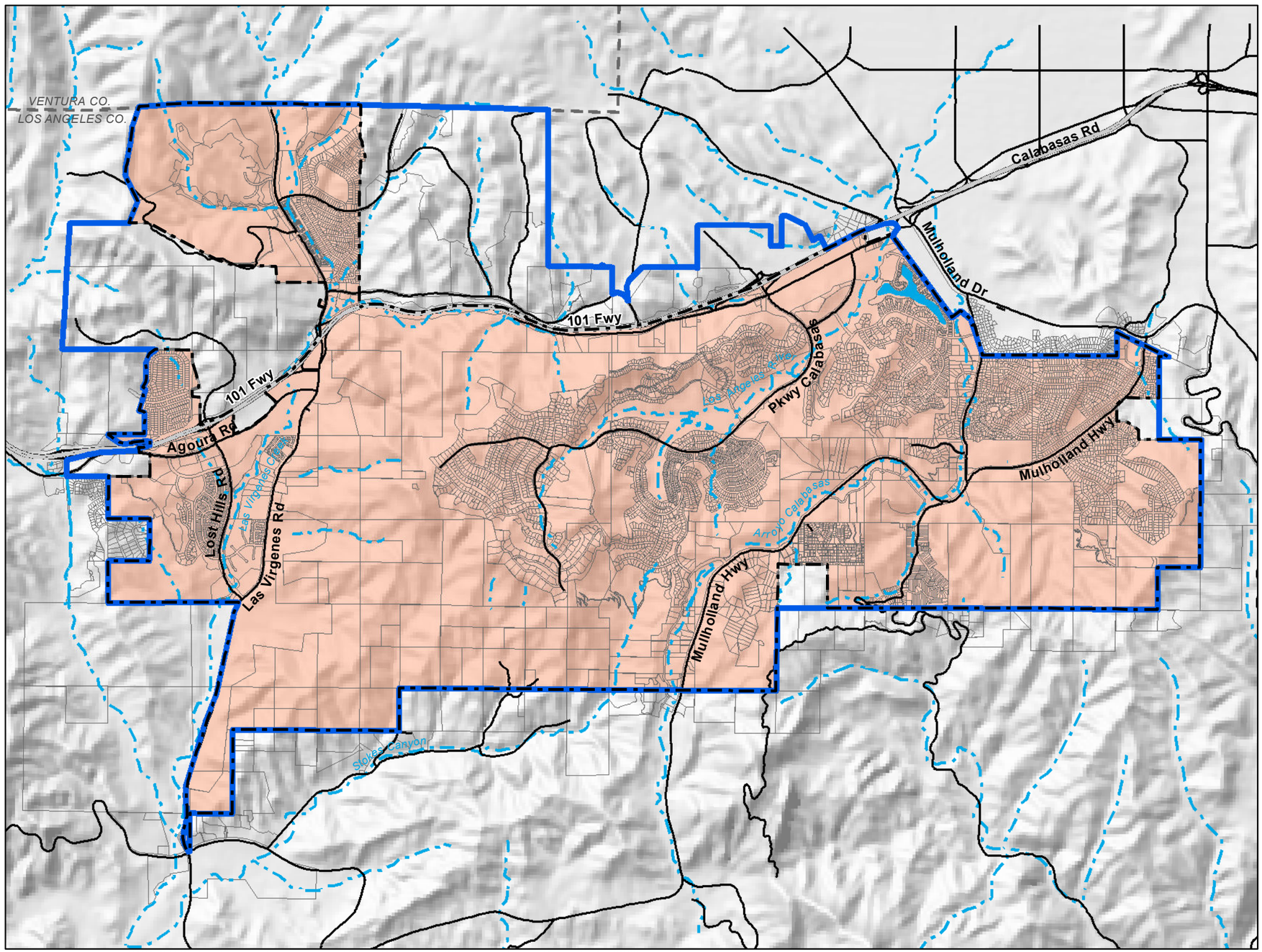
organized the elements in a somewhat non-traditional format. In addition, unlike most general plans, the document was accompanied by a General Plan Implementation Guide that included specific performance standards for new development in the community. This guide was needed at the time because the City did not yet have its own development code.

The City subsequently adopted a municipal code in 1998. At that point, the City had two documents containing development standards with which to implement the General Plan – the General Plan Implementation Guide and the Calabasas Development Code. The two documents were generally in agreement, but certain inconsistencies between the two documents created uncertainties as to how General Plan policies were to be implemented. Therefore, a goal of the 2030 General Plan is to eliminate the Implementation Guide and incorporate the principles and standards from the Implementation Guide into an updated development code.

Genesis of the 2030 General Plan

The preparation of the 2030 General Plan involved an approximately 21-month process involving the City Council and Planning Commission, a General Plan Advisory Committee (GPAC) made up of 20 individuals representing broad segments of the community, key community stakeholders, City and consultant staff, and the public at large. The extensive public involvement process for developing the General Plan included:

- *Establishment of the GPAC by the City Council*
- *A series of 17 meetings with the GPAC to obtain input on the issues of concern and preferred approaches to resolving these issues*
- *Two public workshops to gather input from the community on the direction of the plan*
- *A two-day visioning charrette where public input was gathered and a series of concepts for land use and parks were developed for key areas of the community*
- *A communitywide telephone survey to gauge community opinion regarding a range of issues relevant to the General Plan*
- *A 4th of July booth providing information about the General Plan update and gathering community input on the General Plan*
- *Development and maintenance of a web page providing information to the community about the General Plan process and work products*



Imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

Figure I-1
Municipal and
Plan Area Boundaries

I.B Nature and Purpose of the General Plan

The Calabasas General Plan functions as a guide to the type of community that Calabasas citizens desire for their future and provides the means by which that desired future can be achieved. The General Plan is a "constitution" for local decision making that addresses the range of immediate, mid-, and long-term issues with which the community is concerned, including but not limited to environmental sensitivity and preservation, public services, and economic vitality. The Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment.

According to the State guidelines for the preparation of general plans, the role of the General Plan is to establish a document that will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private" (General Plan Guidelines, 2003). As further mandated by the State, the General Plan must serve to:

- *Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;*
- *Provide a framework within which the City's Planning Commission and City Council can make land use decisions;*
- *Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and*
- *Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules which will guide both environmental protection and land development decisions within the City and surrounding planning area.*

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. The general contents of the seven state-mandated elements are described on the following page.

I. INTRODUCTION

Mandated General Plan Elements

- *The **LAND USE ELEMENT** designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private use.*
- *The **CIRCULATION ELEMENT** is correlated with the land use element, and identifies the general location and extent of existing and proposed major thorough-fares, transportation routes, terminals, and other local public utilities and facilities.*
- *The **HOUSING ELEMENT** is a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing and includes action programs.*
- *The **CONSERVATION ELEMENT** addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits.*
- *The **OPEN SPACE ELEMENT** details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public healthy and safety.*
- *The **NOISE ELEMENT** identifies and appraised noise problems within the community and forms the basis for land use distribution.*
- *The **SAFETY ELEMENT** establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.*

The Calabasas General Plan also includes four elements beyond those required by State law. These include:

- ***Community Design:*** This element establishes policies and programs relating to the overall design of the community, including guidelines relating to architectural design, building height and massing, and landscaping.
- ***Parks, Recreation, and Trails:*** This element establishes policies and programs for the maintenance and enhancement of municipal parks, recreational services, and trails.

- *Cultural Resources:* This element establishes policies and programs relating to the preservation of existing cultural resources within the community and development of cultural amenities that community residents desire.
- *Services, Infrastructure, and Technology:* This element establishes policies and programs relating to municipal and education services, water, sewer, and storm drain facilities, and technological infrastructure and development.

Though not mandated by State law, these General Plan elements have the same force and effect as the elements required by the State.

I.C Internal General Plan Consistency: Competing Objectives

In addition to providing a comprehensive view of the community's future physical, social, and economic environments, general plans must be internally consistent. In order to function as a useful statement of local policy, the various components of the General Plan need to "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency" (Government Code, Section 65300.5). The following factors must be considered with respect to internal consistency:

- *Equal Status Among General Plan Elements* – All elements of the General Plan have equal legal status. Because no element is legally subordinate to another, the General Plan must resolve potential conflicts between or among the elements through clear language and policy consistency.
- *Consistency Between Elements and Within Individual Elements* – All General Plan elements must be consistent with one other. Any individual provision of the General Plan should not require the City to take an action prohibited by another General Plan provision. In addition, the assumptions and vision used to create individual portions of the General Plan need to be uniform and consistent.
- *General Plan Text and Diagram Consistency* – Because General Plan text and diagrams are both integral parts of the General Plan, they must be consistent with each another. Thus, the diagrams of the General Plan are intended to be a graphic reflection of the General Plan text.
- *Competing Objectives* – Although the General Plan must be internally consistent, it is important to recognize that community objectives are sometimes inherently in conflict. Therefore, blind pursuit of one objective may, in some cases, inhibit the achievement of other community objectives.

For example, the Calabasas General Plan recognizes the need to minimize water consumption in light of limited water resources. However, to eliminate watering of sites being graded for permitted development or eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the General Plan, decisionmakers must strike a balance between competing objectives, recognizing that all objectives cannot be fully implemented all the time.

I.D General Plan Format & Organization

The Calabasas General Plan is organized into 13 chapters, which include this Introduction, 11 General Plan elements, and a chapter describing General Plan implementation programs. An appendix describing policy terms used in the Plan is also included, as is a glossary. The 11 General Plan elements encompass all of the elements required by California General Plan law as well as several optional elements. The content of each of the 13 General Plan chapters is summarized below.

The **Introduction** (Chapter I) provides an introduction to the community of Calabasas, the overall General Plan document, and an overview of Calabasas' vision for the future.

The **Land Use Element** (Chapter II) details Calabasas' program to manage its physical environment, and meets State requirements for the Land Use Element. Land use objectives, general plan approaches, and policies are presented. In addition, Chapter II delineates the land use districts presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area as well as allowable development intensities for each defined use.

The **Open Space Element** (Chapter III) details Calabasas' commitment to preserving open space in and around the City. It also identifies additional areas that the City may wish to set aside as open space and describes methods by which the City will manage hillside areas and associated resources.

The **Conservation Element** (Chapter IV) describes Calabasas' program to manage its natural environment. The primary objective of this element is to define environmental features within the plan area and provide each feature with an appropriate level of protection. With the exception of cultural resources (covered in the Cultural Resources Element in Chapter XI), this element meets State requirements for conservation elements. Specifically, the Conservation Element covers the following issues:

- *Biotic Resources*
- *Air Quality*
- *Water Resources*
- *Soil Conservation and Preservation*
- *Energy Resources*
- *Solid Waste Management*
- *Mineral Resources*

The **Housing Element** (Chapter V) presents Calabasas' commitment to provide housing opportunities to meet the needs of all economic segments of the community, and to ensure the continued high quality of the City's housing stock. This element contains the following components.

- ***Housing Needs*** *– summarizes existing and projected needs for housing for all economic segments of the community, including new construction needs and particularly the needs of such groups as the handicapped, the elderly, large families, female-headed households, and the homeless*
- ***Opportunities for the Creation of New Housing*** *– examines the inventory of land that is available to meet identified needs for new housing construction*
- ***Constraints on the Production of Housing*** *– explores governmental and non-governmental obstacles that need to be overcome if the City of Calabasas is to meet its housing needs*
- ***Housing Goals, Quantified Objectives, Programs, and Specific Actions*** *– outlines the specifics of Calabasas' housing improvement program for the years 2014 to 2021*

The **Circulation Element** (Chapter VI) outlines the City's program to provide mobility within the General Plan study area. This element addresses motor vehicle, bicycle, and pedestrian circulation, as well as parking issues. A major thrust of this element is to ensure that roadways and transportation facilities support, rather than lead, the type of community which Calabasas wishes to maintain. Thus, environmental considerations have been incorporated into the Circulation Element and recommendations to increase the traffic carrying capacity of the area's roadway system were designed to recognize and protect significant environmental features.

The **Safety Element** (Chapter VII) addresses the relationship between natural and manmade hazards and existing and future development. Key features of this element are the definition of "acceptable risk" and identification of the extent to which natural and manmade hazards will be managed in order to protect public health and safety. The Safety Element meets State requirements and addresses the following specific topics:

- *Geology and Seismicity*
- *Stormwater Management and Flooding*
- *Fire Hazards*
- *Hazardous Materials*
- *Disaster Response*

The **Noise Element** (Chapter VIII) identifies existing and projected future noise sources and levels throughout the City. It also provides policies and standards to limit noise exposure. The Noise Element meets the requirements of State General Plan law.

The **Community Design Element** (Chapter IX) establishes policies and programs relating to the overall design of the community, including guidelines relating to architectural design, building height and massing, and landscaping. This is an optional element that is not mandated by State General Plan law.

The **Parks, Recreation, & Trails Element** (Chapter X) identifies recreational needs and establishes policies and programs for the maintenance and enhancement of municipal parks, recreational services, and trails. This is an optional element that is not mandated by State General Plan law.

The **Cultural Resources Element** (Chapter XI) identifies community cultural resources and establishes policies and programs relating to the preservation of existing cultural resources within the community as well as development of cultural amenities that community residents desire. This is an optional element that is not mandated by State General Plan law.

The **Services, Infrastructure, and Technology Element** (Chapter XII) establishes policies and programs relating to municipal and education services, water, sewer, and storm drain facilities, and technological infrastructure and development. This is an optional element that is not mandated by State General Plan law.

General Plan Implementation Programs (Chapter XIII) defines the specific programs and actions that the City will undertake to ensure implementation of its General Plan goals, objectives, approach, and policies.

I.E Community Vision

The Calabasas General Plan is intended to provide a vehicle for maintaining the community qualities that make Calabasas a desirable place to live while facilitating

limited changes that will further enhance the quality of life that Calabasas residents enjoy. Keys to maintaining the desirability of Calabasas are:

- *Protection of the natural environment that attracted many residents to the area;*
- *Managing municipal affairs in a manner that is consistent with local social values; and*
- *Enhancing the physical appearance of the community's built environment.*

Calabasas is located in a beautiful natural setting that the community intends to protect for the enjoyment of future generations. The current density of population within the community is low to moderate and continuation of this characteristic is a key part of Calabasas' vision. In recognition of the importance of retaining the characteristics that make Calabasas a special place, the General Plan is strongly oriented toward protecting the natural environment and managing the manmade environment, thereby ensuring that future development occurs in a manner that is consistent with local community values.

The General Plan provides a long-term action agenda to follow in achieving the vision of Calabasas residents, which is expressed in three dominant themes:

- ***Environmental Responsibility*** *– preservation/enhancement of natural resources and living within the limits imposed by available resources*
- ***Community Character*** *– protection of Calabasas' special character*
- ***Quality of Life*** *– maintaining an outstanding quality of life for Calabasas residents*

Environmental Responsibility

Maintenance of a high quality of life is dependent upon a high quality environment. Thus, the area's natural environment is invariably cited as the key to Calabasas' desirability and preservation of open space is generally cited as the community's number one priority. Protecting the area's remaining natural hillsides, ridgelines, and significant habitat areas, as well as preserving remaining open lands in their natural state, are important concerns of area residents.

Calabasas' view of environmental issues is broad, extending beyond the City's immediate physical environment to such issues as water resource conservation, solid

waste management, night sky and glare considerations, air quality, and energy conservation. This broad view of the environment also extends geographically, and is reflected in the community's participation in regional planning and visioning programs, including programs that only indirectly affect the City of Calabasas.

Environmental Responsibility Goals

1. Recognize that the area's natural environment is a critical community asset.
2. Place the highest priority on protection and stewardship of designated open space and acquisition of additional land for designation as open space.
3. Minimize the environmental impacts of development, including impacts to landscape and viewsheds, through excellent community and project design.
4. Minimize the environmental impacts of City activities by making environmental sensitivity a key consideration in the provision of municipal services and facilities.
5. Become a municipal role model in addressing global environmental issues.

Community Character

Because no two sites or neighborhoods are exactly alike, working with nature does more than protect the inherent environmental or visual value of natural resources. It can also give developers and site planners greater opportunities to create built environments of a higher quality, with a more distinctive local identity, and with reduced impacts on the region as a whole. As such, working with nature is an important complement to another priority – ensuring that the built environments themselves are of the highest possible quality. This is the focus of the community character theme.

The community character theme in Calabasas has many components. Foremost is the community's identification with the area's natural environment and remaining open lands, which is also discussed as part of the environmental responsibility theme. Other components involve the maintenance of existing established neighborhoods and enhancement of specific local areas to improve the overall image of the community.

Community Character Goals

1. Provide guidelines for public and private development that recognize, maintain, and enhance the scenic beauty afforded by Calabasas' natural environment.
2. Define and preserve the character of established residential neighborhoods.
3. Facilitate appropriately-scaled infill development in existing commercial districts.
4. Facilitate design that provides neighborhood and communitywide meeting places and encourages public interaction.

5. Provide a balanced transportation system that facilitates a variety of ways to move through the community and emphasizes neighborhood and environmental protection.

Quality of Life

No single definition of "quality of life" applies universally as the term means very different things to different people. Nevertheless, the citizens of Calabasas have defined a number of specific goals for enhancing the overall quality of life in the community. These goals complement the environmental responsibility and community character goals listed above to identify the keys to maintaining a high quality of life in Calabasas.

Quality of Life Goals

1. Encourage a high level of citizen involvement in shaping the community's future.
2. Provide municipal infrastructure and services that are responsive to the community's needs and priorities.
3. Preserve and enhance areas of visual, cultural, historical, archaeological, and urban design significance.
4. Provide recreational and cultural activities and facilities that meet community needs and preferences.
5. Provide for a variety of housing types that meet the needs of Calabasas citizens in a manner consistent with the City's environmental responsibility and community character goals.
6. Facilitate high quality economic development that meets the community's employment and service needs in a manner consistent with the City's environmental responsibility and community character goals.

I.F Comparison of California General Plan Requirements to the Organization of the Calabasas General Plan

Table I-1 lists the various issues defined by the California General Plan Guidelines and identifies where in the Calabasas General Plan these issues are addressed.

I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conser-vation	Housing	Circu-lation	Safety	Noise	Com-munity Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Land Use											
Distribution of housing, business, industry	■			■							
Distribution of open space	■	■									
Distribution of mineral resources	■		■								
Distribution of recreation facilities	■								■		
Location of educational facilities	■										■
Location of public buildings	■							■			
Location of future solid and liquid waste facilities	■		■								■
Identification of areas subject to flooding			■			■					
Circulation											
Major thoroughfares					■						
Transportation routes					■						
Terminals					■						

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conser-vation	Housing	Circu-lation	Safety	Noise	Com-munity Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Other local public utilities & facilities	■				■						■
Housing											
Preservation of housing				■							
Maintenance of housing				■							
Improvement and conservation of housing				■							
Development of housing				■							
Adequate sites for housing	■			■							
Adequate provision of housing for projected needs				■							
Promotion of equal housing opportunities				■							
Conservation											
Water			■								
Soils			■								
Rivers and other waters			■								
Wildlife			■								

I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conser-vation	Housing	Circu-lation	Safety	Noise	Com-munity Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Minerals			■								
Other natural resources			■								
Water program			■								
Reclamation of land and waters			■								
Prevention of pollution of streams and other waters			■								
Regulation of land in stream channels	■		■								
Protection of watersheds	■		■								
Flood control			■			■					■
Open Space											
Open space for preservation of natural resources	■	■	■								
Open space for managed production of resources	■	■	■								
Open space for outdoor recreation	■	■							■		
Open space for public health and	■	■				■					

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conser-vation	Housing	Circu-lation	Safety	Noise	Com-munity Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
safety											
Trail-or iented recreational uses	■	■							■		
Noise											
Major noise sources							■				
Existing and projected noise contours							■				
Determination of noise problems							■				
Noise attenuation							■				
Safety											
Seismic hazards						■					
Slope instability and mudslides	■					■					
Subsidence and geologic hazards						■					
Flooding						■					■
Wildland and urban fires			■			■					
Evacuation routes					■	■					
Water supply requirements			■			■					■
Emergency road widths					■	■					
Clearance around structures						■					

Page intentionally left blank.

II – Land Use Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

II. LAND USE ELEMENT

The Land Use Element of the General Plan establishes Calabasas' vision and fundamental land use philosophy, including directing development to the most suitable locations, and maintaining the environmental, social, physical, and economic health and vitality of the area. The Element therefore focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns that are consistent with local social values. Of primary concern are the *type*, *intensity*, *location*, and *character* of land uses that will be permitted in the future.

Calabasas' land use pattern is well established and is not intended to change over time. Future growth will primarily consist of infill development, and minor extension of rural residential development at the edge of the urban area. Nevertheless, as development occurs, the City will continue to face significant challenges. Calabasas' natural setting and significant environmental features need to be protected and preserved, and at the same time, private property rights must be recognized and respected.

It is the goal of the Land Use Element to:

- Direct the amount and location of land uses in conformance with environmental carrying capacities and the other goals of the General Plan.
- Within the constraints of these carrying capacities, provide a distribution of land uses that maintains, yet also enhances the environmental, social, physical, and economic well-being of Calabasas.

II.A Municipal Boundaries

Objective

Maintain and adjust City boundaries in a manner that encompasses the entire Calabasas community and that provides for rational management of the area's natural environment.

II. LAND USE ELEMENT

General Plan Approach

The central concept of Calabasas' approach to the possible extension of its present boundaries is to emphasize the following:

- *Defining those areas that have traditional social and cultural ties to Calabasas, and which are generally considered to be part of the community of Calabasas*
- *Identifying lands that have a significant physical and/or infrastructure relationship to the City of Calabasas*
- *Initiating cooperative planning programs with residents and landowners in unincorporated areas being considered for annexation*
- *Allowing residents and landowners in adjacent incorporated and unincorporated areas to choose through the democratic process whether they wish to become part of Calabasas*

Annexations to Calabasas must be approved by the Los Angeles County Local Agency Formation Commission (LAFCO), which is responsible for coordinating logical and timely changes in local governmental boundaries. Territory must be within a city or district's sphere in order to be annexed.

California annexation law requires the consent of landowners within uninhabited areas, and of registered voters within inhabited areas, in order to permit lands to be annexed into a city. The wide variation in the circumstances of unincorporated lands surrounding Calabasas necessitates different approaches to annexation policy in different areas.

It is not the intent of the City to offer increases in the planned development intensity of unincorporated lands as an inducement for landowners to annex property into the City of Calabasas. For the most part, land uses in the areas being considered for future annexation would not be expected to change upon annexation. The one exception is the Craftsman's Corner area north of the Ventura Freeway and generally east of Parkway Calabasas. This area is within the City of Hidden Hills' sphere of influence (SOI) and would therefore need to be removed from the Hidden Hills SOI and included within the Calabasas SOI prior to any annexation of that area. If annexed in the future, that area may be contemplated for a mix of residential and non-residential uses, possibly including a performing arts venue or other similar facility. For those properties not

already located within Calabasas' corporate boundaries, the land use designations shown on the General Plan Land Use Map (**Figure II-1**, page II-18) are those that the City of Calabasas intends to apply upon annexation. Previously unforeseen annexation opportunities involving properties not indicated on Figure II-1 may arise from time to time and the City may consider such annexations as appropriate. Such consideration shall require an amendment to the General Plan.

Policies

II-1 Work with residents and landowners of the unincorporated areas contemplated for annexation to determine whether any interest exists in these communities for annexation to the City of Calabasas.

II-2 Facilitate future annexations by coordinating the definition of sphere of influence boundaries with surrounding cities.

II-3 Pursue annexation of those areas where residents (in inhabited areas) or landowners (in uninhabited areas) desire to become part of the City of Calabasas.

II-4 Specifically pursue annexation of the Craftsman's Corner area in unincorporated Los Angeles County, north of the Ventura Freeway and east of Parkway Calabasas. Within this area, facilitate a mix of commercial, institutional, and residential uses, potentially with a focus on creative and/or performing arts.

II-5 Require annexation proposals to demonstrate a positive relationship between City facility and service costs and the revenues that will be generated subsequent to annexation with the exception of areas to be annexed for the purpose of parks, schools, open space, and other public facilities.

II-6 Oppose the creation of any other urban entities where such entities would have a negative impact on Calabasas.

II-7 For any annexation territory, all vested entitlements shall be recognized and retained by the City upon annexation, unless otherwise revised by mutual agreement of the City and the affected property owners, such that any revisions to vested entitlements will result in improved development patterns and conditions having less environmental impact. Because previously vested projects may not be fully consistent with the provisions of this General Plan,

modifications to such projects may be found consistent with the General Plan if the following criteria are met:

- *The overall density/intensity of the modified project is no greater than that of the vested project;*
- *The modified project will not result in any environmental impacts greater than those which would have resulted from the vested project; and*
- *The modified project achieves a substantially greater degree of consistency with the policies and objectives of the General Plan and complies more fully with the standards and requirements of the Development Code than the vested project.*

II.B Community Structure

Objectives

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

General Plan Approach

Calabasas' vision is to continue to be a low intensity, primarily residential community nestled in a natural environmental setting. In general, urban development will not extend beyond the areas that are now developed or designated for urban development. Rural residential uses will be located at the fringe of the urban area, transitioning into primarily open space uses with widely scattered home sites. Thus, consistent with Los Angeles County's Santa Monica Mountains North Area Plan and Local Coastal Plan, it is the City's vision that the rural, open character of lands to the south of existing urban development and approved urban density projects be preserved, including lands along Las Virgenes Road south of Lost Hills Road and lands along Mulholland Highway west of Old Topanga Canyon.

Low intensity rural residential and open space designations have been provided on the General Plan Land Use Map to recognize those areas that have already been committed

to those uses, as well as to ensure that the intensity of future residential development is compatible with local social values and the significance and sensitivity of the area's natural environment. It is the City's vision that any new development occurring within these rural and undeveloped areas fit in with, rather than replace, the area's existing natural environment.

Land uses within Old Town and adjacent areas to the west along Calabasas Road up to Parkway Calabasas will continue to emphasize a pedestrian-oriented mix of retail and office uses. It is the City's desire to recreate the character of the traditional small town's "downtown" within this area, emphasizing the area's function as a community gathering place. Thus, the combination of individual developments within and adjacent to Old Town along Calabasas Road should provide a variety of plazas, as well as indoor and outdoor gathering areas that are accessible to the public. Old Town will retain its unique character and continue to provide restaurant and specialty commercial uses. Enhancement of the area's western character will continue to be undertaken in accordance with the Old Town Master Plan and Design Guidelines.

Calabasas Road will retain its current urban character between Old Town and Parkway Calabasas. The City's vision is that future redevelopment of lands along both sides of Calabasas Road with a mix of office, retail, and residential uses would complement the uses planned for Old Town Calabasas and provide the impetus for creating the pedestrian-oriented "city center" and gathering place that is desired.

The current mix of uses along the north side of the Ventura Freeway, from the Parkway Calabasas interchange to the westerly City limits, will generally be retained, though the area northeast and southeast of the Mureau Road/Las Virgenes Road intersection, which is currently developed with business park uses, may transition to a mix of office, retail, and multi-family residential uses. The City's vision for commercial development along Calabasas Road between Parkway Calabasas and Mureau Road is for low key commercial uses that are compatible with the area's biological sensitivity, and that will not dominate views of natural oak studded hillsides from the Ventura Freeway.

Natural hillsides will continue to dominate the Ventura Freeway corridor west to the Las Virgenes Road interchange. The office/business park uses in the northeast quadrant of the interchange may gradually transition to a mix of office, retail, and multi-family residential uses that create a village ambiance. Development of the northwest quadrant will be limited to the lower portions of the hillside so as preserve the existing oak woodlands, and not dominate views from the Ventura Freeway. Freeway-oriented commercial uses will continue in the southern quadrants of the Las Virgenes

interchange, focusing on urban design improvements to reduce the visual clutter created by a proliferation of driveways and signs. New commercial development and residential development may occur along the east side of Las Virgenes Road at Agoura Road. The Agoura Road corridor, currently dominated by suburban-scaled office and business park uses will gradually transition to a mix of office, retail, and residential uses that creates a strong "sense of place."

The planned mixed uses along Agoura Road will transition to the existing business park uses west of Lost Hills Road. Business park uses will extend west along Agoura Road and the southerly freeway frontage to the western city limits. Commercial retail uses will be located at the northeast corner of the Agoura Road/Lost Hills Road intersection.

Policies

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

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

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

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

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

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

II-12 Promote a citywide open space system consisting of not less than 3.0 acres per 1,000 population of active recreational land (i.e., public parks) and 4,000 acres of designated open space. The location and size should represent an extensive network of protected areas with a high degree of continuity and a systematic order of purposes, including resource conservation, recreation, and protection of public safety.

II-13 Designate sufficient lands for needed public, quasi-public, and institutional activities in a manner that is compatible with Calabasas' natural environmental setting and the community's small town and rural character.

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

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

II-16 All development agreements adopted after the adoption of the Calabasas General Plan shall be consistent with the provisions of the General Plan.

II-17 Encourage the clustering of development as a means of preserving significant environmental features. Clustered development shall meet the following criteria:

- *The clustering of development shall occur pursuant to a specific plan, planned development, or equivalent mechanism;*
- *The overall density of the project area shall not exceed the maximum specified in **Table II-1**, calculated as if there were no clustering;*
- *The resulting project will not require a greater level of public services and facilities than would have an equivalent non-clustered project;*

- *The result of clustering development shall yield a more desirable and environmentally sensitive development plan, create usable open space areas for the enjoyment of project residents, and preserve significant environmental features; and*
- *The net intensity of the developed area that results from clustering is compatible with the surrounding environment.*

II-18 Increase the opportunity for affordable housing development within the City by implementing the Affordable Housing Overlay (AHO) designation. The AHO designation shall supplement the underlying land use designation of an area by expanding density maximums on key housing opportunity sites identified in the Housing Element, and on the General Plan Land Use Map.

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

II-20 Enforce fair housing laws to ensure housing opportunities for all races, gender identities, and socioeconomic classes.

II-21 Promote inclusion of different socioeconomic groups in governmental processes, programs, and decisions

II-22 Continue to distribute public facilities equitably throughout the city, avoiding overconcentration in areas that are well-served, and ensure that facility location and design are compatible with nearby land uses.

II.C General Plan Land Use Districts

Table II-1 outlines the various districts that are delineated on the Calabasas General Plan Land Use Map (**Figure II-1**). Three levels of land use are designated. At the broadest level, urban land uses are distinguished from non-urban and open space uses.

At the second level, urban land uses are organized into Residential, Business, Mixed Use and Public Facilities land use types. Non-urban and open space uses include rural and open space uses. Each of these general land use types is assigned a "Basic Land Use Intensity."

At the most detailed level, specific land uses are designated. For each land use, a description of appropriate uses is provided along with a definition of the maximum allowable intensity that may be permitted. As discussed in Land Use Policy II-14, the assignment of maximum development intensity to the land uses identified on the General Plan Land Use Map does ***not*** imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity. If a proposed project is consistent with General Plan goals, objectives, approaches, and policies, as well as performance standards contained in the Development Code, the basic development intensity identified in **Table II-1** and on **Figure II-1** may be exceeded, up to but not beyond the maximum intensity.

Guidelines for Clustered Development

Avoid:

- *Disturbing areas within or adjacent to floodplains, stream buffer areas, wetlands, oak woodlands, habitat linkages, or other sensitive biological features;*
- *Developing on steep slopes, hilltops, and ridges where development would be highly visible;*
- *Placing numerous houses with access drives along collector and arterial roads;*
- *Backing houses directly or visibly onto collector and arterial roads; and*
- *Destroying existing tree stands, especially along rights-of-way.*

Require:

- *The resulting development after clustering to be consistent with the development's natural setting and the adjacent residential neighborhoods, if any;*
- *Substantial buffering and screening for development near all public rights-of-way;*
- *Preservation or enhancement of existing wooded areas and sensitive environmental areas;*
- *Homeowner-managed recreation areas and common spaces within larger clusters;*
- *Covenants and/or easements to permanently protect the undeveloped open space areas that remain after clustering is accomplished; and*
- *Appropriate sites for community facilities.*

Permit/Encourage:

- *Refinement of road and street design to better protect existing topography and landscape features such as streams and drainage patterns (measures include narrower road sections, steeper grades, reduced curve radii, no curbs, etc.); and*
- *Private courts and lanes instead of flag lots.*

Table II-1 General Plan Land Use Districts	
Urban Land Uses	
Urban-Residential	
R-SF Residential - Single Family	The R-SF designation accommodates single family detached housing units, including large lot estates and typical suburban tract developments, as well as small lot single family residences. *Basic Land Use Intensity: 2 du/ac* *Maximum Land Use Intensity: 6 du/ac; 12 du/ac for senior residential projects* *Anticipated Maximum Population Intensity: 16.8 persons/ac*
R-MF (12) Residential - Multiple Family (12 du/ac)	The R-MF (12) designation accommodates attached apartments, condominiums, townhomes, and duplexes. *Basic Land Use Intensity: 2 du/ac, 0.2 FAR for visitor serving uses* *Maximum Land Use Intensity: 12 du/ac; 0.2 FAR for visitor-serving uses* *Anticipated Maximum Population Intensity: 32 persons/ac*
R-MF (16) Residential - Multiple Family (16 du/ac)	The R-MF (16) designation accommodates attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes. *Basic Land Use Intensity: 2 du/ac; 0.2 FAR for visitor serving uses* *Maximum Land Use Intensity: 16 du/ac; 0.2 FAR for visitor-serving uses* *Anticipated Maximum Population Intensity: 43 persons/ac*
R-MF (24) Residential - Multiple Family (24 du/ac)	The R-MF (24) designation accommodates attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes. *Basic Land Use Intensity: 2 du/ac; 0.2 FAR for visitor serving uses*

Table II-1 General Plan Land Use Districts	
	Maximum Land Use Intensity: 24 du/ac; 0.2 FAR for visitor-serving uses *Anticipated Maximum Population Intensity: 65 persons/ac*
R-MH Residential – Mobile Home	The R-MH designation accommodates mobile home parks. *Basic Land Use Intensity: 2 du/ac* *Maximum Land Use Intensity: 8 du/ac* *Anticipated Maximum Population Intensity: 18.4 persons/ac*
Urban-Business	
B-LI Business – Limited Intensity	The B-LI designation accommodates low intensity retail and commercial services on lands that, because of their unique locations, need special attention in order to maintain compatibility with adjacent uses or environmental features. Appropriate uses include limited retail and commercial services, restaurants, nurseries, convalescent facilities and professional offices. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.2*
B-R Business-Retail	The B-R designation accommodates general shopping and commercial services. Appropriate land uses include general retail, markets, commercial services, restaurants, automotive repair and service, hardware and home improvement, durable goods sales, commercial recreation, and automotive sales. Business offices, such as real estate offices, providing direct services to consumers may also be permitted within an overall retail setting. Multiple family residential uses are conditionally allowed. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.4; 20 du/ac for multiple family residential*

Table II-1 General Plan Land Use Districts	
B-PO Business-Professional Office	The B-PO designation accommodates office uses. Appropriate land uses include business, professional, and medical offices, as well as ancillary service functions. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.5*
B-BP Business Park	The B-BP designation accommodates office and light industrial uses. Business park uses should generate minimal truck traffic and should provide employment opportunities and a net positive income stream to the City. Warehousing and distribution are not appropriate primary uses within the B-BP designation. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.6*
B-OT Business-Old Town	The B-OT designation defines the limits of Old Town Calabasas. It accommodates a variety of office, retail, and commercial services. All development within the B-OT designation is to be designed to preserve and enhance the area's historic character. Multiple family residential uses are conditionally allowed. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 1.0; 20 du/ac for multiple family residential*
Urban-Mixed Use	
MU 0.60 Mixed Use (Maximum FAR of 0.60)	The MU 0.60 designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.6; maximum*

Table II-1 General Plan Land Use Districts	
	residential density of 20 du/ac
MU 0.95 Mixed Use (Maximum FAR of 0.95)	The MU designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.95; maximum residential density of 20 du/ac*
MU 1.0 Mixed Use (Maximum FAR of 1.0)	The MU designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses. All projects must include a residential component that constitutes a minimum of 50% of the overall project floor area. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 1.0; maximum residential density of 20 du/ac*
PD Planned Development	The Planned Development designation denotes an area under single or common ownership that warrants detailed planning because of the presence of unique features, environmental conditions, or development constraints. The designation is intended to accommodate a mix of uses with special standards that address the unique features, conditions, and constraints present. Please refer to the vision plans in the Community Design Element for an illustration of what could be

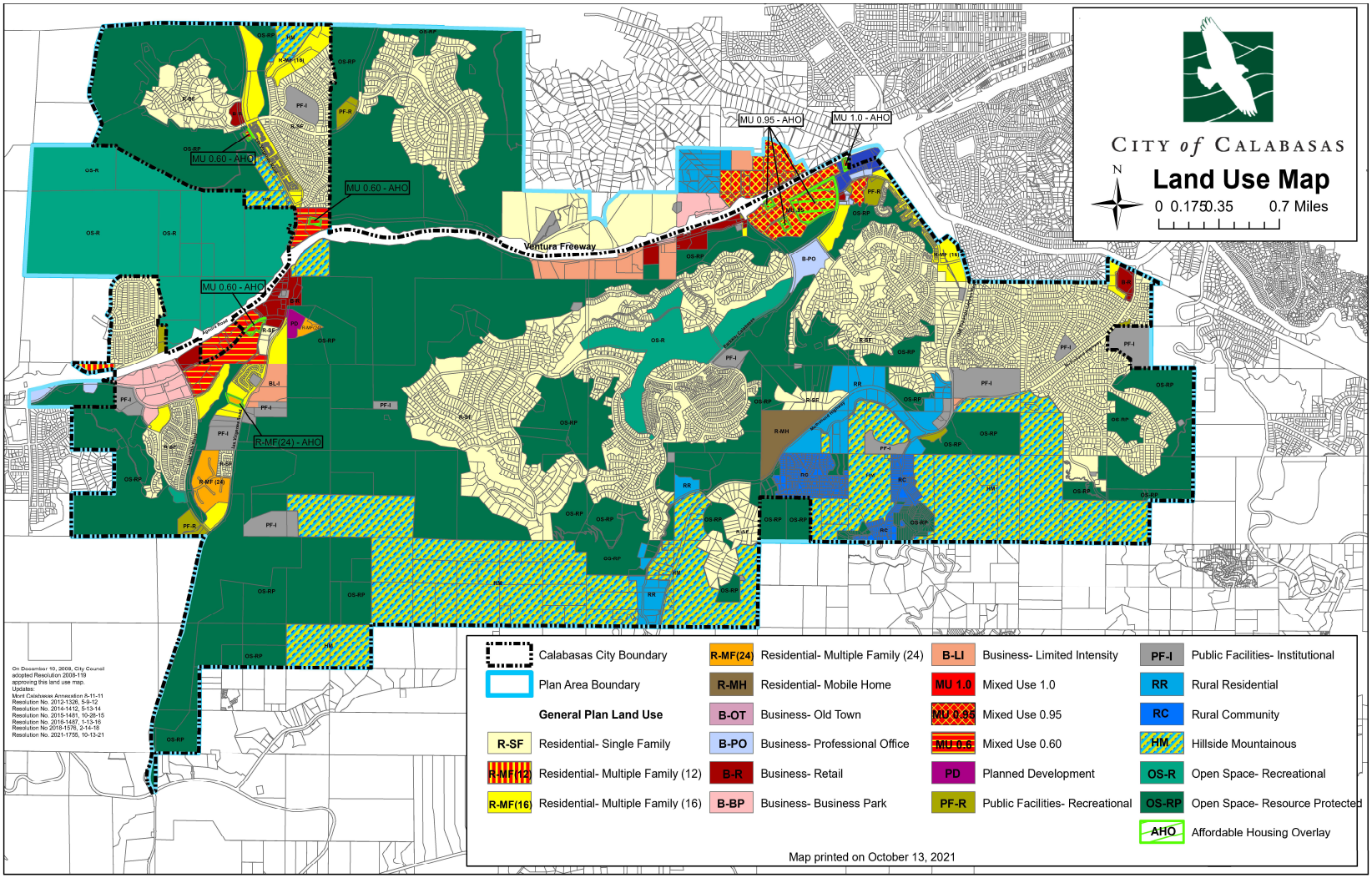
Table II-1 General Plan Land Use Districts	
	accommodated under the Planned Development designation. Maximum allowable development on the PD site is as follows: 60 multiple family residences 155,000 square feet of commercial (office/retail) development
Public Facilities	
PF-I Public Facilities-Institutional	The PF-I designation accommodates a variety of public and quasi-public uses. Appropriate land uses include governmental, public, and quasi-public uses, including schools and municipal facilities. Maximum land use intensity of the facilities shall be determined on a case-by-case basis consistent with the provisions of the "Maximum Acceptable Development Impacts" table of the Municipal Code.
PF-R Public Facilities-Recreational	The PF-R designation accommodates lands held by public agencies for the primary purpose of providing active and/or passive recreational opportunities. Maximum land use intensity of the facilities shall be determined on a case-by-case basis consistent with the provisions of the "Maximum Acceptable Development Impacts" table of the Municipal code.
Non-Urban Uses	
Because of physical constraints and safety issues on certain properties, there may be non-urban parcels that cannot be built upon.	
HM Hillside Mountainous	The HM designation accommodates single family detached housing in a very low intensity, rural setting. *Basic Land Use Intensity: 1 du/40 ac or 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot* *Anticipated Maximum Population Intensity: 0.28 persons/ac*

RR Residential Rural	The RR designation accommodates single family detached housing in a low intensity, rural setting. *Basic Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du/ac or 1 du per existing legal lot* *Anticipated Maximum Population Intensity: 2.8 person/ac*
RC Rural Community	The RC designation accommodates single family detached housing that recognizes existing rural development patterns. *Basic Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot* *Maximum Land Use Intensity: 2 du/ac or 1 du per existing legal lot* *Anticipated Maximum Population Intensity: 5.6 person/ac*
Non-Urban Open Space	
OS-R Open Space-Recreational	The OS-R designation applies to lands under public or private ownership whose primary purpose is the provision of active and/or passive recreation. *Basic Land Use Intensity: 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du per existing legal lot*
OS-RP Open Space-Resource Protection	The OS-RP designation applies to lands whose primary purpose is the protection of public health and safety, preservation of sensitive environmental resources, or resource management. *Open Space (OS) Zoning* *Basic Land Use Intensity: 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du/160 ac or 1 du per legal lot* *Open Space – Development Restricted (OS-DR) Zoning* *Basic Land Use Intensity: None allowed* *Maximum Land Use Intensity: None allowed*

Affordable Housing Overlay	
AHO Affordable Housing Overlay	The AHO is an overlay designation that denotes an area with expanded density allowances intended to facilitate the development of affordable housing. *Lands within the AHO have an expanded maximum allowable density of 40 du/ac. Low-income senior housing developments on lands within the AHO have an expanded maximum allowable density of 50 du/ac.* The AHO designation applies to specified land within the following General Plan Land Use Designations: MU .60 MU .95 MU 1.0 RM-F (16) RM-F (24) The AHO is limited to the lands specified within the Calabasas General Plan Housing Element and on the General Plan Land Use Map.

II. LAND USE ELEMENT

Figure II-1 Land Use Map



III – Open Space Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

III. OPEN SPACE ELEMENT

III.A Open Space

The preservation of the remaining open space lands within Calabasas and acquisition of new lands for open space designation are consistently identified as the community's highest priority. Open space is a key component of the City's character, representing a scenic resource of great value and importance to the quality of life for Calabasas residents. Open space protection contributes to public health and safety, and creates opportunities for public recreation. It also protects significant environmental resources as many of the open space areas within and around Calabasas contain an abundance and variety of sensitive vegetative and wildlife habitats.

As of 2014, the current inventory of designated open space within City boundaries is approximately 3,805 acres. **Figure III-1** shows designated open space lands, while **Figure III-2** shows the ownership of open space lands in Calabasas. **Table III-1** shows the acreage of land within the City boundaries that is either designated as open space under the General Plan or zoned as open space. **Table III-1** also lists the average number of acres of each type of open space per 1,000 residents based on the estimated 2013 population.[1]

As used in this element, the term "open space" refers to land that is either designated or zoned "Open Space." "Vacant land," on the other hand, is land that is not developed, but has a land use designation other than "Open Space." In most cases, it is anticipated that vacant land may or will be developed at some point in the future.

The National Park and Recreation Association recommends a standard of 15 acres of open space per 1,000 people. Calabasas' overall open space inventory far exceeds this national standard, while the approximately 302 acres of City-owned open space alone constitute

[1] *Note that lands designated and/or zoned OS allow for low density single family residential development, while the OS-DR and REC zoning classifications do not allow development other than the recreational facilities permitted under REC.*

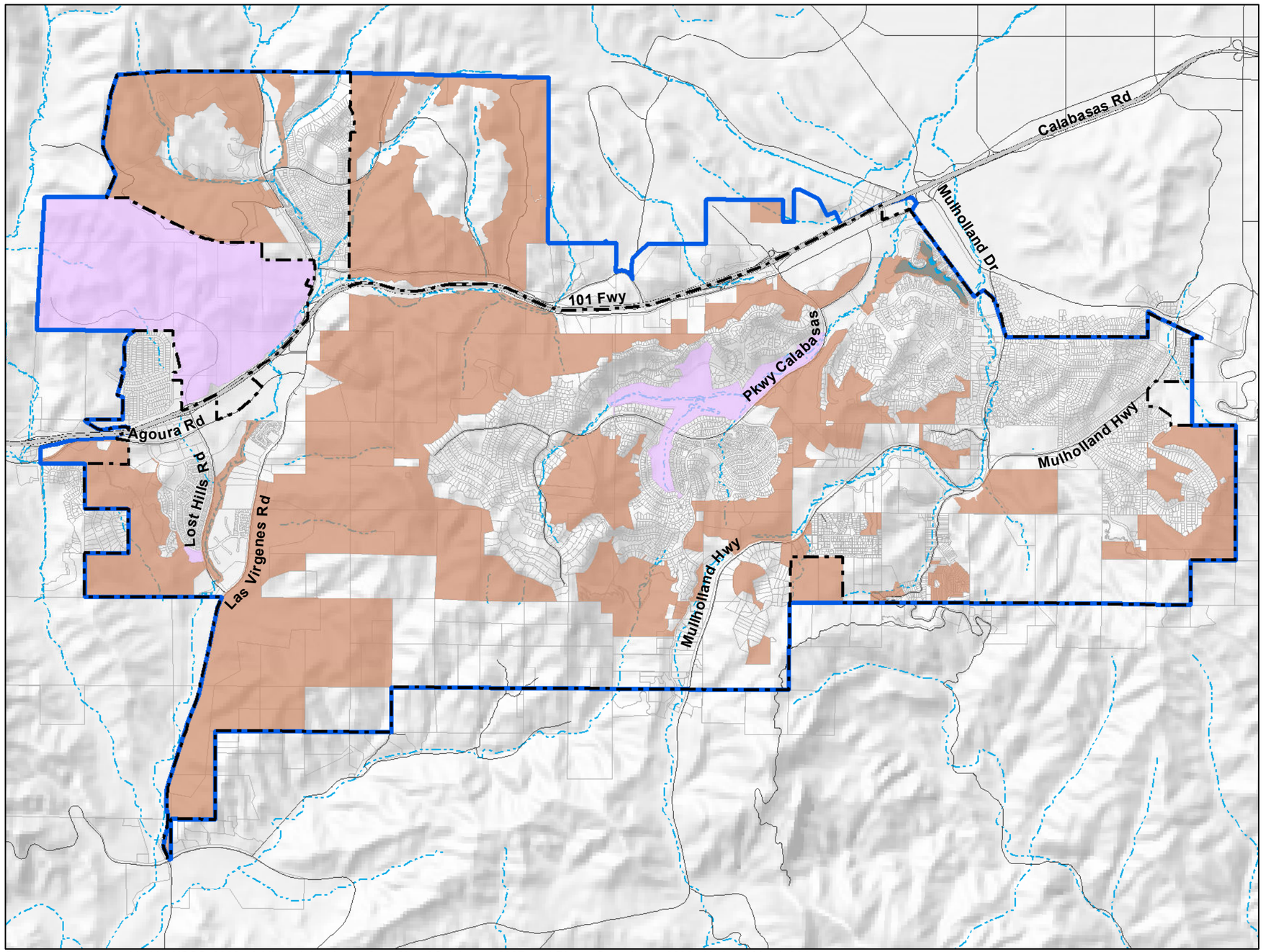
III. OPEN SPACE ELEMENT

Table III- 1
Open Space Acreage and Ratios in Calabasas (2008)

General Plan Land Use Designation	*Estimated Acres within City boundaries*	*Acres per 1,000 Residents* [a]
Open Space- Resource Protection (OS-RP): *Primary purpose is protection of public health and safety, preservation of sensitive environmental resources, or resource management.* *Open Space (OS) Zoning* *Max intensity: 1 dwelling unit/160 acres or 1 dwelling unit per legal lot* *Open Space - Development Restricted (OS-DR) Zoning* *Maximum Land Use Intensity: None allowed*	3,627	152.4
Public Facilities- Institutional (PF-I): *Intended for a variety of public and quasi-public uses.*[b]	11 (Bay Laurel Elementary)	0.5
Open Space- Recreational (OS-R): *Public or private ownership, primary purpose is provision of active or passive recreation. Max intensity: 1 dwelling unit per lot of record.*	167 (Calabasas Golf Club)	7.0
TOTAL	**3,805**	**159.9**

[a] *Based on population estimate of 23,802 from State of California, Department of Finance, 2013.*

[b] *Although the Bay Laurel Elementary School site has a PF-I land use designation, it is zoned Open Space (OS); therefore, it is included in the estimate of open space acreage.*



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

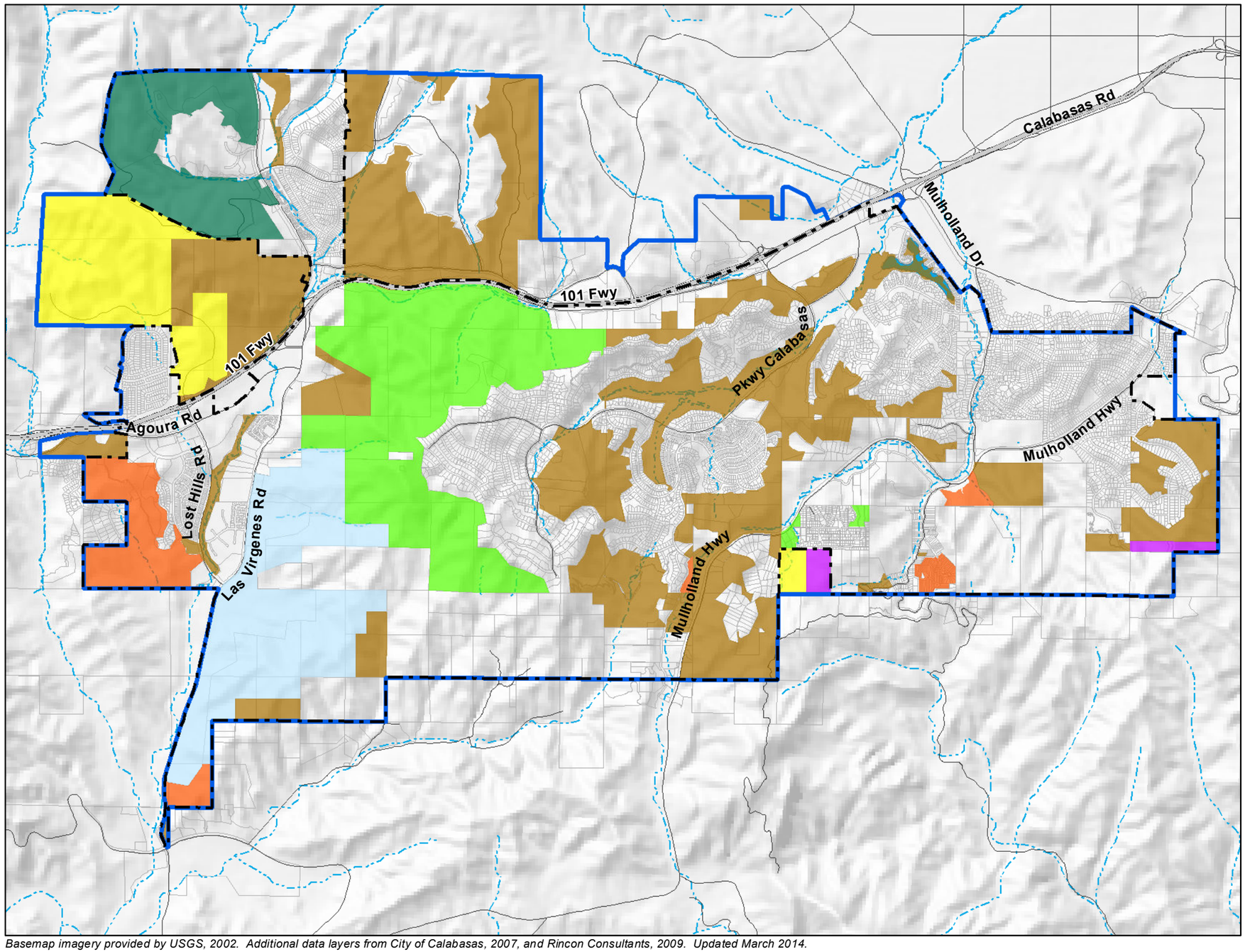
LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Major Roads
- Open Space – Recreational
- Open Space – Resource Protection

N

0 0.5 1 Mile

Figure III-1
Designated Open Space in Calabasas



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Major Roads

Open Space Ownership

- City of Calabasas
- Las Virgenes Municipal Water District
- Los Angeles County
- Mountains Recreation and Conservation Authority Land
- Santa Monica Mountains Conservancy
- Other Open Space Properties (Privately Held and Miscellaneous Public Land)
- U.S. National Park Service

N

0 0.5 1 Mile

Figure III-2
Open Space
Ownership in Calabasas

about 12.7 acres per 1,000 residents. Other open space-designated lands in and around the City are owned by various public agencies, homeowner associations, and other private parties.

Objectives

- Maintain a citywide open space system that conserves natural resources, preserves scenic beauty, promotes a healthful atmosphere, provides space for a variety of recreational activities, and protects public safety.
- Continue to acquire additional land for open space designation with the goal of increasing the inventory of designated open space within the City to 4,000 acres.

General Plan Approach

The high quality of life for Calabasas residents is dependent upon a high quality natural environment and protection of the area's beauty. The preferred method of managing remaining open space is to set such lands aside in large natural parks or conservation areas. However, protecting such resources requires more vigorous action than simply setting them aside. Because the City's fiscal resources are not sufficient to purchase all remaining undeveloped lands, a crucial issue is how to protect environmental resources while recognizing the property rights of private landowners. Thus, the Calabasas General Plan recognizes basic property rights, and limits the intensity of area development to that which is consistent with environmental values and the carrying capacity of the land.

One of the keys to maintaining the overall environmental health of the Calabasas area is to combine open space preservation with environmental design and site planning that works with nature to minimize the loss of such resources, reduce the offsite impacts of development, and restore, where possible, the environmental and landscape quality that may have been destroyed by past actions. To that end and because no two sites are exactly alike, development requirements in Calabasas must demand protection of the environment, but must also be realistically flexible to allow developers and builders to better match their proposals to the environmental and landscape resources of their sites.

Open space in Calabasas should represent an extensive network of protected areas with a high degree of visual and physical continuity, and a systematic order of purpose. As noted above, the preservation of remaining open space lands and acquisition of new lands for open space designation is the highest priority of the community.

III. OPEN SPACE ELEMENT

The 1995 General Plan identified a target of 3,000 total open space acres for Calabasas. This goal has been achieved and a new goal of 4,000 open space acres has been established. Therefore, in addition to continuing to seek the retirement of development rights for additional lands, improving the management of lands already designated as open space will be a priority for the City. For example, the City does not currently have a centralized mechanism for coordinating protection or management of this land use type. Many open space areas are the result of set-asides that were features of past development agreements. In some cases, management responsibility for these areas has not been made clear as part of the approval process. This situation can be avoided in the future by ensuring that when an open space dedication is associated with approval of a project, management responsibilities are made clear, and possible endowments for management funding are arranged before final approval is given for the project.

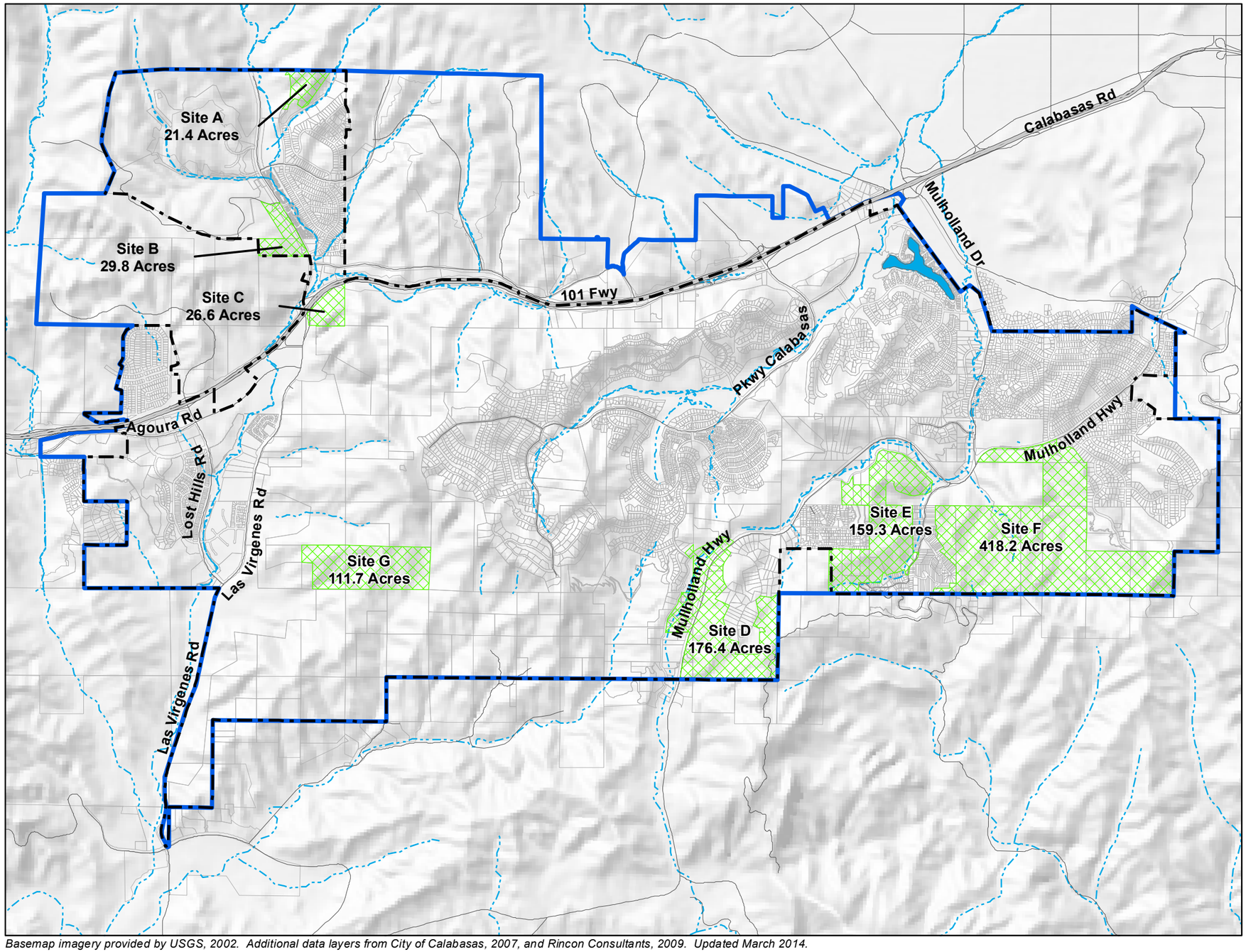
Acquisition efforts, which could include a benefit assessment district or bond issue, should focus on high priority parcels. Lands that are potential candidates for acquisition and designation as open space, in whole or in part, include several hillside properties that are current designated Hillside Mountainous (HM) (see **Figure III-3**).

Policies

III-1 Continue to acquire desirable lands for open space designation through dedications, purchases, and/or annexations.

III-2 Limit the permitted intensity of development within lands designated as open space to that which is consistent with the community's environmental values and that will avoid significant impacts to sensitive environmental features, including but not limited to woodlands, riparian areas, wildlife habitats, wildlife movement corridors, and habitat linkages.

III-3 Partner with the Santa Monica Mountains Conservancy and the Mountains Restoration Trust in their development rights purchase programs to retire development rights for key properties within the City; support the efforts of the National Park Service and California Department of Parks and Recreation to expand areas devoted to regional recreational open space within and adjacent to Calabasas.



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

Figure III-3
Potential Areas for
Development Rights Retirement and
Open Space Designation

Open Space Functions

Protection of Significant Environmental Resources

Much of the designated open space within Calabasas contains an abundance and variety of sensitive vegetative and wildlife habitats and linkages. It also represents a scenic resource of great value and importance to the quality of life of area residents and enhances the visual experience of visitors to the area.

Protection of Public Health and Safety

Hillside areas within Calabasas are potentially unstable platforms for development and are also susceptible to wildfire. Thus, the General Plan includes policies and criteria to provide a margin of safety and protection against slope failure and wildfire. The application of these criteria will minimize the extent of hillside development and potentially increase the amount of land designated as open space. Also, maintaining open space lands in their natural state, and, correspondingly, restricting new development to infill areas and along only the fringes of the City's existing built-up areas, reduces exposure to wildfire.

Managed Production of Resources

Open space for the managed production of resources typically includes areas reserved for mineral extraction or agricultural production. There are no areas within Calabasas that have been determined to either contain significant mineral resources, as defined by the Surface Mining and Reclamation Act, or that would be appropriate for mineral extraction if significant resources are found at some future date. In addition, although some areas within Calabasas are used for grazing, the preservation of lands for production of resources does not appear to be warranted in light of other substantial concerns such as environmental protection and public health and safety.

Public Recreation

These open space areas include public parks managed by the City of Calabasas and Los Angeles County, as well as active recreation areas owned and managed by the National Park Service as part of the Santa Monica Mountains National Recreation Area. It is the intent of the City to preserve existing recreational areas and expand the amount of land devoted to public recreation to meet a performance standard of 3.0 acres of active local recreational land per 1,000 residents.

III-4 Partner with adjacent jurisdictions to retire development rights for key properties in and around the City.

III-5 Limit and direct landform modification within areas designated as open space areas to preserve ridgelines and other significant landforms.

III-6 Limit road access into areas designated as open space in order to protect environmental resources and preserve the visual character of designated open space lands.

III-7 Require that development within and adjacent to designated open space areas be screened with native or transitional landscaping in order to minimize the prominence of the development and emphasize natural features.

III-8 Improve public access to designated open space areas in a way that protects environmental resources, but increases the ability of the public to enjoy and benefit from the open space.

III-9 Establish coordinated management of open space functions at the City.

III-10 Ensure that deed restrictions on, and conveyances of, designated open space are properly recorded so that ownership and land management responsibilities are clear.

III.B Hillside Management

Objective

Maintain and/or restore significant natural systems and resources associated with hillside environments, including but not limited to, primary ridgelines, sensitive vegetation and wildlife habitats, special geologic features, natural drainage swales and canyons, and steep slopes exceeding 20%.

General Plan Approach

The natural hillside areas within Calabasas are significant visual and biological resources as well as a key factor in the City's unique setting and community character. Remaining hillside and canyon areas encompass the majority of the remaining oak woodlands and riparian areas and form much of the basis of Calabasas' natural beauty.

Hillside settings offer a variety of amenities such as reduced densities, a more rural character, significant views of valleys and hills, proximity to large natural open space areas, and privacy. If development is improperly planned, the very amenities that people seek as precious attributes of hillside living can be altered or destroyed. In addition, the cumulative effects of improper hillside development can include alteration of sensitive biological habitats and habitat linkages, erosion and degradation of water quality, increased downstream runoff and flooding problems, slope failures, fire hazards, high utility costs, and lack of safe access for emergency vehicles.
Proper planning of hillside areas is also required for safety reasons. Generally speaking, hillsides are unstable landforms. Consequently, development on hillsides increases the likelihood of soil erosion, silting of lower slopes, slope failure, and flooding. In addition, despite the best efforts of geologists and civil engineers, manmade slopes created by development within hillside areas can be subject to slope failure.

Overall, the preferred option for undeveloped hillside lands is to maintain them in their natural condition. However, as a means of balancing the desire and need for preserving hillside areas with a recognition of property rights, the General Plan defines those areas that, because of their environmental significance, require varying degrees of protection, and also provides for areas where development and varying degrees of landform modification may occur.

A key concept of the Calabasas General Plan is to define permitted land use intensities within remaining open hillside areas on the General Plan land use map in a manner that is consistent with Calabasas' vision. The basic development intensities of the land use map in the Land Use Element aim to maximize the amount of hillside area left in a natural state.

Policies

III-11 Maintain the existing visual character of hillsides, recognizing both the visual importance of hillsides from public view areas and the importance of providing panoramic views from hillsides.

III-12 Minimize the alteration of existing landforms and maintain the natural topographic characteristics of hillside areas, allowing only the minimal disruption required to recognize basic property rights.

III-13 Protect the natural character of hillside areas through land sculpturing (contour grading) that blends graded slopes and terraces with the natural topography.

III. OPEN SPACE ELEMENT

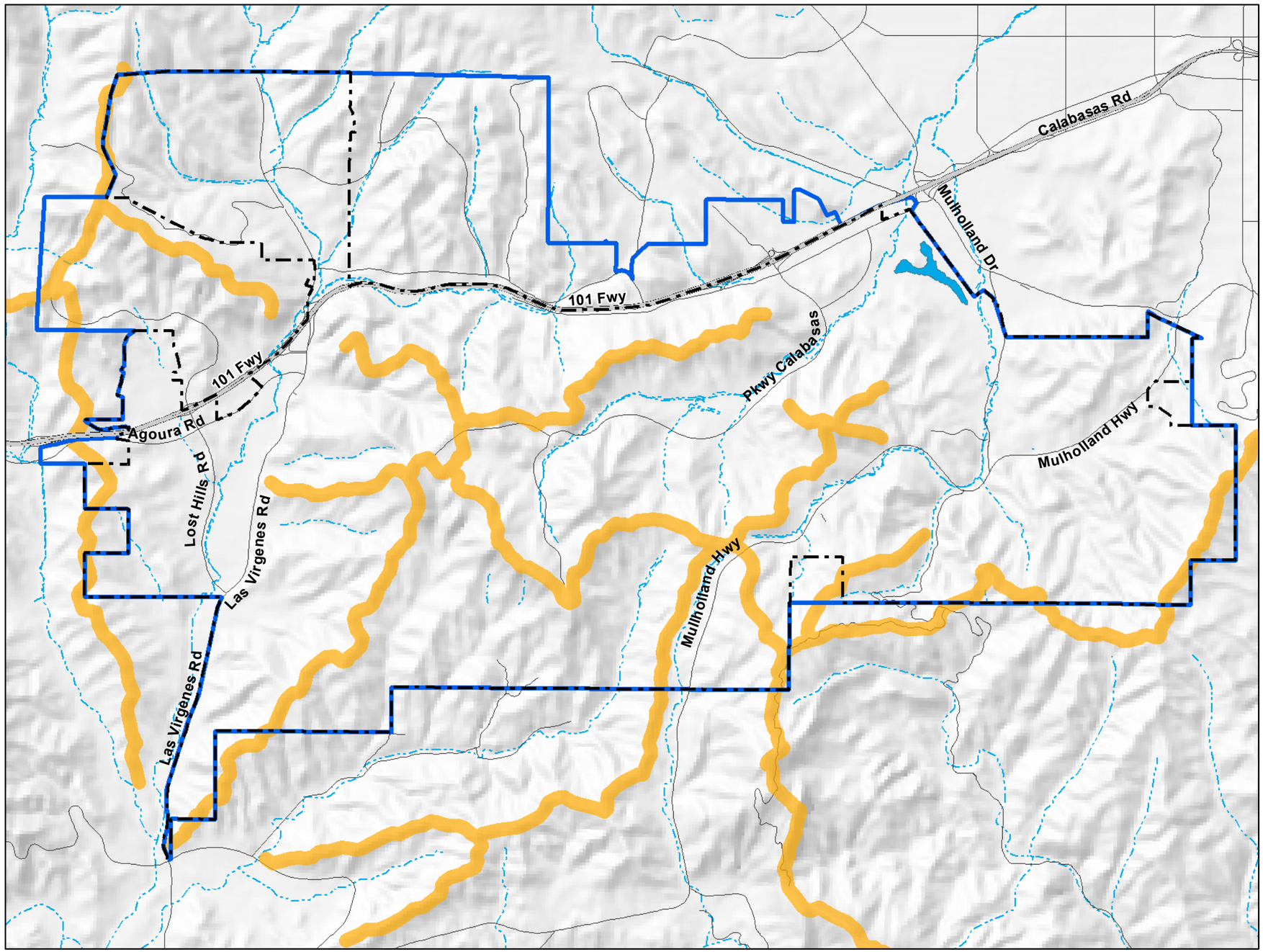
III-14 Preserve all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Significant ridgelines are shown on **Figure III-4**. Exceptions may be granted to accommodate General Plan designated trails, viewpoints, and fuel modification measures needed for the protection of public health and safety.

III-15 Preserve natural drainage courses and provide drainage in a more natural appearing condition rather than with standard concrete box drainage channels.

III-16 Avoid mass graded "mega-pads" for development. Smaller steps or grade changes shall be used over single large slope banks.

III-17 Protect graded areas from wind and water erosion through slope stabilization methods (i.e., planting, walls, or netting). Interim erosion control plans shall also be required.

III-18 Prohibit new development, except for trails, on slopes of 50% or greater, unless either development is required for safety reasons or allowing such development would be more protective of ridgelines or other hillside resources.



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

Figure III-4
Significant Ridgelines in Calabasas

CITY *of* CALABASAS

2030 General Plan

IV – Conservation Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

IV. CONSERVATION ELEMENT

Calabasas recognizes its role as steward of all lands within its jurisdiction, as well as its responsibility to promote and participate in solutions to the global environmental concerns. The City will continue to take an active role in the management of its natural resources for the benefit of present and future residents.

The general goals of the Conservation Element are to:

- *Preserve significant environmental features within Calabasas and provide for their wise management.*
- *Minimize the consumption of natural resources needed to support life in Calabasas and ensure the wise use of those resources.*

Open space and hillside management issues are covered in the Open Space Element (Chapter III). Issues covered in this Conservation Element include:

- *Biotic Resources*
- *Mineral Resources*
- *Soil Conservation and Preservation*
- *Air Quality*
- *Water Resources*
- *Energy Resources*
- *Solid Waste Management*

IV.A Biotic Resources

Objective

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

IV. CONSERVATION ELEMENT

General Plan Approach

Calabasas is home to large expanses of open land, natural hillsides, natural stream channels, wildlife, and panoramic views. It is a high priority of the City to protect and, where feasible, enhance the biological productivity and quality of vegetative and wildlife habitats in Calabasas. Thus, the City will continue to take a proactive approach to the management of biological resources, focusing on promoting the continued existence and enhancement of habitats that support native flora and fauna.

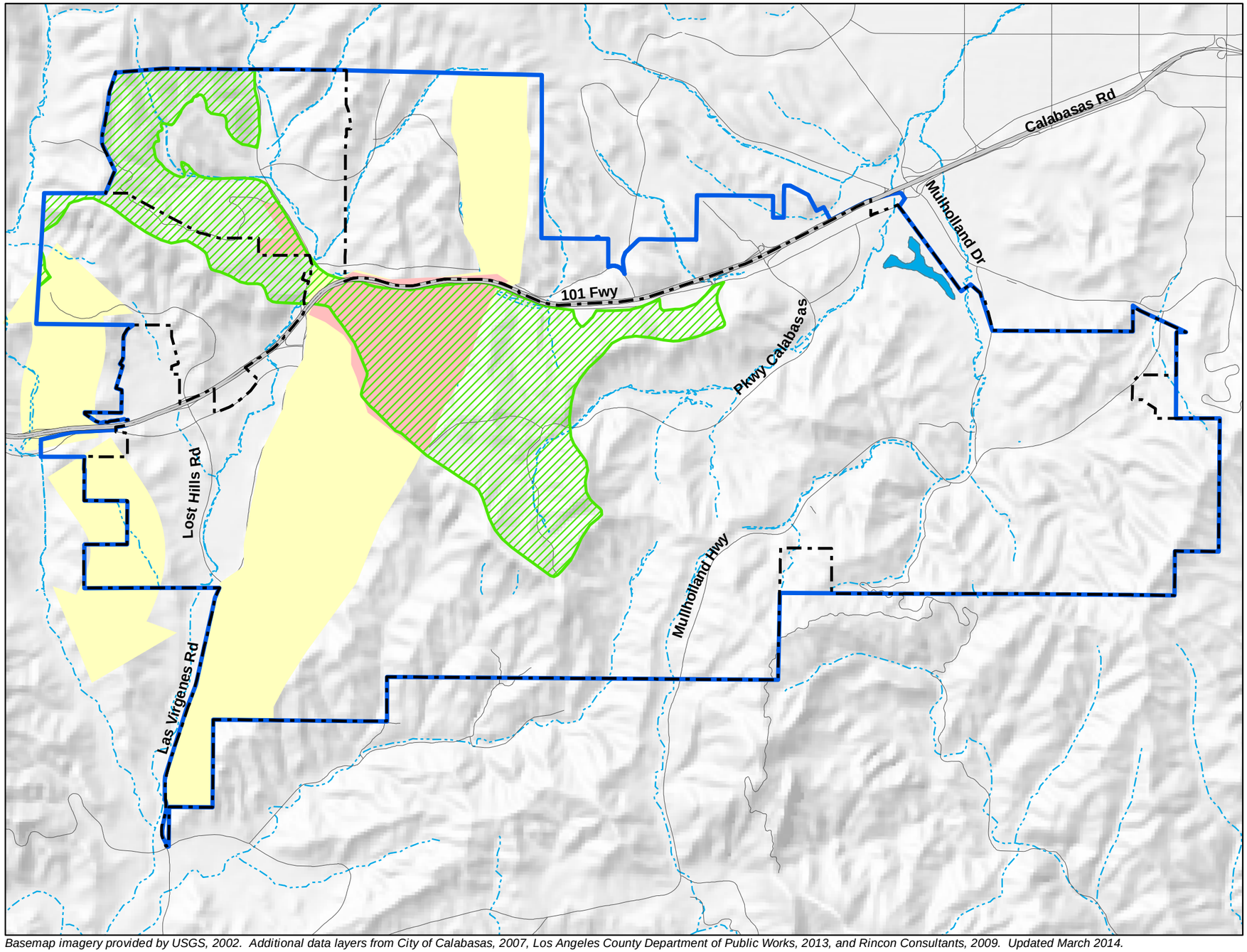
It is the City's intent to preserve large self-sustaining habitat management areas within Calabasas. To that end, the City will continue to facilitate, where possible, public acquisition of lands and open space easements within significant resource areas, while recognizing the existence of private property rights. Calabasas will also continue to work with federal, state, and private entities involved in the protection of the Santa Monica Mountains to establish multi-species habitat conservation programs within the National Recreation Area. Such conservation programs may include acquisition of land and development rights within the National Recreation Area for habitat preservation.

Figure IV-1 illustrates identified ecological areas, linkages, and wildlife movement corridors in Calabasas, while **Figure IV-2** illustrates the locations of potentially sensitive biological resource areas within and proximate to Calabasas. The General Plan establishes a number of policies and requirements for maximizing the preservation of the habitat areas to the maximum extent feasible while allowing property owners to maintain basic property rights. Programs include development clustering, development rights purchase programs, and financial participation by new development to support these programs.

Sensitive species are specific organisms that have regionally declining populations such that they may become extinct if declining population trends continue.

Policies

IV-1 Maintain an up-to-date inventory and map of sensitive, threatened, and endangered flora and fauna within Calabasas, as well as sensitive biological habitat areas and habitat linkages.



LEGEND

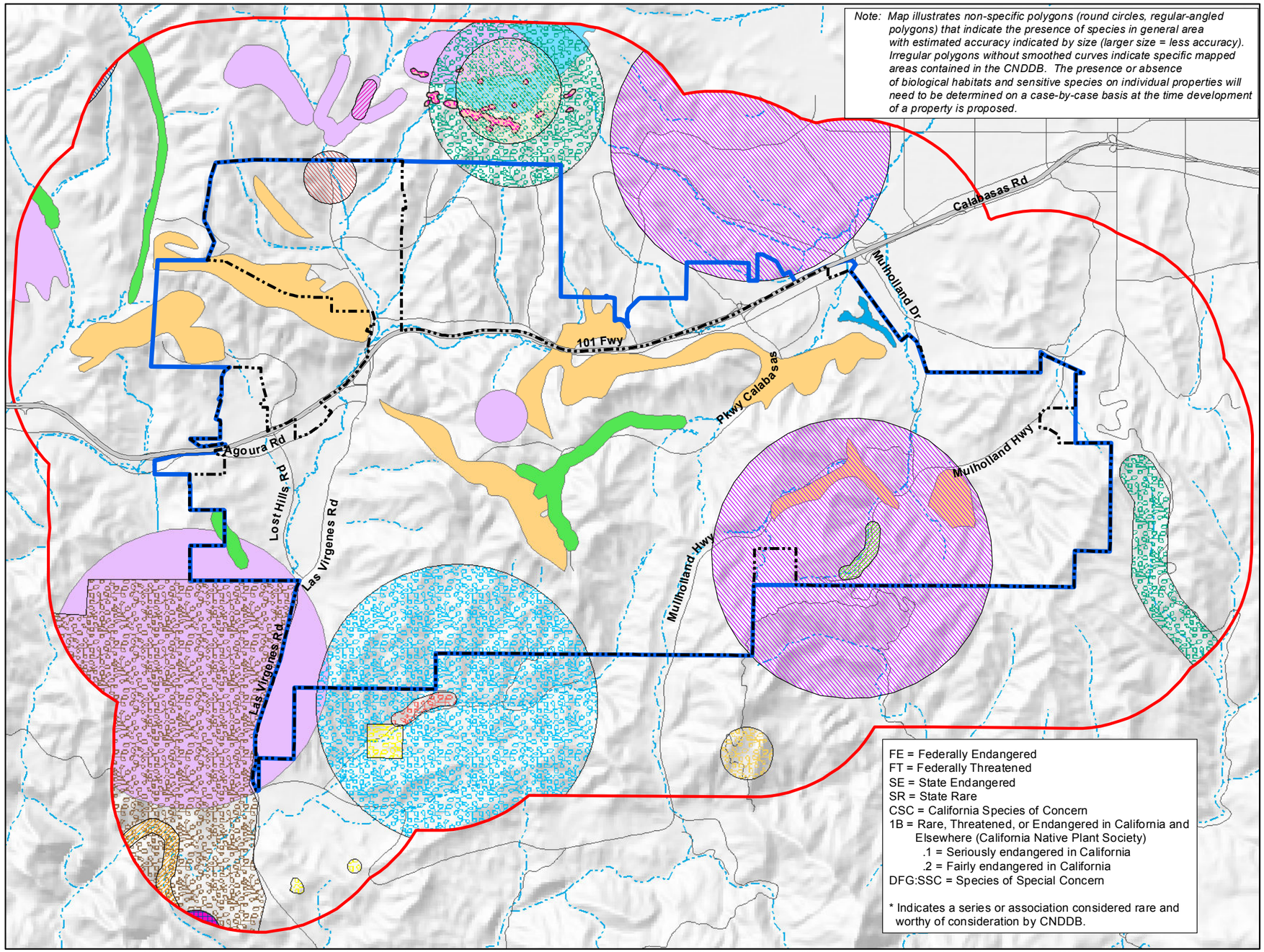
- Calabasas City Boundary
- Plan Area Boundary
- Major Roads
- LA County Significant Ecological Areas
- Wildlife Linkages and Corridors
- Ecological Areas and Corridors

N

0 0.5 1 Mile

Figure IV-1
Significant Ecological Areas, Linkages, and Corridors

Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, Los Angeles County Department of Public Works, 2013, and Rincon Consultants, 2009. Updated March 2014.



LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Major Roads
- One-Mile Buffer
- Riparian Corridor

Animals

- California red-legged frog
- Gertsch's socalchemmis spider
- Arroyo chub
- Burrowing owl
- Coast (San Diego) horned lizard
- Coastal California gnatcatcher
- Golden eagle

Plants

- Braunton's milk-vetch
- Malibu baccharis
- Plummer's mariposa-lily
- San Fernando Valley spineflower
- Santa Susana tarplant
- Marcescent dudleya
- Round-leaved filaree
- Slender mariposa-lily

Habitats

- California Walnut Woodland
- Southern Coast Live Oak Riparian Forest
- Valley Needlegrass Grassland
- Valley Oak Woodland

N

0 0.5 1 Mile

Basemap imagery provided by USGS, 2002. Additional data layers from: California Natural Diversity Database, January, 2008, U.S.Fish and Wildlife Service, December, 2007, Rincon Consultants, 2008, U.S. Bureau of the Census TIGER 2000 data, and ESRI, 2002. Updated March 2014.

Figure IV-2
Sensitive Biological Resources
In and Around Calabasas

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

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

IV-3 Require new developments on properties that include sensitive biotic habitats to cluster development in the least sensitive portions of the property and preserve and/or restore the most sensitive resources without creating urban development patterns in rural areas.

IV-4 As feasible and without creating public safety concerns, restore riparian corridors to a natural or quasi-natural condition.

IV-5 Maintain buffers between natural riparian areas and development in order to avoid disturbance of riparian habitat and wildlife movement.

IV-6 Require separation of construction activities from sensitive biological resources through the use of buffers, setbacks, and temporary protective fencing.

IV-7 Regulate construction activities to eliminate potentially destructive practices that adversely affect environmentally sensitive areas.

IV-8 Maintain strategic alliances with federal and state agencies involved in the Santa Monica Mountains National Recreation Area to ensure the ongoing management of areas that are preserved because of their biological significance.

IV.B Urban Forestry

Objective

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

IV. CONSERVATION ELEMENT

General Plan Approach

An urban forest is the sum total of all vegetation growing in an urban area. The quality of landscaping and the existence of an urban forest within a community helps determine the overall visual character of the built environment. Restoration and maintenance of the urban forest requires the development and implementation of an urban forestry management program.

The benefits of urban trees are numerous. Trees beautify the City, and give the streets their character. They protect the quality of scenic corridors by screening unsightly features and reinforcing the natural character of such areas. Trees strengthen the visual quality of the streetscape, providing the basic structure around which all activity occurs. Thematic planting programs unify a neighborhood, providing a sense of identity.

Even in the most urban environment, trees increase contact with nature, presenting birds and sights that vary over the seasons. Trees mitigate the effects of air pollution, urban "heat island" effect, and solar heat reflection. Finally, trees enhance and protect values within the community. All of the benefits described above are goals that the City will achieve through implementation of an urban forestry program.

Calabasas has adopted an Oak Tree Ordinance that requires reforestation, registration, and preservation of all healthy oak trees, unless reasonable and conforming use of a property justifies the removal, transplanting, altering, and/or encroachment into the oak tree's protected zone. The Ordinance also requires establishment of an Oak Habitat Preservation Program to provide for reforestation and replacement of woodlands, public acquisition of woodlands, and public education regarding habitat preservation. Continued enforcement of the Oak Tree Ordinance will be a key component of the maintenance and enhancement of the urban forest in Calabasas.

The City has also adopted an Urban Forestry Strategic Plan to create and maintain an urban forest that enhances the quality of life in Calabasas. The plan's objectives include visual quality enhancement, resource protection, and pollution abatement. This plan will also continue to be an important component of the City's program to enhance the urban forest.

Policies

IV-9 Continue to enforce the City's Oak Tree Ordinance.

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

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

IV-12 Provide adequate resources to maintain the urban forest in a safe and healthy manner.

IV-13 Expand the inventory of City street trees.

IV.C Air Quality

Objectives

- Achieve and maintain air quality levels that meet or exceed Federal and State standards by achieving consistency of General Plan policies and subsequent new development projects with the South Coast Air Quality Management Plan (AQMP) and the air quality provisions of the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG).
- Reduce greenhouse gas emissions to 1990 levels as stipulated in the California Global Warming Solutions Act (AB 32).

General Plan Approach

Good air quality is important for the health of those who work and live in Calabasas, and for the visual beauty of the area. Calabasas is located at the northwestern boundary of the South Coast Air Basin, and is a route for air exchange between the coastal and inland valley areas. The ocean breezes create relatively good air quality conditions in Calabasas compared to much of the Basin. However, air pollution produced by activities in Calabasas is carried downwind to other parts of the Basin. Therefore, the City has an obligation, as well as a desire, to reduce local air pollutant emissions and contribute to the improvement of regional air quality. In addition to the direct health threats posed by many air pollutants, certain pollutants are considered greenhouse gases that, when emitted into the atmosphere, contribute to global climate change. Greenhouse gases include carbon dioxide (CO_2), methane, and nitrous oxide, all of which are generated in part by human activity. Thus, actions taken by the City to reduce air pollution in the

IV. CONSERVATION ELEMENT

Calabasas area will also help reduce the City's contribution to global climate change. This is consistent with AB 32, which calls for a greenhouse gas emissions cap for 2020 that would reduce such emissions to 1990 levels (essentially a 25% reduction below 2005 emission levels).

Automobiles are the primary sources of air pollution in Calabasas. Secondary sources include individual facilities such as residences and commercial establishments and equipment on construction sites. The potential adverse health effects from air pollution can be significant, both in the short term during smog alerts, and in the long term from prolonged exposure to pollutants.

AB 32 mandates annual reporting of greenhouse gas emissions from greenhouse gas sources and sets emission limits to cut the California's greenhouse gas emissions to 1990 levels by 2020.

While the majority of the populace can overcome short periods of poor air quality, selected segments of the population are more vulnerable. Specifically, young children, the elderly, and people with existing health problems are most susceptible to respiratory complications. These segments of the population tend to congregate in land uses that are thereby designated sensitive receptors, including schools (particularly pre-schools and nursery schools), hospitals, and senior housing. Sensitive receptors in Calabasas include the Motion Picture and Television Fund facility, the Silverado Senior Living community, and local schools. The City places special emphasis on protecting these sensitive receptors from unacceptable concentrations of air pollutants.

To address air quality issues in southern California, the South Coast Air Quality Management District has developed an Air Quality Management Plan (AQMP). The policies in this Air Quality section of the Conservation Element reflect Calabasas' intent to implement the provisions of this regional plan at the local level.

Policies in the AQMP address air pollution generated directly from individual facilities, such as sulfur oxide emitted from industrial facilities, through a permitting process and onsite control measures. Calabasas will also work to reduce the amount of air pollution indirectly generated by facilities, such as the emissions generated by a remotely located power plant as a result of electricity use at a facility within the City, by promoting energy conservation.

Emissions from existing transportation activities pose a more complex problem, as they are related to development patterns and lifestyle choices made by local residents.

Sprawling development and the widespread use of single occupant vehicles have been major reasons for the air pollution problems in the South Coast Air Basin. The cities and communities within the greater Los Angeles area have largely been laid out in a manner that is dependent on the automobile, linked together with an extensive street and freeway system dedicated primarily to the private automobile.

Reliance on the private automobile can be reduced through innovative transportation control measures and transportation demand management programs, as well as communitywide public awareness and governmental leadership to promote alternatives to the private automobile. Reducing dependency on the use of single occupant automobiles, both now and in the future, will reduce the overall number of vehicle trips and will have a positive effect on the regional air emission burden.

Emissions from new development, including construction emissions and the emissions from vehicle trips generated by the development, are addressed through the project review process. For any proposed development that entails more than the "basic land use intensity" described in **Table II-1** of the Land Use Element, the City will require specific emission reductions for new development as compared to "unmitigated" emissions. Such emission reductions can be achieved through implementation of a variety of possible control measures for different project types, including energy conservation measures, alternative energy measures, and trip reduction measures. Development proponents are allowed to select the specific control measures that are most appropriate to their project.

Policies

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

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

IV-16 Consistent with the City's Bicycle Master Plan, promote a system of bicycle routes within Calabasas that provide recreational opportunities and represent viable routes for travel between home and school or work.

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

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

IV-19 Reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32.

IV-20 Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval.

IV.D Water Resources

Objectives

- Minimize water consumption by existing and new development through an emphasis on drought-tolerant planting techniques, use of water-efficient plumbing, and water reclamation.
- Limit development in Calabasas to levels that are within the service capabilities of the Las Virgenes Municipal Water District (LVMWD).
- Meet National Pollution Discharge Elimination System (NPDES) water quality standards for runoff from developed areas.
- Maintain water quality within natural drainage courses in order to avoid adverse effects upon resource dependent recreation as well as the biological carrying capacity of the riparian areas associated with the drainage courses.

General Plan Approach

Calabasas recognizes the critical nature of water resources relative to regional growth in southern California. Water service in the City is provided by the Las

Virgenes Municipal Water District (LVMWD), which purchases imported water from Metropolitan Water District of Southern California, a water wholesaler. Calabasas has no local source of drinking water. However, the LVMWD uses recycled water, recovered from the wastewater treatment process at the Tapia Water Reclamation Facility, for irrigation of public landscaping such as highway medians, golf courses, and school grounds.

Reducing the City's dependence on imported water through the use of water conservation measures increases the chances of recovery in the event of drought or other emergency and saves money and energy associated with transporting water. Water conservation methods apply to all new developments, including proposals to intensify or remodel existing office, business park, retail, or multi-family developments. The City's water conservation performance objectives and LVMWD requirements for strict water conservation include: water conserving fixture design and installation; ultra-low flow toilets; hot water circulation systems; use of drought tolerant plantings and efficient irrigation systems and techniques; and maximum use of recycled water during and after construction.

Landscaping on residential and commercial properties is subject to City review consistent with the City's Water Efficient Landscape Ordinance. Commercial properties requiring service are subject to LVMWD review of plumbing plans prior to approval, and onsite inspections once constructed to ensure proper compliance. The LVMWD reviews residential proposals for adequate fire sprinkler flows and proper meter sizing. Conservation measures will continue to be implemented to achieve the City's objective of minimizing the per capita rate of water consumption within Calabasas.

Another challenge involving water resources in Calabasas is the maintenance of good water quality through stormwater management. Surface water bodies in Calabasas and associated floodplains are shown on **Figure IV-3**.

The City addresses water quality concerns by ensuring that designs for pollutant management are part of the overall planning and approval processes for new development proposals. As a "co-permittee" under the Federal Clean Water Act (National Pollutant Discharge Elimination System - NPDES), the City has adopted the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) and has updated the SUSMP in accordance with regional requirements issued by the Los Angeles Regional Water Quality Control Board. The City will continue to fulfill its water quality responsibilities as a co-permittee under the NPDES program by requiring the use of best management practices (BMPs) on new development and redevelopment. Calabasas will

also continue to monitor emerging technologies and techniques of minimizing water quality impacts from municipal runoff, and to require the implementation of new BMPs as they are devised.

Policies

IV-21 Coordinate land development review with the Las Virgenes Municipal Water District to ensure that adequate water supplies are available to support any new development.

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

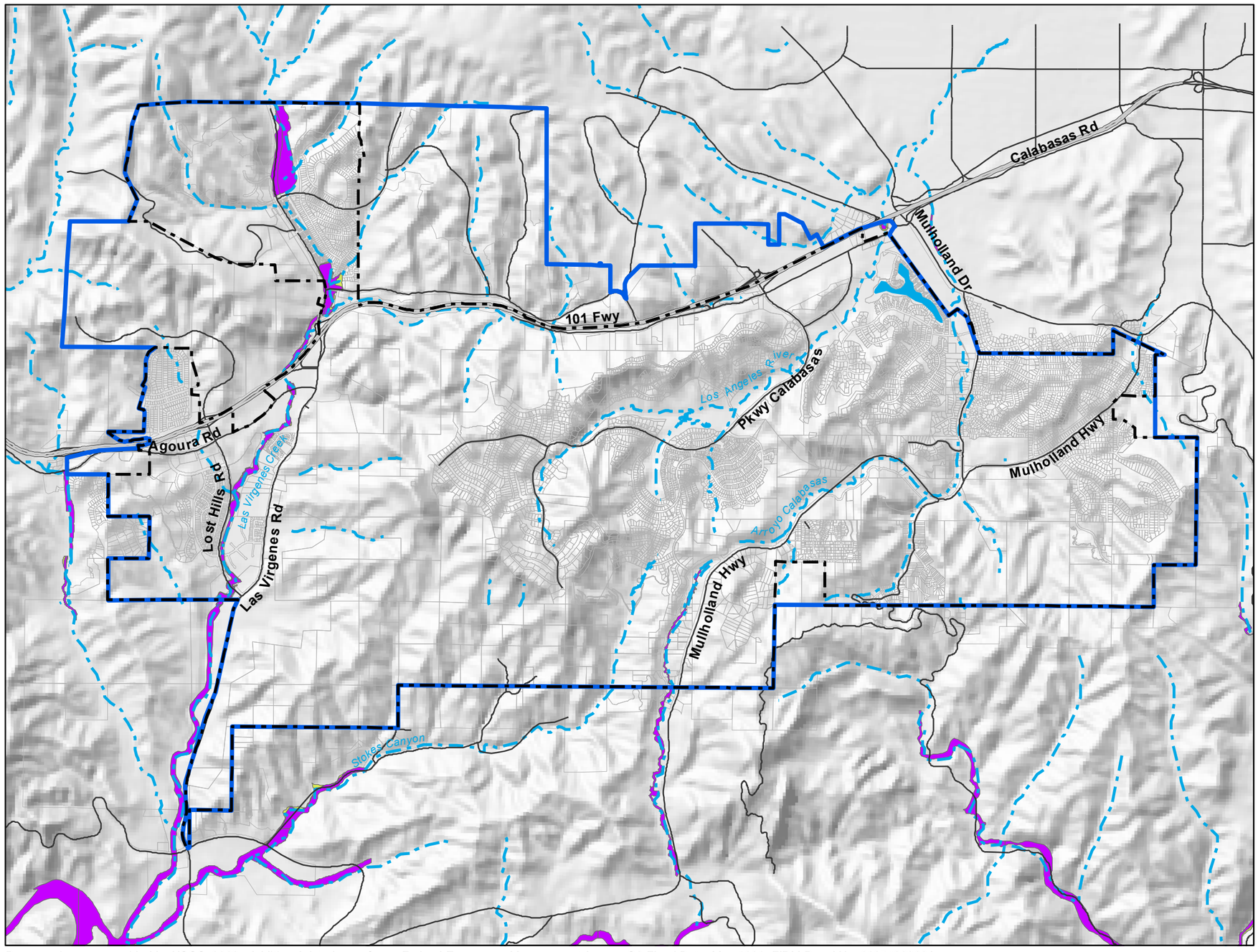
IV-23 Promote the use of drought-tolerant plants and efficient landscape irrigation design in existing developed areas and as part of new public and private development approvals.

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

IV-25 Protect natural drainage courses within Calabasas and maintain appropriate setbacks from riparian habitats.

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

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



LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Major Roads
- Drainages

FEMA Flood Zone

- (100-year Floodplain (Zone A)
- (500-year Floodplain (Zone X500)

N

0 0.5 1 Mile

Figure IV-3
Drainages and Floodways
in Calabasas

Basemap imagery provided by USGS, 2002. Additional data layers from: Federal Emergency Management Agency Q3 Flood Data, May 1996, FIRM Panel No. 0607490000A, Rincon Consultants, Inc., 2008, and City of Calabasas, 2007. Updated March 2014.

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

IV-29 Continue to promote the reduction of waterborne pollutants and sedimentation from existing uses through public education, erosion control, and implementation of Best Management Practices.

IV.E Soil Conservation and Preservation

Objective

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

General Plan Approach

Grading and construction associated with development projects can cause soil erosion, including removal of topsoil, and can create large amounts of dust. The City will continue to require developers to implement water erosion control plans in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and dust control plans in accordance with South Coast Air Quality Management District (SCAQMD) requirements.

Grading can also result in significant changes to site topography, which can in turn result in long-term topsoil loss. In addition, unbalanced grading can create the need for transport of soils on or offsite. Consequently, to the maximum extent practical, alteration of natural landforms should be minimized and grading should be balanced onsite.

Policies

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

IV-31 Promote balanced onsite grading operations to eliminate the need for transporting soils on or offsite. In addition, promote phased grading operations instead of mass grading. The extent of clearing and grubbing

operations, as well as the area being graded at any particular point in time, should be limited to the minimum necessary.

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

IV.F Energy Resources

Objective

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

General Plan Approach

Reducing the amount of non-renewable energy consumed by Calabasas residents and businesses will reduce air pollution and greenhouse gas emissions, and will allow many users to save money over time through reduced utility costs. Opportunities for the City to promote energy conservation are available at the community/neighborhood, site, and building design scales (see the box on the following page).

Energy can be saved by incorporating passive heating and cooling measures such as south facing windows that allow heat from the sun in, so that active measures such as a natural gas-powered furnace are not necessary. Energy consumption through indirect uses can often be reduced though careful planning, such as reviewing landscape plans to ensure that the design requires minimal water and fuel to maintain the landscape. The City of Calabasas will continue to promote such energy conservation measures.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is a nationally accepted benchmark for the design, construction and operation of high performance green buildings. Though largely focused on energy efficiency, LEED promotes a whole-building approach to sustainability that also considers sustainable site development, water savings, materials selection and indoor environmental quality.

Energy Conservation Opportunities

Community/Neighborhood Design: *The City can reduce the consumption of gasoline and diesel fuel in vehicles by improving pedestrian and bicycle circulation within Calabasas, and promoting mixed use development where residents can live near where they work and shop, thus reducing the need for, and distance of, vehicle trips.*

Site Design: *Site design affects energy consumption in several ways. Structure orientation and placement partly determine the effectiveness of passive heating and cooling design measures at the building scale. Structure orientation affects the amount of solar gain and the effectiveness of solar shading devices (e.g. shade trees near building facades, permanent awnings, and solar shade screens). Site design can influence the natural ventilation and shading during the cooling season, and the use of south facing facades for passive solar heating systems. Site design can also have an effect on indirect energy uses, such as water use for irrigation.*

Building Design: *The energy used to operate a building can be categorized into direct and indirect uses. Space conditioning (heating and cooling) and appliance operation are the most direct energy uses. Water supply, waste water treatment, and solid waste disposal consume energy indirectly. Use of energy efficient or alternative energy technologies as well as technologies that minimize water use and waste generation can substantially reduce overall energy consumption.*

The City has embraced the LEED system and will continue to do so in the future. The City's Green Building Ordinance requires new non-residential structures of between 500 and 5,000 square feet to achieve a LEED "Certified" rating and requires buildings of over 5,000 square feet to achieve at least a "Silver" rating. In addition, the Calabasas Civic Center is the first municipal complex of its kind in the United States to achieve Gold LEED certification from the U.S. Green Building Council.

IV. CONSERVATION ELEMENT

Policies

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

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

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

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

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

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

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

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

IV-37 Promote the incorporation of feasible energy conservation measures into existing and new developments and structures. Feasible measures may include, but are not limited to, the use of evaporative cooling systems and the incorporation of solar panels.

IV-38 Minimize the amount of energy consumed by City operations by taking a leadership role in the application of new technologies, and work toward incorporating technologies such as fuel cells, solar energy, and co-generation into new development and expansion of City facilities. Where appropriate, cooperate with Southern California Edison, The Gas Company, and the South Coast Air Quality Management District to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.

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

IV-40 Support State and Federal legislation that would, in an appropriate manner, make progress toward eliminating wasteful energy consumption.

IV.G Solid Waste Management

Objective

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

General Plan Approach

As in most cities, there is great potential to reduce solid waste generation within Calabasas. Recycling and composting help divert waste from landfilling, and often result in cost savings. Calabasas has met the State goals of Assembly Bill (939), which requires 50% solid waste diversion. New regulations are currently being reviewed that would increase the diversion rate to 75% by 2020. The City will continue to make efforts to achieve diversion goals.

The Calabasas Sanitary Landfill is expected to close during the lifetime of the General Plan. Calabasas realizes the urgency of the situation and plans on making arrangements to ensure that waste disposal needs are met. In response, the City promotes solid waste reduction through 35 diversion programs aimed at reducing the amounts of solid waste going to landfills. Major programs include residential and commercial site pickup, government source reduction, greenwaste reduction, electronic disposal, recycling, economic incentives, and educational programs.

Policies

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

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

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

IV-43 To reduce the volume and toxicity of products and packaging, encourage the purchase of products and packaging that: (1) are recyclable and/or are made with recyclable materials; (2) use minimal packaging; and (3) have reduced toxicity.

IV-44 To change patterns of consumption that produce unnecessary waste generation, encourage the following:

- *Replacement of disposable materials and products with reusable materials and products*
- *Reduction of yard waste through backyard composting and low maintenance landscaping*
- *purchase of products with longer life spans, and products that are easily repairable*
- *Recycling of construction wastes*
- *Purchase of products that reduce energy consumption*

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

IV.H Mineral Resources

Objective

Manage mineral resources, if any, within Calabasas in a manner that emphasizes the significance and sensitivity of the local natural environment rather than the conservation and development of identified mineral resources.

General Plan Approach

The primary mineral resource found in southern California is construction aggregate. The City of Calabasas lies mainly on sedimentary rock, which is typically not associated with aggregate resources. A 1994 report by the California Geological Survey designated areas in the western portion of Calabasas as Mineral Resource Zone (MRZ) 1, indicating that no significant mineral deposits are present. The California Surface Mining and Reclamation Act (SMARA) of 1975 does not require local governments to protect land designated as MRZ 1.

The remainder of the City is designated MRZ 3, indicating that the significance of mineral resources could not be evaluated from available data. The City is responsible for recognizing lands designated as MRZ 3 and, if significant aggregate resources are ultimately found, State policy favors conservation and development of those resources. However, the City is permitted to adopt plans that discourage development of mineral

resources, subject to the approval of the State Mining and Geology Board, if existing land uses or sensitive environmental conditions preclude safe, environmentally sound mineral extraction.

Policy

IV-46 Continue to prohibit the establishment of mineral extraction operations that could result in significant biological, traffic, air quality, visual, hillside preservation, or quality of life impacts.

CITY *of* CALABASAS

2030 General Plan

V - REVISED
2021-2029 HOUSING ELEMENT

MARCH 2022

CITY OF CALABASAS
COMMUNITY DEVELOPMENT DEPARTMENT

KAREN WARNER ASSOCIATES
Housing Policy Consultants

City of Calabasas 2030 General Plan
Chapter V. Housing Element

TABLE OF CONTENTS

A. Introduction V-1
B. Residential Sites Analysis V-8
C. Housing Conservation and Maintenance V-29
D. Variety of Housing Sites V-34
E. Development of Affordable Housing V-39
F. Removal of Governmental Constraints V-44
G. Equal Housing Opportunities V-49

LIST OF TABLES

V-1 Residential Projects with Entitlements V-9
V-2 Vacant Residential Sites V-10
V-3 Multi-family and Mixed-Use Housing Opportunity Sites V-12
V-4 Comparison of Sites Inventory with RHNA V-26
V-5 Fair Housing Issues and Actions for Mitigation V-51
V-6 Housing Programs Summary V-56
V-7 Summary of Quantified Objectives V-61

LIST OF FIGURES

V-1 Housing Inventory Sites Map V-13

Appendices

A. Glossary
B. Affirmatively Furthering Fair Housing (AFFH)
C. Residential Sites Inventory
D. Affordable Housing Overlay Feasibility Analysis
E. CoStar Office Submarket Report
F. Public Participation
G. Housing Element Background Report

V. HOUSING ELEMENT 2021-2029 UPDATE

V.A Introduction

State housing element statutes (Government Code Sections 65580-65589.8) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local General Plans and in particular, local Housing Elements. Housing element statutes also require the State Department of Housing and Community Development (HCD) to review local housing elements for compliance with State law.

California's Housing Element law requires that each city and county develop local housing programs to meet its "fair share" of existing and future housing needs for all income groups. The Southern California Association of Governments (SCAG) is responsible for developing and assigning these regional needs, or "RHNA", to Southern California jurisdictions. Pursuant to the RHNA planning period and consistent with State Law, the Calabasas Housing Element is an eight-year plan extending from 2021-2029.

Calabasas' Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing housing; 2) providing adequate housing sites; 3) assisting in the provision of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting fair and equal housing opportunities.

V. HOUSING ELEMENT 2021-2029 UPDATE

Public Participation

Public Outreach & COVID-19

Much of the Housing Element update process occurred during the COVID-19 pandemic. Restrictions on public gatherings prevented the City from holding traditional public workshops. Instead, the city utilized online engagement tools, including a community survey, virtual community workshops and stakeholder meetings, and online documents to provide opportunities for the community to share their feedback.

The City of Calabasas solicited input from the public throughout the Housing Element update process. As required by State law, all economic segments of the community were provided an opportunity to review and comment on the Housing Element. The City has bilingual staff (Spanish and English) within the Community Development Department and City Clerk's office and can provide translation services upon request. As part of the development of the Housing Element, which also requires revisions to the Safety Element, the City implemented the following public outreach program.

Housing Element Website

A City website specifically for the Housing Element update was established to provide: 1) an overview of the Housing Element process; 2) FAQs; 3) allow for citizen input on potential housing sites and for providing other comments to the City; and 4) to announce future events (i.e., workshops, survey). In addition, presentations from public outreach meetings were available for viewing, and documents related to the Housing Element were linked to the website, including the results of the Housing Element and Senior Needs surveys. This is the webpage link:

2021-2029 Housing Element Update | City of Calabasas, CA

Public Study Sessions

The City's Housing Element update process was initiated with the Calabasas Planning Commission "Housing Element 101" teleconference study session on July 16, 2020, which informed the Commission members and the Calabasas community of the proposed update of the Element. In addition to the information provided by the City team, a representative of the State Department of Housing and Community Development (HCD) presented information on the new Housing Element sites requirements, and responded to questions.

V. HOUSING ELEMENT 2021-2029 UPDATE

A second public study session was held before the Planning Commission on October 15, 2020 to discuss the results of the online survey (see page V-4) and input received at the Community Workshop (discussed below). The Commission provided staff with direction on potential Housing Element sites, and requested staff return to a future meeting to finalize the housing sites inventory based on feedback from the community and Commissioners.

A third public study session was held before the Planning Commission on February 4, 2021. Staff presented the Commission with two options ("A" and "B") of housing inventories that incorporated different strategies to address the RHNA, and the Commission unanimously stated a preference for Option A, which employed a strategy focused on infill and redevelopment.

On March 18, 2021, the City Council conducted a study session to review feedback from the Planning Commission and the general community, and to provide direction to staff on finalizing the Housing Element sites inventory.

Public Workshop

On September 30, 2020, City Community Development Department staff conducted a virtual community workshop to solicit public input on the Housing Element update. Sixteen members of the public participated in the workshop, and provided feedback via on-line polling, question and answers, and voting on 28 potential sites. The following summarizes input received at the workshop.

- Housing for Calabasas' workforce was identified as the community's most important housing need, followed by housing for seniors and housing for families with children.
- There was strong support to address the RHNA through intensification of uses along Calabasas Road/East Village, followed by transitioning office and business park uses in the Las Virgenes/Mureau Road area and the Agoura Road/West Village corridor.
- The following potential housing sites received the greatest number of votes:
  - Old Town office buildings *(included in sites inventory)*
  - Parking lot next to City Hall *(included in sites inventory)*
  - Office buildings next to Post Office
  - Old golf course driving range on Calabasas Road
  - 3 office buildings on Calabasas Road *(included in sites inventory)*

- The office building on Mureau Road (already zoned Mixed Use) was a new site suggested by a member of the public, which was added to the Housing Element sites inventory.

The community workshop is available for viewing on the Calabasas Housing Element website under the "Get Involved" tab. A summary of feedback received at the workshop is included in Appendix F.

Public Noticing

Notices for the study sessions and community workshop were posted on the City website and project webpage, on the City's social media accounts, and a press release included in the City's e-newsletter. Direct invitation letters and emails were sent to local housing service providers, organizations representing lower income and special needs households, property owners of proposed Housing Element sites and other stakeholders. Announcements regarding the community workshop were made at City Council and Planning Commission meetings, and a postcard was mailed to every household in the City, reaching all economic segments and special needs populations in the community during development of the draft Housing Element.

The City received the State Department of Housing and Community Development's (HCD) written comments on the draft Housing Element on September 3, 2021, and the City made revisions to the Element in response to the State's comments. The revised Element was made available to the public through posting the Element on the City's website beginning on September 20th, providing the public an opportunity to comment prior to the City Council meeting on September 28th, and three weeks prior to the City Council's meeting to consider readoption on October 13th. The City received five comment letters on the Housing Element (included in Appendix F), and has considered and, as deemed appropriate, addressed these comments in the Element. Two of these letters were from residents and provided input on Housing Element sites; one letter was from a Section 8 voucher holder expressing the difficulty in finding housing in Calabasas with rent levels where she could use her rent voucher; and two letters were from YIMBY Law, a pro-housing organization expressing various concerns that the Housing Element sites do not adequately address the needs of low and moderate income households (a response letter was provided to YIMBY Law and is also included in Appendix F).

V. HOUSING ELEMENT 2021-2029 UPDATE

Housing Element Surveys

Another component of the outreach effort was the Housing Needs Survey, posted on the City's website from August 24 – September 30, 2020, and advertised through a variety of outlets to reach a wide audience. A total of 913 completed surveys were received.[1] The following summarizes some of the primary input received from the housing needs survey, with the complete survey results included in Appendix F.

- The following were identified as the top three housing priorities (out of 6):
  - Housing concentrated within existing developed areas and/or cluster/compact housing in order to preserve surrounding open space
  - Encouraging the maintenance and rehabilitation of older housing stock
  - Creating mixed-use (commercial/office and residential) projects in the community that encourage walkable neighborhoods and reduce dependency on automobiles

- The following were identified as the top three housing development strategies (out of 7):
  - Redevelop over time the office and business park uses in the **Agoura Rd/ Las Virgenes** corridor to a mix of office, retail and residential uses
  - Redevelop over time office/business park uses in the **Las Virgenes/ Mureau** area to a mix of office, retail and multi-family residential uses
  - Redevelop and intensify existing uses along **Calabasas Road/ East Village** to create a mix of office, retail, and residential uses

- The following were common write-in comments on strategies to create more housing opportunities:
  - Don't build on open space areas - keep as much open space as possible
  - Annex Craftsman Corner and explore as an option for affordable housing
  - We need more senior housing
  - Agoura Road/Las Virgenes corridor has strong potential for development

In order to solicit input from one of Calabasas' most vulnerable populations – senior citizens – the City conducted a Senior Housing Needs survey. This survey was distributed in the following ways:

- Posted on the Housing Element Update webpage and City main page
- Emailed the survey link to the Savvy Seniors
- Emailed the survey link to members signed up for the Senior Center updates

[1] The response level of the survey provides a 99% confidence level the results fall within a 5% margin of error to apply to the entire Calabasas population.

- Hard copies distributed to senior housing complexes (Canyon Creek, Calabasas Village and Horizon's 55), Calabasas Village Mobile Estates and the Senior Center, and completed surveys picked up several weeks later.

A total of 324 senior citizen residents completed the Senior Housing Needs Survey. Highlights of the survey responses include:

- 73% of respondents visit the Senior Center and/or receive the City's E-News
- 59% did not think adequate information was provided about housing programs for seniors such as senior housing, rental assistance, and help with housing maintenance
- On scale of 1-5 (5 being highest), senior housing near medical facilities and shopping in Calabasas received an average score of 3.87, followed by additional affordable senior housing (3.35).
- 25% of respondents would like information on how to provide an ADU on their property

The survey results show that, at least among those responding to the survey, Calabasas' seniors are fairly well informed through the Senior Center and City Hall, though additional outreach to seniors on available housing programs appears warranted and has been included in the Housing Element. And despite the City's relative affluence, affordable housing is a concern among the City's seniors.

Relationship to Other General Plan Elements

The Calabasas 2030 General Plan is comprised of the following eleven elements: Land Use; Circulation; Housing; Conservation; Open Space; Parks and Recreation; Noise; Safety; Community and Economic Design; Cultural Resources; and Communications, Technology and Infrastructure. The City's 2008-2014 Housing Element was developed in conjunction with the 2030 General Plan and, as such, was entirely consistent with the policies and proposals set forth by the Plan. The subsequent 2014 – 2021 Housing Element update was likewise prepared and adopted so as to be entirely consistent with the policies and proposals set forth by the other ten elements of the 2030 General Plan. The current 2021-2029 Housing Element update maintains this internal General Plan consistency. Whenever any element of the General Plan is amended in the future, the Housing Element will be reviewed and modified, if necessary, to ensure continued consistency among General Plan elements.

Resources for Program Implementation

Calabasas has one primary ongoing funding source available for implementation of Housing Element programs – the Affordable Housing Fund, generated from inclusionary

housing in-lieu fee and commercial affordable housing impact fee revenues. The Housing Element recommends allocation of the current $1.65 million Affordable Housing Fund balance towards Affordable New Construction and the Home Repair/ADU Assistance Program. In addition, the City has also been approved for approximately $3.2 million under the Disaster Recovery Multifamily Housing Program (DR-MHP) through State HCD for production of lower income rental housing that can begin construction by December 2022. Other funding resources include Community Development Block Grant, which funds the Single-Family Rehabilitation Program, and General Fund monies, which fund the Rental Assistance Program. In addition, the City will continue to generate modest levels of inclusionary in-lieu and commercial affordable housing impact fee revenues which will further support affordable production and preservation activities.

V.B Residential Sites Analysis

California Housing Element law requires that each jurisdiction develop local housing programs to meet their "fair share" of existing and future housing needs for all income groups. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units needed to accommodate forecasted household growth, as well as units needed to compensate for anticipated demolitions and changes to achieve an "ideal" vacancy rate.

In the Southern California region, the agency responsible for assigning these regional housing needs to each jurisdiction is the Southern California Association of Governments (SCAG). The regional growth allocation process begins with the State Department of Finance's projection of Statewide housing demand, which is then apportioned by the State Department of Housing and Community Development (HCD) among each of the State's official regions. For the 6th cycle Housing Element planning period of 2021-2029, SCAG was allocated a total housing need for 1.34 million new housing units.

SCAG has determined the projected housing needs throughout its region for the 6th cycle Housing Elements, and has allocated this housing need to each jurisdiction by income category. This Regional Housing Needs Assessment (RHNA) represents the minimum number of new housing units each community must plan for by providing "adequate sites" through general plan and zoning. An important component of the Housing Element is the identification of adequate sites for future housing development to address the City's RHNA. Calabasas' 2021-2029 RHNA allocation is 354 total units, distributed among the following income groups: 66 extremely low income; 66 very low income; 71 low income; 70 moderate income; and 81 above moderate-income units.

The City plans to fulfill its share of regional housing needs using a combination of the following methods:

- Residential projects with development entitlements;
- Vacant single-family residential sites;
- Multi-family residential and mixed-use opportunity sites; and
- Accessory dwelling units.

Calabasas' residential sites capacity from the above sources provides for approximately 1,200 additional units, including sites suitable for development of 318 lower income

(which includes both very low income and low income), 17 moderate income and 865 above moderate-income units, reviewed in detail in the following narrative. A parcel-specific site inventory and site maps are included in Appendix C.

Projects with Entitlements

Calabasas currently has one residential project with development entitlements that will contribute towards addressing its future RHNA needs during the 6th cycle Housing Element as presented in **Table V-1**.

Table V-1
Residential Projects with Entitlements
(Occupancy post June 30, 2021)

Project Name	Total Units	Very Low Income	Market Rate
Calabasas Creekside Apartments (Raznick)	42	5	37

Source: Calabasas Community Development Department, 2021.

Calabasas Creekside Apartments (previously "Raznick Mixed Use") involved rezoning a 1.92-acre Commercial Office (CO) site to Commercial Mixed Use (CMU) to allow for replacement of an existing 2-story office building with 42 residential units (age restricted for residents 55 years old or greater), surface level parking and indoor/outdoor common space. The applicant received a height concession and density bonus for providing five (10%) very low-income units. The project also includes a 1,590 square-foot commercial/retail building along Park Sorrento.

Vacant Single-Family Residential Sites

The City's 2030 General Plan included a parcel-specific inventory of all vacant residential land in Calabasas. The inventory is hereby updated for the 2021-2029 Housing Element. The land survey documents a total of 112.3 vacant residential acres

designated for single-family residential use, summarized in **Table V-2**, with parcel specific details provided in the Appendix.

Table V-2
Vacant Single-Family Residential Sites

Zoning Category	Density	Acreage	Unit Potential
Hillside Mountainous (HM)	1 unit/40 acres	65.4 acres	18
Rural Residential (RR)	1 unit/10 acres	42.1 acres	10
Residential Single-Family (RS)	6 units/acre	4.8 acres	16
Total		**112.3 acres**	**44 units**

Notes:
1. For single-family residential zoned areas (HM, RS, and RR zones), estimated build-out is based on one dwelling per existing legal lot.
2. Vacant lots zoned Rural Community (RC) have not been included in the sites inventory as most are undevelopable due to a variety of significant site constraints, and thus realistic unit potential is minimal.

Although the majority of the vacant acreage in Calabasas is in the Hillside/ Mountainous (HM) district, only relatively few numbers of units can be developed in HM areas due to severe physical constraints, lack of roads and sanitary sewers, and safety issues. Other vacant single-family land is limited to areas designated Rural Residential (RR), also subject to significant development constraints related to topography and access. Less than five acres of vacant, unconstrained Residential Single-Family (RS) land remains in Calabasas, supporting densities up to 6 units/acre. In total, approximately 44 new single-family housing units can be developed on sites that have not already received land use entitlements.

Multi-family Residential and Mixed-Use Opportunity Sites

The Calabasas 2030 General Plan identified the following three distinct areas as appropriate for long-term transition to relatively high intensity, pedestrian-oriented environments with an integrated mix of commercial and residential uses:

- **West Village –** The Agoura Road corridor is currently dominated by office and business park uses. The Land Use Plan's vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong "sense of place." Approximately 80 acres are designated for mixed use in the West Village area.

V. HOUSING ELEMENT 2021-2029 UPDATE

- **East Village** – The approximately 80-acre mixed use area along both sides of Calabasas Road provides an opportunity for redevelopment and intensification of existing uses to create a mix of office, retail, and residential uses to complement the uses in Old Town Calabasas and to provide the impetus for creating a pedestrian-oriented "city center" and gathering place.
- **Las Virgenes/Mureau Road** – City Hall, including the City library, vacated its original Business Park location when the new Calabasas Civic Center and Library opened in 2008. The General Plan envisions the 28 acres of existing office/business park uses in this area transitioning to an integrated mix of office, retail, and multi-family residential uses.

Each of these areas are designated commercial mixed-use (CMU) in the 2030 General Plan, allowing for residential densities up to 20 units/acre, in addition a specified floor area ratio for the non-residential component. The CMU zone requires all projects to include a residential component that constitutes as least 20 percent of the overall floor area, with CMU 1.0 requiring a minimum 50 percent residential. Two sites previously developed with commercial uses were rezoned from Commercial Office to Commercial Mixed Use - the prior Calabasas Inn site which was developed with the 80-unit Avanti project, and most recently, an office building on Park Sorrento, which was approved and entitled for redevelopment as a 42-unit project (Calabasas Creekside Apartments).

For purposes of identifying properties suitable for intensification during the 6th cycle Housing Element, City staff conducted a land use survey of parcels in the commercial mixed-use (CMU) and residential multi-family (RM) zoning districts. Parcels were identified based on the following criteria: 1) significant underutilization of permitted density or floor area (FAR); 2) existing use approximately 30+ years old, surface parking lot, or vacant site; 3) low building to land value ratio; 4) developer and/or property owner interest. The City developed an inventory of potential mixed use and multi-family sites in the fall of 2020, and continued to refine this inventory based on input from the community, Planning Commission and City Council.

As summarized in Table V-3 and depicted in the Sites Map which follows, twelve sites totaling approximately 84 acres of RM and CMU designated parcels met the City's sites criteria and were identified as suitable for development within the 2021-2029 planning period. These include a balance of CMU sites in the East Village, West Village, and Las Virgenes/Mureau Road areas, as well as three RM sites, and one CMU site in Craftsman Corner to be annexed into the City. Each of these sites is described in the narrative which follows, with parcel specific site inventories and maps included in the Appendix to the Element.

Table V-3 Multi-family and Mixed-Use Housing Opportunity Sites					
Site No.	Site Description	Acres	Existing Zoning	Affordable Housing Overlay	Net Unit Potential
1	Raznick Office Building[1]	1.93	CMU .95	No	42
2	Rancho Pet Kennel	6.84	RM (12)	No	60
3	Private Parking Lot[2]	1.96	CMU .95	Yes	78
4	Old Town Vacant Site[2]	0.96	CMU 1.0	Yes	48
5	Las Virgenes Shopping Center[2]	0.88	CMU .60	Yes	36
6	Church[2]	2.47	RM (16)	Yes	99
7	Downtown Offices[2]	1.34	CMU .95	Yes	54
8	Avalon Apartments	30.5	RM (16)	No	71
9	Agoura Road Offices	2.78	CMU .60	Yes	111
10	Mureau Road Offices	1.59	CMU .60	Yes	64
11	Commons Shopping Center	25.0	CMU .95	Yes	202
12	Craftsman Corner	9.8	CMU .95	No	196
Total Opportunity Sites		**84.12**			**1,019**

[1] Site has an approved project and already accounted for under Table V-1, and therefore not included in the total acreage or unit count in this Table.

[2] Vacant sites included in two consecutive previous planning periods (4th and 5th cycle inventories) or underutilized site identified in the 5th cycle sites inventory, and identified in 6th cycle to address a portion of lower income housing needs. Consistent with State law (Gov. Code Section 65583.2(c)), and per Housing Element Policy V-11, the City will allow developments that include at least 20 percent affordable units by-right.

Affordable Housing Overlay (AHO) Sites

Based on past performance, the average rate of production for affordable housing in Calabasas is approximately 10% of new development, resulting from requirements under the City's inclusionary housing ordinance. At a rate of 10%, the City would need to develop a housing inventory with enough feasible sites to accommodate approximately 3,000 new residential units, which would yield the 300 affordable units needed to meet the City's RHNA allocation for very low-, low- and moderate-income households.

In order to increase the production of affordable housing, and reduce the total need for additional residential units, Calabasas intends to adopt an Affordable Housing Overlay (AHO) zone in conjunction with the 6th cycle Housing Element. The overlay would layer

V. HOUSING ELEMENT 2021-2029 UPDATE

Figure V-1

Housing Inventory Site Map

© 2020 Digital Map Products. All rights reserved.

on top of the base zoning regulations, leaving in place the option to develop under the base zoning, but providing the opportunity to develop to a greater intensity in exchange for providing a given percentage of affordable units without the requirement for a General Plan amendment or zone change.

The City has identified eight sites for designation with an Affordable Housing Overlay: seven with a mixed-use base zone, and one with a base zone of RM-16. The City contracted with an economic consultant to confirm the affordability requirements in the Overlay are adequately offset by the added density to ensure development projects are financially feasible (refer to Appendix D for the complete economic feasibility analysis). Based on the analysis, the AHO would allow for 20 – 40 units/ acre on designated sites in exchange for inclusion of the following amounts of affordable units:

- Rental projects: 25% lower income units (min. ¼ very low income)
- Ownership projects: 25% moderate income units

In addition, the Housing Overlay will include an option for affordable senior housing, allowing for densities of 20 – 50 units per acre for projects with 100% lower income units.

The AHO modifies certain development standards to accommodate the higher densities (refer to Table 27 in Appendix G), including:

- Increased densities
- Increased height limits
- Increased floor area ratios
- Reduced project-specific open space standards

Realistic Capacity

For purposes of identifying unit capacities on the AHO sites, seven of the sites are assumed to develop at the 40 unit/acre density, with one site assumed to develop with senior housing at the permitted 50 units/acre. As with any other residentially zoned property, property owners utilizing the affordable housing overlay are also eligible for further density increases and incentives available under State density bonus law, including reduced parking requirements.

There are several factors which support the assumption that sites will develop under the AHO and be developed at the upper end of the density range:

V. HOUSING ELEMENT 2021-2029 UPDATE

- The AHO Feasibility analysis tested development feasibility under the base RM zone at 24 units/acre with a 5% very low income inclusionary requirement compared to 3 rental scenarios under the AHO: 1) 35 units/acre with 25% affordability requirement (50% very low, 50% low); 2) 40 units/acre with 30% affordability requirement (50% very low, 50% low); and 3) 40 units/acre with 25% affordability requirement (25% very low, 75% low). The results of the analysis show that only under scenario #3 is the return on cost preferable to the base scenario, in addition to generating 50% greater net operating income. So, in other words, it is more financially advantageous to a developer to build to a 40 unit/acre density than 35 units/acre under the AHO, or to 24 units/acre under the City's inclusionary ordinance.
- The AHO Feasibility Analysis also tested development feasibility for a 100% affordable senior project at 50 units/acre. As described under Program #14 (Affordable Housing Development Assistance), the City is committing to allocate $1 million in Affordable Housing Funds towards development of an affordable senior project. Incorporating this level of subsidy into the senior housing pro forma results in the project being feasible under 9% Low Income Housing Tax Credits. Furthermore, the 100% affordable Canyon Creek senior apartments which received Tax Credits and $1 million in City subsidies are developed at a density of 75 units/acre, supporting the 50 unit/acre density assumption, with higher densities available utilizing State density bonus law.

Canyon Creek Apartments

- The AHO has been structured to incentivize its use over the base zoning designation. Projects proposed under the AHO will be subject only to Site Plan review by the Planning Commission, providing greater certainty to the entitlement process. Objective development standards including reduced open space and parking, and allowance for increased building heights and FARs will enable achievement of densities at the top end of the density range. The sites schematics included in Appendix C reflect the AHO development standards and achievement of maximum densities on a prototypical two-acre site.
- Development trends in nearby San Fernando Valley communities over the past several years indicate that developers are building multi-family projects at densities in excess of 40 units per acre. The San Fernando Valley Multi-family Projects Table in Appendix C provides a summary of multi-family projects built

in the last several years in nearby communities. These projects have an average density of 95 units per acre. This analysis supports the assumption that development at higher densities is both feasible and preferable for residential developers.

Housing Opportunity Site Descriptions

- **Site 2** is a 6.6-acre site partially developed with the Rancho Pet Kennel. While the northern portion of the site is hilly, a sizable flat area of approximately 4 acres is readily buildable, and the property owner has been in recent discussions with the City about development. The existing kennel facility consists of an 800 square-foot main house over 60 years in age, and a series of peripheral structures which house the dogs and serve as storage. County Assessor records indicate the value of site improvements comprise just one percent of the property's total assessed value, further indicating the existing uses are economically obsolete. In terms of potential environmental constraints, because the site is located within 500 feet of a freeway, the General Plan will require a health risk analysis to demonstrate residents would not be exposed to health risks exceeding SCAQMD standards. In addition, the General Plan will require mitigation to achieve acceptable interior noise levels, and depending on the layout of the project, may also require mitigation for exterior noise.

- **Site 3** is a 1.96-acre parcel adjacent to Calabasas City Hall and currently improved as a private surface parking lot. The parking lot provides overflow parking spaces for City Hall employees, Senior Center visitors, and employees in the office buildings across the street. The General Plan designates the site for mixed use, and the property owner is very interested in developing the site with housing and hosted a Community Development Forum to solicit public input prior to submittal of a formal application. The site is located in the heart of the City's downtown and, with the lone improvement being a parking lot, would require only minor demolition and development preparation. Additionally, the existing parking offered by this site would need to only be partially replaced upon redevelopment because it serves as overflow only.

- **Site 4** is a vacant, one-acre parcel located on the north side of Calabasas Road on the eastern edge of Old Town Calabasas, and was included in the City's 4th and 5th cycle Housing Elements. The site is flat and well situated to

infill development, located less than ¼ mile to transit and shopping, including a grocery store. The General Plan designates the site as Mixed Use 1.0, providing residential uses at densities of 20 units per acre, as well as accommodating commercial uses at a combined intensity up to 1.0 FAR. The Mixed Use 1.0 designation requires residential uses to constitute a minimum 50% of the overall project floor area.

- **Site 5** is an underutilized commercial property comprised of two adjacent parcels under common ownership totaling 39,300 square-feet. The main parcel, abutting Las Virgenes Road, is 28,700 square-feet and is developed with a 12,100 square-foot commercial building (shopping center) and a portion of the associated parking lot. The second parcel is 10,625 square feet and houses the remainder of the parking lot for the shopping center. The existing building is currently occupied by a variety of commercial uses such as small restaurants, a laundromat, a liquor store, a beauty supply, and a vacant store front. The building dates from 1965, is in poor physical condition, and fails to meet current building codes. Additionally, the current zoning designation of CMU permits a floor area ratio (FAR) of 0.6, compared to the existing developed FAR of just 0.4.

- **Site 6** consists of a single, 2.5-acre parcel located at 4235 Las Virgenes Road. Roughly one-third (0.95 acres) of the property is currently developed with the Calabasas Presbyterian Church and adjacent parking lot. To the rear of the church building on 0.25 acres are three prefabricated, temporary buildings dating from 1991 and totaling 7,650 square-feet and a 400 square-foot shed constructed in 1963. The remaining 1.3 acres behind the church and temporary buildings is undeveloped. The site is zoned RM-16 and allows for a site coverage of 55%. With an existing FAR of 0.1 and site coverage of just 8.8%, this site is significantly underutilized. Additionally, the four structures are functionally obsolete and the City does not anticipate that the buildings have a much longer functional life span. City Planning staff fielded an inquiry regarding development of multi-family residences on the undeveloped portion of this site, and City staff is currently in discussions with Church leadership about their interest in affordable housing on the underutilized site. Given the small size of the church relative to the entire site, combined with the shared parking arrangements permissible under AB 1851,[2] the site could readily accommodate

[2] Per AB 1851, the City would allow a 50% reduction in religious use parking spaces to accommodate affordable housing, and would allow the number of religious use parking spaces available after completion of an affordable housing project to count towards the housing project's parking requirements.

housing with the Church remaining in place. As documented in *Making Housing Happen: Faith-Based Affordable Housing Models*,[3] there is a growing trend of congregations providing affordable housing to serve those in need. Considering the age of the buildings and how greatly underutilized this site is, potential for redevelopment or partial redevelopment is high.

- **Site 7** is a 1.3-acre site located in the East Village mixed use area developed with a 53,000 square-foot, two-story office building. The building is 35+ years in age, does not comply with current building codes and is considered sub-standard when compared to the existing office buildings across the street and elsewhere in the area. This site occupies the center portion of the East Village where, as stated in the 2030 General Plan, opportunities for more of a pedestrian-focused downtown environment are unmet. Planning staff has fielded inquiries from developers interested in purchasing this and adjacent parcels and redeveloping the properties in compliance with the General Plan policies and the CMU 0.95 zoning.

- **Site 8** is a 30.5-acre site located just north of the intersection at Las Virgenes Road and Lost Hills Road, developed with a 600-unit apartment complex. The apartment complex is made up of 39 two and three-story residential buildings, indoor and outdoor amenities, surface level parking with covered (simple carports) and uncovered spaces. The surface parking lot represents underutilized areas of the site that can accommodate at least 71 new multi-family residential units (based an overall site density of 22 units/acre). One scenario would be to add six new 12-unit, two-story structures to be placed among and between the existing buildings, with the current access drives and surface level parking reconfigured to accommodate. Assuming six units per level, the necessary building footprint would not likely exceed 12,000 sq ft., or approximately 72,000 sq.ft. of total area, comprising less than two acres of the entire 30-acre complex. A previous engineered site plan showed capacity to add an additional 161 units to the parcel by adding eleven new three-story buildings on the underutilized portions of the property, with replacement and additional parking to be provided via garages within the new buildings and a new surface parking lot along the western portion of the site. City staff completed a comprehensive review of this prior proposal and confirmed that the project

[3] Shook, J. (2012). Making Housing Happen: Faith-Based Affordable Housing Models (2nd ed). Wipf and Stock Publishers.

conformed to the City's standards for parking, floor area ratio, open space and setbacks, though it required either a specific plan or density bonus as it exceeded the maximum 20 unit/acre density and two-story height limits under the prior RM 20 zoning. (The prior project proposal and a complete report of staff's analysis can be found here: *https://www.cityofcalabasas.com/home/showpublisheddocument/7387/63726*). Under the site's new RM 24 zoning, development of the 71 additional units assumed under the Housing Element can easily be accommodated on the site and meet both the density and height limits, as well as all other RM 24 development standards, without reliance upon either a specific plan or density bonus.

The property owner has expressed strong and continued interest in developing the underutilized portions of this site, and in February 2022 submitted a letter to the City regarding their interest in moving forward with entitlement for 132 additional units on the site (as permitted under the RM 24 zoning). Development consistent with the site's RM 24 zoning designation would be subject only to Site Plan review before the Planning Commission, and would not be subject to voter referendum.

- **Site 9** consists of office buildings located at 25620 and 25640 Agoura Road. 26520 Agoura Road is developed with a 14,440 square-foot two-story office building and surface parking on a 1.47-acre lot. With an existing FAR of 0.22 the site is significantly underutilized. 26540 Agoura Road is developed with a 30,444 square-foot office building and surface parking on a 1.3-acre lot. The one and two-story office buildings were constructed in 1978 and do not meet current building codes or ADA access requirements. Both properties are located in the West Village area of the 2030 General Plan, in which the vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong "sense of place."

- **Site 10** is a 1.59-acre site developed with a 47,184 square-foot office building and surface level parking. The site is surrounded by larger two- and three-story office buildings totaling more than 340,000 square feet of office space within a 500-foot radius. With vacancy rates for office buildings on the rise in 2021, the City anticipates that redevelopment of medium sized office buildings such as this is very likely.

V. HOUSING ELEMENT 2021-2029 UPDATE

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

The property owner is proposing to develop on only the extreme southwestern portion of the Commons property -- entirely within an area currently developed with commercial uses and surface parking. Three acres of open space is located immediately south of the planned development site, but is not an impediment to the planned development and will not be affected in any way. Also, a high-pressure natural gas line terminates at the far northeastern portion of the overall property, but the gas line is more than 400 feet away from the planned development site and does not present an impediment to the planned multi-family housing development on the subject site.

- **Site 12** consists of three individual properties within the Craftsman's Corner area of the unincorporated territory of Los Angeles County. The City has a completed application with the Los Angeles County Local Agency Formation Commission (LAFCO) to annex the Craftsman's Corner area into the City of Calabasas. Furthermore, in 2020 LAFCO approved an expanded Sphere of Influence (SOI) boundary for the City, so that the City's current SOI now encompasses all of the proposed annexation territory. In anticipation of a successful annexation, the City pre-zoned certain areas for mixed-use development. 5034 Parkway Calabasas is a 4.86-acre property developed with several outdated buildings that

include a mix of office and fitness uses. With a low FAR of 0.16 and buildings constructed in 1926, this site has a high likelihood of redevelopment, as confirmed by the property owner who continues to express development interest to City staff. APN 2049-022-040 is a 3.83-acre vacant parcel pre-zoned for mixed-use and can accommodate up to 77 new residential units. 5124 Douglas Fir Road is a 1.12-acre property developed with modular structures and unimproved surface parking. The modular structures were constructed in 1969 and are in poor shape. With an improvement-to-land value ratio of just 0.68, this property is ripe for redevelopment.

Suitability of Nonvacant Sites and Likelihood of Development

Because nonvacant sites comprise more than half of Calabasas' sites inventory, Government Code Section 65583.2(g)(2) requires that the City analyze the extent to which existing uses may constitute an impediment to additional residential development, past experience in converting existing uses to higher density residential development, market trends and conditions, and regulatory or other incentives to encourage redevelopment. Table V-4 documents residential development trends in Calabasas and provides examples of redevelopment of existing uses, as well as the strong demand for residential development in the area.

Non-vacant sites were selected for inclusion in the sites inventory based on several factors supporting redevelopment, including: 1) significant underutilization of permitted density or floor area; 2) existing use greater than 30+ years old; 3) surface parking lot use; 4) low building to land value ratio; and 5) property owner or developer interest. The narrative description of each of the Focused Development Sites above provides the required substantial evidence that the existing use on each site does not serve as an impediment to residential development over the next eight years. The City Council Resolution adopting the Housing Element includes the following Finding:

> *The City Council finds that, as result of obsolescent buildings, design, and market placement, declining uses, low existing floor area ratio, the significant impact of the COVID-19 pandemic and related shifts in the commercial and residential real estate markets and development expectations, and as further evidenced by recent site development inquiries, each as further specified on a site-by-site basis in the 2021-2029 Housing Element Update, that the existing uses on each existing, non-vacant site identified for inclusion within the Affordable Housing Overlay Zone, and thereby zoned to accommodate the City's needed lower income housing needs, are likely to be discontinued during the planning period, and thereby the fact that these*

sites are not currently vacant is not an impediment to additional residential development during the planning period for the 2021-2029 Housing Element.

Calabasas Development Projects and Trends

Project	Zoning	Acreage	# Units	Built Density	Allowable Density	Prior Use	Affordability	Project Notes
Canyon Creek	CT	1.0	75	75 du/ac	N/A	Vacant	54 very low, 20 low income	Senior
Avanti Calabasas	Rezone from CO to CMU	5.43	80	17.8 du/ac	20 du/ac	Event facility	8 very low income	Height concession
Paxton Calabasas	CL	21.77	78	3.58 du/ac (15.6 du/ac net)	N/A	Vacant	4 very low income	Inclusionary housing requirement
Calabasas Creekside Apartments	Rezone from CO to CMU	1.92	42	22 du/ac	20 du/ac	2 story office building	5 very low income units	Density bonus and height concession
Horizons 55 Condos	CMU	2.78	60	21.5 du/ac	20 du/ac	Vacant	None	Senior
Belmont Senior Living	Comm-PD	4.98	140	28 du/ac	NA	Vacant	None	In Craftsman Corner - developed under County

In terms of the likelihood of non-residential development occurring on the Mixed Use sites in the sites inventory, the Zoning Code requires projects in the CMU zone to include at least 20 percent of the floor area for residential use, with the CMU 1.0 zone requiring at least 50 percent residential. In addition, development trends, as evidenced by recent inquiries and approved projects (e.g., Avanti & Raznick), support predominately residential uses in the CMU zones with limited supporting commercial; no predominately commercial projects have been developed in the CMU zone over the past ten years.

The following market trends further support development on non-vacant sites:

Office Conversion Sites: Three of the sites in the inventory are developed with existing older office buildings (sites 7, 9 and 10). A recent CoStar office report of the Calabasas/ Westlake Village submarket indicates office vacancies have been on the rise over the past year and are presently at 12%, and vacancy rates are projected to increase to over 13% in 2022 (Refer to Appendix E for a copy of the Report). The report indicates the submarket has seen very little in the way of new office inventory during the past decade,

and no new space is under construction. (Relatedly, in the City of Calabasas no new office development projects have been entitled in more than ten years, and no new office projects are pending.) And while companies are preparing to re-enter the office as the novel coronavirus COVID-19 pandemic moves into its next phase, office size requirements are decreasing as a result of downsizing and hybrid work schedules. As such, even when tenants do move back into the office, their smaller footprint will result in a higher vacancy rate than before the pandemic, resulting in significant excess office space available for conversion.

The three office sites identified in the inventory total approximately 150,000 square feet, representing just seven percent of the total 2.6 million square feet in office inventory in Calabasas. The market supports the conversion of underutilized office space to residential, as evidenced by redevelopment of the two-story Raznick office building with the 42-unit Calabasas Creekside Apartments, and two recent inquiries received by City staff from developers interested in residential-to-office conversions. The City supports the conversion and/or redevelopment of excess office inventory to residential, and has included a program in the Element to facilitate the repurposing of office space to residential.[4]

Conversion of Surface Parking: Several of the sites may involve development on surface parking lots, and replacement with structured parking to accommodate multi-family or mixed-use development. The Los Angeles region has numerous examples of this trend of utilizing underutilized parking as an opportunity for development of higher density multi-family residential, providing a higher return on investment. The surface parking on Site 5 (Las Virgenes Shopping Center), for example, is valued at less than one percent of the value of the land. And over the longer term, the rise of autonomous vehicles will transform the way people commute, and result in significant reductions in the amount of parking ultimately needed.

[4] *https://www.archpaper.com/2019/12/los-angeles-defunct-office-buildings-residential-conversions/*
One advantage of reusing a commercial building is the relative openness of its plan. New living areas can be planned and fitted into the office open space, using simple lightweight partition walls. Large open office spaces usually surround a service core. The core contains lifts, plumbing, bathrooms and equipment. Wet areas such as kitchens, bathrooms and laundry can be located against the core and easily connected to the building services and systems. It is even possible for some office building floors to have part of their outside walls removed and refitted inside the floor slabs, which creates open-space balconies and gardens.

Site Size

Per State law, sites smaller than half an acre or larger than 10 acres are not considered adequate to accommodate lower income housing need unless it can be demonstrated that sites of equivalent size were successfully developed during the prior planning period, or other evidence is provided that the site can be developed as lower income housing.

The lower-income sites inventory does not include any sites less than 0.5 acres, though two sites are larger than 10 acres. During the last planning period, the 78-unit Paxton Calabasas was successfully developed on a 22-acre site, including four very low income units required under the City's inclusionary ordinance. In addition, the Housing Element includes Program 8a to facilitate affordable housing development on large sites, including streamlined approval processes and fee deferrals. The two 10+ acre sites in the Sites Inventory have been reviewed closely to determine appropriate residential development assumptions, as described below.

Site 8 is a 30.5 unit site developed with the 600 unit Avalon Apartment complex. The project's large surface level parking lot provides significant infill potential, as evidenced by the previous engineered site plan that showed capacity to add an additional 161 units to the parcel. The sites inventory assumes less than half this amount, and as detailed in the site description above, the 71 additional units assumed on this parcel would comprise less than two acres of the entire 30-acre complex. Further, as discussed above, a project proposed for this site consistent with the RM 24 development standards would be processed as a standard land use entitlement, not a legislative action subject to referendum.

Site 11 is a 25-acre site comprised of six parcels and is developed with The Commons shopping center and surface parking. The property owner is proposing to develop on only the extreme southwestern portion of the Commons property. The sites inventory assumes capacity for 202 units on this site based on the property owner's preliminary plans for development, the site's large surface parking lots, low floor area ratio, and demonstrated history by the property owner of combining residential and commercial-retail uses on mixed use sites, such as The Americana at Brand and Palisades Village.

Sites Identified in Previous Housing Elements

Government Code Section 65583.2(c) specifies that a non-vacant site identified in the previous planning period or a vacant site that has been included in two or more previous

consecutive planning periods cannot be used to accommodate the lower income RHNA unless the site is subject to a policy in the housing element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households.

The following sites included in the inventory for lower-income housing were included in previous Housing Element planning periods: Sites 3, 4, 5, 6, 7 (Site 2 – Rancho Pet Kennel – was included in the prior Housing Element, but based on its RM 12 zoning density, has not been identified to accommodate any lower income units). Housing Element Policy V-9a commits the City to allowing residential use by right on these sites for housing developments in which at least 20 percent of the units are affordable to lower income households.

Accessory Dwelling Units

Accessory dwelling units (ADUs), also referred to as second units and granny flats, are small, self-contained units that provide a kitchen, bathroom and sleeping area. The unit can be attached to the main home with a separate entrance or can be a small detached unit in the rear yard or above a garage. ADUs offer several benefits. First, they typically rent for less than apartments of comparable size, and can offer affordable rental options for seniors, college students and single persons. Second, the primary homeowner receives supplementary income by renting out their ADU, which can help many modest income and elderly homeowners remain in and afford their homes. Between 2017-2019, the State adopted a series of additional requirements related to ADU ordinances. Calabasas has continually updated its ADU ordinance to align with state law and better facilitate the production of ADUs and Junior ADUs. The City has been successful in its efforts, with 22 building permits issued for ADUs between 2017 - June 2021, and an additional 9 applications in process (July 2021). Pursuant to AB 671, the Housing Element includes a program to further incentivize the production of affordable ADUs through the creation of architect-designed ADU construction plans that can be pre-approved and customizable at minimal cost to the applicant. The City will also continue to offer loans under the Home Repair Program to income qualified homeowners for the creation of an ADU or junior ADU.

Given Calabasas' growing track record in producing ADUs, combined with the incentive of pre-approved construction plans and funding assistance, the sites inventory projects a minimum of 12 new ADUs to be produced annually, or 96 over the 2021-2029 planning period. The projected affordability of these ADUs is based on SCAGs Regional

Accessory Dwelling Unit Affordability Analysis (December 2020). The City will monitor the extent and affordability of ADU production to ensure that the ordinance is being successful and that the Housing Element goals and RHNA production can be met.

Development Potential Compared with Calabasas' Regional Housing Needs

Table V-4 compares Calabasas' residential unit potential described in the sections above and provides a comparison with the City's 2021-2029 Regional Housing Needs.

Table V-4
Comparison of Sites Inventory with Regional Housing Growth Need (RHNA)

Income Group	Entitled Projects	Minimum Density Guidelines	Vacant Single-family Residential Sites	Multi-family & Mixed-Use Opportunity Sites	Accessory Dwelling Units	Total Unit Potential	RHNA
Very Low	5	≥20 du/acre		198	58	261	132
Low							71
Moderate		≥12 du/acre		68	6	74	70
Above Moderate	37	≤12 du/acre	44	753	32	866	81
Total	**42**		**44**	**1,019**	**96**	**1,201**	**354**

To evaluate the adequacy of sites to address the affordability targets established by the RHNA, State statutes provide for use of "default densities" to assess affordability. Calabasas falls within the default density of 20 units per acre for providing sites affordable to very low- and low-income households; sites suitable for moderate income households can be provided at 12 units per acre. The City has used these default density thresholds as a guide in allocating the sites inventory by income category, as presented in Table V-4.[5] Applying this income distribution to the City's sites inventory demonstrates sufficient sites at appropriate densities to accommodate Calabasas' regional housing needs.

[5] While sites with min. 20 du/acre densities are considered suitable for the provision of lower income housing, without incentives or financial assistance, market rate units at these densities are typically not affordable. Therefore, the City has chosen to allocate its 20+ du/acre sites among the various income categories based on its Inclusionary requirements, or as applicable, the Affordable Housing Overlay.

V. HOUSING ELEMENT 2021-2029 UPDATE

It is to Calabasas' benefit that its residential site capacity exceeds the minimum RHNA required within each income category to help offset any sites that may be developed with fewer units or with a higher affordability. A healthy buffer above the required RHNA provides a "margin of safety" from having to rezone additional sites during the 2021-2029 Housing Element planning period.[6]

Availability of Public Services and Facilities

The Las Virgenes Municipal Water District (LVMWD) provides both water and wastewater service in Calabasas. As part of the 2030 General Plan update, the City worked with LVMWD to ensure coordination of the updated Land Use Plan with the district's water and sewer facilities master plans. The General Plan directs new development to areas with adequate water and sewer facilities, or where facilities are planned consistent with the LVMWD's master plan.

LVMWD indicates projected water supply is adequate to serve the expected demand from incremental new development, and does not identify any wastewater treatment capacity issues.[7] As part of the development process, the City determines whether projects are required to submit water pressure and flow demand calculations to provide information to determine if adequate line capacity exists. Similarly, a sewer study may be required to determine if adequate line capacity exists and to project future flow volume and remainder capacities in the downstream segments.

All Housing Element sites are adjacent to existing public roadways and are serviceable by Los Angeles County Sheriff and Los Angeles County Fire departments, the Las Virgenes Municipal Water District, and private companies that provide phone, cable, gas, and electric service.

State law requires water and sewer providers to grant priority for service allocations to proposed developments that include units affordable to lower income households. Pursuant to these statutes, upon adoption of its Housing Element, the City will provide the Element to the Las Virgenes Municipal Water District.

---

[6] Government Code section 65863 ("No Net Loss" Law) requires enough sites to be maintained to address the RHNA for all income categories throughout the planning period.

[7] Las Virgenes Municipal Water District. 2016. 2015 Urban Water Management Plan Final. https://www.lvmwd.com/home/showdocument?id=6877

V. HOUSING ELEMENT 2021-2029 UPDATE

Environmental Constraints

Portions of Calabasas are subject to seismically induced liquefaction and expansive soils. However, with implementation of the Calabasas Building Code and policies contained in the Safety Element that require site specific engineering studies prior to development, the General Plan EIR concludes that these geologic impacts are less than significant. The entire City of Calabasas is located within a Very High Fire Severity Zone. The Safety Element being updated in conjunction with the Housing Element establishes policies to address wildfire hazards and development in the City.

While several sites along Mulholland Highway that were evaluated for potential inclusion in the Element have topographic constraints, the community and City decision-makers ultimately decided not to include these in the inventory. The only site in the inventory which is partially constrained by slope is the Rancho Pet Kennel site, but which contains a buildable flat area of about four acres and has been designated at a lower 12 unit/acre density. Because the Pet Kennel site is within 500 feet of a freeway, it will require a health risk analysis to confirm residents would not be exposed to air pollution exceeding SCAQMD standards and will require mitigation to achieve acceptable interior noise levels. In conclusion, none of the sites included in the Sites Inventory have significant environmental constraints which impede their development.

V. C Housing Conservation and Maintenance

Objective

Conserve and improve existing housing in Calabasas.

General Plan Approach

While the vast majority of housing in Calabasas is in excellent condition, the City does contain several older neighborhoods beginning to exhibit signs of deferred maintenance. The City also contains rent-restricted housing provided through the City's inclusionary housing policy, as well as through public assistance, important to preserve as affordable. Additionally, Calabasas Village Mobile Estates provides 210 mobile home park spaces with relatively affordable rents. Maintaining the quality and affordability of existing housing is an important goal for Calabasas.

Policies

Policy V-1 Maintain the character, scale and quality of established residential neighborhoods.

Policy V-2 Offer rehabilitation and home improvement assistance to low- and moderate-income households, seniors and the disabled.

Policy V-3 Improve and implement the code enforcement program to ensure a high quality of life is maintained within the City's residential neighborhoods.

Policy V-4 Preserve rent-restricted units as long-term affordable housing.

Policy V-5 Encourage retention of Calabasas Village Mobile Estates as mobile home park use to provide a relatively affordable form of housing, and maintain permanent mobile home park zoning.

Policy V-6 Provide limited rental assistance to lower income, senior, and disabled tenants to address increasing rents in the community. Maintain a rent database to track changes in the local rental market.

Policy V-7 Conserve existing rental housing by continuing to regulate the conversion of apartments into condominium ownership.

V. HOUSING ELEMENT 2021-2029 UPDATE

Programs

1. **Residential Rehabilitation Program**: The City of Calabasas receives approximately $100,000 annually in Community Development Block Grant (CDBG) funds through the County which it allocates towards the residential rehabilitation program. This program provides up to $15,000 in grants to lower income owner-occupants of mobile homes, single-family homes and condominiums for projects such as new roofs, ADA handicapped accessibility modification, heating, air conditioning and ventilation systems replacements, energy efficient water heaters and windows for lower income residents. The program typically runs a wait list of six-plus months, with an average of 4-5 households assisted annually.

> ***2021-2029 Objective**: Continue to provide rehabilitation grants to qualified homeowners. The objective is to assist an average of five households on an annual basis, for 40 households over the planning period.*

2. **Home Repair/ADU Assistance Program**: (Expanded) In 2012, the City initiated a program to assist low- and moderate-income property owners of severely dilapidated units cited for code violations to make needed repairs to make the units safe and habitable. The program is intended for single-family home properties and permitted accessory dwelling units with a Notice of Violation on file and documented code deficiencies requiring repairs, replacement, or reconstruction to such an extent that the value of the work is expected to exceed $15,000. The City has allocated $500,000 in Affordable Housing Funds to the program, and has adopted program guidelines which provide for loans of up to $100,000 for repairs necessary to bring substandard properties into conformance with the Calabasas Building Code (including plumbing, electrical and structural). The program was expanded in 2019 to also offer loans to income qualified homeowners for the creation of an accessory dwelling unit (ADU) or junior ADU.

> ***2021-2029 Objective**: Coordinate with code enforcement to identify low- and moderate-income homeowners in need of substantial rehabilitation improvements, and provide loans on an as-needed basis. Annually advertise the availability of funds for income qualified homeowners to add an ADU to their property in conjunction with the City's annual monitoring under the Rental Registration Program.*

3. **Rental Assistance Program**: Since 2004, the City has provided a Rental Assistance Program for extremely low- and lower-income senior and disabled residents in

V. HOUSING ELEMENT 2021-2029 UPDATE

Calabasas Village Mobile Estates, expanded in 2007 to encompass qualifying residents in the City's apartment complexes. The program capacity is to assist up to 50 households with a monthly subsidy amount of $250, plus a yearly increase based on the Consumer Price Index. The Rental Assistance Program helps to address one of Calabasas' primary affordable housing needs – rental overpayment – and encompasses assistance to those most in need, households earning extremely low incomes.

> ***2021-2029 Objective:*** *Continue to provide rental assistance to extremely low to low-income senior and disabled households at-risk of displacement. Provide ongoing assistance to 50 households, contingent on availability of funds.*

4. Rental Registration Program: In June 2004, the City Council adopted Ordinance No. 2004-191, establishing a Rental Registration Program as a means of developing an inventory of rental units, monitoring rent levels, and minimizing renter displacement resulting from rapidly increasing rents. The ordinance requires owners of four or more rented dwellings (including mobile homes) to annually register units with the City and to report any increase in rent of 5% or greater, except those associated with a new tenancy. The ordinance requires the City to be notified of the increase at least 60 days prior to the effective date of the increase.

Planning staff annually contact rental property owners to maintain the rent database. The database includes property owner information; annual rental rates; and all reported increases for each unit. 1,410 apartment units, 210 manufactured home spaces, and 24 condominium units are currently registered (as of January 2021).

> ***2021-2029 Objective:*** *Continue to maintain the Rental Registration Database as a tool to monitor rent levels in the community and ensure 60-day notification to the City of significant (>5%) increases in rents.*

5. Mobile Home Park Preservation: Calabasas contains one mobile home park – the 210 space Calabasas Village Mobile Estates. As described under the Rental Assistance Program (#3), as a means of assisting extremely low to lower income park tenants affected by rising park space rents, the City offers a rental assistance program.

Recognizing that mobile homes provide relatively affordable housing for many seniors and lower income households, the City is committed to preserving Calabasas Village Mobile Estates. The City's General Plan and Development Code establish a distinct mobile home park designation. With these designations in place, a park owner seeking closure would have to first justify a General Plan amendment and zone change to the

Planning Commission and City Council, and comply with State regulations governing mobile home park closures. By preserving Calabasas Village Mobile Estates, the City is helping address the housing needs of extremely low-, low- and modest-income residents.

The State Department of Housing and Community Development (HCD) offers a Mobile Home Park Resident Ownership Program (MPROP) to assist resident organizations, non-profit housing providers, or local public agencies to acquire and own mobile home parks. The program offers low interest loans for the purchase or rehabilitation of a mobile home park.

> ***2021-2029 Objective:*** *Should tenants of the park indicate interest in acquiring the park as a means of maintaining control over space rents, provide information on available State MPROP funding, as well as any local funds available for leverage, and assist with the subdivision map waiver process consistent with the Subdivision Map Act.*

6. Preservation and Monitoring of Assisted Housing: (Expanded) Calabasas' portfolio of rent-restricted housing currently consists of Canyon Creek Apartments (74 low-income units), Avanti (8 very low-income units), Paxton Calabasas (4 very low-income units), and the soon to be developed Calabasas Creekside (5 very low-income units). These projects all have long term affordability controls, with affordability period expiration dates spanning from 2046 – 2077. Future projects provided through the City's inclusionary housing ordinance, the Affordable Housing Overlay ordinance, or subsidized through the city's Affordable Housing Fund will carry minimum 55-year affordability covenants.

As Calabasas' affordable housing portfolio continues to grow to include locally funded projects and projects restricted based on local requirements and incentives (including Inclusionary requirements, the new Affordable Housing Overlay, and density bonuses), monitoring of these projects will become the City's responsibility. Given the administrative burden associated with monitoring and the expertise required, combined with Calabasas's small staff size, the City will consider "outsourcing" some or all of the monitoring and program administration. The City will consider the following as it evaluates outsourcing: the availability of internal resources for monitoring, which functions of each program (and monitoring) does the City want to control more closely; and the experience, resources, and services offered by organizations.

V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: *By 2022, establish annual monitoring procedures for rent restricted units provided through City housing ordinances, programs, incentives and/or financial assistance. Conduct annual monitoring in conjunction with the City's annual monitoring under the Rental Registration Program.*

7. Condominium Conversion Ordinance: Apartment projects proposed for conversion to condominium ownership are subject to the City's Residential Condominium Conversion regulations (Section 17.34.310). The City mandates a Relocation Assistance Program to assist displaced tenants in finding equivalent or better housing. Under the City's General Plan, the City will not approve any condominium conversion when the vacancy rate within the City for multifamily housing is less than four percent.

2021-2029 Objective: *Implement the City's Condominium Conversion Ordinance.*

V.D Variety of Housing Sites

Objective

Provide adequate housing sites through appropriate land use and zoning designations to accommodate the needs of existing and future Calabasas residents.

General Plan Approach

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for a range of types, sizes and prices of housing. The City's 2030 Land Use Plan provides for a mix of housing, including single-family homes, condominiums, apartments, residential/commercial mixed use, and accessory dwelling units. Future housing growth in Calabasas will be accommodated on vacant residential sites, development of mixed-use infill on key commercial corridors, and annexation of unincorporated areas adjacent the City.

Policies

Policy V-8 Provide site opportunities for development of housing that respond to the diverse housing needs of Calabasas residents and workforce in terms of density, location and cost.

Policy V-9 Provide opportunities for multi-family housing and mixed-use development consistent with the City's regional housing needs requirement (RHNA), as mandated by the State.

Policy V-9a Pursuant to AB 1397, allow housing developments with at least 20 percent affordable housing by-right, consistent with objective design standards, on lower-income housing sites that have been counted in previous housing element cycles. (New)

Policy V-10 Pursue opportunities to integrate housing in underutilized commercial centers, and to reuse excess or obsolete commercial buildings for housing. (New)

Policy V-11 Facilitate the creation of accessory dwelling units in all residential districts as a means of dispersing small, affordable units throughout the community. (Modified)

Policy V-12 Implement annexation of the Craftsman Corner territory, which is now within the City's sphere of influence, to provide additional housing growth opportunities. (Modified)

Programs

8. Residential Sites Inventory: (Modified) As part of the Calabasas 2030 General Plan, the City undertook an extensive public process to identify sites for multi-family housing and residential/commercial mixed use, designating suitable sites for multiple future Housing Element cycles. For purposes of identifying properties suitable for intensification during the 6th cycle planning period, the City further evaluated parcels in the commercial mixed-use (CMU) and multi-family residential (RM) zoning districts, and with input from the public and City decision-makers, identified twelve sites which met the criteria as suitable for development within the planning period.

The residential sites analysis demonstrates the availability for development of approximately 1,000 multi-family and mixed-use units during the 2021-2029 Housing Element time frame, including over 330 units on sites suitable to support housing affordable to low- and moderate-income households. To provide consistency with State statutes regarding *minimum* 20 unit/acre "default densities" for sites to be considered suitable for accommodating lower income housing, the City will adjust the permitted densities for the CMU and RM-16/20 zones to a range of 20 to 24 units/acre.

> ***2021-2029 Objective:*** *Maintain a current inventory of vacant and underutilized residential sites, and provide to interested developers in conjunction with information on available development* incentives. *Update the CMU and RM-16 and RM-20 General Plan and zoning category designations to establish a density range of 20 – 24 units/acre, and adopt these Zoning Code and Land Use Element Amendments in conjunction with Housing Element.*

8a. Facilitate Affordable Housing on Large Sites: (New)

The City shall facilitate meetings between property owners of large sites (e.g., more than 10 acres) and interested affordable housing developers. To assist the development of housing for lower income households on these sites, the City shall strive to streamline the approval process for land divisions, lot line adjustments, and/or specific plans or master plans resulting in parcel sizes that enable affordable housing development, and process fee deferrals related to projects including at least 20 percent of the units affordable to lower income households.

2021-2029 Objective: *Target production of 52 lower-income units on large sites through this program by 2029.*

9. Affordable Housing Overlay: (New) Affordable Housing Overlay (AHO) zones provide a package of incentives to developers who include a specified percentage of affordable units in their projects. They are called "overlay" zones because they layer on top of established base zoning regulations, leaving in place opportunities for property to develop under the base zoning. An important advantage of the overlay zone approach (in contrast to up-zoning) is that it does not create non-conforming uses.

The City has identified eight sites in the Housing Element sites inventory for designation with an Affordable Housing Overlay: seven with a mixed-use base zone, and one with a base zone of RM-16. The Affordable Housing Overlay will allow for 20 - 40 units/acre on designated sites in exchange for inclusion of the following affordable units:

- Rental projects: 25% lower income units (min. ¼ very low)
- Ownership projects: 25% moderate income units

The Housing Overlay will also include an option for affordable senior housing, allowing for densities of 20 - 50 units per acre for projects with 100% lower income units. (Refer to Program #14 for further incentives for development of affordable senior housing under the Overlay).

The AHO will provide modify certain development standards (refer to Table 27 in Appendix G) in order to accommodate the proposed higher density, including:

- Increased densities
- Increased height limits
- Increased floor area ratios
- Reduced project-specific open space standards

As an additional incentive, developers can access state density bonus law in addition to using the densities allowed in the overlay.

2021-2029 Objective: *Adopt an Affordable Housing Overlay (AHO) Ordinance in conjunction with adoption of the Element.*

10a. Promote Accessory Dwelling Units: (Modified) Between 2017-2019, the State adopted a series of additional requirements for local governments related to ADU ordinances. In response to these new ADU laws, the City has continually updated its

ordinance to align with state law and better facilitate the production of ADUs and Junior ADUs. For example, the City eliminated the prior lot coverage requirement, provided reduced setbacks, and allowed for increased unit sizes. Calabasas has been successful in its efforts, with 22 building permits issued for ADUs between 2017 – June 2021, and an additional 9 applications in process. Furthermore, SCAG's affordability analysis estimates that in the Las Virgenes subregion, 2/3s of ADUs are provided at rents affordable to lower and moderate-income households.

Pursuant to AB 671, the Housing Element is now required to include plans to incentivize and encourage affordable ADU rentals. In addition to the City's current streamlined ADU processing procedures in which plans can be submitted electronically and are processed within a maximum of 60 days, the City will develop an ADU Design Workbook that provides sample floor plans and illustrated examples of design standards and styles to assist property owners, developers, and architects and to encourage context-sensitive design. For ADUs to be created through conversion of an existing garage, the City will provide a set of pre-packaged and pre-approvable construction plans free of charge to the applicant. The City will also continue to offer loans of up to $100,000 under the Home Repair Program to income qualified homeowners for the creation of an ADU or junior ADU.

> ***2021-2029 Objective:*** *Initiate an education and marketing program for homeowners on the benefits of ADUs and the availability of City funds for ADU development (2022). Develop an ADU Design Workbook and pre-approvable construction plans (2023). Achieve the production of an average of 12 ADUs annually, for a total of 96 ADUs over the planning period.*

10b. Track and Monitor Accessory Dwelling Units: The City will track new accessory dwelling units to collect information on the use and affordability of these units. Halfway through the planning period (2025) if it is determined these units are not meeting a lower-income housing need, the City shall ensure other housing sites are available to accommodate any unmet portion of the lower-income RHNA.

> ***2021-2029 Objective:*** *Establish an ADU tracking system to track use and affordability (2022); conduct a mid-cycle review and report to HCD (2025). If actual production and affordability is far from projected trends, rezone an additional site within one year (as may be necessary) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, conduct expanded marketing and outreach within 6 months.*

11. Annexation of Craftsman Corner: (Modified) The 2030 General Plan identifies Craftsman's Corner, located north of the Ventura Freeway and east of Parkway Calabasas, as a priority for annexation. The Land Use Plan designates most of the 145-acre Craftsman's Corner area as Mixed Use at a 0.95 FAR, and in 2015, the Calabasas City Council passed an Ordinance to pre-zone the area in conformance with land use designations in the City's General Plan. In 2020, the area was added to Calabasas' sphere of influence, and the City is currently working with the Los Angeles County Board of Supervisors to prepare an appropriate tax-sharing resolution.

The Housing Element sites inventory identifies three parcels totaling approximately ten acres in Craftsman Corner (with capacity for 196 units[8] under the current CMU .95 zoning) as suitable for development within the planning period. Because the City is relying on these parcels to accommodate its RHNA, the City must commit to completing the annexation within three years of the planning period, or to identify alternative replacement sites. In addition, the annexed sites identified in the sites inventory will be subject to the requirements of the adequate sites program (Cal. Government Code section 65583.2(h) and (i)), summarized as follows:

- Permit owner-occupied and rental multi-family uses by-right in which 20 percent of more of the units are affordable to lower income households
- Permit a minimum density of 20 units per acre
- Allow a minimum of 16 units per site
- Ensure a) at least 50 percent of the lower income shortfall be accommodated on sites designated for residential use only, or b) allow for 100 percent residential use on mixed use sites and require residential use to occupy at least 50 percent the floor area in a mixed-use project

2021-2029 Objective: *Complete annexation of Craftsman Corner by October* 2024. *Should the annexation not be completed by this date, re-evaluate the Housing Element sites inventory and rezone additional sites as necessary to maintain adequate sites to address the City's RHNA.*

[8] 20 of these units have been identified as lower income and will contribute to addressing the RHNA shortfall.

V.E Development of Affordable Housing

Objective

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

General Plan Approach

Similar to most of southern California, housing affordable to lower and moderate-income households in Calabasas is not being produced without some level of subsidy and/or development incentive. To supplement the City's inclusionary housing ordinance that requires market-rate housing developments to include a portion of affordable units, the City is establishing an Affordable Housing Overlay to provide meaningful incentives to increase the production of needed affordable housing.

Policies

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

Policy V-13 Support the provision of affordable housing to employees in Calabasas through the Commercial/Industrial Development Impact Fee Program.

Policy V-14 Utilize an Affordable Housing Overlay as a tool to provide meaningful incentives for the inclusion of affordable units on designated sites. (New)

Policy V-14 Provide financial and/or regulatory incentives to facilitate the development of affordable housing.

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

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

Programs

12. Inclusionary Housing Program: Calabasas' Inclusionary Housing Program[9] requires all residential projects of five or more units to provide 5-20% of the total number of units in a project at affordable rent or sales levels. Instead of requiring a fixed percentage of all units to be allocated for affordable housing, the City's program allows for a range of affordable units depending on whether the units are targeted toward very low-, low- or moderate-income households.

Where the Planning Commission determines that provision of onsite affordable units is not feasible, the Commission may approve one or more of the following alternatives to satisfy the inclusionary requirement:

- Offsite construction of affordable units within ½ mile of the project site
- Offsite construction of special needs housing, such as emergency shelters, special care homes, employee housing, senior housing and hospices (1 special needs unit shall satisfy requirement of 2 required affordable units)
- Conversion of market-rate housing to deed-restricted affordable levels
- Rehabilitation of substandard housing deemed uninhabitable by the City
- Preservation of existing affordable housing at-risk of conversion to market rate within a five-year period
- Payment of in-lieu housing fees to be deposited into an Affordable Housing Fund to be used for the preservation and development of housing affordable to very low-, low- and moderate-income households.

The City's in-lieu fee is structured to reflect the gap between market rate housing and the cost of providing an affordable unit, and has resulted in most recent projects providing the affordable units on site.

> ***2021-2029 Objective:*** *Continue to utilize the Inclusionary Housing Ordinance as a tool to integrate affordable housing within market rate developments, or alternatively, to provide affordable units in offsite locations or generate in-lieu fee revenues. Provide developers with information on options and incentives to fulfill inclusionary requirements.*

[9] Chapter 17.22 (Affordable Housing) of the Calabasas Municipal Code.

V. HOUSING ELEMENT 2021-2029 UPDATE

13. Commercial Affordable Housing Impact Fee Program: The Calabasas Housing Element also establishes the commercial/industrial impact fee program to mitigate the impact of new commercial/industrial development on the need for affordable housing. Under this program, new commercial, office or manufacturing development that introduces new workers into the community and thereby creates a need for more new housing than is available within a five-mile radius of the site, shall either, as determined to be appropriate by the Community Development Director:

- Design the development as a mixed-use project, providing housing affordable to employees within the project site; or
- Pay a housing impact fee to the Affordable Housing Fund

To date, all new commercial/industrial developments have opted to pay the impact fee, which is deposited into the Affordable Housing Fund.

> ***2021-2029 Objective:*** *Continue to implement the Commercial Impact Fee Program as a means of generating funds to provide affordable housing opportunities to Calabasas' workforce.*

14. Affordable Housing Development Assistance: (Modified) **The** City's Affordable Housing Fund, generated from Inclusionary Housing In-lieu fee and Commercial Impact Fee revenues, serves as the primary source of funds to support the production of affordable housing in the community. The City has a current balance of approximately $1.65 million in the fund, having previously spent $1 million in support of the 75-unit Old Town Senior Housing project and $50,000 on the conversion of a garage into an ADU for a modest income senior homeowner. As indicated in the Affordable Housing Overlay Feasibility analysis (refer to Appendix D), a 100% affordable senior housing project requires at least $1 million in public subsidy to become eligible for 9% Low Income Housing Tax Credits. To close this affordability gap, the City will issue a Request for Proposals for development of affordable senior housing on one of the designated Affordable Housing Overlay (AHO) sites, and contribute up to $1 million in Affordable Housing Funds to the successful project.

Calabasas is also eligible for approximately $3.2 million under the Disaster Recovery Multifamily Housing Program (DR-MHP) administered by State HCD. These funds can be combined with local funds and are focused on providing rental housing for lower income (80% AMI) households for projects that can begin construction by December 2023.

V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: Provide financial, regulatory and site identification assistance to facilitate production of affordable housing consistent with the General Plan. Allocate $1 million in Affordable Housing Funds towards construction of affordable senior housing, and issue a Request for Proposal (RFP) for development on one of the AHO sites (2022). Pursue funding under the DR-MHP Program to leverage local funds.

15. Green Building: "Green buildings" are structures that are designed, renovated, re-used or operated in a manner that enhances resource efficiency and sustainability. These structures reduce water consumption, improve energy efficiency, lessen a building's overall environmental impact, and are more efficient and less costly to operate (and therefore more affordable). As part of the City's Green Initiative, Calabasas has taken a number of significant actions towards becoming a sustainable city, including:

- Adoption of a Green Building Ordinance applicable to all new construction, and completion of the Civic Center to the LEED gold standard
- Implementation of an aggressive recycling program, with a goal to exceed the State mandated 50% diversion rate
- Provision of educational information to residents on how to improve home energy efficiency and sustainability
- Promotion of available green rebates and financial incentives for single-family homes, multi-family structures and commercial properties, including participation in the County's Property Assessed Clean Energy (PACE) Program.
- Transition to alternative fuel vehicles for the City's fleet of automobiles, trucks and vans for City employees, and public transit and old-fashioned trolley cars that serve the public
- Adoption of a second-hand smoke ordinance and ban on use of polystyrene in food establishments
- Conversion of the City's vehicular fleet to alternative fuel vehicles
- Implementation of a "Dark Skies" ordinance to encourage lower-level illumination during night-time hours

The 2030 General Plan is predicated on making Calabasas a more sustainable community. The Land Use Element established a new Mixed-Use designation where people can live, work and shop without having to rely upon automobiles, and promoting the integration of residential uses in most commercial districts. The Conservation

V. HOUSING ELEMENT 2021-2029 UPDATE

Element establishes numerous policies in support of sustainable development, including:

- Promote community/neighborhood designs that minimize energy use – e.g., mixed use development to allow residents to live where they work and shop
- Promote site design to minimize energy use – e.g., maximize solar access by use of non-reflective glass on south facing walls
- Promote building designs that minimize energy use – e.g., design buildings to maximize natural internal lighting
- Promote incorporation of energy conservation measures in existing and new developments

2021-2029 Objective: *Implement the 2030 General Plan which sets forth land use and conservation strategies to address energy conservation and climate change. In conjunction with adoption of the new State Building Energy Efficiency Standards (Energy Code) in 2022, prepare an updated Green Building Checklist and provide to building applicants upon inquiring about project development.*

V.F Removal of Constraints to Housing

Objective

Address and remove governmental constraints that may hinder or discourage housing development in Calabasas.

General Plan Approach

The Housing Element must address, and where possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Calabasas will implement the following policies and programs to mitigate governmental constraints on residential development and facilitate a variety of housing types.

Policies

Policy V-17 Offer regulatory incentives and concessions, including density bonuses, to offset or reduce the costs of developing affordable housing.

Policy V-18 Promote the timely processing and approval of residential projects that meet General Plan policies and City regulatory requirements.

Programs

16. Density Bonus Ordinance: (Modified) Zoning Code Section 17.22 sets forth the City's density bonus incentives consistent with State law,[10] updated most recently in March 2021 in compliance with AB 2345. In summary, applicants of residential projects of five or more units may apply for a density bonus and additional incentive(s) if the project provides for one of the following:

- Minimum 5% of the total units for very low-income households; or
- Minimum 10% of the total units for lower income households; or
- Minimum 10% of the total dwelling units in a condominium for moderate income households; or

[10] Projects which comply with the City's inclusionary housing ordinance (and meet the requirements of Code Sections 17.22.020(A) and 17.22.020(B)) are eligible for density bonuses and incentives.

V. HOUSING ELEMENT 2021-2029 UPDATE

- 100 percent of units for very low-, low- and moderate-income households (with maximum 20 percent moderate); or
- A senior citizen housing development or mobile home park that limits residency based on age requirements for housing for older persons.

The amount of density bonus varies according to the amount by which the percentage of affordable housing units exceeds the established minimum percentage, but generally ranges from 20-80% above the specified General Plan density. In addition to the density bonus, eligible projects may receive 1-4 additional development zoning concessions or incentives, depending on the proportion of affordable units and level of income targeting. In addition to the off-street parking concessions required under State law, the City offers the following development concessions and incentives in conjunction with the density bonus:

- A reduction in parcel development standards (coverage, setback, zero lot line and/or reduced parcel sizes)
- Approval of mixed-use zoning in conjunction with the housing project
- Other regulatory incentives or concessions proposed by the applicant or the City that would result in identifiable cost reductions

Pursuant to State requirements and at the request of the developer, the City will also permit a reduced parking ratio for density bonus projects. To the extent the density bonus cannot be accommodated due to the City's development standards, the City will waive or modify applicable standards to accommodate the bonus.

Several recent inclusionary housing developments have taken advantage of State density bonus incentives and concessions.

> ***2021-2029 Objective:*** *Encourage the use of density bonus (including associated zoning concessions and incentives) by advertising on the City's website and by providing information on available density and regulatory incentives in conjunction with discussions with development applicants.*

17. Zoning Text Amendments for Special Needs Housing: (New) As presented under the Governmental Constraints analysis and pursuant to State law, several revisions to the Calabasas Development Code have been identified as appropriate to better facilitate the provision of a variety of housing types and for persons with special needs. These Code revisions include:

- Allow transitional and supportive housing in all zones where residential is permitted, including mixed use zones, subject to the same restrictions as similar residential uses in the same zone. (per SB 2)
- Allow supportive housing as a use by right in all zones where multi-family and mixed use is permitted; eliminate parking requirements for supportive housing located within ½ mile of public transit. (per AB 2162)
- Reduce the separation requirement between emergency shelters from 1,000 to 300 feet. (per SB 2)
- Amend parking standards for emergency shelters from a ratio based on the size of the structure to a ratio based on to the number of shelter staff. (per AB 139)
- Develop by right processing procedures for Low Barrier Navigation Centers in areas zoned for mixed use and non-residential zones permitting multi-family uses, and should the City receive an application for these uses, process them as required by State law. (per SB 48)
- Review and amend the Zoning Code, as necessary, to ensure requirements for group homes of more than six persons are consistent with State law and fair housing requirements.
- Amend the Zoning Code to remove subjective findings related to neighborhood character as necessary to ensure for reasonable accommodation for persons with disabilities and other protected classes.

The City will also amend the Code to specify incentives for the development of housing for extremely low income households (30% AMI). Incentives will include: priority development processing, fee waivers/deferrals, and flexible development standards.

> ***2021-2029 Objective:*** *Amend the Development Code by 2022 to facilitate housing for Calabasas' special needs and extremely low income (ELI) populations.*

18. Adaptive Reuse of Office Space: (New) As discussed under the Residential Sites section, Calabasas has a large inventory of office space with high vacancy rates. The City approved a project for redevelopment of an existing office building with residential use, with this trend evident throughout the State as office demand has diminished and a greater number of office employees are continuing to work from home.

V. HOUSING ELEMENT 2021-2029 UPDATE

While the Housing Element sites inventory includes three office sites as suitable for conversion to residential during the eight-year planning period, the mixed-use zoning is in place for any number of office buildings to convert. In addition to redevelopment, the City supports the repurposing of existing offices to residential use, thereby reducing the environmental impacts associated with new construction. Tools to facilitate the adaptive reuse of offices to residential include:

- Flexibility in use of Building Code, e.g., allow use of State Historic Building Code standards for older offices (but that aren't necessarily historic)
- Establish adaptive reuse ordinance/modified standards for office conversions

2021-2029 Objective: *Research modified standards utilized in other jurisdictions to facilitate office conversions, including the cities of Los Angeles, Long Beach, Santa Ana and San Diego. Adopt modified standards as appropriate by 2023.*

19. Objective Design Standards and Streamlined Development Review: (New) A growing number of State laws have taken effect in recent years that require, under specified circumstances, qualifying multi-family housing developments be processed by ministerial review and exempted from CEQA. These laws include the Housing Accountability Act, the Permit Streamlining Act, and the Housing Crisis Act. The creation of objective design and development standards[11] is critical to a ministerial approval process, since such projects may only be required to meet objective, not subjective, standards. Many of the City's current standards are subjective and discretionary, requiring the judgment of City decision makers, and by State law cannot be applied to projects eligible for ministerial review.

Typically, the City of Calabasas requires new discretionary residential projects to first be introduced to the general public by way of a Community Development Forum, with a second Forum required when the project design and all the submittal materials are nearing the "deemed complete" milestone. However, the state Department of Housing and Community Development (HCD) has identified the number of meetings and approval hearings required in Calabasas as unduly adding to the time, cost and uncertainty of

[11] Objective standards are defined as those that involve no personal or subjective judgement by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official (Government Code section 65589.5(f)).

development and serving as a constraint to the production of both market rate and affordable housing. In order to address this issue, and because each of the sites included in the Housing Element has already been vetted through a public process, the City will eliminate the Community Forum requirement on all 6th cycle Housing Element sites.

> ***2021-2029 Objective:*** *Research and develop Objective Design and Development standards for qualifying multi-family and mixed-use development to streamline the review process, provide greater certainty to developers, and facilitate development on Housing Element sites. Amend the Municipal Code to eliminate Community Forums on Housing Element sites.*

V.G Equal Housing Opportunities and Special Needs

Objective

Promote Equal Housing Opportunities for all persons regardless of race, religion, ethnicity, sex, age, marital status, sexual orientation, disability or household composition.

General Plan Approach

To adequately meet the housing needs of all segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability. More generally, this program component entails ways to further fair housing practices, including accommodations for persons with disabilities.

Policies

Policy V-19 Support the provision of fair housing services and tenant/landlord mediation to City residents.

Policy V-20 Address the special housing needs of persons with disabilities through provision of supportive housing, homeowner accessibility grants, zoning for group housing, reasonable accommodation procedures and encouraging universal design.

Policy V-21 Support the development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or in the community.

Programs

20. Fair Housing/Affirmatively Furthering Fair Housing: (Modified) The City uses the services of The Housing Rights Center (HRC), and staff directs any inquiries regarding fair housing issues or tenant/landlord disputes to the HRC. The Council provides services to jurisdictions and agencies, as well as the general public, to further fair housing practices in the sales and rental of housing.

V. HOUSING ELEMENT 2021-2029 UPDATE

Services provided by the Council include:

- Fair Housing Community Education and Outreach
- Investigation of Discrimination Complaints
- Counseling and Referrals for Persons who may have been the Victims of Discrimination
- Specialized Property Owner, Management, and Lender Training

The biggest fair housing issues facing Calabasas are: 1) fair housing outreach to lower income and special needs Calabasas residents; 2) affordable housing throughout Calabasas to promote housing mobility; and 3) protecting existing residents from displacement. The new Affirmatively Furthering Fair Housing (AFFH) component of the Housing Element in Appendix B connects these fair housing issues with programs in the Housing Element, as well as additional meaningful actions that the City will undertake to help address them. The Table V-5 on the following pages presents a summary of the issues, contributing factors, and the City's planned actions to address these issues.

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-5: Summary Matrix of Fair Housing Issues and Actions for Mitigation

Fair Housing Issue	Contributing Factors	Priority Level	Actions
A. Fair Housing Outreach to Lower Income and Disabled Calabasas Residents *(Housing Mobility)*	1. Lower income and disabled residents have a higher percentage of tenant/ landlord complaints compared to their percentage of the City's population overall. 2. Outreach needed in a variety of formats 3. Additional resources to be made available to the public	**Medium**	**City Action:** Continue the Fair Housing Program, including directing inquiries to the Housing Rights Center (HE Program 20). Based on past trends, HRC to counsel an average of eight residents annually. **City Action:** By the end of 2022 have additional fair housing information posted at the Calabasas Senior Center and on their digital platforms. Hold an informational workshop in conjunction with their senior programming in 2023 and 2026. **City Action:** In 2023 and 2026, conduct a fair housing information session for the City Council including discussion of ways the City can help to further fair housing resources in the City. Invite local nonprofit agencies to attend. **City Action:** By the end of 2022, have fair housing information posted on non-traditional media, such as Instagram and Facebook, and conduct outreach to tenants and other lower income and special needs populations. **Action Outcomes:** Through the above steps, the City's goal will be to increase the distribution of fair housing materials by at least 25 percent and to increase awareness of fair housing options among residents. Throughout the informational workshops and Council workshops, develop a comprehensive list of interested nonprofits, property owners and community members that can be utilized for future outreach. *Community Development Department*
B. Affordable housing throughout Calabasas to promote housing mobility *(Place Based Strategies, New Opportunities)*	1. Location and type of affordable housing 2. Community concerns about housing densities	**High**	**City Action:** Support dispersion of affordable units throughout High Resource areas in the City through the Affordable Housing Overlay, providing sites for 198 lower income and 74 moderate income units (HE Programs 8,9,10) **City Action:** Pending award of funds under the state Disaster Recovery Multi-family Housing Program, issue a Notice of Funding Availability in 2022 for development of affordable

V. HOUSING ELEMENT 2021-2029 UPDATE

Fair Housing Issue	Contributing Factors	Priority Level	Actions
			rental housing on sites identified in the Housing Element, and seek to achieve development of at least one affordable project. **City Action:** Initiate a marketing program for homeowners on the benefits of ADUs and the availability of funds to support development (2022). Create an ADU Design Workbook and pre-approvable construction plans in 2023. Seek to issue permits for at least 12 units annually. (HE Programs 10a,10b) **City Action:** Develop an information campaign, using data and graphics from the HE process, to demonstrate to residents what affordable housing means and who it benefits, and utilize during the project review/permit process for projects with affordable units (2023). **City Action:** Require affordable developers receiving public funds to prepare an affirmative marketing plan, and encourage private developers with affordable units in their projects to prepare affirmative marketing plans. The plan shall ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status. **Action Outcomes:** An increased variety of housing options available to Calabasas residents throughout the city, including areas that have traditionally only had single-family ownership housing. Provide adequate sites for over 250 lower income households, over 70 moderate income households, and over 850 above moderate income households, exceeding the City's RHNA requirements. *Community Development Department*
C. Protect Existing Residents from Displacement *(Displacement/ Housing Mobility)*	1. High levels of overpayment 2. High rents 3. Availability of affordable housing in all areas of the City, including those where rents and sale	**High**	**City Action:** At least twice during this Housing Element Cycle (2023 and 2026) work with the HRC to contact landlords of affordable multifamily complexes and the mobile home park and provide fair housing information and assistance. This outreach will focus on promoting the Section 8 voucher

V. HOUSING ELEMENT 2021-2029 UPDATE

Fair Housing Issue	Contributing Factors	Priority Level	Actions
	prices have become exclusive (as shown on the Displacement Map).		program to landlords that have not previously participated in the program and should include multi-lingual materials. **City Action:** Utilize the Displacement Risk map (Fig B-14) in this AFFH to focus promotion of the existing Rental Assistance Program (HE Program 3) and the Rental Registration Program (HE Program 4) in census tract 8003.29 which is experiencing rapidly rising rents and is at risk of becoming exclusive. **City Action:** Adopt incentives for development of senior housing in the AHO (2021), commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023), thereby allowing senior residents to remain in Calabasas (HE Program 14). Seek to achieve at least one affordable senior project during the planning period. **City Action:** Provide information on the City's website and non-traditional media regarding services being provided by the San Fernando Valley Community Mental Health Center, particularly regarding interim and permanent housing resources (through September 2022). **Action Outcomes:** The actions identified above will help existing residents at risk of displacement due to high housing costs remain in the community. *Community Development Department*

V. HOUSING ELEMENT 2021-2029 UPDATE

21. Housing Opportunities for Persons Living with Disabilities: (Modified) As Calabasas' population continues to age, providing housing that is accessible to people of all abilities becomes increasingly important. The City regularly adopts updates to Uniform Building and Housing Codes to reflect current accessibility requirements in new construction, and has adopted procedures for requesting a Reasonable Accommodation with respect to zoning, permit processing and building codes for persons with disabilities.

The North Los Angeles County Regional Center (NLACRC) is among 21 regional centers operated by the State Department of Developmental Services to provide services and support for adults and children with developmental disabilities. The NLACRC provides services to approximately 150 developmentally disabled residents within the greater Calabasas 91302 zip code. Approximately 97 percent of these disabled residents live with a parent, family member or other guardian, and as these guardians age and become frailer, the disabled individuals they care for may require alternative housing options. The Regional Center has identified several community-based housing types appropriate for persons living with a developmental disability, including: licensed community care facilities and group homes; supervised apartment settings with support services; and for persons able to live more independently, rent subsidized, affordable housing.

Calabasas currently supports the provision of housing for its disabled population, including persons with developmental disabilities, through several means, including:

- By-right zoning for licensed residential care facilities (6 or fewer residents) in all residential zones, and provisions for larger care facilities (7 or more residents) in multi-family residential, mixed use and certain commercial zones, subject to a conditional use permit.
- Treatment of supportive and transitional housing as a residential use of property, and subject only to those restrictions and processing requirements that apply to other residential dwellings of the same type in the same zone.
- Procedures for an individual with a disability to request a Reasonable Accommodation from zoning and building standards. No special permit or fee is required.
- Programs to facilitate affordable housing, including Inclusionary Zoning, Affordable Housing Development Assistance, Density Bonuses and a new Affordable Housing Overlay.
- Supporting the creation of accessory dwelling units in all residential districts.

V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: *Continue to support a variety of housing types to help address the diverse needs of persons living with disabilities, and work with the NLACRC to publicize information on available resources for housing and services. Pursue use of State and Federal funds available for supportive housing and services in future affordable housing developments.*

22. Senior Housing Opportunities. Senior citizens (age 65+) have grown to comprise over one-quarter of Calabasas' households, with more than 35 percent of the City's seniors over the age of 75. Of Calabasas' nearly 2,000 senior homeowners, over one-quarter live alone. And over 20 percent of the City's elderly residents have some type of disability. Addressing the housing needs of seniors requires strategies which foster independent living (such as accessibility improvements, accessory dwelling units, and rehabilitation assistance, as described under other Housing Element programs), as well as strategies which encourage the provision of variety of supportive living environments for seniors of all income levels.

Calabasas has several specialized residential facilities for seniors, ranging from independent senior living (both market rate and affordable), assisted living, and memory care. With creation of an Affordable Housing Overlay with incentives for affordable senior housing (refer to Program #9), along with the dedication of City Affordable Housing Funds for development of senior housing on one of the Overlay sites (refer to Program #14), Calabasas is committed to providing expanded housing options for seniors of varying economic means.

2021-2029 Objective: *Continue to actively pursue opportunities to expand housing choice for the growing number of senior citizens in the community. Adopt incentives for development of senior housing in the AHO (2021), and commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023).*

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-6
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
Conserving the Existing Supply of Housing					
1. Single-family Rehabilitation Program	Provide grants to lower income homeowners to help improve their homes.	Assist 5 households annually, for 40 units over the planning period.	2021-2029	CDBG	Community Development Dept (Planning Division)
2. Home Repair/ ADU Assistance Program	Assist income qualified homeowners to address code violations and to add ADUs to their properties.	Coordinate with code enforcement to identify homes in need of substantial rehabilitation. Advertise funding availability for the creation of ADUs.	Advertise program annually in conjunction with monitoring under the Rental Registration Program.	Affordable Housing Fund	Community Development Dept (Planning Division)
3. Rental Assistance Program	Provide assistance to lower income, senior and disabled households at-risk of displacement due to rising rents.	Provide ongoing assistance to 50 households, contingent on funding.	2021-2029	General Fund	Community Development Dept (Planning Division)
4. Rental Registration Program	Monitor rent levels in the community and ensure 60-day notification of any rent increase of 5% or greater.	Continue to maintain the rental database.	Update the database on an annual basis.	General Fund	Community Development Dept (Planning Division)
5. Mobile Home Park Preservation	Preserve the existing stock of mobile homes in the community.	Provide tenants information on MPROP funding as appropriate.	2021-2029	General Fund; State MPROP funds	Community Development Dept (Planning Division)
6. Preservation and Monitoring of Assisted Housing	Preserve existing affordable housing through long-term affordability controls and monitoring.	Establish annual monitoring procedures for rent restricted units provided through City incentives and/or financial assistance.	Est. monitoring procedures by 2022 and coordinate with annual monitoring under the Rental Registration Program.	General Fund	Community Development Dept (Planning Division)
7. Condominium Conversion Ordinance	Preserve the existing rental stock from conversion to condominium ownership.	Implement the City's current ordinance to provide tenant protections and relocation assistance in the advent of a condominium conversion.	. 2021-2029	General Fund	Community Development Dept (Planning Division)

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-6
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
Providing Adequate Residential Sites					
8. Residential Sites Inventory	Provide sufficient sites through zoning to address regional housing needs.	Provide information on available sites and incentives to developers. Update the CMU, RM-16 and RM-20 Land Use and Zoning designations to allow densities of 20 – 24 units/acre.	Update Land Use and Zoning categories in conjunction with Housing Element adoption (October 2021)	General Fund	Community Development Dept (Planning Division)
8a. Facilitate Development on Large Sites	Initiate meetings between property owners and affordable housing developers, and provide incentives to facilitate development on large sites.	Target production of 52 lower-income units on large sites.	Initiate meetings beginning in 2022. Achieve affordable units by 2029.	General Fund	Community Development Dept (Planning Division)
9. Affordable Housing Overlay (AHO)	Incentivize development of affordable housing on designated sites.	Provide Incentives for affordable housing on designated sites: - Increased densities - Increased height - Increased FAR - Reduced open space	Adopt AHO in conjunction with adoption of the Element in 2021. Create Affordable Housing page on City website in 2022 with links to the AHO and other ordinances.	General Fund	Community Development Dept (Planning Division)
10a. Promote Accessory Dwelling Units (ADUs)	Incentivize and encourage the construction of ADUs and JADUs to provide rental housing in existing neighborhoods. Expand housing opportunities for seniors, caregivers, and other modest income households.	Initiate an education and marketing program for homeowners on the benefits of ADUs and the availability of City funds for ADU development. Develop ADU Design Workbook and pre-approvable construction plans. Achieve production of an average of 12 ADUs annually.	ADU marketing program (2022). ADU Design Workbook and Construction Plans (2023).	General Fund	Community Development Dept (Planning Division)

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-6
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
10b. Track and Monitor Accessory Dwelling Units		Establish an ADU tracking system to track use and affordability; conduct a mid-cycle review and report to HCD. If actual production and affordability is far from projected trends, rezone an additional site (as may be necessary) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, conduct expanded marketing and outreach.	Tracking system (2022). Conduct mid-cycle review in 2025, and as necessary, expand marketing within 6 months, or rezone within one year.	General Fund	Community Development Dept (Planning Division)
11. Annexation of Craftsman Corner	Increase capacity to accommodate future housing growth.	Complete annexation of Craftsman Corner by October 2024. Should the annexation not be completed by this date, rezone additional sites as necessary to address the City's RHNA.	October 2024	General Fund	Community Development Dept (Planning Division)
Development of Affordable Housing					
12. Inclusionary Housing Program	Integrate housing affordable to lower- & moderate-income households within market rate developments.	Provide developers with information on available options and incentives to fulfill inclusionary requirements.	2021-2029	Affordable Housing Fund	Community Development Dept (Planning Division)
13. Commercial/ Industrial Impact Fee Program	Address the impact of job growth on the demand for affordable housing.	Generate funds to assist in providing affordable housing opportunities to Calabasas' workforce.	2021-2029	Affordable Housing Fund	Community Development Dept (Planning Division)
14. Affordable Housing Development Assistance	Facilitate affordable housing development by for-profit and non-profit housing developers.	Allocate $1 million in Affordable Housing Funds towards construction of affordable senior housing, and issue a Request for Proposal (RFP) for development on one of the AHO sites. Pursue funding under the DR-MHP Program.	Issue RFP in 2022. Submit project application to DR-MHP program by December 2022.	Affordable Housing Fund; Disaster Recovery CDBG Grant; outside funding sources	Community Development Dept (Planning Division)

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-6
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
15. Green Building	Promote energy conservation and sustainable design in new and existing development.	In conjunction with adoption of the new State Building Energy Efficiency Standards (Energy Code) in 2022, prepare an updated Green Building Checklist and provide to building applicants upon inquiring about project development.	Adopt updated Green Building Code in 2022 and provide checklist to building applicants.	General Fund	Community Development Dept (Planning Division, and Building & Safety Division)
Removing Governmental Constraints					
16. Density Bonus Program	Provide density and other incentives to facilitate the production of affordable housing.	Promote density bonus and other regulatory incentives in conjunction with discussions with development applicants.	Create Affordable Housing page on City website in 2022 with links to the Density Bonus Ordinance, as well as the AHO, IHO and ADU ordinances.	General Fund	Community Development Dept (Planning Division)
17. Zoning Text Amendments for Special Needs Housing	Provide zoning standards to facilitate the provision of housing for persons with special needs.	Modify zoning standards for transitional and supportive housing, and emergency shelters consistent with current State law.	Amend the Development Code by 2022.	General Fund	Community Development Dept (Planning Division)
18. Adaptive Reuse of Office Space	Facilitate the conversion of obsolete office space to residential use.	Research modified standards utilized in other jurisdictions to facilitate office conversions. Adopt modified standards as appropriate.	Adopt modified standards as appropriate by 2023.	General Fund	Community Development Dept (Planning Division and Building & Safety Division)
19. Objective Design Standards and Streamlined Development Review	Streamline the processing of multifamily projects.	Adopt Objective Design and Development Standards for multi-family and mixed use development projects. Eliminate the Community Forum requirement on Housing Element sites.	Amend the Municipal Code to eliminate Community Forums on Housing Element sites (2022) and incorporate objective standards (2023).	General Fund	Community Development Dept (Planning Division)

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-6
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
Promoting Equal Housing Opportunities					
20. Fair Housing Program	Promote fair housing practices.	Contract with the Housing Rights Center (HRC) to promote open and fair housing practices, and to facilitate communication between tenants and landlords. Assist in program outreach through referrals and distribution of educational info.	By 2022, provide multi-lingual Fair Housing brochures at City Hall, the Library and Community Center, and incorporate fair housing information on the City's website.	General Fund	Community Development Dept (Planning Division)
21. Housing Opportunities for Persons Living with Disabilities	Support a range of housing options to help address the diverse needs of persons living with disabilities.	Work in cooperation with the NLACRC to publicize information on available resources for housing and services. Pursue State and Federal funds available for supportive housing and services in future affordable housing projects.	Pursue supportive housing funding at least once during planning period in conjunction with affordable projects.	General Fund; Affordable Housing Fund; Low Income Housing Tax Credits; Supportive Housing Multi-Family Housing Program; other outside sources	Community Development Dept (Planning Division)
22. Senior Housing Opportunities	Support a range of housing options to address the diverse needs of Calabasas's growing senior population.	Adopt incentives for development of senior housing in the AHO (2021), and commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023).	Adopt AHO in 2021. Issue RFP by 2023.	General Fund; Affordable Housing Fund; Low Income Housing Tax Credits; other outside sources	Community Development Dept (Planning Division)

V. HOUSING ELEMENT 2021-2029 UPDATE

Summary of Quantified Objectives

The following table summarizes the City of Calabasas' quantified objectives for the 2021-2029 Housing Element planning period. The objectives include the City's new construction objectives to meet its regional housing needs assessment (RHNA); rehabilitation objectives which reflect the Single-family Rehabilitation Program; and conservation objectives to reflect maintaining the City rent subsidy program and preserving Calabasas Village Mobile Estates.

Table V-7
Summary of Quantified Objectives

Income Level	New Construction Opportunities	Housing Rehabilitation	Housing Conservation
Extremely Low (0 – 30% AMI)	66	1	50
Very Low (31-50% AMI)	66	1	
Low (51-80% AMI)	71	38	105
Moderate (81-120% AMI)	70	--	105
Above Moderate (>120% AMI)	81	--	--
Total	354	40	260

AMI – Area Median Income
New Construction Objective: Reflects Calabasas' 2014-2021 RHNA. Of allocation for 132 very low-income units, half is allocated to extremely low income and half to very low-income households.
Rehabilitation Objective: Reflects Residential Rehabilitation Program.
Conservation Objective: Reflects City Rent Subsidy Program and Calabasas Village Mobile Estates.

VI – Circulation Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

VI. CIRCULATION ELEMENT

The Circulation Element of the Calabasas General Plan addresses broad issues of physical mobility -- how people and goods move about within the community. Transportation is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, greenhouse gas emissions, recreation, emergency evacuation, and the City's infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

The goal of the Circulation Element is to achieve and maintain a balanced, safe, and reliable transportation system that:

- *Provides easy and convenient access to all areas of the community*
- *Maintains Calabasas' rural, small town sense of place*
- *Protects significant environmental features*
- *Improve transportation options by providing a high level of pedestrian, bicycle, and public transit travel opportunities*
- *Considers the movement of people and vehicles in the design and operation of transportation systems*
- *Recognizes the special mobility needs of seniors, youth, and persons with disabilities*
- *Provides opportunities for recreation activities to increase community health and well-being*
- *Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life*
- *Contributes to a reduction in vehicle miles traveled*
- *Facilitates emergency evacuation in an efficient and timely manner (see the Safety Element for more information on evacuation)*

These goals support the intent of the Complete Streets Act (Assembly Bill 1358) that was passed in 2008 and took effect on January 1, 2011, which states that the Circulation

VI. CIRCULATION ELEMENT

Plan must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the local context of the community. These goals also support Senate Bill 743 which was signed into law in 2013 to eliminate level of service/delay measurements from California Environmental Quality Act (CEQA) transportation analyses and establishes vehicle miles traveled (VMT) as the new metric for measuring transportation environmental impacts. This change was made to promote infill development and active transportation, and reduce greenhouse gas emissions. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Active transportation is a means of getting around by using non-motorized transportation, primarily by walking and bicycling.

The change to VMT transportation impact thresholds in the CEQA context does not prohibit the City from requiring development projects to comply with separate, City-adopted Level of Service (LOS) standards for reducing local traffic impacts from proposed development projects. To that end, the City will continue its use of LOS analysis and thresholds under its constitutional land use powers, in addition to analyzing VMT impacts when and as required by CEQA. Use of LOS analyses can determine potentially significant, non-CEQA, traffic impacts for the purpose of providing additional public information, and to identify appropriate traffic system improvements and project-specific mitigation measures or off-setting improvements. Consequently, when assessing traffic impacts associated with larger development projects in conjunction with anticipated future development on other lands in nearby proximity, the City will analyze the projected traffic and transportation impacts using both VMT thresholds and methodologies to assess any potentially significant environmental impacts and LOS thresholds and methodologies to identify potential improvements to the City's traffic and transportation system and additional project-specific mitigation measures or off-setting improvements that would mitigate or reduce identified impacts to roadway segments and intersections, bicycle facilities, pedestrian travel facilities, and mass transit related facilities. The City Council will, after receiving a recommendation from the City's Planning Commission, followed by the City's Traffic and Transportation Commission, adopt City thresholds of significance for VMT impacts and City LOS development standards for larger development projects, including mitigation requirements and potential improvements to the City's traffic and transportation system, that can be employed to reduce a development projects local traffic impacts below the applicable LOS threshold, together with appropriate project-specific mitigation measures. The City is considering, and may undertake, a new fee study process to study, and if warranted, adopt a new traffic and transportation impacts mitigation fee that would provide funding for improvements to the City's traffic and transportation system, including roadway, bicycle, pedestrian, and other multi-modal

and active transportation projects, intended to reduce regional and local traffic impacts from development projects, including build-out to the density as contemplated by the General Plan. As an interim measure, the City intends to update its existing traffic and transportation impact fees via an updated fee study.

A number of circulation and capacity challenges currently hinder traffic operations on the Ventura Freeway (U.S. 101) and other regionally significant roadway corridors such as Malibu Canyon Road-Las Virgenes Road. Interchanges on the Ventura Freeway (Valley Circle Boulevard, Parkway Calabasas, Calabasas Road-Mureau Road, Las Virgenes Road, and Lost Hills Road) are particularly constrained, largely due to the effects of regional traffic. Because Caltrans controls freeway interchanges, the City must coordinate with Caltrans to evaluate operational improvements for these facilities.

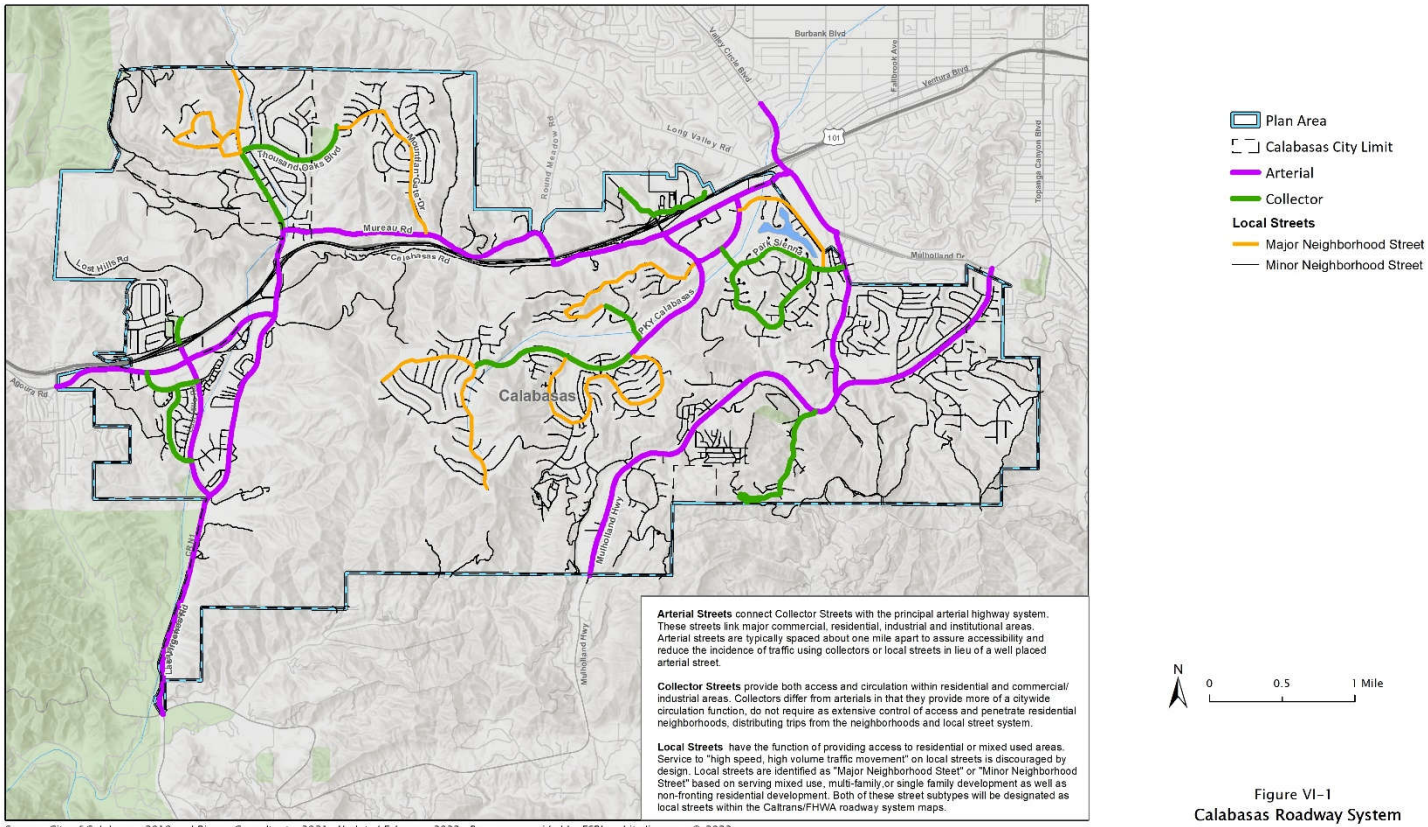
Achieving circulation goals is complicated by the following conditions:

- *Residential growth in nearby communities, combined with employment-generating development in the San Fernando Valley, West Los Angeles, and Ventura County, has resulted in traffic volumes that exceed the design capacity of the Ventura Freeway. Thus, regional traffic has spilled onto Calabasas' roadway system, creating significant congestion during peak commute hours.*
- *Physical, environmental, and neighborhood compatibility constraints prevent roadway capacity increases in many areas.*
- *Many existing and previously planned roadways traverse sensitive environmental areas and cannot be extended or widened without creating significant environmental impacts.*
- *Calabasas is primarily a low intensity bedroom community that is part of a sprawling metropolitan region. As such, the nature of the community is not conducive to widespread fixed-route transit use.*
- *The City intends to limit future expansions to the roadway network in order to protect significant environmental resources and the quality of life within existing neighborhoods.*

Figure VI-1 illustrates the roadway system in the City of Calabasas.

VI. CIRCULATION ELEMENT

Figure VI-1 – Calabasas Roadway System



Source: City of Calabasas, 2018 and Rincon Consultants, 2021. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VI-1
Calabasas Roadway System

CITY of CALABASAS
VI-3

VI.A Vehicular Circulation

Objectives

Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, maintain an efficient circulation system to improve travel conditions and reduce vehicle miles traveled through future infrastructure investments and land use development.

- Consistent with the purpose and requirements of the Complete Streets Act (AB 1358), as public rights-of-way are resurfaced or otherwise improved or maintained, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure.
- Protect residential neighborhoods by discouraging local residential streets to carry cut through traffic[1] (local streets are depicted on **Figure VI-1**).
- Reduce reliance on the use of automobiles by evaluating, designing, constructing , and promoting alternatives such as active transportation (bicycle, pedestrian) and public transit.
- Reduce demand for and supply of parking where there are opportunities for a park once environment, shared parking and feasible transportation alternatives for travel to and from the project site or district.
- Provide adequate means to safely move commodities within and through Calabasas, including the availability of truck routes, pipelines, and utility corridors.
- Consider quality of life and protection of neighborhoods when considering roadway capacity enhancements.
- Design, maintain, and operate roadways to facilitate efficient and timely emergency evacuation in case a of a disaster or other emergency.

General Plan Approach

A key concept in the Calabasas General Plan is that the area's roadway and transportation system is an integral part of the community's character. Therefore, while it is important to provide for the movement of people (whether via personal vehicles, transit, or alternative modes of travel), goods and services, this goal should not

[1] *"Cut through traffic" is traffic that would need to pass through a local street to reach a collector or arterial roadway (these street types are shown and defined on Figure VI-1). For example, a new development that could only gain access to a collector or arterial via an existing local street would generate "through traffic" on that street.*

compromise the more important objectives of providing safe public places and preserving the essential character and natural environment of the area.

Calabasas rejects the notion that a constantly expanding circulation network and endless sequence of programmed street capacity enhancing improvements can solve the problems of local traffic congestion. Construction of every roadway needed to move automobiles at the highest levels of service to respond to future development desired by property owners would result in an irretrievable loss of significant environmental features, decreased safety of non-motorized users, increase in greenhouse gas emissions, and erode community character. Expansion of the area's roadway system will not in most cases respond to the varying landscapes of Calabasas and will tend to preclude non-automobile modes of travel, potentially resulting in the loss of opportunities to improve the quality of life in Calabasas. Thus, the City will take a balanced approach to future transportation improvements. To achieve this sense of balance, the Circulation Element adheres to the *Circulation Element Themes* shown on the following page. The City will take the following steps to align with those themes:

- *Improve the operational efficiency of the existing roadway system consistent with the Circulation Element where it is warranted, feasible, and environmentally prudent to do so. This can be accomplished by evaluating opportunities to implement operational improvements such as monitoring and updating of traffic signal timing, improving turning movement queuing and adding geometric enhancements, installing emergency vehicle preemption, converting traffic signalized intersections to roundabouts, and improving active transportation alternatives,*
- *Require each new development that would contribute to the need for improvements or additions to the City's circulation system due to vehicle miles traveled, safety, or operational impacts to build, fund its pro-rata share of such improvements or additions, and/or provide programs to reduce their contribution to the number of vehicle miles traveled in the community and region.*
- *Provide a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer for a wider range of users and more useful for everyday tasks such as travel to shopping, school, work, and recreational facilities and for general walking and biking recreational opportunities.*
- *Achieve and maintain a mix of land uses that integrates places of residence, retail commerce, daily service needs, work, education, and recreation in order to minimize vehicle trips and trip lengths which will reduce the number of vehicle miles traveled in the community and region.*
- *Regulate and limit the type and location of future development to support more efficient development and not exceed the City's thresholds of significance.*

- *Develop guidelines for evaluating thresholds of significance for vehicle miles traveled, levels of service, and other operational and safety impacts of new development.*
- *Require site plans for individual non-single family residential development projects to minimize or eliminate through traffic from their projects from existing residential neighborhoods.*
- *Continue to participate in developing regional circulation and emergency evacuation improvement measures in cooperation with the State, nearby cities, and the counties of Los Angeles and Ventura.*
- *Design, improve, maintain and operate roadways to facilitate emergency evacuation.*

VI. CIRCULATION ELEMENT

Circulation Element Themes

Balance *- An efficient transportation system should offer travelers in Calabasas reasonably efficient automobile traffic distribution and viable alternatives to automobile travel. Implementation of the Circulation Element will improve the balance between various modes of transportation by increasing the safety and desirability of transit, walking, and bicycling.*

Coordination Between Land Use, Transportation and Environmental Protection Programs. *The General Plan coordinates land use, transportation, air quality, safety, and other environmental concepts and strategies. The objectives of the General Plan are designed to improve transportation options, transportation system efficiencies, and local air quality, reduce greenhouse gas emissions, provide recreational opportunities, and protect sensitive environmental resources by:*

- *Increasing roadway capacity only where such increased capacity is feasible and environmentally prudent*
- *Reducing the number of automobile trips by continually improving transportation system operations and demand management and providing safe and convenient alternatives to automobile use*
- *Reducing the vehicle miles traveled by mixing compatible land uses*
- *Providing an arrangement of land uses, including infill development and compact development footprints, that promote efficient travel behaviors and patterns*
- *Limiting the intensity and/or location of future development to that which can be accommodated on an existing or improved roadway system as planned to protect community character and significant environmental features*

Freeway diversion during peak hours and during traffic incidents causes congestion at freeway interchanges and adjacent surface streets in Calabasas. Intersections and roadway segments affected by freeway diversion are listed below.

Interchanges

- Lost Hills Road/Ventura Freeway
- Las Virgenes Road/Ventura Freeway
- Parkway Calabasas/Ventura Freeway

Roadways

- Lost Hills Road
- Las Virgenes Road
- Mureau Road
- Calabasas Road
- Agoura Road

Calabasas does not encourage the diversion of traffic from the Ventura Freeway to City surface streets. Nevertheless, it is recognized that the freeway interchanges and portions of the above-listed roadways immediately adjacent to the Ventura Freeway may experience higher levels of traffic congestion than would be acceptable in other areas of the City.

Performance Objectives and Planned Improvements

Calabasas will continue to require new developments to mitigate their transportation impacts, either through local multi-modal roadway improvements, intersection operational improvements, reduction in demand for vehicular travel, and/or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the required improvements in the project vicinity affecting the location where the development is planned. Planned improvements will be necessary to mitigate vehicle miles traveled and local operational and safety impacts associated with proposed developments so that the City's target vehicle miles traveled reduction, local access needs, and traffic safety goals can be achieved. The mitigation requirements will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of fee program transportation infrastructure improvements or who commit to an ongoing vehicle miles traveled mitigation program through a use permit or other long-term requirement..

Seven locations have been identified as "Critical Intersections and Roadway Corridors" because of their importance with respect to overall vehicle movement in Calabasas. In some of these locations, expansion of the roadway network, if not properly scaled to the local neighborhood and environmental conditions, could adversely affect Calabasas' quality of life. These "Critical intersections and Roadway Corridors" include:

VI. CIRCULATION ELEMENT

- Old Topanga Road/Mulholland Highway
- Calabasas Road/Parkway Calabasas
- Lost Hills Road
- Las Virgenes Road
- Agoura Road
- Thousand Oaks Boulevard
- Mureau Road

For each of these critical locations, specific provisions have been formulated to enhance the roadway's operations and active transportation (bicycle, pedestrian) opportunities while protecting significant environmental features and adjacent neighborhood areas. **Table VI-1** illustrates potential traffic efficiency enhancements to the specific "critical intersection and roadway corridors." Potential enhancements should explore flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation event. Additional enhancements other than those listed, are to be thoroughly analyzed and coincide with the objectives of the City.

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
Old Topanga Road/ Mulholland Highway	General Requirements • Preserve the riparian habitat in the Old Topanga Canyon Road–Mulholland Highway vicinity. • Recognize that the presence of numerous driveways along Old Topanga Canyon Road, between Mulholland Highway and Park Ora, limits this route's capacity. • Recognize that Mulholland Highway, west of Old Topanga Canyon Road is a rural, twisting route with many driveways, and provides access to schools. As a result, the actual efficiency and capacity of the roadway is less than its theoretical efficiency and capacity. • Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Highway consistent with scenic corridor policies. • Where feasible, add paved shoulders to Mulholland Highway west of Old Topanga Canyon Road to provide for safer bicycle and pedestrian travel and emergency access capacity.

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	Potential System Enhancements Incorporate improvements contained in the Mulholland Highway Feasibility Study for Capital Improvements. Prohibited Actions In order to protect existing and future rural land uses and to limit future traffic increases through residential neighborhoods: • No widening of Mulholland Highway to create additional through travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary except to provide for active transportation facilities (i.e., bicycle and/or pedestrian). • No widening of Old Topanga Canyon Road to create additional through travel lanes shall be permitted between Mulholland Highway and Park Ora.
Calabasas Road/ Parkway Calabasas	General Requirements Preserve the non-urban character of Calabasas Road west of Parkway Calabasas. In determining the feasibility of any roadway or active transportation (i.e., bicycle and/or pedestrian) enhancements, it is important to avoid degradation of significant biological habitats. Potential System Enhancements • Construct a roundabout, traffic signal, or other intersection operational and safety improvement at the Calabasas Road/Mureau Road intersection. • Construct turnaround at the western terminus of Calabasas Road. • Enhance vehicular, bicycle and pedestrian circulation and safety. • Improve City-owned parcels along the corridor with theme setting fire-resistent landscaping, hardscaping and furniture. • Improve Calabasas Road between Parkway Calabasas and Mureau Road to two lanes in each direction with center turn lanes and bicycle and pedestrian facilities.

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	• Improve Calabasas Road west of Mureau Road to provide at a minimum, bike lanes, one vehicle lane in each direction, and a minimum 5-foot wide sidewalk with a minimum 5-foot parkway along the south side of the street. • Improve traffic signal operations through synchronization and system upgrades <u>Prohibited Actions</u> • No street widening or re-striping shall be permitted to create additional traffic through travel lanes along the segment of Calabasas Road within the boundaries of Old Town Calabasas. • Calabasas Road shall not be extended west of a potential relocated Mureau Road bridge to connect to Agoura Road at Las Virgenes Road for general public vehicle traffic. The existing two-lane road section may be extended to provide access to private properties. • Provide active transportation-only (i.e., bicycle and/or pedestrian) connectivity to Las Virgenes Road from the end of Calabasas Road. • In order to preserve natural hillsides and biotic habitats, and to avoid geologic constraints, Parkway Calabasas shall not be completed through to Las Virgenes Road.
Lost Hills Road	<u>General Requirements</u> • Provide noise attenuation as part of any future roadway improvement work along this corridor, including but not limited to use of rubberized asphalt for roadway paving or resurfacing and incorporation of berms, and/or sound walls into landscaping programs. <u>Potential System Enhancements</u> • Improve traffic signal operations through synchronization and system upgrades • Consider a reduction in vehicle lanes south of Malibu Hills Road to improve active transportation opportunities (i.e., bicycle and/or pedestrian), improve

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	crossing safety, and reduce through vehicle traffic volume and speeds. Prohibited Actions In order to protect existing residential neighborhoods: • Street widening to provide additional through vehicle lanes shall be prohibited.
Las Virgenes Road	General Requirements • Implement traffic operational and freeway access capacity improvements for the segment of Las Virgenes Road between the Ventura Freeway and Agoura Road to improve traffic flow and safety. • Provide noise attenuation as part of any future roadway improvement work along Las Virgenes Road. Attenuation may include, but is not limited to, the use of rubberized asphalt for road paving/re-surfacing and incorporating berms, and/or sound walls into landscaping programs. • Facilitate consolidation of existing access points and elimination of conflicting left-turn movements north of Agoura Road including consideration of a center raised and landscaped median. Potential System Enhancements • Restripe the northbound approach of the Las Virgenes Road/Ventura Freeway Southbound Ramp intersection to provide for two through lanes and a shared through-right lane. The shared through/right-turn lane would become a restricted right turn lane to the Ventura Freeway Southbound on-ramp. • Improve traffic signal operations through synchronization and system upgrades. • Add bike lanes north of Mureau Road and evaluate reducing the number of through lanes while retaining on-street parking where directly adjacent to fronting residential or fronting commercial. Prohibited Actions

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	• In order to protect habitat linkages and in recognition of the location of Malibu Creek to the west of Las Virgenes Road and steep slopes to the east, the City shall not participate in widening or provision of more than two travel lanes south of Lost Hills Road. • In order to protect the existing residential neighborhood north of the Ventura Freeway, creation of additional through lanes north of Mureau Road is prohibited.
Agoura Road	<u>General Requirements</u> • Maintain Agoura Road as an arterial roadway and alternative to the Ventura Freeway west of Las Virgenes Road into Agoura Hills. • Provide local access to business uses within the freeway corridor. • Enhance pedestrian amenities and safety in conjunction with future mixed use developments along Agoura Road. <u>Potential System Enhancements</u> • Improve traffic signal operations through synchronization and system upgrades <u>Prohibited Actions</u> • In order to protect the existing residential neighborhoods, bicyclists and pedestrians in the area, road widening shall not be permitted along Agoura Road, west of the Lost Hills Sheriff's Station and east of Liberty Canyon.
Thousand Oaks Boulevard	<u>General Requirements</u> • Maintain Thousand Oaks Boulevard as a local collector roadway for the existing residential developments north of the Ventura Freeway. <u>Potential System Enhancements</u> None. • Improvements such as a roundabout at the intersection of Thousand Oaks Boulevard and Las Virgenes Road to facilitate northbound right turn movements that would discourage traffic to cut through Parkmor Road in a way

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	that is safe for walking and biking through the intersection and westbound left turn movements that would provide peak hour capacity without the need for signalization. Prohibited Actions In order to protect existing residential neighborhoods: • Improvements (other than curbs & gutters and active transportation facilities [bicycle, pedestrian]) and road widening shall not be permitted along Thousand Oaks Boulevard west of Parkmor Road. The roadway should be restricted to a two-lane (one in each direction) vehicle through lane section. • Thousand Oaks Boulevard shall not be used as a vehicle roadway connection between the Ventura Freeway and any future developments north or west of Calabasas.
Mureau Road	General Requirements • Maintain Mureau Road as the primary access from Calabasas Road and the Mountain View Estates residential community to the Ventura Freeway via Las Virgenes Road. • Consider relocation of the bridge over the Ventura Freeway with a new wider bridge to be located west of the present bridge. Potential System Enhancements • Construct Class II Bike Lanes on both sides of Mureau Road, including across a new or wider bridge. • Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. Prohibited Actions • Road widening or other improvements, except the provision of bicycle or pedestrian facilities, shall not be permitted along Mureau Road east of Mountain Gate Drive unless the present freeway bridge is relocated to the west. This will avoid impacts to significant biological resources along this segment. The existing two-lane

Table VI-1
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors

Critical Intersections/Roadway Corridors	Potential Enhancements
	road configuration shall be maintained within the existing roadway alignment to enable use of this road segment as a secondary alternative/emergency route parallel to the Ventura Freeway east of Crummer Canyon or the new freeway bridge (if it is relocated). • In order to minimize impacts on the Mountain View Estates neighborhood that might result from relocation of the Mureau Road bridge, a new freeway interchange between Parkway Calabasas and Las Virgenes Road is prohibited.

Sources for potential system enhancements:
Mulholland Highway Master Plan for Capital Improvements
The Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare Construction Fee District Update, City of Calabasas and County of Los Angeles
Las Virgenes Road Corridor Design Plan
West Calabasas Road Specific Plan

Traffic Calming

Calabasas believes in using "traffic calming" measures to slow traffic on local residential roadways or, in some cases, divert traffic from roadways not intended to accommodate high traffic speed or volumes levels. The effect of traffic calming is to create a safer, quieter environment for adjacent residential land uses.

Policies

VI-1 Promote lower vehicle miles traveled to help reduce adverse impacts to air quality and other sensitive environmental features and improve residents' quality of life.

VI-2 Limit the intensity and vehicle miles traveled generation of new development in the City to that which would not compromise attainment and/or maintenance of vehicle miles traveled reduction targets.

VI-3 Where (1) existing or (2) projected vehicle miles traveled at General Plan buildout prevent a project from complying with Policy VI-2, limit development to the basic development intensity identified in Table II-1 of the Land Use Element, or revise the project such that it will comply with Policy VI-2.

VI-4 Because transportation capital, operation, and maintenance funds are limited, pursue transportation funding based on the following principles:

- *System efficiency enhancements required by new growth are to be paid for by those who generate the need and benefit from them.*
- *System efficiency enhancements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Freeway interchange improvements should be coordinated with Caltrans and other appropriate agencies. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.*
- *Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity or multi-modal infrastructure investments just as it would for new roads as long as the new infrastructure does not promote increased vehicle miles traveled.*
- *Prioritize transportation funding for maintenance of existing infrastructure and improvements that improve safety and reduce vehicle miles traveled.*
- *To the extent permitted by law, maintenance of the City's transportation infrastructure should be paid for by its users.*
- *Pursue funding opportunities to implement programs and projects that contribute to the City's vision of achieving a livable community.*

VI-5 Limit roadway and intersection efficiency enhancement construction to that which will allow maintenance or enhancements to Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection efficiency enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.

VI-6 Promote the roadway designs that optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.

VI-7 Aggressively enforce posted speed limits and other traffic laws on all City roadways, particularly those located within or adjacent to residential areas and schools.

VI. CIRCULATION ELEMENT

VI-8 Discourage regional overflow from freeway traffic and cut through traffic between the Ventura Freeway and points south of Calabasas on roadways such as Mulholland Highway, Las Virgenes Road, Lost Hills Road, Mureau Road, and Calabasas Road.

VI-9 Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.

VI-10 Maintain an efficient supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.

VI-11 Facilitate transportation system efficiency improvements at roads/intersections affected by freeway diversion only to the degree that such improvements would not adversely affect environmental resources and the quality of life for Calabasas residents.

VI-12 Reduce the need for vehicular travel by:

- *Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders*
- *Supporting the maintenance and responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area*
- *Continuing to expand transit options including shuttle services for local travel, shuttle services for major employment centers, and expanding dial-a-ride service as needs dictate and funding allows*
- *Promoting the use of public transit and ride sharing, including on-demand ride-share services, through development of convenient and attractive facilities, including park-and-ride facilities and connections to the regional transit network and designated passenger loading areas for ride-share vehicles (potential park-and-ride facility locations are shown on* ***Figure VI-2****)*
- *Promoting transportation demand management actions that make the use of commute alternatives more attractive through continued implementation of the City's transportation demand management ordinance*
- *Promoting mixed use development in certain areas of the City to encourage living and working in the same area, thereby reducing the number and length of vehicle trips*

VI-13 Develop sample roadway cross sections to reference as best practice treatments for flexible roadway design, such as for bicycle facilities or shoulder treatments,

that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation.

VI.B Bikeway System

Objective

Develop and maintain a comprehensive and safe bicycle system that:

- *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*

General Plan Approach

Creating a system of bicycle facilities for Calabasas is important, both as recreation and transportation. The hilly nature of Calabasas is a significant constraint to the widespread use of bicycles within the Calabasas area. However, despite the area's hilly terrain, many Calabasas residents desire an expanded bikeway system that can be used both as a means of transportation and for recreation. The recent availability and affordability of electric assist bicycles have made bike travel along roadways with hills and sustained grades more viable and allows for longer trips.

In recognition of the importance of bikeways, the City has adopted a Bicycle Master Plan that identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities This plan will be updated as needed to identify bike facility opportunities, desirable connections, and appropriate facility types as well as how to direct investments to new bike facilities. **Figure VI-2** shows bike facilities based on the current 2013 Bicycle Master Plan.

By providing appropriate bicycle facilities throughout the City, riders will be able to travel with a greater sense of security. Thus, the City's vision is to establish a safe system of north-south and east-west bicycle facilities within the City. This type of system will encourage bicycle travel as an alternative when:

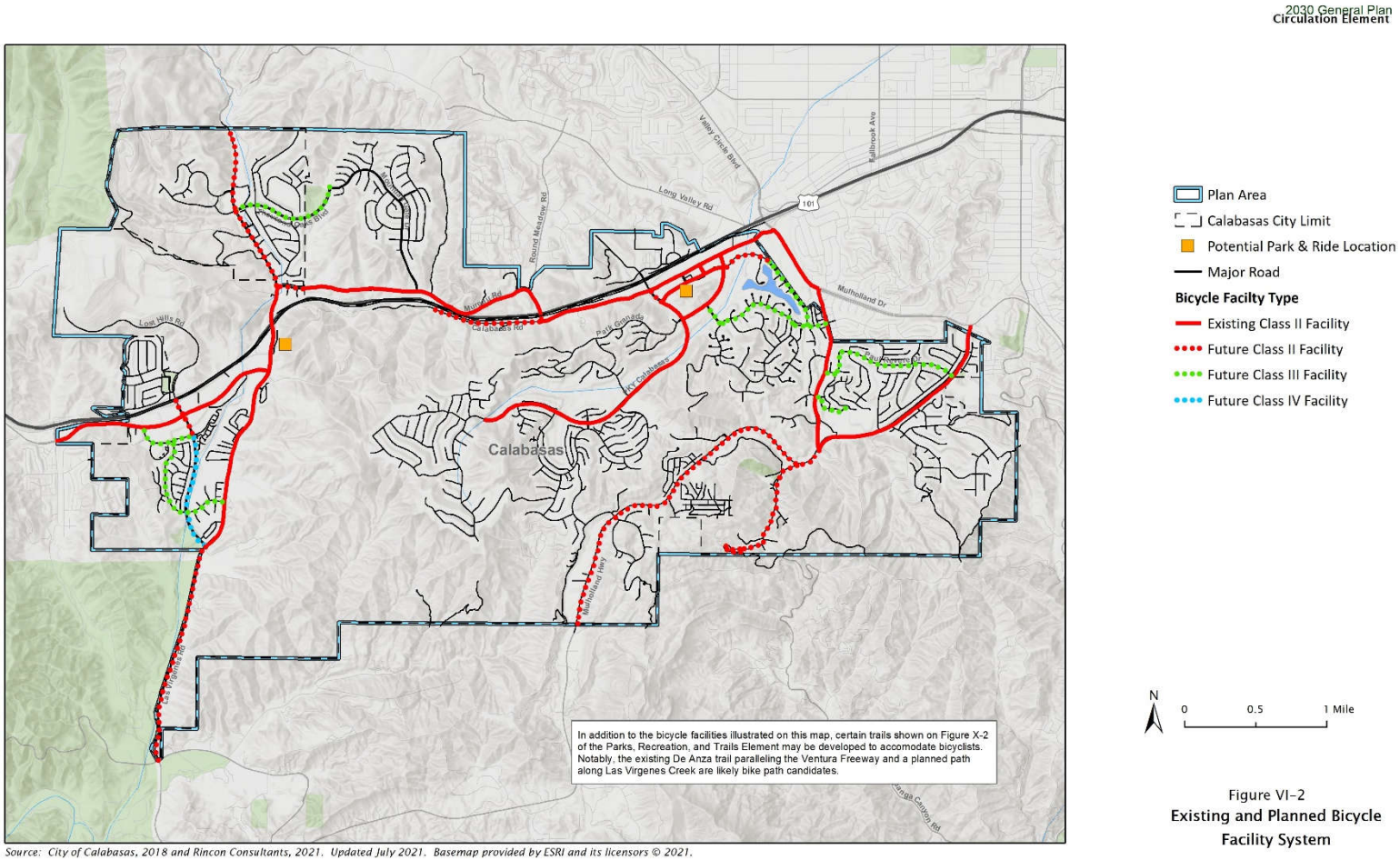
- *Commuting to school or work*
- *Riding for recreation or fitness along roadways or to recreational facilities*
- *Riding for day to day needs such as shopping or visiting friends*
- *Riding off-road in the hills and mountains of Calabasas*

VI. CIRCULATION ELEMENT

To facilitate the use of bicycles in Calabasas, the City will:

- *Update the 2013 Bicycle Master Plan*
- *Explore the feasibility of the use of Class I (shared use path) and Class IV (protected bike lane) facilities to expand safer use to more age groups and abilities.*
- *Continue to develop and expand the system of safe bicycle facilities to connect residential areas to schools, parks, and employment and shopping areas*
- *Coordinate the City's bicycle network with systems planned by Los Angeles County and adjacent communities*
- *Require the provision of bicycle parking, security, resting, and shower facilities (where feasible) at key destinations*
- *Facilitate ongoing bicycle education and safety programs*

Figure VI-2 – 2013 Bicycle Master Plan Identified Bicycle Facilities



Source: City of Calabasas, 2018 and Rincon Consultants, 2021. Updated July 2021. Basemap provided by ESRI and its licensors © 2021.

Figure VI-2
Existing and Planned Bicycle Facility System

CITY of CALABASAS
VI-21

VI. CIRCULATION ELEMENT

The State of California identifies bicycle facilities in four classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The classifications do not constitute a hierarchy of bikeways. Each class has its appropriate application, and may include other uses such as hiking, equestrian and pedestrian modes.

Summary of Bicycle Facility Types

Class I - path on a right-of-way completely separated from roadways

Class II - striped one-way lanes set aside for bicycle travel on roadways

Class III – on-road routes marked by signs only

Class I Bike Path: A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built separate from roadway traffic. These alternative transportation routes may serve a variety of users. Bike paths can provide recreational opportunities for bicycles, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized.

Class II Bike Lanes: Class II Bike Lanes are intended to delineate the on-street rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Where adequate roadway width is or can be made available, Class II Bike Lanes are to be provided.

Class III Bike Route: Class III bicycle facilities are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are generally designated using signage along the roadway without special street striping; however, due to limited rights-of-way in many areas, all roadways that do not contain Class II Bike lanes are considered Class III Bike Routes, even if specific signage is not provided.

Class IV Bikeway: Bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Policies

VI-14 Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer safe direct connections between residential and non-residential areas, in accordance with the current and future updates to the Calabasas Bicycle Master Plan.

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

VI-16 Make the safety and convenience of bicycle riders the primary concern with regard to determining location and types of bicycle facilities.

VI-17 Develop and implement a safe routes to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.

VI.C Pedestrian Circulation

Objective

Continue to enhance Calabasas' pedestrian circulation system to ensure that walking is a viable transportation option for all City residents.

General Plan Approach

Land use patterns and associated urban design elements influence how much walking can safely and effectively occur in a community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction.

In order to be effective in inducing people to walk, pedestrian paths need to be interesting, enjoyable, and provide access to destinations. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of encouraging people to walk. Those most in need of pedestrian access include children, teenagers, the elderly, and those who cannot afford a car or choose not to drive.

The pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, and overpasses. The system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users. Although pedestrian facilities are available in many parts of the community, some areas lack sidewalks, while other pedestrian connections are discontinuous. It is the City's intent to continue to improve the pedestrian system in Calabasas by adding and enhancing sidewalks and multi-use paths where these are lacking or in need of repair, requiring community design standards that do not inhibit walking, and implementing traffic calming in appropriate locations. In particular, the City intends to improve pedestrian systems in the City's commercial and mixed use districts. Such improvements will be made over time as properties redevelop.

Policies

VI-18 Develop and Implement a route to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.

VI-19 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.

VI-20 Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.

VI-21 Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.

VI-22 Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.

VI-23 As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation and safety (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Redesigns of roadways or intersections should be accomplished only when the re-design would support the City's goal of reducing vehicle miles traveled and would not create unsafe conditions for vehicular traffic, cyclists or pedestrians.

VI.D Transit

Objectives

- Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for all City residents.
- Continue to cooperate with regional transit agencies to provide transit service to other parts of the Southern California region.

General Plan Approach

Public transit provides a variety of economic, community, environmental, and health benefits. For example, it can help establish corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive. Transit also enhances equity by creating jobs, getting people to work, and providing quality transportation access for individuals who cannot afford automobiles. Finally, use of public transit saves energy and reduces congestion and air pollution by reducing vehicle miles traveled.

Calabasas has a well-developed transit system, given the City's suburban setting. There are no major deficiencies in the transit system. The City's Transportation Department provides a free shuttle service with lines operating throughout the City. The City also runs the Calabasas Trolley, a free service that runs an hour-long loop connecting the east and west sides of the City on Fridays, Saturdays, and Sundays. The City is served by various Los Angeles County Metro routes that provide regional service between Calabasas and the San Fernando Valley, Ventura County, and Los Angeles.

Transit use is high in Calabasas relative to other similar communities. According to surveys conducted by the City, 18% of students ride the bus or shuttle to school. The same surveys showed that 16% of the community utilizes the City shuttles, with 6% riding the shuttles at least once a week.

It is the City's intent to continue to provide a variety of transit options that meet the needs of Calabasas residents and businesses as well as to participate in development and operation of regional transit systems. Transit needs are likely to evolve over time as Calabasas' population ages. The City will continue to monitor the established transit system and adjust transit programs to meet changing needs.

Policies

VI-24 Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.

VI-25 Continue to encourage the use of transit through enhanced service, education, development of park-and-ride facilities, and increased public awareness about available transit options.

VI-26 Require new developments to provide, and/or provide funding for, transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.

VI-27 Coordinate transit services and programs with all City departments.

VI. CIRCULATION ELEMENT

VI-28 Provide transit services to support community events that have special mobility needs and have the potential for adverse traffic and parking effects in neighborhoods adjacent to special event venues.

CITY *of* CALABASAS
2030 General Plan

VII. SAFETY ELEMENT

The Safety Element is concerned with identifying and, whenever possible, reducing the impact of natural and man-made hazards that may threaten the health, safety, and property of Calabasas residents, business owners, and visitors. The element emphasizes hazards reduction and accident prevention for known hazards and potential disasters. In addition, the element emphasizes the importance of reducing risk and the effects of disaster prevention and/or preparedness.

The Safety Element establishes mechanisms to reduce death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk. Additional information, including hazard profiles, previous occurrences, potential loss estimates, and mitigation strategies can be found in the Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan, of which the City is a participating jurisdiction.

Numerous potential hazards that could affect life and property are present in and around Calabasas. Safety hazards can be grouped into two categories: naturally occurring and man-made. Some hazards – flooding, for example – can be categorized as both naturally-occurring and man-made. Flooding could occur naturally because of intense precipitation in a short duration which causes rivers, natural drainage courses, or low-lying areas to overflow affecting surrounding properties. Man-made flooding could occur as a result of failure of a dam, obstruction of a natural drainage course, to a fire hydrant being broken in an automobile accident. In accordance with Government Code Section 65302, this safety element also includes a climate change vulnerability assessment and measures to address vulnerabilities in the section titled *Climate Change*.

Issues covered in this Safety Element include:

A. Geology and Seismicity
B. Stormwater Management and Flooding
C. Fire Hazards
D. Radon Gas
E. Hazardous Materials
F. Disaster Response
G. Climate Change

VII. SAFETY ELEMENT

Included as a technical appendix to the Safety Element are detailed analyses regarding wildfire risk and emergency evacuation. *See Appendix D Safety Element Appendices which include Appendix D-1 Wildfire Assessment and Appendix D-2 Emergency Evacuation Traffic Assessment*.

VII.A Geology and Seismicity

Objective

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

The Seismic Hazards Mapping Act, a California law passed in 1990, requires the State Geologist to identify and map zones prone to seismically induced liquefaction, ground-shaking, landslides, and other forms of ground failure resulting from earthquakes.

General Plan Approach

Like all of Southern California, Calabasas is subject to substantial seismic hazards. These seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause property damage and potential loss of life. Although it is not possible to prevent earthquakes, their destructive effects can be minimized through comprehensive hazard-mitigation programs and efforts. The potential for a major earthquake that may result in loss of life, injury, or displacement of many thousands of persons is present throughout Southern California. The precise time of such an event cannot be predicted.

Calabasas is not located within an Alquist-Priolo Fault-Rupture Hazard Zone (California Geological Survey, 1999). However, 25 active and potentially active faults are located within 25 miles of the City. A partial list of these faults includes:

- *Malibu Coast*
- *Anacapa-Dume*
- *Santa Monica*
- *Palos Verdes*
- *Northridge*
- *Hollywood*
- *Simi-Santa Rosa*
- *Santa Susana*
- *Sierra Madre*
- *Newport-Inglewood*
- *Sierra Madre (San Fernando)*
- *Oakridge (onshore)*
- *Verdugo*
- *Holser*
- *San Gabriel*
- *Compton Thrust*
- *San Cayetano*
- *San Andreas*

Figure VII-1 depicts regional faults that could create severe ground shaking in Calabasas, according to U.S. Geological Survey 2020 data. Although the San Andreas fault is located around 60 miles northeast of Calabasas, it is considered a "master fault" because it is the boundary between the Pacific and North American geology plates. In the event of a 7.8 magnitude San Andreas earthquake, in addition to widespread property damage, power outages, displacement, and loss of life, southern California's aqueducts would incur significant damage and restoration of water flow to the region would take around four to 18 months (Davis, Craig, and Thomas O'Rourke 2011). According to the Las Virgenes Municipal Water District, during this type of earthquake scenario, water supply can be provided to their service area for up to 6 months from the Las Virgenes Reservoir, which, according to the District's Urban Water Management Plan, can hold up to 9,500 acre-feet of water.

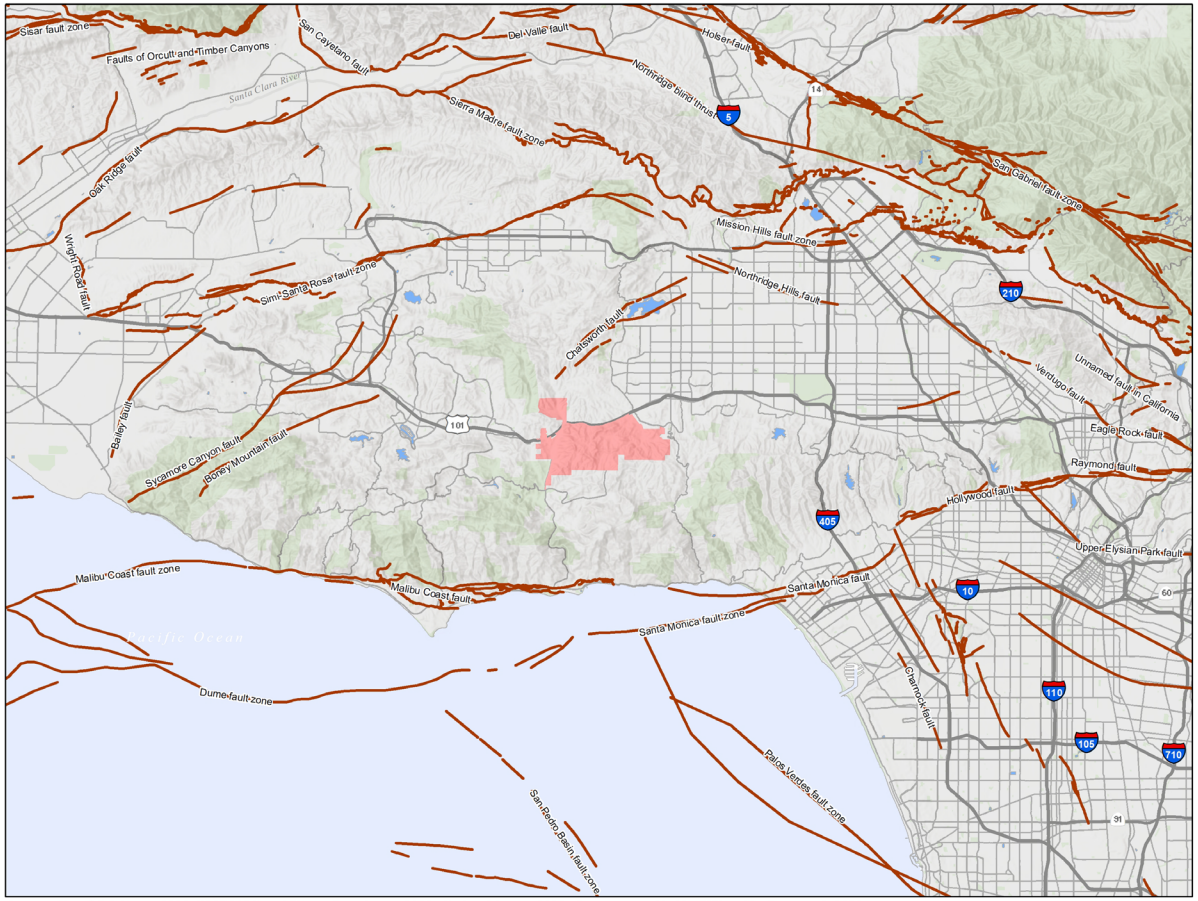
Although no known faults are located within Calabasas, known fault systems could cause property damage, resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology. **Figure VII-2** depicts the seismic hazard zones delineated by the California Department of Conservation (2021).

The City requires building design to be commensurate with the expected level of ground shaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high-occupancy buildings and buildings that serve needed disaster recovery functions need to be designed to withstand a greater degree of ground shaking than low-occupancy, low-risk buildings. For all buildings, once environmental protection policies are met, construction techniques will be regulated according to the latest edition of the California Building Code with City of Calabasas amendments or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

The California Building Code (CBC) is the regulatory environment for design and construction of building codes and standards covering local, state, federal, land use and environmental regulations which are developed specifically for the purpose of regulating the life-safety, health, and welfare of the public.

VII. SAFETY ELEMENT

Figure VII-1 Regional Earthquake Faults



Source: City of Calabasas, 2018, USGS 2020, and Rincon Consultants, 2021. Updated August 2021. Basemap provided by ESRI and its licensors © 2021.

2030 General Plan
Safety Element Updat

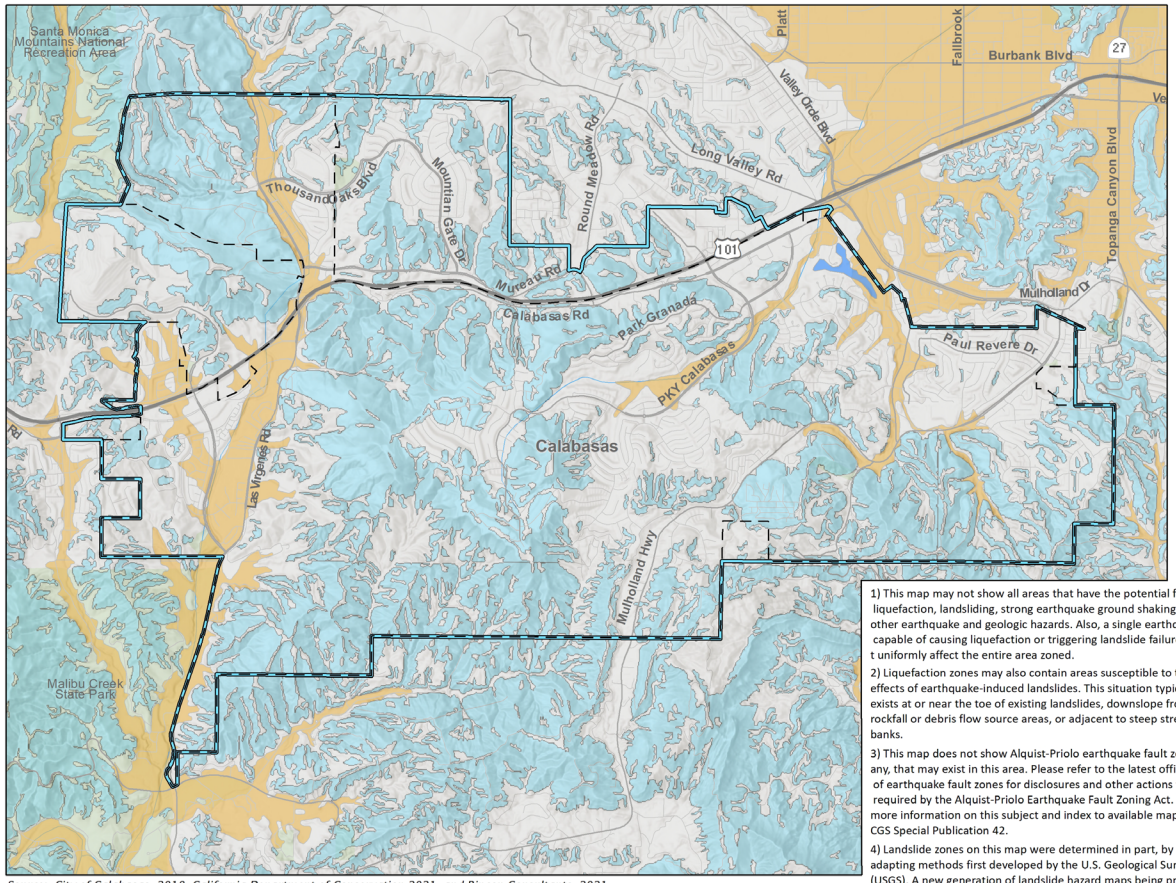
City of Calabasas
Quaternary Fault Line

N
0 5 10 Mile

Figure VII-1
Regional Earthquake Faults

CITY of CALABASAS

Figure VII-2 Seismic Hazard Zones



Source: City of Calabasas, 2018, California Department of Conservation 2021, and Rincon Consultants, 2021. Updated August 2021. Basemap provided by ESRI and its licensors © 2021.

N
0 0.5 1 Mile

2030 General Plan
Safety Element Update

Plan Area
Calabasas City Limit

MAP EXPLANATION
Zones of Required Investigation:

Liquefaction
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides
Areas where previous occurrences of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2963(c) would be required.

DATA AND METHODOLOGY USED TO DEVELOP THIS MAP ARE PRESENTED IN THE FOLLOWING

Seismic Hazard Evaluation of the Canoga Park 7.5-minute quadrangle, Los Angeles County California: California Department of Conservation Division of Mines and Geology Open File Report 97-14

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to California Geological Survey's (CGS) World Wide Web site (https://www.conservation.ca.gov/cgs/shp)

Copyright© 2019 by California Department of Conservation, California Geological Survey. All rights reserved.

1) This map may not show all areas that have the potential for liquefaction, landsliding, strong earthquake ground shaking or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction or triggering landslide failure will no t uniformly affect the entire area zoned.

2) Liquefaction zones may also contain areas susceptible to the effects of earthquake-induced landslides. This situation typically exists at or near the toe of existing landslides, downslope from rockfall or debris flow source areas, or adjacent to steep stream banks.

3) This map does not show Alquist-Priolo earthquake fault zones, if any, that may exist in this area. Please refer to the latest official map of earthquake fault zones for disclosures and other actions that are required by the Alquist-Priolo Earthquake Fault Zoning Act. For more information on this subject and index to available maps, see CGS Special Publication 42.

4) Landslide zones on this map were determined in part, by adapting methods first developed by the U.S. Geological Survey (USGS). A new generation of landslide hazard maps being prepared by the USGS (Jibson and Harp, in preparation) uses an experimental approach designed to explore new methods to assess earthquake-induced landslide hazards. Although aspects of this new methodology may be incorporated in future seismic hazard zone maps, the experimental USGS maps should not be used as substitutes for these official earthquake-induced landslide zone maps.

5) U.S. Geological Survey base map standards provide that 90 percent of cultural features be located within 40 feet(horizontal accuracy) at the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale

6) Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the Public Resources Code.

7) DISCLAIMERS: The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by user or any third party on account of or arising from the use of this map.

Figure VII-2

CITY *of* CALABASAS

VII. SAFETY ELEMENT

According to the California Department of Conservation (2021), portions of Calabasas may be susceptible to liquefaction (see **Figure VII-2**). Liquefaction results when water-saturated, sandy unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness, causing unreinforced structures to fail.

Liquefaction can cause damage to residential, commercial, and industrial buildings as well as infrastructure including roads, bridges, and pipelines. The primary factors for increased liquefaction susceptibility include areas subject to high seismicity, shallow groundwater, and young, poorly consolidated sandy alluvium. When this type of sandy alluvium is present, liquefaction susceptibility is considered high if groundwater depth is less than ten feet beneath the ground surface, moderate if groundwater depth is between ten and thirty feet, and low if groundwater is between thirty and fifty feet deep. Liquefaction usually is not considered a significant hazard if the groundwater table is more than 50 feet below the ground surface level.

The topography within Calabasas varies and features vertical slopes and steep canyons. The major environmental factors controlling stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made alterations of the natural topography. Development on hillside areas where steep slopes are present can increase rates of erosion and exacerbate landslide hazards that may threaten structures. However, methods contained within the California Building Code reduce negative impacts associated with development on slopes.

Although it is not possible to eliminate all the risks associated with seismic related hazards, it is the intent of the Safety Element to use available tools, such as geotechnical studies, appropriate land use decisions, and adequate building codes to reduce risks.

Policies

VII-1 Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential seismic hazards resulting from ground motion or fault rupture. Figure VII-1 depicts regional faults that could create severe ground shaking in Calabasas.

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

VII-3 Facilitate rapid physical and economic recovery following an earthquake, geologic disaster, or wildland fire through early investigation of the event and implementation of effective new standards for design of structures.

VII-4 Incorporate the analysis and mitigation of seismic risks into the analysis and design of water supply infrastructure.

VII-5 Strongly discourage development within potential landslide areas and areas with severe soils limitations as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.

VII-6 Where engineering solutions to slope stability constraints are required, implement landform grading programs to recreate a natural hillside appearance.

VII-7 Include projected climate change impacts of slope stability changes after wildfires and develop mitigation strategies for new areas deemed at risk to slope instability.

VII-8 Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer.

VII-9 Work cooperatively with the Las Virgenes Municipal Water District to ensure that water supplies are not interrupted by seismic events such as surface rupture, ground shaking, ground failure, tsunami, seiche, or dam failure. Encourage residents, homeowners, and landlords to maintain an on-site emergency supply of water for 3-days in case a seismic event damages water lines.

VII-10 Prepare a bridge preventative maintenance plan that is regularly updated in conformance with the findings from Caltrans' annual bridge inspection reports. Implement maintenance recommendations by seeking funding from Caltrans and the Federal Highway Administration and prioritize bridges that are part of critical evacuation routes.

VII.B Stormwater Management and Flooding

Objective

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

VII. SAFETY ELEMENT

General Plan Approach

> *A 100-year flood is calculated to be the level of flood water equaled or exceeded at least once in a 100-year period. The 100-year flood is more accurately referred to as the 1% flood, since it is the event that has a 1% chance of being equaled or exceeded in any single year.*

Flooding is the inundation of normally dry land because of a rise in the level of surface waters or the rapid accumulation of stormwater runoff; it becomes a hazard when the flow of water has the potential to damage property and threaten human life or health. Flood risks are greatest, and flood hazards most severe, in winter, when water bodies are usually full, and soils saturated. Flooding is primarily a natural process and, therefore, difficult to prevent. However, land use and development decisions have a significant effect on the frequency and severity of floods; in general, urbanization increases the risk of flooding by increasing stormwater runoff and, to a lesser extent, erosion. Flooding is often a regional problem that crosses multiple jurisdictional boundaries.

Figure VII-3 depicts the Federal Emergency Management Agency flood zones in Calabasas using Federal Emergency Management Agency data from 2008 and 2016. A small portion of western Calabasas is within the 100-year floodplain; however, most of the City is not located within any designated flood zones.

Calabasas will facilitate efforts with local, state, and federal agencies, including special districts, to address flooding issues. Development will generally be discouraged in flood-prone areas and individual developers in the City will be required to mitigate their potential contributions to downstream flooding problems.

Policies

VII-11 Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential flooding hazards. Mitigation measures should also address projected flooding impacts from climate change.

VII-12 Strongly discourage development within flood hazard areas and encourage retention of natural drainage as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.

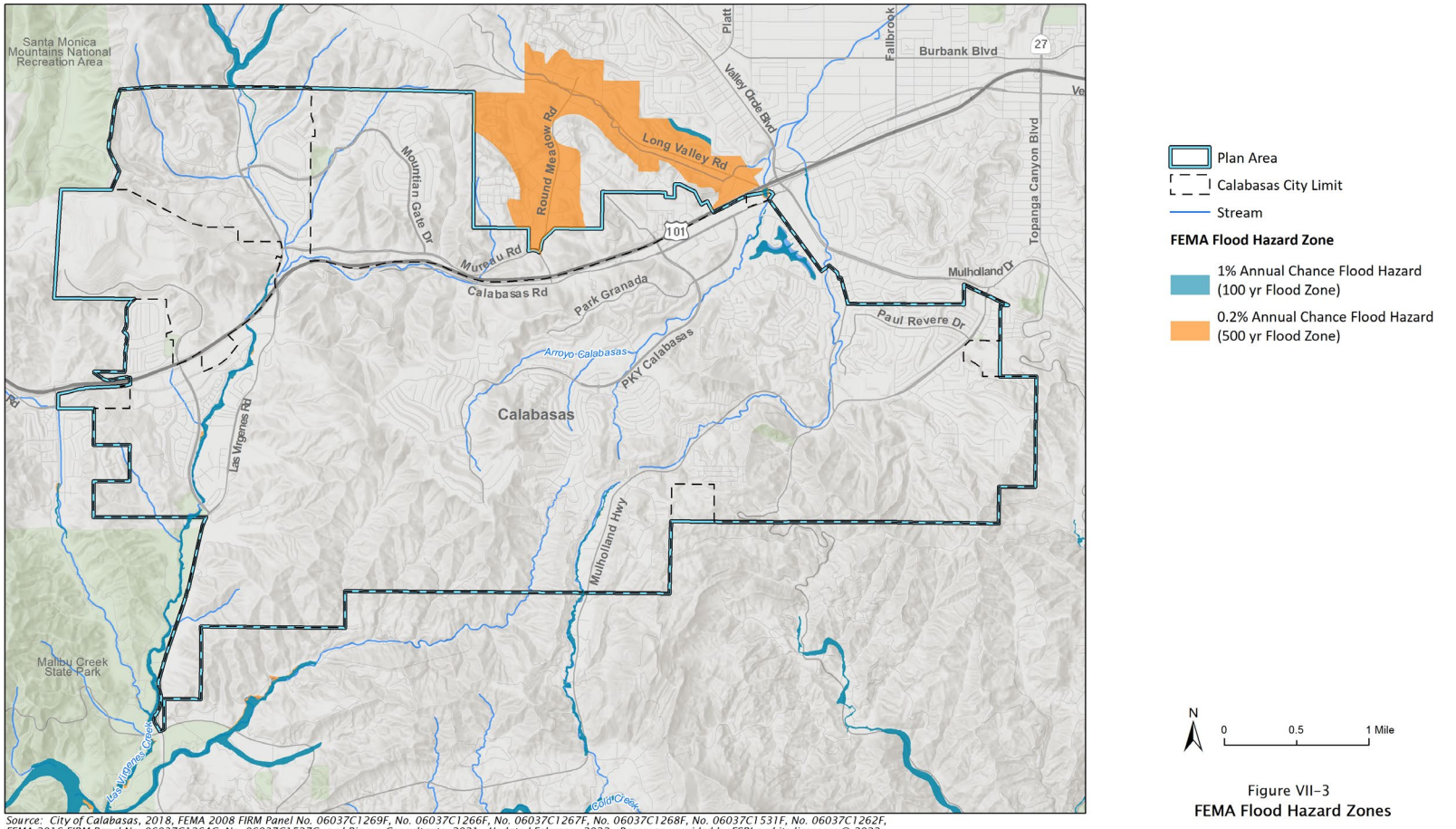
VII-13 Ensure that new flood control and drainage facilities as well as improvements to existing facilities are consistent with the General Plan's environmental protection standards.

VII-14 For development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.

VII-15 Setbacks from stream beds should be sufficient to avoid possible adverse effects associated with future stream bank erosion.

VII-16 Whenever feasible, locate essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard zones.

Figure VII-3 FEMA Flood Hazard Zones



Source: City of Calabasas, 2018, FEMA 2008 FIRM Panel No. 06037C1269F, No. 06037C1266F, No. 06037C1267F, No. 06037C1268F, No. 06037C1531F, No. 06037C1262F, FEMA 2016 FIRM Panel No. 06037C1264G, No. 06037C1527G, and Rincon Consultants, 2021. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-3
FEMA Flood Hazard Zones

CITY of CALABASAS

VII.C Fire Hazards

Objective

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

General Plan Approach

Fire is a unique hazard in that it can result both from natural processes and from the intentional or accidental actions of people. There are three main types of fire hazards: (1) wildfires, which affect open space and development on the urban fringe; (2) structural fires, which occur in buildings; and (3) industrial fires, which generally result from the ignition of flammable materials. While fires are not entirely preventable, it is possible to create conditions that reduce the chances of fire and that facilitate efficient response in case fire breaks out. When a fire does ignite, quick response from firefighters and an adequate supply of water are essential in minimizing damage.

General factors that affect an area's risk from fire hazards include its location, land uses, distance from fire stations, ease of accessibility by fire-fighting equipment and personnel, and adequacy of water supply. More specifically, the extent and severity of damage by fires are determined by several key factors affecting vulnerability. All areas within Calabasas' city limits are designated as a very high fire hazard severity zone, according to CAL FIRE 2020 data (see **Figure VII-4**).

There are several critical facilities located within the City of Calabasas and within the very high fire hazard severity zones, as shown on **Figure VII-4**. Critical facilities are structures and institutions necessary for a community's response to and recovery from emergencies. Critical facilities must continue to operate during and following a disaster to reduce the severity of impacts and accelerate recovery. Critical facilities are identified in the Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan, and include schools, emergency services, natural gas and oil pipelines, banking and finance institutions, commercial facilities, the 101 Freeway, and water district headquarters. In addition to the critical facilities shown on **Figure VII-4**, the Agoura Hills/Calabasas Community Center may serve as a critical facility once repairs have been completed and it is reopened.

Fire services are provided to residents by the Los Angeles County Fire Department (LACOFD), including fire protection and emergency medical services as well as wildland fire protection and forestry tree service. No areas in Calabasas have been identified as lacking emergency response services.

VII. SAFETY ELEMENT

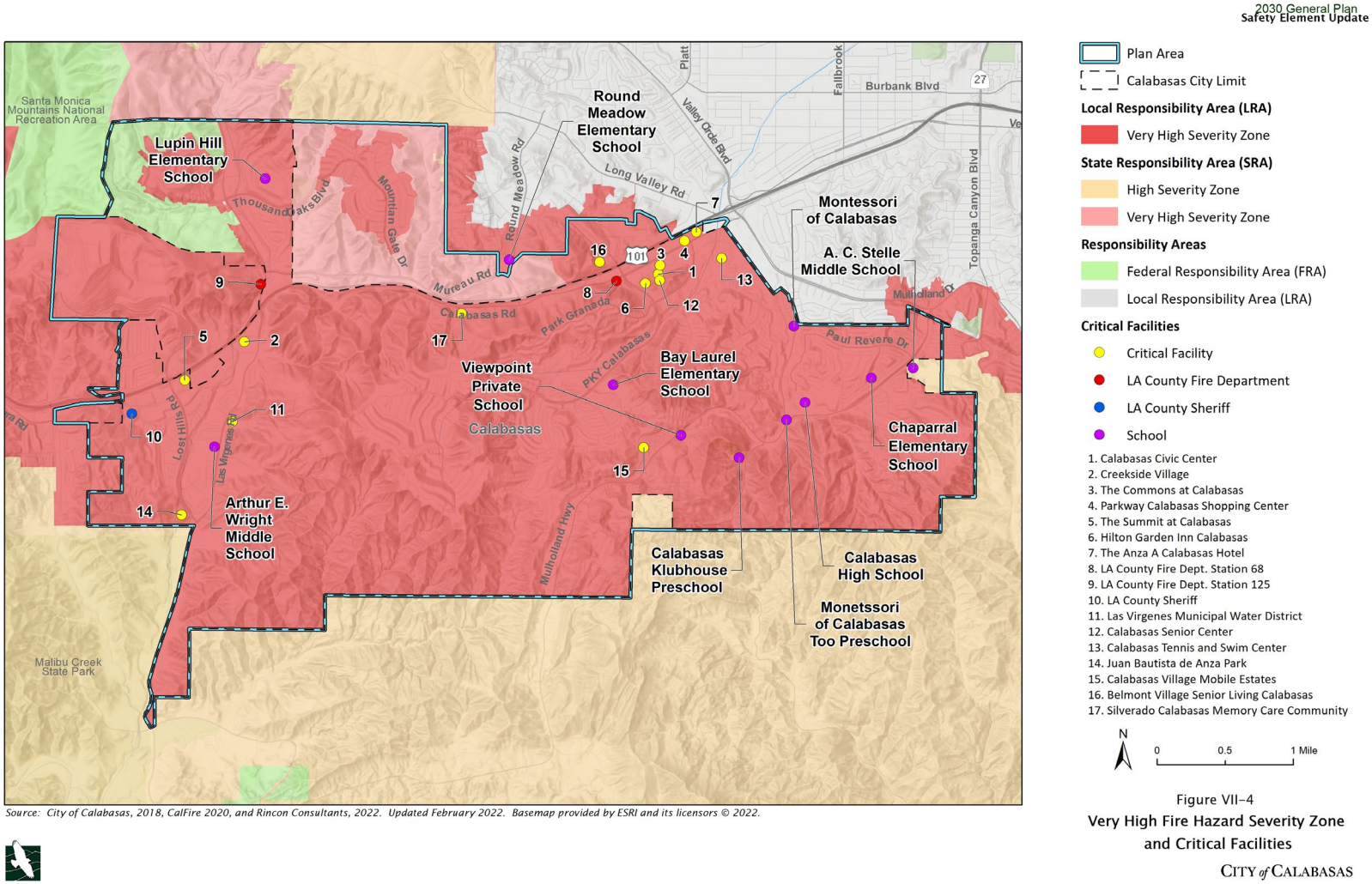
Historical fires in or near Calabasas are mapped below in **Figures VII-5**, **VII-6**, and **VII-7** using CAL FIRE data. Fires have impacted the western half of the city with the most recent fire occurring in 2018. The 2018 Woolsey Fire extended into the western half of the City damaging properties, vegetation, and habitat, and triggered a city-wide emergency evacuation.

Fire Stations #68 and #125 are within the City's jurisdictional boundary, located on Calabasas Road and Las Virgenes Road, respectively. Several other stations are nearby, including Fire Stations #67 and #69, which are located south of the City, but they also routinely respond to fires within the City to provide assistance if needed. The Las Virgenes-Malibu Council of Governments (COG) is served by Division VII of LACOFD's Central Regional Operations Bureau. Battalions 1 and 5 are assigned to Division VII.

Measures in the California Building Code reduce fire hazards in structures. These include use of specific building construction materials, fire separation walls, building separation, and use of fire sprinklers. Included in development regulations are requirements for minimum road widths that provide adequate access for firefighting equipment and evacuation of residents, as well as clearance around structures (fuel modification areas) to prevent the rapid spread of fire.

Water availability and peak load water supply are essential in combating wildfires. Peak load water supply refers to the supply of water to meet both domestic water and fire-fighting needs during the particular season and time of day when domestic water demand on a water system is at its peak. As development occurs, peak load water supply reserves will need to be increased. The Las Virgenes Municipal Water District (LVMWD) provides water service to Calabasas, as well as Agoura Hills, Hidden Hills, Westlake Village and various unincorporated areas. LVMWD maintains enough peak load water supply to put out a structure fire for the single largest structure within each water pressure zone during the peak summer season. For purposes of fighting wildfires, the LACOFD utilizes the LVMWD Reservoir #2. Calabasas Lake, fire hydrants, and swimming pools can also be utilized when necessary to fight wildfires.

Figure VII-4 Very High Fire Hazard Severity Zone and Critical Facilities

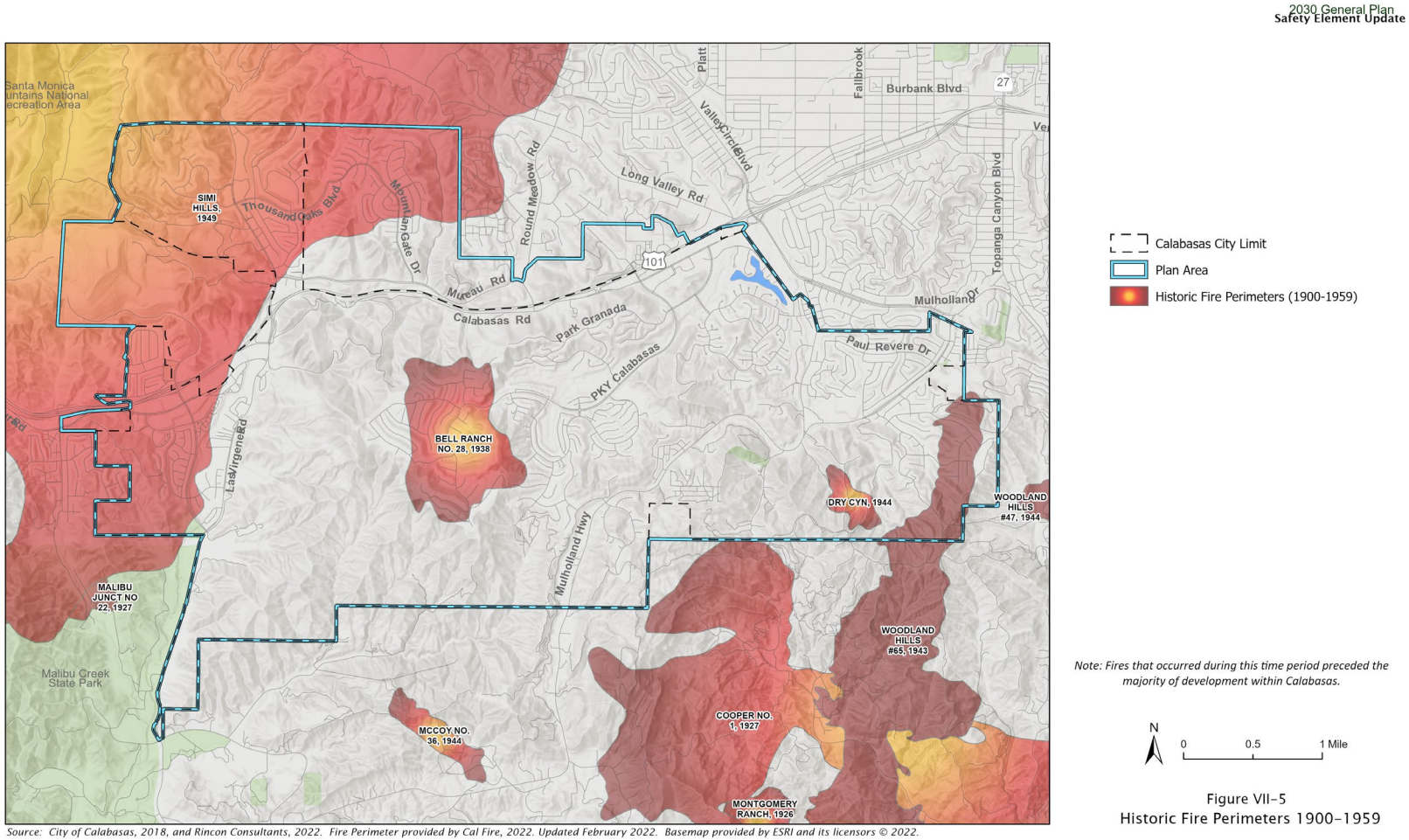


Source: City of Calabasas, 2018, CalFire 2020, and Rincon Consultants, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-4
Very High Fire Hazard Severity Zone and Critical Facilities
CITY of CALABASAS

VII. SAFETY ELEMENT

Figure VII-5 Historic Fire Perimeters 1900-1959

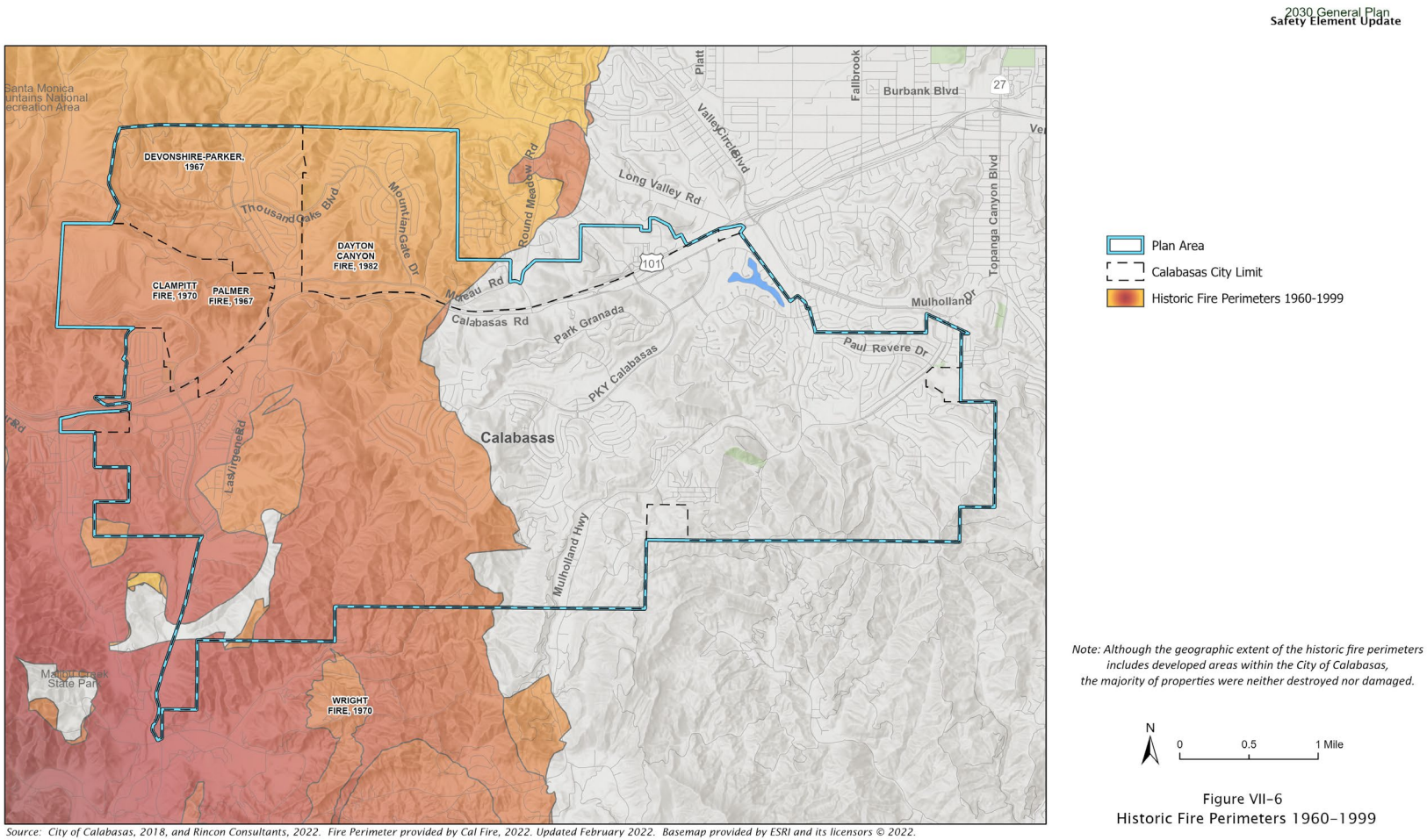


Source: City of Calabasas, 2018, and Rincon Consultants, 2022. Fire Perimeter provided by Cal Fire, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-5
Historic Fire Perimeters 1900-1959

CITY *of* CALABASAS

Figure VII-6 Historic Fire Perimeters 1960-1999



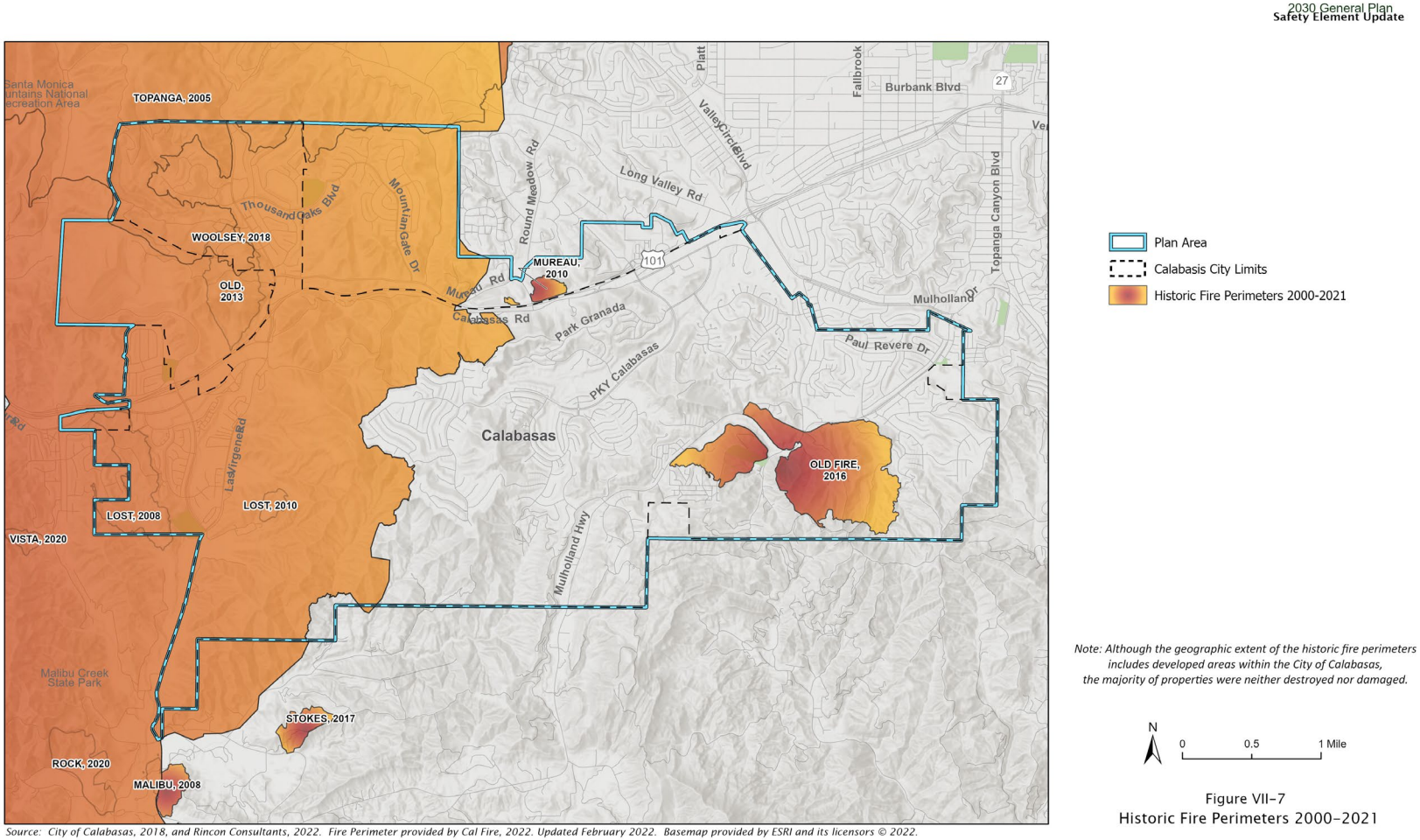
Source: City of Calabasas, 2018, and Rincon Consultants, 2022. Fire Perimeter provided by Cal Fire, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-6
Historic Fire Perimeters 1960-1999

CITY of CALABASAS

VII. SAFETY ELEMENT

Figure VII-7 Historic Fire Perimeters 2000-2021



Policies

VII-17 Actively collaborate with regional, state and federal fire agencies to coordinate and implement wildfire mitigation measures and fuel load modifications / reduction zones, including load clearing, prescribed burns, fire breaks, livestock grazing, and public and private road clearance and other mitigation activities for areas proximal to the city, particularly potential wildfire approach pathways identified as high risk areas located to the north and south of the city as identified in Figures 6 and 7 of Appendix D-1 Wildfire Assessment. Establish and maintain for the future, a cooperative management agreement with entities that have jurisdiction over lands located to the north and south of the city limits.

VII-18 Survey the conditions in the wildfire approach pathways located within city limits as identified in Figure 8 of Appendix D-1 Wildfire Assessment in collaboration with the Los Angeles County Fire Department to assess vegetation management actions that could reduce wildfire movement.

VII-19 Actively engage with the County of Los Angeles, Santa Monica Mountains Conservancy, and Resource Conservation District of the Santa Monica Mountains as part of wildfire planning and implementation initiatives for unincorporated county areas that impact the City of Calabasas, including in particular those related to the Los Angeles County Fire Department Strategic Plan and the Los Angeles County Countywide Community Wildfire Protection Plan.

VII-20 Prepare a Community Wildfire Protection Plan for the City of Calabasas that aligns with Los Angeles County's Countywide Community Wildfire Protection Plan by the next revision of the City of Calabasas Safety Element.

VII-21 Develop and maintain a GIS-based land inventory to identify fuel reduction status and points of contact to inform load reduction activities.

VII-22 Incorporate wildfire risk reduction measures, including healthy hillside management, load clearing, and brush management into plans, operations, and maintenance procedures for public access roads, parks, trails, open space, critical roads, and critical infrastructure.

VII-23 Conduct a City-wide survey of vegetation conditions in drainage corridors, hillsides, and similarly well-vegetated areas that could provide opportunities for wildfire to travel into built areas and specify recommended actions to reduce wildfire risks in these locations.

VII. SAFETY ELEMENT

VII-24 Minimize risks to existing development by identifying existing non-conforming development that does not meet contemporary fire safe standards, in terms of road standards and vegetative hazard, and require all new development to meet or exceed California Code of Regulations, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (State Responsibility Area Fire Safe Regulations).

VII-25 Encourage existing businesses and residents to adopt drought tolerant and fire-resistant landscaping practices.

VII-26 Support Los Angeles County's Defensible Space Inspection Program that enforces defensible space standards of existing development in Calabasas by posting informational resources on the City's website and distributing via social media platforms.

VII-27 Develop and disseminate education and outreach materials to homeowners, residents, businesses, and landlords regarding retrofits and hardening that align with recommendations from CAL FIRE's Wildfire Home Retrofit Guide. Identify resources that can provide financial support for home retrofit and home hardening projects.

VII-28 Develop and regularly update building and landscaping requirements and protocols that integrate Los Angeles County Fire Department regulations and procedures for retrofits and future development. Require ongoing maintenance and upkeep to be codified as part of building covenants or homeowner covenants, conditions and restrictions. Update the Calabasas Municipal Code with incentives for home retrofits.

VII-29 Update landscaping requirements and guidelines regarding landscape design, species preferences, installation, and maintenance to reduce vulnerability to ember ignition, and wildfire impacts.

VII-30 Minimize wildfire risk by increasing resistance of structures to heat, flames, and embers. Review current building code standards and other applicable statutes, regulations, requirements, and guidelines regarding construction, and specifically the use and maintenance of non-flammable materials (both residential and commercial) and consider adopting amendments to implement these higher standards.

VII-31 To reduce vulnerability of structures to ember ignition and wildfire impacts, review current building code standards and other appliable statutes, regulations, requirements, and guidelines regarding construction, and specifically the use and maintenance of non-flammable materials (both residential and commercial).

VII-32 Update the City's development standards to be in conformance with title 14, California Code of Regulations, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (State Responsibility Area Fire Safe Regulations) and title 14, California Code of Regulations, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations).

VII-33 Discourage development where wildfire risk mitigation measures would significantly impact biological resources. Where development must be accommodated, implement fuel modification techniques that would not adversely affect significant biological resources, to the greatest extent feasible. Site structures to maximize low-flammability landscape features to buffer against wildfire spread.

VII-34 In lieu of more highly combustible and non-native tree species, encourage existing residents and new developments to plant native oaks in strategic locations and near existing oak woodlands to protect developments from wildfires, as well as to lessen fire risk associated with developments.

IVII-35 Coordinate with local organizations, such as Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC), to pursue and allocate grant funding to support wildfire risk reduction activities.

VII-36 Coordinate with Los Angeles County Fire Department to evaluate their capacity to adequately suppress wildfire, taking into account water supply availability and fire protection, including fire stations, fire engines and personnel, required for existing and newly developed areas, as part of the next Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan update.

VII-37 Coordinate with the Las Virgenes Municipal Water District to ensure the long-term maintenance and integrity of water supply and water pressure for existing and future developed areas for firefighting purposes. Support the Las Virgenes-Triunfo Joint Powers Authority's proposed Pure Water Project in order to provide residents with a locally produced water source that can be relied on through disasters and hazard events.

VII-38 Permit new development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows.

VII-39 Limit new development along steep slopes and amidst rugged terrain to limit rapid fire spread and increase accessibility for firefighting.

VII-40 Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and

emergency communications facilities, in areas of the City that are already developed rather than on properties adjacent to undeveloped lands.

VII-41 Coordinate with telecommunication service entities and the Los Angeles County Cable and Telecommunications Office to fire-harden communications.

VII.D Radon Gas

Objective

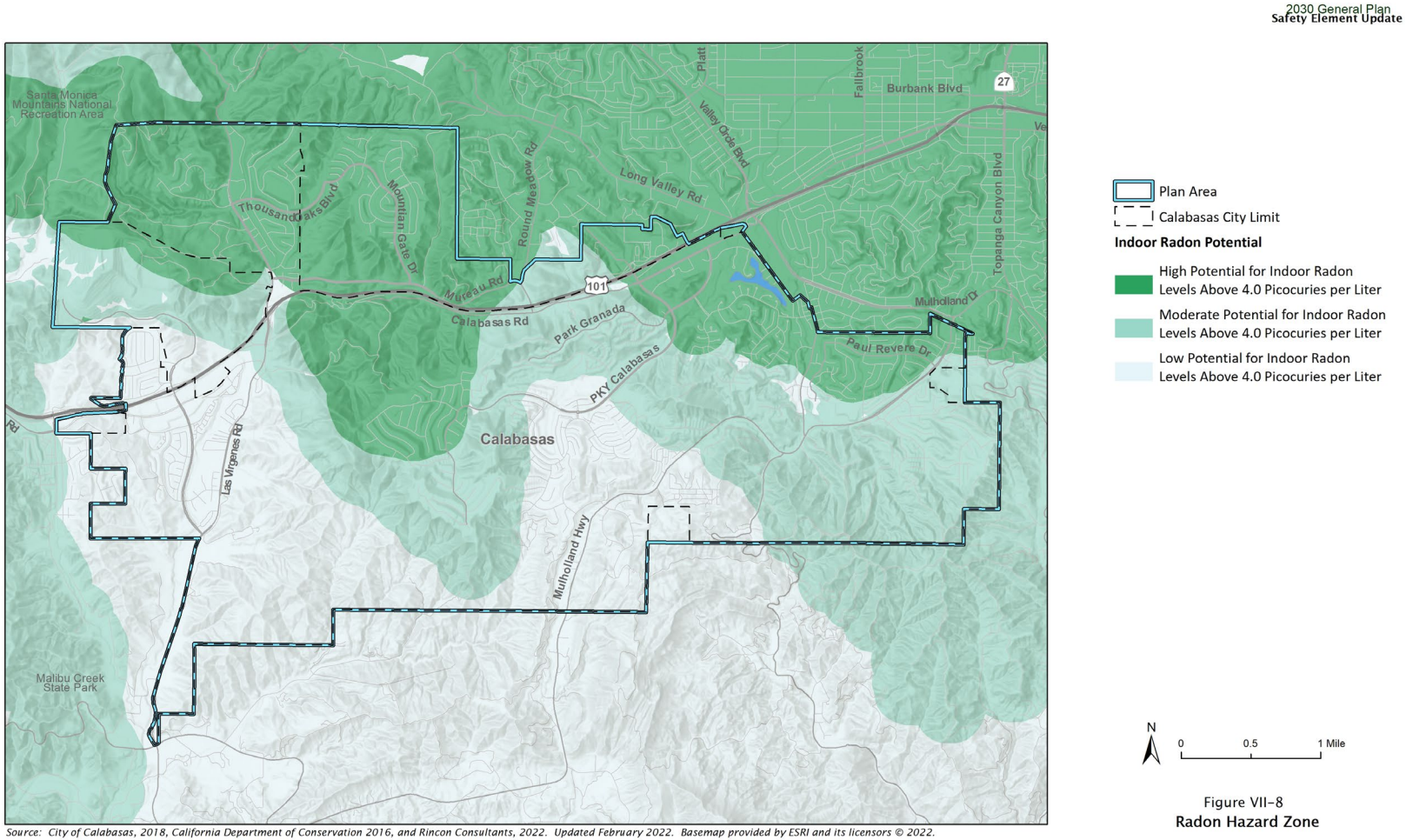
Minimize the potential for physical injury and potential loss of life resulting from radon gas exposure.

General Plan Approach

Radon is a cancer-causing natural radioactive gas that is invisible, odorless, and tasteless. Radon forms from the radioactive decay of small amounts of uranium naturally present in the rocks and soil. It can affect indoor air quality, particularly in mountainous areas. Radon gas from natural sources can accumulate in buildings and is a leading cause of non-smoking lung cancer deaths. The aim of the Safety Element is to minimize risks from radon exposure.

The California Geological Survey has developed a radon potential zone map for southern Los Angeles County. The map, shown on **Figure VII-8**, is based on the relative radon potentials of different geologic units provided by California Department of Conservation in 2016. Geologic unit radon potentials were evaluated using short-term indoor-radon measurement data, provided by the Department of Health Services Radon Program and airborne radiometric data from the National Uranium Resource Evaluation Project conducted in the 1970s and early 1980s. The Department of Health Services indoor-radon data from Southern Los Angeles County range less than 0.3 picocuries per liter (pCi/L) to 159.6 pCi/L. The radon level at which the U.S. Environmental Protection Agency recommends considering remedial actions for radon reduction in residences is 4.0 pCi/L. The City of Calabasas is reported to have a moderate potential for radon levels to exceed 4.0 pCi/L (Dept. of Conservation, California Geological Survey, 2005). California Building Code requires residential construction in areas affected by radon to comply with U.S. Environmental Protection Agency recommendations. Radon-resistant construction would include placing a polyethylene sheet in a sub-slab or sub-crawl space and placing a ventilation pipe from below the sheet to above the roof.

Figure VII-8 Radon Hazard Zones



Source: City of Calabasas, 2018, California Department of Conservation 2016, and Rincon Consultants, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-8
Radon Hazard Zone

CITY *of* CALABASAS

Policies

VII-42 Promote community education regarding potential hazards associated with radon exposure.

VII-43 Require radon testing for new development within areas with moderate or high potential for indoor radon levels exceeding U.S. Environmental Protection Agency recommended limits.

VII-44 Where radon levels may exceed U.S. Environmental Protection Agency recommended limits, implement effective measures – such as "sub-slab depressurization" systems – to limit exposure to radon.

VII.E Hazardous Materials

Objective

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

General Plan Approach

Calabasas is traversed by a major transportation artery: US Highway 101. Transportation of hazardous materials occurs along this route, thus potentially exposing people to potential catastrophic events. Hazardous chemicals or gases may be released accidentally at an industrial site or from trucks transporting hazardous materials. Such an event could require evacuation, and depending on the hazard and its severity, evacuation may be required for a few hours or several days. The release of hazardous materials requires an immediate response to protect human health and safety, and/or the environment. The Emergency Operations Bureau and the Health Hazardous Materials Division of the LACOFD provide 24-hour emergency response services to hazardous materials incidents occurring throughout Los Angeles County.

The Los Angeles County Hazardous Waste Management Plan, which the City has adopted, requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The Inspection Section of the Health Hazardous Materials Division permits and inspects hazardous material handling and hazardous waste-generating businesses to ensure compliance with federal, state, and local laws and regulations.

The City will continue to maintain permitting requirements that parallel County requirements for businesses within Calabasas that handle, store, or generate hazardous waste. Recognizing that the residential sector is a major producer of hazardous wastes, Calabasas has also implemented a household hazardous waste collection program so that household hazardous wastes are collected and disposed of in a safe manner. This program will continue to be implemented and will be expanded as appropriate to address the City's hazardous waste disposal needs.

Policies

VII-45 Manage activities within Calabasas involving the transport, use, storage or disposal of hazardous materials in a responsible manner that protects public health, safety, and the environment.

VII-46 Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses and households within and adjacent Calabasas.

VII-47 Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous materials.

VII-48 Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

VII.F Disaster Response

Objective

Maintain a system of emergency services and disaster response preparedness that will save lives, protect property, and facilitate recovery with a minimum of social disruption following both minor emergencies and major catastrophic events. This should include working with LACOFD's Health Hazardous Materials Division to ensure that hazmat handlers are registered with the Certified Unified Program Agency.

General Plan Approach

The management of emergencies and disasters consists of three distinct phases: (1) mitigation of potential hazards and pre-event preparedness (including event forecasting, response planning, training and public education); (2) response during or soon after the event, most often by fire, police and medical-services personnel (also

includes public alerts and notification, evacuation, search and rescue, and critical, short-term assistance to victims); and (3) post-event recovery, which generally includes debris removal, re-establishment of public and private services, financial and other longer-term types of assistance to victims, reconstruction, and collection and analysis of data related to the event.

The City contracts with the Los Angeles County Sheriff's Department for law enforcement services. The Malibu/Lost Hills Station is responsible for preparing comprehensive Fire, Flood and Earthquake Evacuation Plans. The plans identify evacuation shelters, secondary evacuation shelters, command post sites, multi-purpose staging areas, and alternate traffic routes. These plans are updated on an annual basis. The City is served by the LACOFD who provides emergency medical services, fire suppression, and hazardous materials response services. Mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources. The City will also continue to utilize the Los Angeles County Operational Area Response & Recovery System, a computer database system that provides detailed, real-time information about emergencies from the County Emergency Operations Center.

The City will continue to maintain an up-to-date Emergency Operations Plan to detail Calabasas' planned response to emergency situations. Local disaster response will continue to be coordinated under the Calabasas Emergency Radio Program (CERP); a volunteer program made up of trained amateur radio operators. Following a disaster, CERP's role is to assess and communicate neighborhood conditions to the City's Emergency Operations Center. Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) is a non-profit organization that helps Calabasas residents to mitigate risks, survive emergency events and recover from fires, earthquakes, and other natural disasters. EPIC provides information to Calabasas residents so they can be prepared for potential emergencies.

First aid securely stowed packages are located throughout Calabasas (locations include Grape Arbor Park, Gates Canyon Park, De Anza Park, Calabasas Tennis and Swim Club, Calabasas High School, and Bay Laurel Elementary School.

Emergency Evacuation

The City has designated evacuation routes that are used to move residents out of an impacted area during a disaster or hazard event. Evacuation routes differ from disaster routes which are designated routes used to bring emergency personnel, equipment, and supplies into areas impacted by an emergency event. The following highways and roadways serve as the City's critical evacuation routes:

- *Highway 101*
- *Mulholland Highway*
- *Mulholland Drive*
- *Old Topanga Canyon Road*
- *Lost Hills Road*
- *Las Virgenes Road*
- *Agoura Road*
- *Calabasas Road*
- *Parkway Calabasas*
- *Mureau Road*
- *Thousand Oaks Boulevard*

There are several emergency evacuation shelters located within Calabasas, including:

- *Calabasas High School*
- *A.C. Stelle Middle School*
- *A.E. Wright Middle School*
- *Calabasas Civic Center*

Some facilities and population groups may require special assistance and support in an emergency evacuation event. These may include:

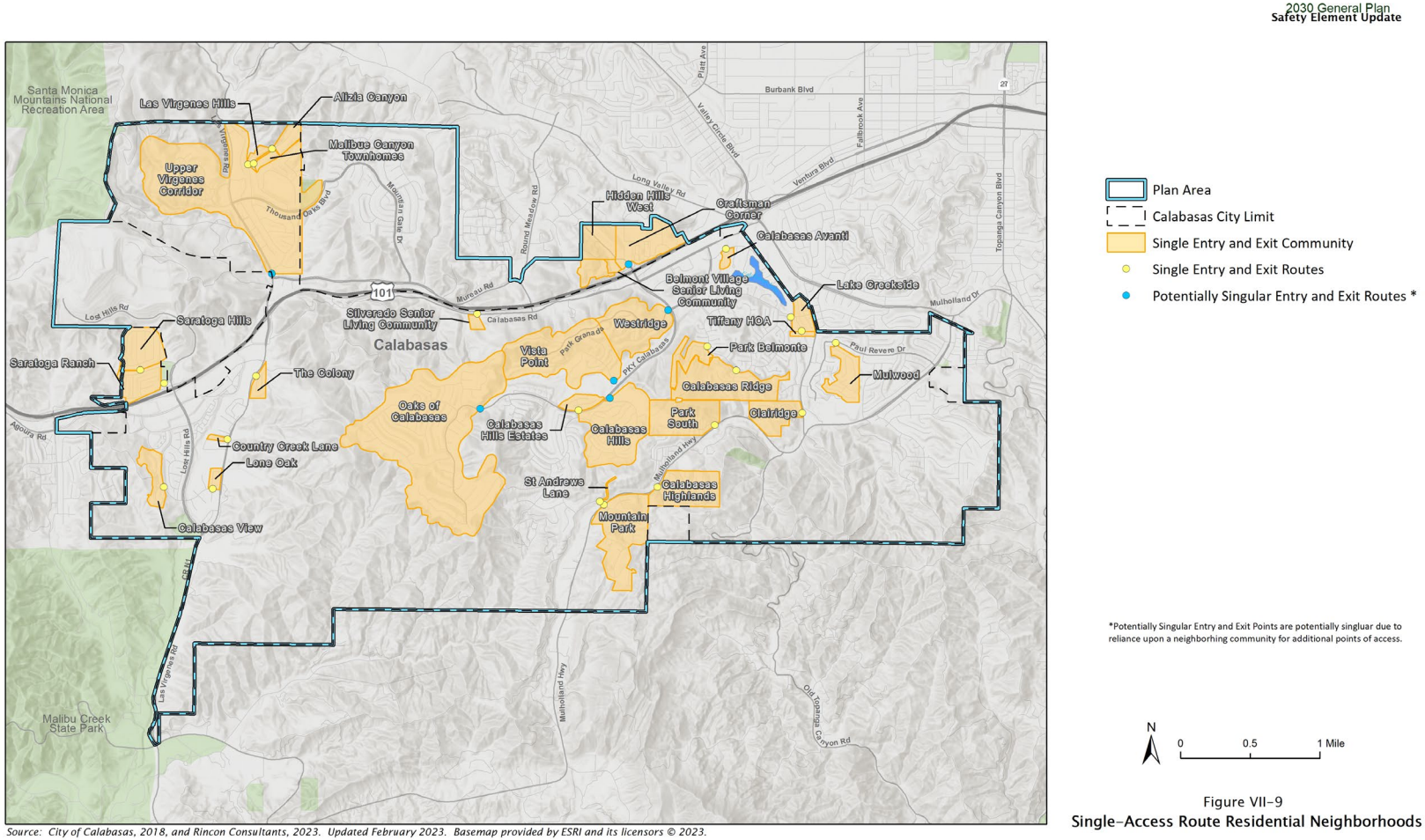
- *Silverado Calabasas Memory Care Community*
- *Calabasas Senior Center*
- *Belmont Village Senior Living Calabasas*
- *Calabasas Village Mobile Estates*
- *Public and private schools*
- *Childcare facilities*
- *Older adults*
- *Households without vehicle access*
- *Visitors*
- *Transit users*
- *Populations with physical disabilities*
- *Non-English-speaking populations*
- *Day laborers, domestic workers, and caretakers*

VII. SAFETY ELEMENT

Isolated Calabasas Neighborhoods

Pursuant to Government Code Section 65302, Safety Elements must indicate or identify residential developments in hazard areas that do not have at least two emergency evacuation routes. There are currently 18 neighborhoods in the City that have been identified as having only a single access route. **Figure VII-9** illustrates the 18 identified neighborhoods that have a singular route of entry and exit. In addition to these 18 neighborhoods, the City has several communities that do have secondary access routes but that are restricted by gated entry (see again **Figure VII-9**). These neighborhoods pose additional logistical challenges when coordinating disaster response. Policies VII-66 to VII-69 include policies that seek to alleviate evacuation challenges associated with single access neighborhoods.

Figure VII-9 Single-Access Route Residential Neighborhoods



Source: City of Calabasas, 2018, and Rincon Consultants, 2023. Updated February 2023. Basemap provided by ESRI and its licensors © 2023.

Figure VII-9
Single-Access Route Residential Neighborhoods

CITY *of* CALABASAS

VII. SAFETY ELEMENT

Emergency Evacuation Capacity

In keeping with Government Code Section 65302, the City conducted an emergency evacuation analysis to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. The City evaluated four different evacuation scenarios that included city-wide evacuations and larger-scale regional evacuations in the event of a wildfire. The City also evaluated a localized evacuation scenario associated with a potential earthquake and liquefaction event. Evacuation scenarios included different time windows, reliance on different evacuation routes, background commute traffic, and roadway capacity constrained by visibility issues such as smoke. During an actual emergency that necessitates evacuation, evacuation routes are selected based on conditions on the ground and the type of hazard event. In some cases, even the US 101 freeway, which functions as the main evacuation route in the region, may be unusable. The evacuation scenarios that were selected for analysis are described in detail in Appendix D-2 Emergency Evacuation Traffic Assessment. As further described in Appendix D-2, the transportation network could be significantly impacted during a city-wide emergency evacuation, constraining the city's ability to evacuate in a timely manner. Policies VII-70 through VII-91 seek to alleviate evacuation constraints based on the results of the evacuation routes analysis.

Policies

Disaster Response Planning

VII-49 Update and regularly maintain the City of Calabasas' Emergency Operations Plan to include an assessment of current emergency service and projected emergency service needs specific to the City of Calabasas. The Emergency Operations Plan should be prepared in consultation with the Los Angeles County Fire Department, Sheriff Department, and the school district and align with the Los Angeles County Operational Area Emergency Response Plan.

VII-50 Establish and maintain a Disaster Recovery Plan that includes critical needs, such as debris removal and evaluation of post-disaster redevelopment options.

VII-51 Develop a Continuity of Operations/Government Plan to ensure the city has the ability to operate and provide vital and uninterrupted services regardless of an emergency.

VII-52 Maintain and update an Evacuation Plan, in conjunction with the Office of Emergency Management, every eight years at a minimum to account for all types of emergencies.

a. Develop and employ evacuation alternatives and/or alternative emergency access routes in neighborhoods that have single ingress/egress.
b. Develop and maintain evacuation options for vulnerable populations, including residents and workers with mobility challenges.
c. Designate and publicize evacuation routes; include existing pedestrian pathways.
d. Designate safety zones or shelter-in-place locations as potential places of refuge when evacuation routes become blocked.

Disaster Response Coordination

VII-53 Engage in regular communication with local, regional, and state partners, including Emergency Preparedness in Calabasas (EPIC), Calabasas Emergency Response Program (CERP), Los Angeles County Office of Emergency Management, Los Angeles County Fire Department, Los Angeles County Sheriff Department, and the school district on emergency preparedness, response, and recovery. Ensure alignment with ongoing planning efforts by these entities, provide a clear understanding of roles and responsibilities, and maintain consistent communication with the general public.

VII-54 Coordinate with the County of Los Angeles Office of Emergency Management to maintain up-to-date local relevant data on shelter facilities, vulnerable populations, and other critical information as part of emergency evacuation planning and community outreach efforts. Findings from the evacuation scenarios analysis in Appendix D-2 Emergency Evacuation Traffic Assessment should inform coordination efforts.

VII-55 Improve coordination between frontline emergency personnel, Calabasas Emergency Response Program (CERP), Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC), media sources, and the school district to ensure accurate and clear information is being disseminated.

Disaster Response Preparedness

VII-56 Staff performing emergency preparedness and response duties should be trained as necessary to fulfill their obligations; such training to include (but not be limited to): damage assessment protocols, Emergency Operations Center operations, Standardized Emergency Management System, and Incident Command System protocols and operations.

VII. SAFETY ELEMENT

VII-57 Enhance Calabasas Emergency Radio Program's (CERP) participation with volunteers and agencies and incorporate emergency preparedness procedures on a continuing basis.

VII-58 Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers, shelter in place centers, or designated cooling or smoke relief centers during emergencies. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for these facilities and other critical facilities in the event of power outages.

VII-59 Require that all homes and businesses have visible street addressing and signage.

VII-60 Partner with Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) and Calabasas Emergency Radio Program (CERP) to explore funding opportunities to support distribution of hand-cranked or battery-powered radios to residents in Calabasas.

Community Awareness

VII-61 Provide bilingual (English and Spanish) public health, emergency preparedness, and evacuation information and signage to citizens through libraries, the City website, radio, schools, and social media platforms.

VII-62 Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as seniors, young children, and individuals with physical disabilities.

VII-63 Engage residents to better prepare for wildfire mitigation and protection. Empower Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) to serve as one of the City's Fire Safe Councils that offer defensible space and home hardening training and assessments.

VII-64 Provide Community Emergency Response Training (CERT) to increase community disaster preparedness at the neighborhood level.

VII-65 Increase access to essential resources and facilitate effective communication in the community to accelerate recovery following a disaster.

Single-Access Residential Communities

VII-66 Ensure that the Los Angeles County Fire Department has complete access to all locations in the City, including gated residential communities and critical infrastructure.

VII-67 Require new development to provide adequate access (ingress, egress) and a minimum of two roadways with widths and lengths in compliance with California Building Code Chapter 7A requirements.

VII-68 In coordination with Los Angeles County Fire Department and Los Angeles Sheriff's Department, conduct regular evacuation trainings with single-access community HOAs and residents; encourage residents in single-access communities to maintain emergency supplies for at least 3 - 10 days.

VII-69 Proactively engage with residential neighborhoods with single routes of entry and exit to encourage home retrofits to meet current standards on structure hardening, proactively enforce defensible space standards, and conduct emergency preparedness trainings.

Emergency Evacuation

VII-70 Explore and, if feasible, issue evacuation orders in coordination with the Los Angeles County Fire Department to facilitate early voluntary evacuation prior to a wildfire event occurring. Conduct a study to identify weather conditions that have a substantial likelihood of resulting in wildfire. Establish monitoring protocols to track such weather conditions in coordination with the Los Angeles County Fire Department. Develop communication and implementation protocols to issue alerts to the public to voluntarily evacuate when certain weather conditions occur.

VII-71 Maintain emergency roadways and improve them as necessary and appropriate to ensure they stay in operation during hazardous events.

VII-72 Future roadway design, especially in areas that have less accessibility and on key evacuation routes, should consider evacuation capacity and consider design treatments such as painted medians (instead of raised medians) or other treatments that could assist in creating reversible lanes and facilitate additional capacity in an evacuation event scenario.

VII-73 Evacuation event signal timing should be periodically reviewed and updated to provide additional evacuation capacity. Incorporate Caltrans in the City's emergency operations center protocol to develop emergency evacuation signal timing for freeway on- and off-ramps.

VII. SAFETY ELEMENT

VII-74 Continue coordinating with nearby jurisdictions, including adjacent cities and Ventura County, the Las Virgenes-Malibu Council of Governments and Los Angeles County Office of Emergency Management on developing strategies to address freeway congestion on the US-101 freeway which functions as the main evacuation route in the region.

VII-75 Consider the needs of vulnerable populations in the City, such as senior housing facilities and schools, and others without access to a personal vehicle in City evacuation plans.

VII-76 Encourage residents to evacuate in a timely manner to reduce last-minute evacuations and concentrated demand on the roadway network. Coordinate with the school district to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.

VII-77 Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Anticipate school district evacuation needs as part of evacuation orders.

VII-78 Issue mandatory evacuation orders based on characteristics of the hazard, such as fire spread characteristics.

VII-79 Encourage residents to take only one or two vehicles (based on household size) to reduce the number of evacuating vehicles. Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.

VII-80 Close routes upstream from the hazardous area to decrease demand on key evacuation routes.

VII-81 Coordinate with Caltrans to manage freeway lanes restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway.

VII-82 Set traffic signals to prioritize certain traffic movements to increase flow through the intersection or prioritize evacuating vehicles.

VII-83 Use high-capacity public transit vehicles to reduce the use of single-occupancy vehicles and increase the number of evacuees.

VII-84 Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.

VII-85 Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems)

VII-86 Monitor traffic using intelligent transportation system technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as needed.

VII-87 Establish a redundant and resilient communications system to ensure uninterrupted emergency operations and communications such as through solar photovoltaic systems and battery storage, phone/text alerts, AM radio, sirens/loudspeaker, and signage.

VII-88 Increase defensible space and vegetation maintenance and clearing associated with critical evacuation roadways.

VII-89 Coordinate with Southern California Edison to accomplish replacements of wooden poles with fire-resistant steel poles, and to enhance preventative maintenance activities along critical evacuation roadways.

VII-90 Coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk.

VII-91 Engage with Southern California Association of Governments, Caltrans, California Highway Patrol, adjacent cities, and Los Angeles County to identify regional evacuation solutions to address constraints on the Highway 101 system, as described in Appendix D-2 Emergency Evacuation Traffic Assessment.

VII.G Climate Change & Vulnerable Populations

Objective

Prepare for climate change impacts associated with increases in temperatures, more severe storms, increases in extreme heat events, changes in precipitation patterns, extended drought conditions, and increasing wildfire risk by increasing the resilience of the Calabasas community and infrastructure systems.

General Plan Approach

Climate change adaptation and resilience strategies must be included in the City's General Plan via its Safety Element in accordance with California Government Code § 65302(g) (as updated by SB 379). The review and update must consist of the following components:

1. A vulnerability assessment that identifies the risks climate change poses to the local jurisdiction and the geographic areas at risk from climate change.

2. Set of adaptation and resilience goals, policies, and objectives based on the information specified in the vulnerability assessment.
3. Set of feasible implementation measures designed to carry out the goals, policies, and objectives identified in the adaptation objectives.

The Intergovernmental Panel on Climate Change provides several GHG emissions scenarios used to describe possible future GHG emissions and associated changes to global climate patterns. The State recommends two Representative Concentration Pathways (RCPs) to assess the City's potential vulnerability to climate change. RCP 4.5 represents a "mitigation" scenario in which global emissions peak around 2040 and then decline at the end of the century. RCP 4.5 is an unlikely scenario due to ongoing global emissions.[1] This scenario assumes global agreement and implementation of GHG reduction strategies. RCP 8.5 represents a "business as usual" scenario in which emissions continue to rise throughout the 21st century. Climate projection data associated with both emission scenarios are presented below; however, the policies were formulated based on the projections associated with the RCP 8.5 scenario.

The State requires local jurisdictions to rely on the Cal-Adapt tool for climate adaptation and resilience planning. Cal-Adapt is a web-based platform that provides climate change projections and climate impact research that are downscaled to the local level for different RCP scenarios. The projections are based on the extensive body of climate research described in California's Fourth Climate Change Assessment, Los Angeles Region Report (2018).[2] The Safety Element includes climate change projections for the RCP 4.5 and RCP 8.5 scenarios taken from Cal-Adapt for Temperature, Precipitation, and Wildfire. These climate change projections provide an understanding of possible future climate change impacts and help prioritize policies to increase community resilience to climate change. Data for Calabasas is provided as part of three separate grid cells. Temperature results associated with the easternmost grid cell is presented here as that represents the highest temperature ranges that could affect Calabasas.

Temperature

Observations over the past century indicate that temperature has increased across the Southern California region. Based on historical temperature records (1896-2015) from the California South Coast NOAA Climate Division, which encompasses the Los Angeles

[1] https://cal-adapt.org/help/faqs/which-rcp-scenarios-should-i-use-in-my-analysis/
[2] https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf

region, significant trends were identified in annual average, maximum, and minimum temperatures.[3]

Warming is expected to increase across the Los Angeles region in the coming decades. Under RCP 4.5, future model-average temperature values are projected to increase by 2.3°F by the early-21st century, 4.2°F by the mid-21st century, and 5.2°F by the late-21st century compared to the modeled historical annual average maximum temperature of 72.5°F. Furthermore, the intensity and frequency of extreme heat days are also projected to increase over the Los Angeles region. Under RCP 4.5, the average hottest day of the year is expected to increase by 4-7°F.

Average maximum and minimum temperatures are expected to increase in the City. Compared to the observed baseline (1961-1990), average maximum temperatures in Calabasas are expected to rise between 4.3° Fahrenheit (F) (RCP 4.5) and 8.1°F (RCP 8.7) by the end of the century.[4] Average minimum temperatures in Calabasas are expected to rise similarly, between 3.8°F (RCP 4.5) and 8.2°F (RCP 8.5) by the end of the century. According to "Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface" prepared by the Malibu Foundation, the cities of Calabasas, Agoura Hills, and Hidden Hills~~,~~ will face the highest temperature increases in the Santa Monica Mountains region.[5]

The number of extreme heat days per year is also expected to increase. In Calabasas, an extreme heat day is when the maximum temperature exceeds 103.9°F. Historically, the region experiences four extreme heat days per year on average. By the end of the century, extreme heat days are expected to increase by 13 days per year under RCP 4.5 and approximately 36 days per year under RCP 8.5.

Changes in temperature are in **Figures VII-10** and **VII-11**. In both figures, the purple lines show high emissions scenario (RCP 8.5), the blue lines show the medium emissions scenario (RCP 4.5), the grey lines show the current trend (observed), and the gold lines show the modeled historical data. The shaded areas indicate the range for the emissions scenario. For example, the blue shaded areas represent the range of data for the medium emissions scenario (RCP 4.5).

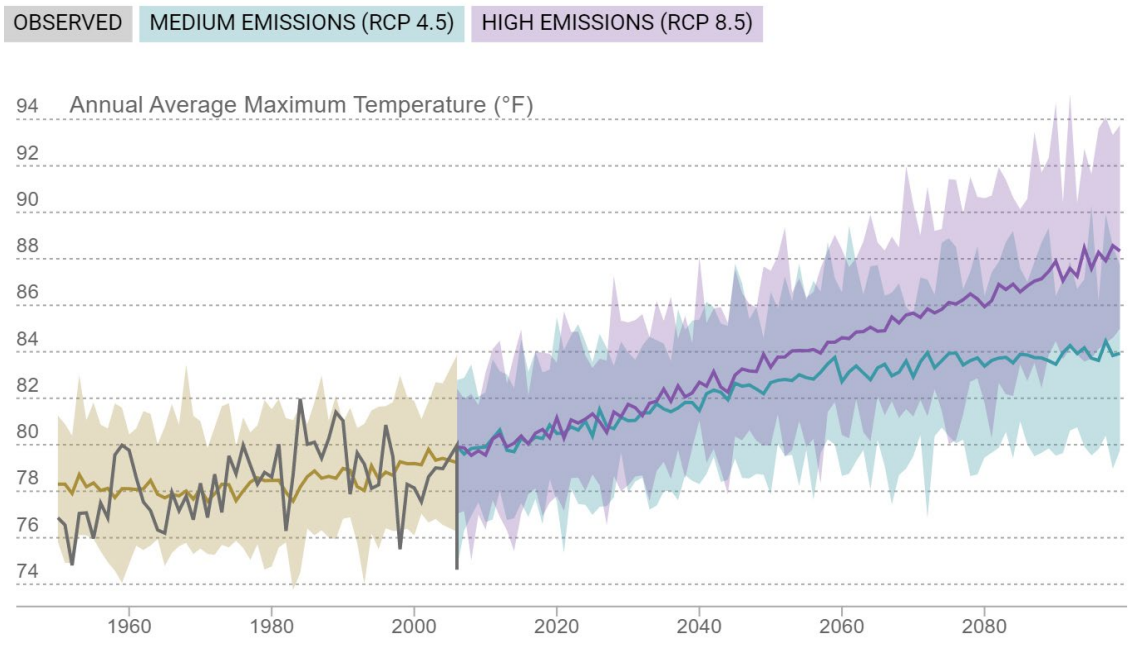
Although Cal-Adapt presents 30-year average modeled historic data for Calabasas at 78.2°F, data from the National Oceanic and Atmospheric Association (NOAA), shows historic average maximum temperatures significantly higher, as seen in **Figure VII-12**. The NOAA station, from which this data is sourced, is located east of Calabasas, at

[3] https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf
[4] https://cal-adapt.org/tools/local-climate-change-snapshot/
[5] https://www.themalibufoundation.org/resilience-report

VII. SAFETY ELEMENT

Pierce College in the City of Los Angeles. The maximum temperatures within this figure are averages of the maximum temperatures between the months of April to October spanning 1961-1990 for the City of Los Angeles.[6] The observed 30-year average for this NOAA station was 102°F while the range was 96.6°F to 106.6°F. This historical baseline shows an upward trend in maximum temperatures.

Figure VII-10 Annual Average Maximum Temperature



[6] NOAA Station Woodland Hills Pierce College, CA. https://www.weather.gov/wrh/climate?wfo=lox

Figure VII-11 Extreme Heat Days

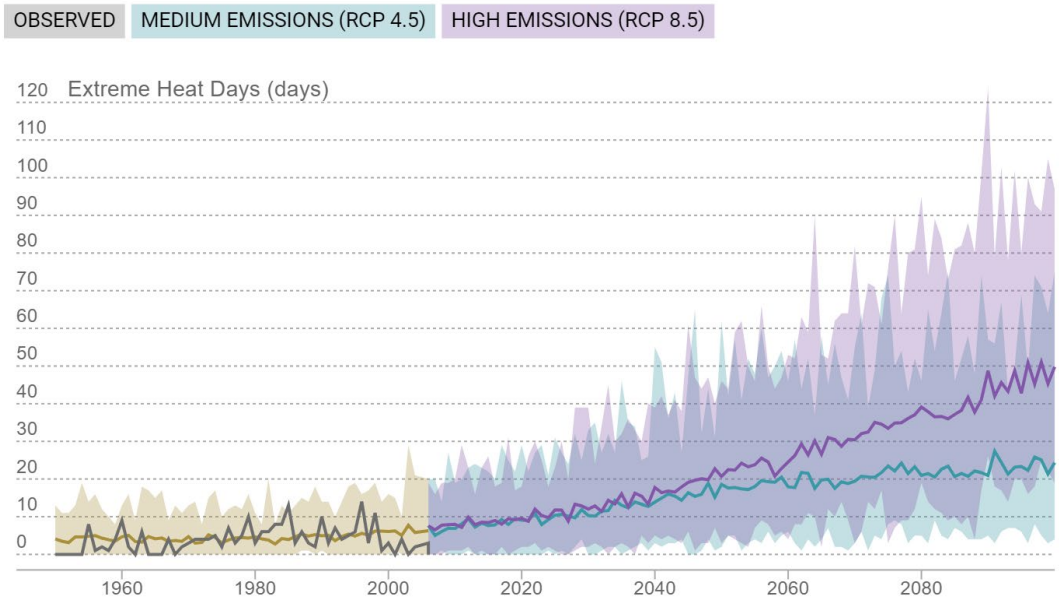
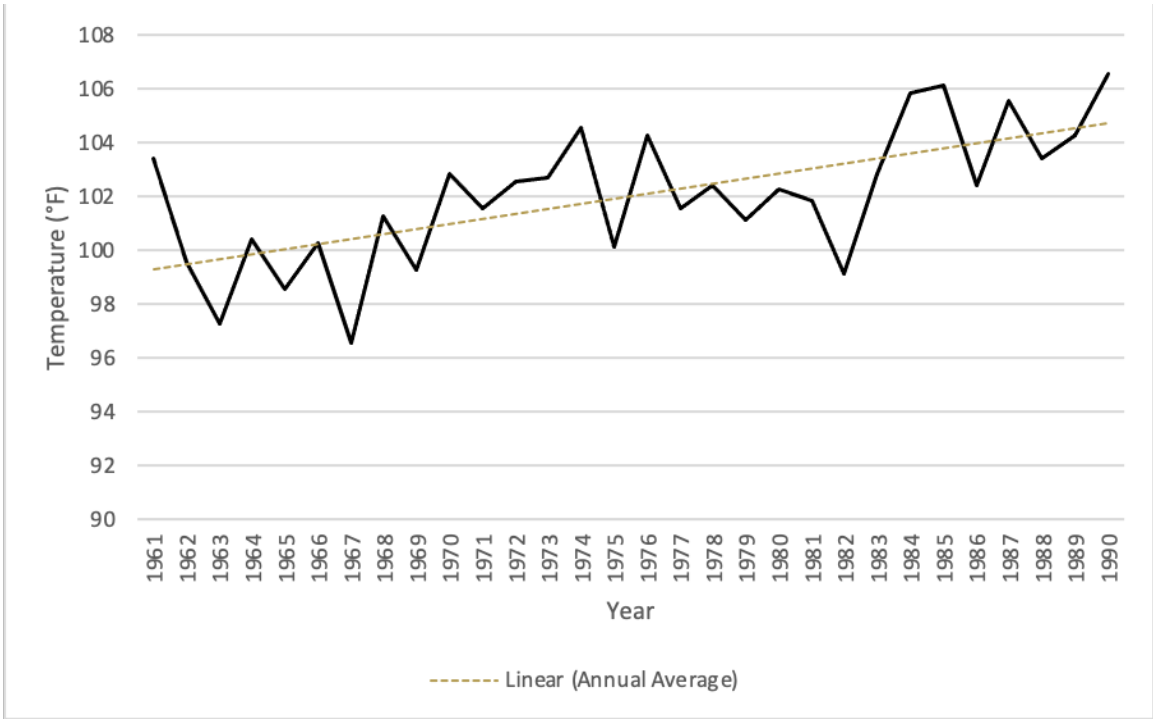


Figure VII-12 Historical Annual Average Maximum Temperature (NOAA)



Precipitation

Precipitation over the Los Angeles region is highly variable from year to year. According to California's Fourth Climate Change Assessment, Los Angeles Region Report (2018), typically about five storms each year generate approximately 50 percent of total precipitation.[7] Model projections are inconsistent, but in general, small changes in average annual precipitation are expected relative to the region's historic variability. However, dry and wet extremes are both expected to increase in the future thus increasing the potential for higher variability in precipitation. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25-30 percent increases under RCP 8.5. According to California's Fourth Climate Change Assessment, Los Angeles Region Report (2018), extremely dry years are also projected to increase, potentially a doubling or more in frequency by the end of the 21st century.[8]

[7] https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf

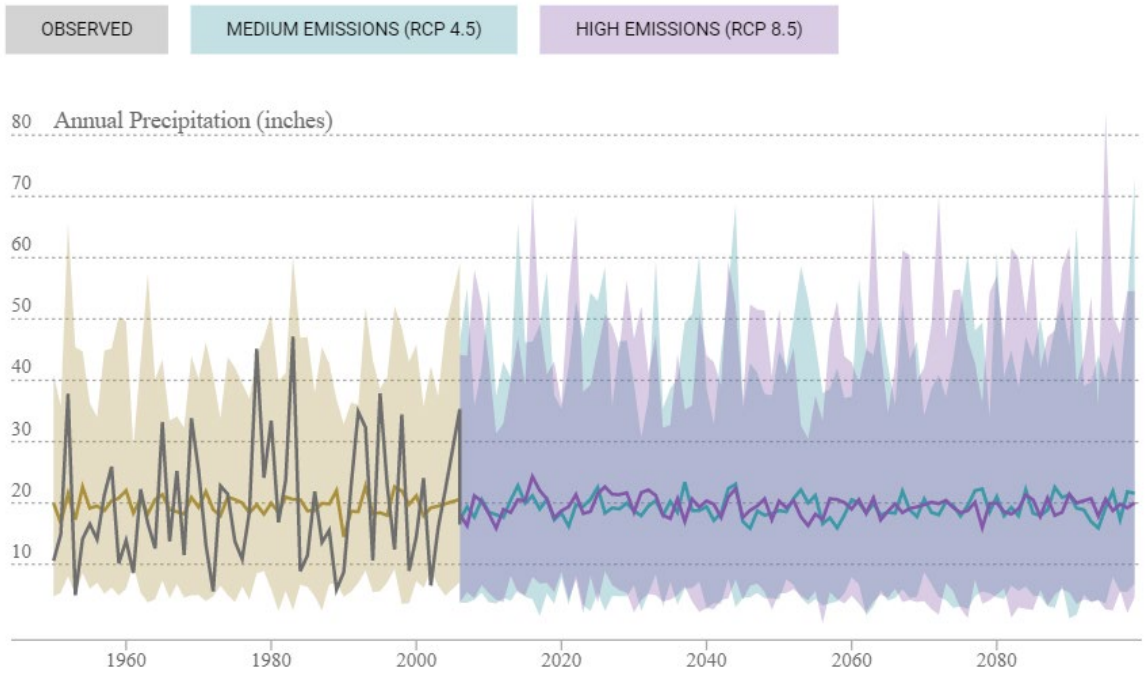
[8] Los Angeles Summary Report, California's Fourth Climate Change Assessment. https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf>.

In the City, the modeled historical annual precipitation is a 30-year average of approximately 19.5 inches.[9] Mid-century projections predict annual precipitation to decrease between 0.3 (RCP8.5) and 0.4 inches (RCP4.5). However, by the end of the century, annual precipitation is expected to increase above the current 30-year average of 19.5 inches by 0.1 inches (RCP4.5) due to more extreme storms and precipitation events.

Changes in precipitation are in **Figure VII-13**. The purple line shows high emissions scenario (RCP 8.5), the blue line shows the medium emissions scenario (RCP 4.5), the grey line shows the current trend (observed), and the gold line shows the modeled historical data. The shaded areas indicate the range for the emissions scenario. For example, the blue shaded areas represent the range of data for the medium emissions scenario (RCP 4.5). Overall, the projections show no clear or consistent trends during the next century. However, even small changes in precipitation can lead to significant effects on the water supply. Projections for the Los Angeles region predict an intensification of precipitation, as well as an increase in the annual number of dry days and a decrease in the number of wet days. Fewer but more severe rainfall events are projected, which may result in intense runoff during storm events.

[9] https://cal-adapt.org/tools/local-climate-change-snapshot/

Figure VII-13 Total Annual Precipitation



Intense Precipitation Events

A warming climate is likely to influence the frequency and intensity of precipitation events and may cause more frequent flooding and trigger landslides in Calabasas. There is a Federal Emergency Management Agency –designated flood zone along Las Virgenes Creek located in the western portion of Calabasas (see **Figure VII-3**). This creek as well as other streams in Calabasas could experience more frequent flooding because of climate change. FEMA flood zone designations are identified based on historical data and do not account for future climate projections. Therefore, future risk associated with floods may not be accurately depicted on **Figure VII-3**.

Flooding may also occur when the amount of water generated from rainfall and runoff exceeds the City's stormwater system's capability to remove it. During periods of urban flooding, streets can become swift-moving rivers, buildings can be flooded, and storm drains can back up with vegetative debris causing additional, localized flooding.

During years of intense levels of precipitation and storms, the city could also see an increase in the number of landslides or make landslides greater than usual. **Figure VII-2** identifies areas in the City that are at-risk of landslides. Due to the topography within Calabasas, as well as other factors, the vast majority of Calabasas carries landslide risks.

Drought

Droughts occur when there is a period of unusually persistent dry weather with below-average rainfall. Drought severity depends upon the degree of moisture deficiency, the duration, and the size of the affected area. Climate change is projected to increase the probability that low precipitation years will coincide with above-average temperature years. This increases the likelihood of drought due to decreased supply of moisture and increased atmospheric demand for moisture as evaporation from bare soils and evapotranspiration from plants increase. Global climate models project a 25 percent to 100 percent increase in extreme dry-to-wet precipitation events throughout the state by the end of the century (Swain, 2018). However, the specifics of projected drought conditions, such as their magnitude and duration, are not currently available for California or Calabasas. These periods of drought would negatively impact vegetation throughout the Santa Monica Mountains, as well as within Calabasas, including City parks, open spaces, and street trees, reducing localized carbon sequestration as well as limiting areas for shading and cooling (Remote Sensing of Environment, 2020). According to Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface prepared by Malibu Foundation, prolonged droughts and deteriorating forest health (over 123,000 trees in the Santa Monica Mountains died between 2015 and 2017) will make the Santa Monica Mountains region more susceptible to wildfires.[10]

In addition to evidence of increased drought severity, there is evidence for occasional wet years. Because precipitation is projected to be variable, some years will be less drought prone than others due to more frequent and stronger storms. Even if there is greater precipitation, the projected increase in evaporative demand from higher temperatures implies that more water could be lost to the atmosphere and increase the possibility of drought. Water shortages and price hikes resulting from droughts could affect access to safe, affordable water. Additionally, when the Sierra Nevada Mountain range does not receive adequate snowfall during the winter, much of the state will feel the impact the following summer and fall and drought severity can increase.

In recognition of the impacts drought will have on water supply, the LVMWD has been working to diversify their water supply portfolio. Currently, the LVMWD relies exclusively on the State Water Project. The Pure Water Project proposed by the LVMWD and Las Virgenes-Triunfo Joint Powers Authority (JPA) will increase local water resource reliability by treating surplus water that is currently discharged to Malibu Creek from the Tapia Water Reclamation Facility. The treated water will be added to imported water stored at the Las Virgenes Reservoir and distributed for residential consumption following additional treatment at the Westlake Filtration Plant. The Pure Water Project, once in

[10] https://www.themalibufoundation.org/resilience-report

operation, will increase local water supplies and account for 20 percent of the LVMWD water supply portfolio. LVMWD is also working with the Metropolitan Water District to receive Colorado River water to further diversify their water supply portfolio. In addition to these supply-side strategies, LVMWD implements an aggressive landscape conversion program to incentivize homeowners to drastically reduce their per capita water demand.

Wildfire

According to California's Fourth Climate Change Assessment, Los Angeles Region Report (2018), in the Southern California region, wildfire risk is influenced by a multitude of compounding factors that include its dry and warm Mediterranean climate, periodic episodes of offshore Santa Ana winds, drought events, the type and spatial distribution of vegetation, varying topography, large urban-wildland interfaces, past fire suppression attempts, and human activities.[11] Regionally, approximately 80 percent of wildfire events occur during the summer and fall, with a quarter of annual wildfires occurring during Santa Ana wind events. Future projections using statistical models indicate that Southern California may experience a larger number of wildfires and burned area by the mid-21st century under RCP 8.5. Overall burned area is projected to increase over 60 percent for Santa Ana-based fires and over 75 percent for non-Santa Ana fires.

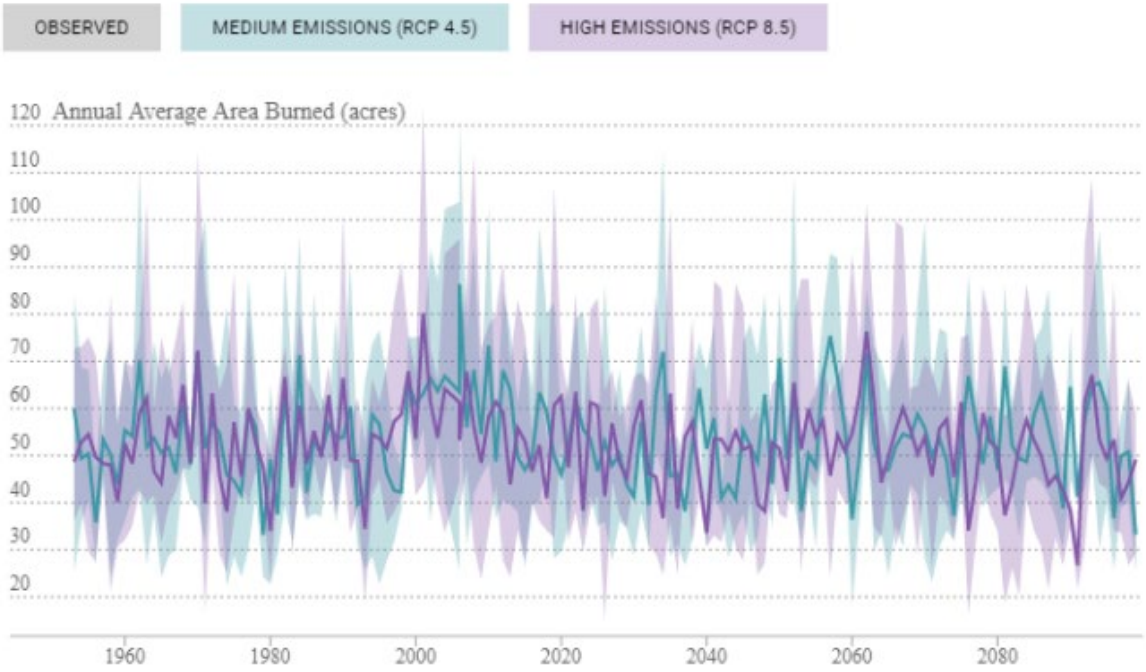
All parts of the City of Calabasas are mapped as within the CAL FIRE-designated Very High Fire Hazard Severity Zone (see **Figure VII-4**). This designation also applies to vast swaths of the Santa Monica Mountain region. According to The Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface and the Los Angeles County Climate Vulnerability Assessment, wildfires are anticipated to increase in number and size in the region[12].

In the City, the baseline 30-year average (1961-1990) of acres burned ranges between 52.7 acres and 53.2 acres depending on the emissions scenario.[13] Although this is the historical modeled 30-year average, many factors affect projected future occurrence of wildfire because of climate change. There are significant uncertainties associated with the influence of climate change on the future occurrence of wildfire in the City. However, by both the mid-century and the end of century, the 30-year average acres burned is expected to slightly increase under an intermediate emissions scenario (RCP4.5) but decrease under a high emissions scenario (RCP8.5). **Figure VII-14** below shows wildfire

[11] https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf
[12] https://www.themalibufoundation.org/resilience-report and https://ceo.lacounty.gov/cso-actions/
[13] https://cal-adapt.org/tools/local-climate-change-snapshot/

scenario projections using a statistical model based on historical data of climate, vegetation, population density, and fire history between 1953 and 2099.

Figure VII-14 Annual Average Area Burned



Vegetation loss due to more frequent wildfires increases the likelihood of landslides due to the lack of root networks holding the soil together. Landslides that occur after a wildfire are called post-wildfire debris flows. The Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface prepared by Malibu Foundation identified several areas within Calabasas that were at an elevated risk for post-wildfire debris flows after the Woolsey Fire of 2018.[14] In addition to increased landslide risk, wildfires can decrease air quality, releasing vast amounts of smoke which includes toxic pollutants. Wildfire smoke is comprised of air pollutants, including particulate matter, and is known to be a public health risk (CDC, 2013). According to the Los Angeles County Climate Vulnerability Assessment, by mid-century, the total number of smoke waves, average intensity, and length of season are projected to increase significantly.[15]

Vulnerability

Communities will be affected by climate change to varying degrees depending on their sensitivity to its impacts. Social vulnerabilities can inhibit the adaptive capacity of a

[14] https://www.themalibufoundation.org/resilience-report
[15] https://ceo.lacounty.gov/cso-actions/

community. On a larger scale, communities may be more vulnerable because of limited access to financial capital and resources, various institutional barriers, social network limitations, and compromised access to critical infrastructure. Adaptive capacity is largely influenced by governance, management, and institutions, thus making it imperative that adaptive capacity is addressed through effective policy implementation. On a more local level, the sensitivity of a community depends more on the specific makeup of the community (i.e., specific populations and assets).

The impacts of climate change that Calabasas may experience include increases in average maximum and minimum temperatures, more severe storms, increases in extreme heat events, changes in precipitation patterns, extended drought conditions, and increasing wildfire risk.

Certain population groups may be disproportionately harmed by the impacts of climate change in Calabasas. The California Healthy Places Index tool identifies vulnerable populations by census tract. Vulnerable populations identified in Calabasas include but are not limited to; unemployed, seniors, young children, outdoor workers, low-income households, mobile home residents, and individuals with physical disabilities.

The City's residents and workers rely on infrastructure for mobility, water, power, and communications. These systems are vulnerable to climate change, which in turn can reduce the ability of people to adapt. Health risks may arise or be exacerbated because of damaged infrastructure, such as from the loss of access to electricity, or impacts to sanitation, safe food, water supplies, health care, communication, and transportation. To help reduce negative impacts on vulnerable populations and increase adaptive capacity, strategies and policies must be identified regarding vulnerable infrastructure, ensuring a high standard of condition and performance on infrastructure systems, and overall disaster preparedness.

External factors present in the Calabasas community that also contribute to climate change vulnerability include high housing cost burden and exposure to poor air quality and other environmental conditions. Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all citizens of Calabasas.

Policies

VII-92 Consider shading and usability of resources on hot days when designing inland trails, parks, and freshwater recreation areas and when acquiring new land for recreation.

VII-93 Promote and expand the use of green infrastructure, such as street trees, bioswales, understory planting, and green roofs, which provides shading, mitigates wind, tolerates drought, and resists fire, as part of cooling and resilience strategies in public and private spaces. Promote the addition of shade structures in public spaces.

VII-94 Coordinate with Los Angeles County Department of Public Health to identify and map cooling centers in locations accessible to vulnerable populations and establish standardized temperature triggers for when they will be opened.

VII-95 Support prioritization of shading, drinking water, and permeable paving on multi-use transportation corridors.

VII-96 Partner with Southern California Edison to promote alternatives to air conditioning such as ceiling fans, air exchangers, increased insulation, and low-solar gain exterior materials to reduce peak electrical demands during extreme heat events to ensure reliability of the electrical grid.

VII-97 Work cooperatively with utilities to harden vulnerable overhead power lines against winds.

VII-98 Mitigate landslide and debris flow risks in the hills by improving drainage, reconstructing retaining walls, installing netting and vegetation, avoiding clear cutting, and stabilizing the soil after tree clearing, such as with compost and mulch.

VII-99 Establish a regular inspection and maintenance cycle for existing physical landslide and debris flow defenses, including inspections prior to heavy rain events and post-wildfire events.

VII-100 Incorporate climate change projections in future resource conservation plans and land use plans, including research and monitoring plans.

VII-101 Incorporate consideration of climate change impacts as part of infrastructure planning and operation. Identify projects as part of capital improvement programs that should consider climate adaptation priorities.

VII-102 Use available data and studies to simulate how expanded wildfire, flooding, and landslide impacts might affect the transportation system. In particular, study changes along designated evacuation routes associated with more frequent and severe wildfire, flood, and landslide events.

VII-103 Explore the feasibility of installing self-sufficient energy systems, such as microgrids, at city-owned facilities to minimize service disruptions during power outages triggered by a climate event.

VII. SAFETY ELEMENT

VII-104 Restore degraded ecosystems to enhance the natural adaptive capacity of biological communities that are vulnerable to the effects of climate change.

VII-105 Weatherize homes using a holistic "healthy homes" model that addresses severe weather protection, energy efficiency, indoor air improvements, and other housing improvements.

VII-106 Identify targeted and sustained funding sources to improve access to solar with battery backup to blackout-proof the homes of vulnerable populations.

VII-107 Partner with the Los Angeles County Health Department to develop and enhance disaster and emergency early warning systems to incorporate objective data and information for potential health threats such as heat-illness, and illnesses complicated by low air quality due to climate change hazards.

VII-108 Use federal, state, and regional resources, as they become available, to address localized exposure to elevated air pollutant levels (such as along U.S. 101).

VII-109 Provide incentives to promote air pollution reduction, including incentives for developers who go beyond applicable requirements and mitigate pollution for facilities and operations that are not otherwise regulated.

VII-110 Minimize risk of disease spread and economic disruption due to infectious diseases by coordinating with the Los Angeles County Department of Public Health to provide testing and contact tracing resources and promoting public safety protocols, maintaining up-to-date health services on the City's website, and partnering with local non-governmental organizations and community groups to provide economic support services.

VII-111 Disseminate education and outreach materials regarding the Las Virgenes Municipal Water District Landscape Conversation Program to homeowners, residents, and landlords to decrease water demand.

VIII – Noise Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

VIII. NOISE ELEMENT

The purpose of the Noise Element is to limit the exposure of the community to excessive noise level. The Noise Element is to be used to guide decisions concerning land use and the location of common sources of excessive noise levels. To that end, the Noise Element identifies and addresses noise sources and establishes projected noise levels for significant noise generators.

Vehicle traffic, especially along the Ventura Freeway corridor, is by far the greatest source of noise affecting Calabasas residents. Other sources include traffic on arterial roadways, such as Las Virgenes Road, Lost Hills Road, Calabasas Road, Old Topanga Canyon Road, and Mulholland Highway. In particular, truck traffic to and from Calabasas Landfill is a source of noise on Lost Hills Road north of the Ventura Freeway. Residences, schools, hotels, and hospitals are generally considered sensitive receptors where excessive noise can interfere with normal activities.

Noise is generally defined as unwanted sound. Its effects can range from annoyance to nuisances to health problems.

VIII.A Noise Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). **Table VIII-1** lists a range of typical noise levels that one may encounter.

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the

VIII. NOISE ELEMENT

Table VIII- 1 Typical Noise Levels	
Noise Source	**Noise Level (decibels)**
Type of Noise or Environment	Decibels
Recording Studio	20
Soft Whisper; Quiet Bedroom	30
Busy Open-pl an Office	55
Normal Conversation	60-65
Automobile at 20 mph 25 ft. away	65
Vacuum Cleaner 10 ft. away	70
Dump Truck at 50 mph 50 ft. away	90
Train Horn 100 ft. away	105
Claw Hammer; Jet Takeoff 200 ft. away	120
Shotgun at shooter's ear	140

human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while noise levels along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than noise that occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this fact by weighting hourly Leqs over a 24-hour period. Essentially, the CNEL is a 24-hour average noise level that adds 5 dB to evening (7 PM to 10 PM) noise levels and 10 dB to nighttime (10 PM to 7 AM) noise levels to account for the greater sensitivity to noise during those time periods.

Depending on the type of land use that is exposed to such unwanted sounds, noise can have little effect or a substantially adverse effect on the use of land. Land uses that are generally more sensitive to noise are those where people spend considerable time inhabiting a site and would be disturbed by loud single event or continuous noise influences. These uses include residences, schools, parks, hospitals, libraries, hotels/motels, places of worship, and auditoriums. Land uses that are not typically noise sensitive are those that generate noise themselves or that are otherwise resilient to loud noise exposures. Such uses include active recreation centers, offices, commercial retail centers, business parks, utility stations, etc.

Land use types with the greatest sensitivity to noise typically have more stringent noise standard requirements, while non-noise sensitive land uses or uses with reduced noise sensitivity have less restrictive standards. Where the addition of a new noise source has a potential adverse affect on an existing use (particularly a sensitive noise receptor), the new noise and its source will be examined to determine if any noise standards, onsite or offsite, will be exceeded. Where noise standards will be exceeded, mitigation must be included as part of the proposed project to reduce noise levels to below threshold criteria. Some traditional approaches to addressing noise issues, such as sound walls, may not be acceptable in certain circumstances because of conflicts with other community objectives.

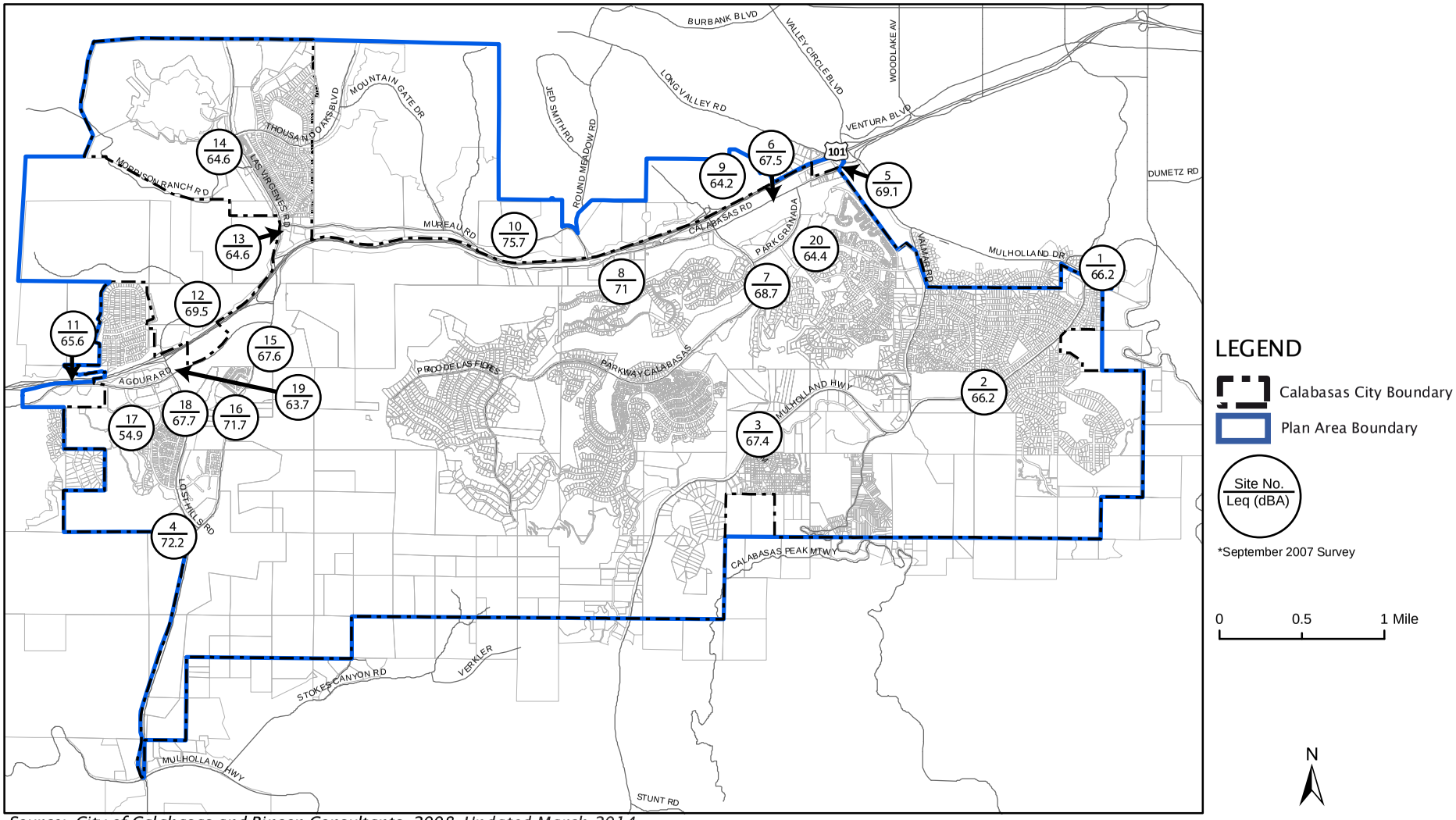
VIII.B Noise Levels in Calabasas

Figure VIII-1 shows noise levels measured at 20 locations throughout the City in 2007. Table **VIII-2** identifies those sites measured on Figure VIII-1. **Figure VIII-2** displays existing noise contours for Calabasas, which are estimates of noise levels based on the measured levels shown in combination with modeling of roadway noise based on 2007 traffic data. The highest noise levels in Calabasas are generally adjacent to the Ventura Freeway and arterial roadways, while residential neighborhoods generally experience relatively low noise levels.

VIII. NOISE ELEMENT

Table VIII- 2 Measured Noise Levels *				
Site No.	**Location**	**Leq**	**Leq Min.**	**Leq Max**
1	Mulholland Dr. near Mulholland Hwy Intersection	66.2	45.9	93
2	Mulholland Hwy near Calabasas High School	66.2	44.3	79.8
3	Mulholland Hwy near Viewpoint School	67.4	43.2	86.5
4	Las Virgenes Road-south of Lost Hills Rd.	72.2	48.7	90.3
5	Old Town Calabasas on Calabasas Road	69.1	55.1	93.8
6	Calabasas Rd. east of Parkway Calabasas	67.5	54.4	83.1
7	Parkway Calabasas--south of Park Granada	68.7	50.4	87.8
8	Calabasas Rd. west of Parkway Calabasas	71	59.1	86.7
9	Craftsman Rd. --north side of 101	64.2	55.9	83.7
10	Mureau Road north side of 101	75.7	68.1	87.5
11	Canwood St. along north side of 101	65.6	59.8	73.4
12	Lost Hills Rd. North side of 101--entrance road to Landfill	69.5	55.6	87
13	Las Virgenes Road-south of Mureau Road	64.6	52.7	81.3
14	Las Virgenes Road-south of Thousand Oaks Blvd.	64.6	48.8	80
15	Las Virgenes Road-- just south of Agoura Road	67.6	48.4	87.9
16	Las Virgenes Road at A.C Stelle Middle School	71.7	45.4	87
17	Calabasas Hills Road near Malibu Hills Rd.	54.9	40.2	76.5
18	Lost Hills Road near Malibu Hills Road intersection	67.7	50.9	83.7
19	Agoura Road East of Lost Hills Road intersection	63.7	47.7	82.2
20	Park Sienna at Park Alisal	64.4	40.2	80.8

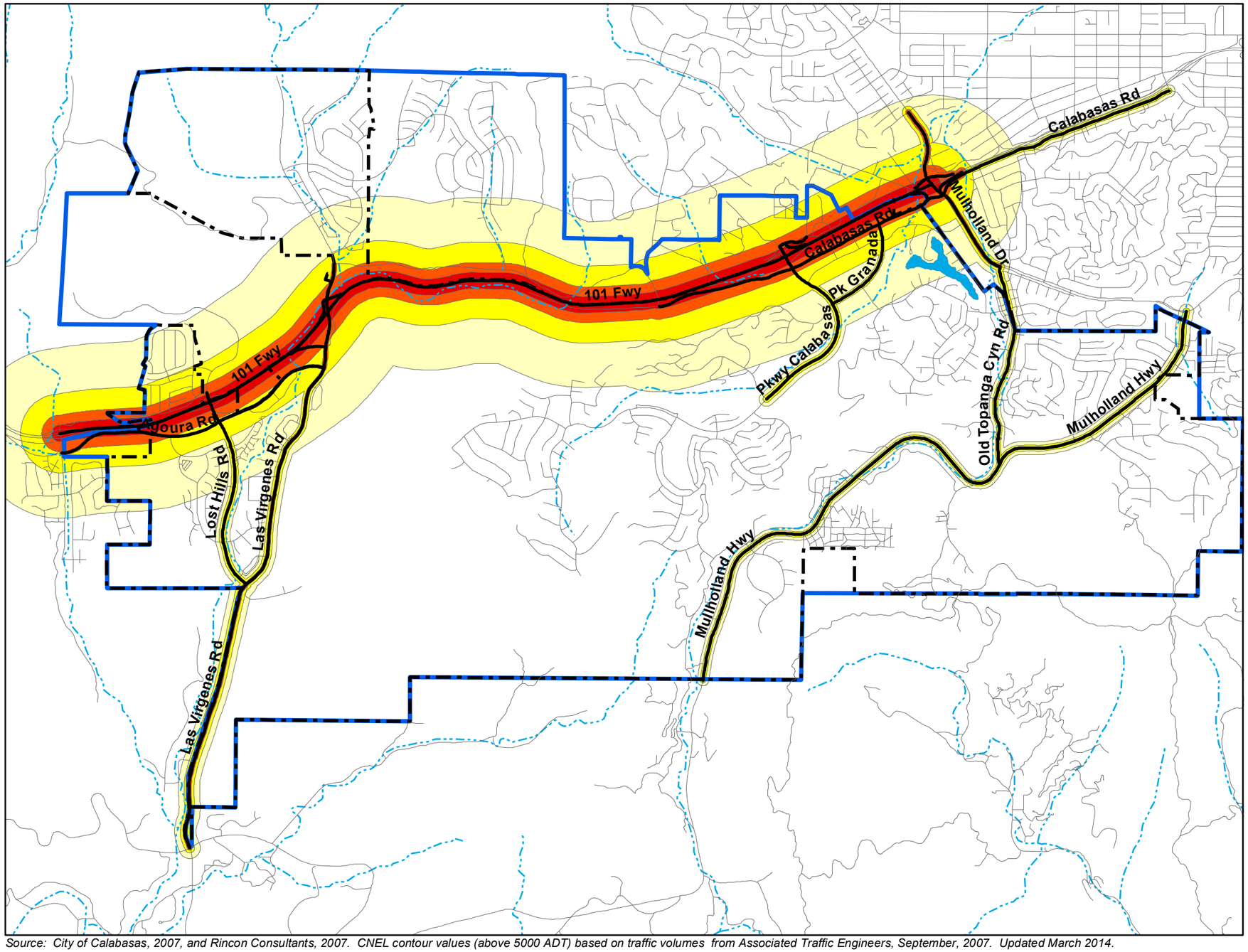
** See Figure VIII-1 for noise measurement locations.*



Source: City of Calabasas and Rincon Consultants, 2008. Updated March 2014.

Figure VIII-1
Existing Noise Levels

Page intentionally left blank.



Source: City of Calabasas, 2007, and Rincon Consultants, 2007. CNEL contour values (above 5000 ADT) based on traffic volumes from Associated Traffic Engineers, September, 2007. Updated March 2014.

Figure VIII-2
Existing Noise Contours

Open space, hillside management, and low density residential areas in Calabasas are areas where ambient noise levels are low. Such areas allow retreat from urban activities by providing tranquility and a sense of peacefulness. These areas also contain biological resources and diversity that are important environmental considerations to the Calabasas community. Wildlife moves between plant communities or habitats and open space areas along corridor systems. Generally absent from open space areas is urban noise encroachment.

VIII.C Noise Objective and Policies

Objective

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

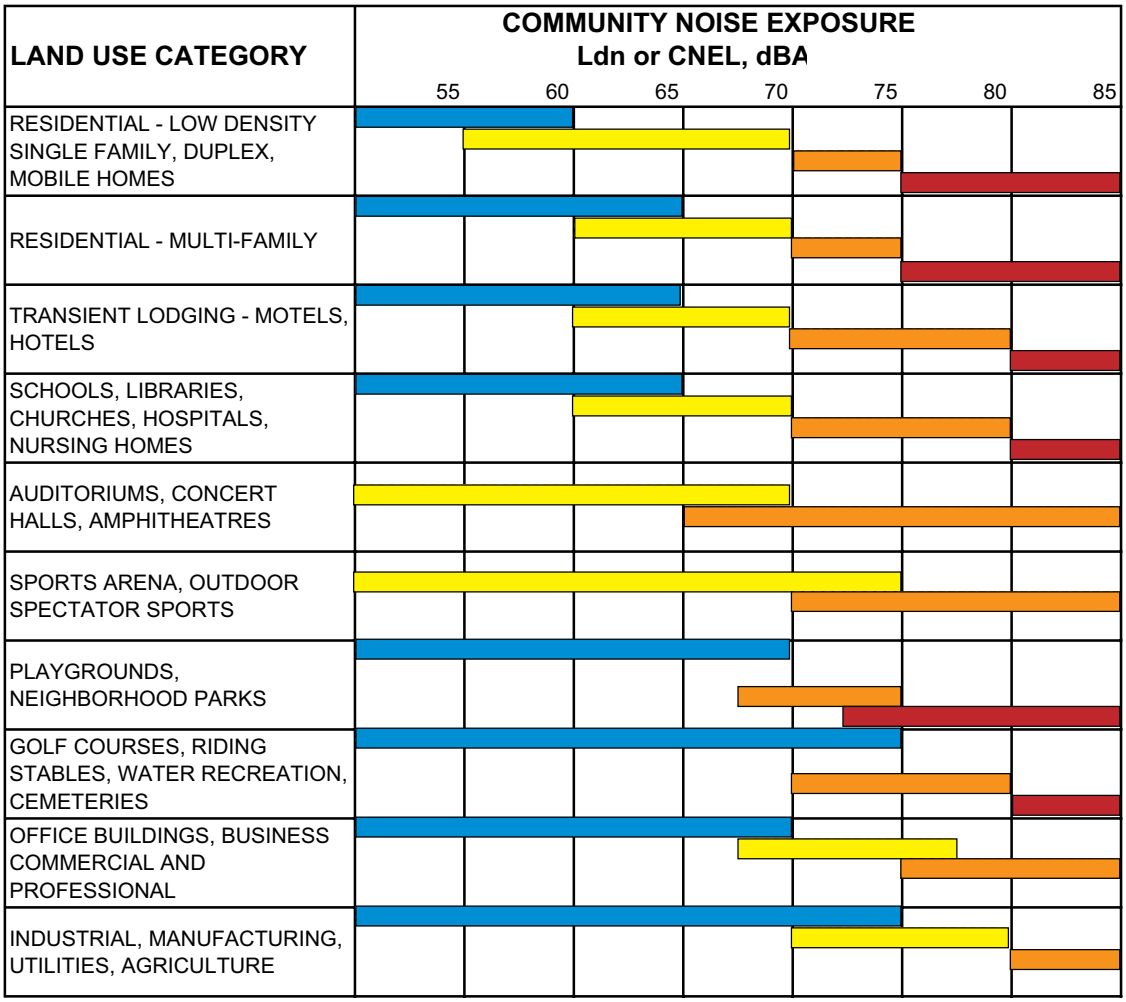
General Plan Approach

The Noise Element establishes noise compatible land use performance standards for the range of uses present in and around Calabasas. These standards were used in creating the General Plan Land Use Map to promote an appropriate pattern of land uses that preserves a quiet environment where such an environment is desired. Uses where a quiet environment is particularly desirable include residences, schools, medical facilities, and hotels.

The Land Use Compatibility for Community Noise Environments matrix (**Figure VIII-3**) establishes noise levels that are compatible with new uses proposed in the City. This matrix will be used to determine whether a proposed new use would be compatible with the ambient noise environment in which it is proposed as well as whether or not the proposed new use would create noise compatibility conflicts with established uses.

In addition to addressing the potential noise impacts associated with new development, the City intends to proactively address existing noise issues and those that could arise between existing developments. To this end, the City intends to identify and, where possible, mitigate the effects of existing noise sources, such as the Ventura Freeway. As part of the Development Code update, the City will also establish a noise ordinance that governs allowable noise levels on private properties in Calabasas.

As noted above, noise encroachment into open space, hillside mountainous, and low density residential areas can potentially destroy the tranquility associated with open



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 1998.

Figure VIII-3
Land Use Compatibility for Community Noise Environments

space (including the ability to retreat from the stress of urban activity) and cause wildlife displacement where urban noises and influences exceed the tolerance levels of certain species. It is the desire of the City to prohibit the encroachment of urban noise into these areas, thereby retaining the tranquility of open space and low density residential areas as well as the wildlife movement and biological diversity that is present in such areas. Consequently, projects that cause a significant adverse effect on open space, hillside management, or low density residential areas that cannot be mitigated will not be allowed.

Policies

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

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

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

VIII. NOISE ELEMENT

VIII-2 If a proposed development project that will create or affect existing noise sensitive land uses is proposed in a location that is within a 60 dBA or greater CNEL noise contour, as determined by independent experts or consultants hired by the City, require that the project applicant demonstrate that, unless mitigation is available: (1) the project will not generate noise exceeding the "normally acceptable" range for existing uses on adjacent properties; and (2) adjacent influences will not generate ambient noise on the project site that exceeds the "normally acceptable" range for the proposed use.

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

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

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

VIII-5 Incorporate noise considerations into the design of transportation systems and ensure that noise impacts associated with roadway extensions and capacity enhancement projects are mitigated to acceptable levels.

VIII-6 Incorporate consideration of noise impacts to significant wildlife habitats into the development/environmental review process.

VIII-7 Prohibit the creation of helicopter pads, except where needed for emergency services.

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

VIII-9 Pro-actively address noise along the Ventura Freeway and other major corridors.

VIII-10 Develop a noise ordinance that establishes maximum allowable noise levels on private property within Calabasas, including specific standards for mixed use developments.

Page intentionally left blank.

IX – Community Design Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

IX. COMMUNITY DESIGN ELEMENT

The Community Design Element focuses on creating a desirable environment in which to live, work, and play. While the Community Design Element is an elective and not required element of the General Plan, community design includes the relationship between buildings, streets, land uses, open space, circulation, height, massing, natural features, and human activity and, as one of the most visible aspects of the City, warrants comprehensive coverage in the General Plan.

The goal of the Community Design Element is to maintain a high quality appearance in the existing and future built environment, while protecting and preserving the hillsides, ridgelines, and open space areas that provide the visual backbone for the community and are the connecting fabric for a variety of community neighborhoods and uses.

The Community Design Element begins with an overview of the existing physical development and regulatory framework of the City. Next, objectives and policies are organized under following topics:

- *Citywide Community Design*
- *Neighborhoods*
- *Scenic Corridors*

Community Character

Calabasas draws its identity from the beauty of its natural environment: the rolling hills, oak woodlands, canyons, wildlife, and its overall suburban and semi-rural character. Entering Calabasas from the east, there is a sense of leaving metropolitan Los Angeles behind. Vistas become broader and the sight of undeveloped hillsides dotted with oak trees signals an exit from suburbia.

IX. COMMUNITY DESIGN ELEMENT

The following features combine to create Calabasas' unique character:

- *An impressive physical setting, dominated by rolling hills, oak woodlands, canyons, riparian areas, and wildlife;*
- *Large areas of natural hillsides visible from the Ventura Freeway, and a community character as seen from the Freeway that is dominated by natural environmental features;*
- *Diverse topography with large areas unbroken by man-made slopes, and long-range vistas of open ridgelines and mountain slopes that define the extent of urban development;*

- *A sense of leaving the Los Angeles metropolitan area upon entering Calabasas due to the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the community's natural environment;*
- *The historic identity and the western character of Old Town and an emphasis on Old Town as a community cultural center and gathering place;*
- *A low-rise character in the City's commercial and office areas;*
- *A compact, well-defined urban area that is bounded by semi-rural residential and natural open space;*
- *Availability of nearby commercial facilities, services, and office uses in business districts that are separated from the City's residential neighborhoods; and*
- *A lack of night lighting and existence of dark skies, enhancing the visibility of stars at night.*

A key element of Calabasas' character is the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the City's environment.

The existing development patterns of Calabasas are characterized primarily by low density residential development with concentrations of commercial and office

development adjacent to the freeway corridor. Due to the abundant and wide distribution of open space, a variety of neighborhoods and uses are linked by open space. The typical uses are segregated into several general types of development: single family residential tract development; semi-rural residential development; multiple family residential development; commercial, office, and industrial development; and public uses.

Single family residential tract developments in Calabasas are usually relatively small residential enclaves surrounded by natural areas such as open hillsides and canyons. Some of these enclaves have been developed as private, gated communities with only one or two main access roads. While this development pattern provides residents with a feeling of security, it tends to restrict inter-neighborhood connections and create inwardly focused neighborhoods. This type of development stands in sharp contrast to the more semi-rural, less formal development style of neighborhoods constructed over a period of many years.

Semi-rural residential development is also found in the City, mostly in the southern portion of the City along canyons and in the hills. Architectural styles of semi-rural residential development vary widely and landscaping is informal or natural. The semi-rural character is reinforced through minimal public improvements such as the lack of streetlights, sidewalks, and curbs and gutters. The City will continue to ensure that new development is harmonious with surrounding natural areas.

Multiple family residential development is concentrated in Malibu Canyon, Lost Hills, and the eastern Calabasas Park area. Some multiple family residential

development lacks sufficient landscaping and provides little architectural interest or detail to contribute to the desired community character.

Commercial, office, industrial development can be generally categorized into four types: freestanding and strip mall developments located along the Ventura Freeway, a large "lifestyle" commercial center (i.e., The Commons), business park uses along Agoura Road, and the Old Town commercial district. While some older commercial projects present a positive image for the City, other projects lack interesting building forms and details, adequate landscaping, screening of parking and storage areas.

Public and quasi-public uses in the community are focused along Las Virgenes Road and near The Commons while schools are located throughout the community with a concentration on the east side of the City along Mulholland Highway.

Existing challenges created by the current community form are:

- *Managing future development and redevelopment to minimize impacts to open space and viewsheds*
- *Improving connectivity between uses, neighborhoods and open space*
- *Creating desirable pedestrian environments and gathering spaces*
- *Establishing community gathering places and focal points for the east and west sides of town*
- *Ensuring high quality design consistent with Calabasas' desired character*

Existing Regulations

The form, and to some extent the architectural design, of the urban environment is largely the result of standards and regulations imposed on new development. For many years, the Los Angeles County Zoning Ordinance was relied upon as the primary document used to regulate development in Calabasas. Upon incorporation, the City adopted the County's Zoning and Subdivision Ordinances pending completion of its own development standards. After incorporation, the City adopted its own General Plan and Municipal Code aimed at more effectively controlling development. The City has also enacted ordinances, processes and master plans, including those described below, to help shape community design and character in a manner that is much improved with respect to overall design, landscaping, and compatibility with surrounding open spaces and land uses.

Site Plan and Development Review

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

Old Town Calabasas Master Plan and Design Guidelines and Commercial Zoning District

The purpose of the Old Town Calabasas Master Plan and Design Guidelines, adopted in 1994, is to ensure that a "sense of place" special and unique to the City of Calabasas could be retained and enhanced to reflect the history and spirit of Calabasas. The design guidelines are intended to facilitate and define the theme of "Old West" by establishing high quality streetscape, site, building, and landscape designs to complement the project setting. Both public and private improvements are addressed in the document.

The Old Town Calabasas Commercial Zoning District, last updated in 2003, specifies a variety of office, retail, and other commercial uses that are appropriate within Old Town, and ensures that development is designed to preserve and enhance the area's historic character and comply with the Old Town Calabasas Master Plan and Design Guidelines. It is noted that portions of Old Town are within the City of Los Angeles and any applicable regulations from that jurisdiction would apply to those areas.

Scenic Corridor Overlay Zone

The purpose of the Scenic Corridor Overlay Zone, first adopted in 1991 and most recently updated in 2006, is to protect an important economic and cultural base of the City by preventing the destruction of the natural beauty and environment of the City; to safeguard and enhance property values; to protect public and private investment and buildings and open spaces; and to protect and enhance the public health, safety, and welfare.

The Scenic Corridor Overlay Zone is intended to be applied to major roadways within the City, from which the traveling public may enjoy scenic views of the hill and mountain

areas to the north and south of the community and scenic views of the City itself and surrounding landscape, from the hill and mountain areas within the City. The boundaries of the Scenic Corridor Overlay Zone along designated roadways includes all properties located within 500 feet of the right-of-way of the road designated as a scenic corridor, located between the right-of-way of the designated road and the prominent ridgeline that defines the viewshed from the scenic corridor, and where the director determines development may have an impact upon the designated scenic corridor. Designated scenic corridors within Calabasas include: Mulholland Highway, Las Virgenes Road, Old Topanga Canyon Road, and the Ventura Freeway. Scenic corridors are discussed in section IX.C of this element.

Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan

The Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, both adopted in 1998, are companion documents. The Gateway Master Plan provides direction on the planned development or redevelopment of private properties along the corridor while the Corridor Design Plan focuses on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, landscaping, etc.

The Las Virgenes Gateway Master Plan recognizes the location of the intersection of Las Virgenes Road and the Ventura Freeway as a gateway to the San Fernando Valley and Santa Monica Mountains as well as the City of Calabasas. The area contains some of the most scenic and diverse topography in the region and past urban development has threatened to negatively affect much of the natural semi-rural character. The Las Virgenes Gateway Master Plan sets goals and objectives to guide land use planning efforts, revitalization plans, and the review of new private development proposals. The Master Plan provides specific land use and development criteria and design guidelines for this section of the City. A semi-rural theme, rooted in California's history of simple, massive (adobe and timber-based) construction, is emphasized with "Monterey" style cited as an example of appropriate architectural design.

The Las Virgenes Road Corridor Design Plan provides a comprehensive master plan for a six mile length of Las Virgenes Road addressing beautification and circulation planning. A unified landscape plan is provided addressing signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements establishing suitable character for various zones along the corridor. Native landscaping and rustic themes are emphasized.

West Calabasas Road Master Plan

The West Calabasas Road Master Plan, adopted in 2006, provides design direction on the planned development or redevelopment of private properties along the corridor as well as on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, landscaping, etc.

Guidelines provide instruction on design details to create "upscale country" and "country corporate" themes that build on both the history of the area and the more recent developments to unify West Calabasas Road and provide a cohesive environment. Two distinct types of land uses are addressed: vehicle dealerships and medical facilities and accompanying overnight accommodations. The guidelines address overall design principles, site planning, landscaping, building design, and site features.

Mulholland Highway Master Plan

The Mulholland Highway Master Plan, adopted in 1997, not only provides for traffic and circulation infrastructure but also provides guidance regarding beautification, landscaping and utility improvements. The goal of the plan is to help restore the original beauty of Mulholland Highway.

IX.A Citywide Community Design

The objectives and policies in this section relate to a larger community design ethos that necessarily involves entire neighborhoods, districts, or other sub-regions of the City. Within these areas, multiple parcels and a mixture of land uses are typically affected.

Objectives

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

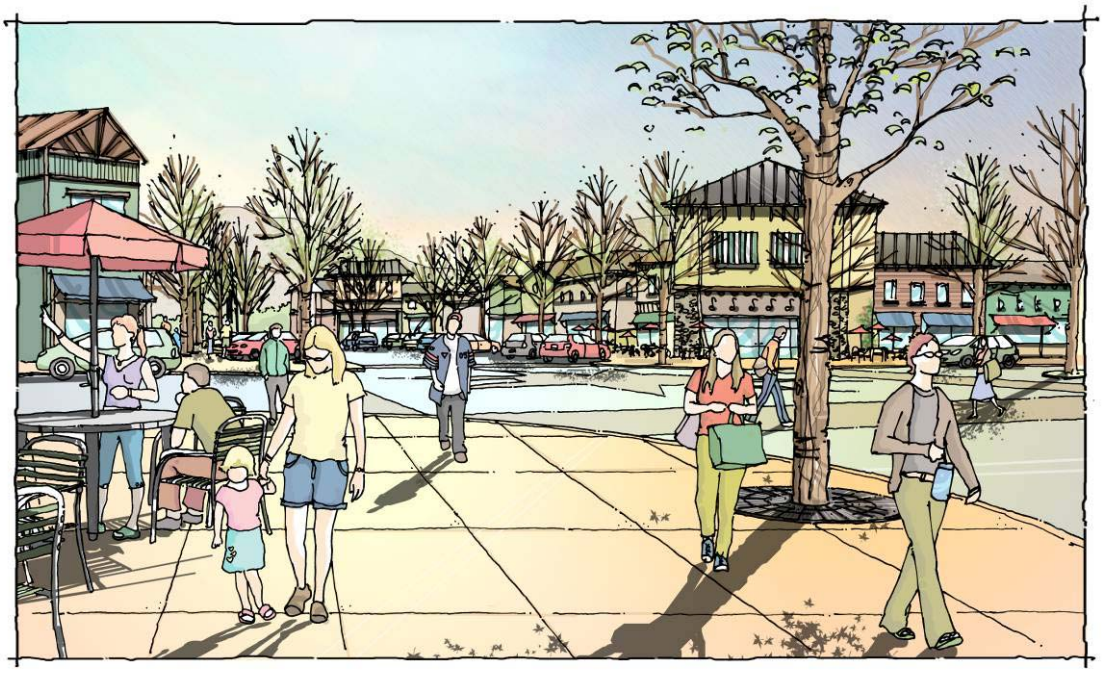
IX. COMMUNITY DESIGN ELEMENT

General Plan Approach

Community design focuses on defining the physical forms and environmental features that contribute to community character. The themes of environmental sensitivity, compact urban form, and inviting pedestrian access are key elements to future development in Calabasas. It is a high priority of the City to protect the natural environment, hillsides, open spaces, and views as the City continues to realize some future development. Calabasas is committed to promoting sustainable practices through General Plan community design goals and policies that complement such policies in the Conservation Element.

The primary community design concept for the General Plan is that new development should conform to the character of its natural setting. Therefore, new development should be accomplished through infill and revitalization of existing developed areas in order to conserve undeveloped areas. By creating a more compact urban form, many benefits may be realized, including maximizing open space, reducing energy costs, enhancing public transit feasibility, creating more walkable environments, and providing greater connectivity and synergy between land uses.

The challenge lies in how to accommodate and shape future development in infill locations in a way that retains the character of Calabasas and minimizes environmental effects. With this infill approach in mind, the City also seeks to accommodate housing demand through the redevelopment of commercial areas of the community with somewhat higher density mixed use development. This will create a series of mixed use community areas linked by open space and areas of larger residential development. Within the mixed use areas, the formation of inviting pedestrian areas and local gathering spaces will be important in creating a desirable atmosphere and a sense of community.



Calabasas recognizes that it is, and will continue to be, a low-profile, residentially-oriented community and the City intends to maintain its unique character as a friendly, family-oriented community in a picturesque natural setting.

Residential "mansionization" (building of excessively large houses on small lots) is perceived by some as a concern in Calabasas. This type of development can result in houses with large bulk that are out of scale with existing neighborhoods and that have the potential to change the character of the neighborhood. It can also result in minimal setbacks and landscaping along street frontages; decreased availability of light, air, and privacy; view blockage; and excessive grading for large building pads. The General Plan aims to prevent overbuilding by requiring that new residential construction be compatible with the surrounding community character and the physical limitations presented by the natural terrain. The City recognizes that development of individual small lots, in itself, does not necessarily create negative impacts, as long as certain key design concepts are incorporated to mitigate potential negative impacts.

Policies

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

IX. COMMUNITY DESIGN ELEMENT

IX-2 Preserve, protect, and enhance landmarks, sites, historic landscapes and districts, and areas of historical, cultural, and urban design significance.

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

IX-4 Protect and enhance historic resources such as Old Town, in collaboration with all other affected jurisdictions as appropriate.

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

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

IX-7 Where applicable, enhance view corridors that are oriented toward existing or proposed community amenities, such as recreation facilities, parks, open space, or natural features.

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

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

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

- *The bulk of new structures should be compatible with the area's environment and with adjacent development;*
- *Setbacks from streets and adjacent properties should be in proportion to the structure and the function of the street and shall encourage pedestrian scale and uses (for example, zero setbacks from property lines and street right-of-way are appropriate within Old Town); and*

- *Multi-story structures should be made less imposing by physically stepping the upper stories of the structures back from street level.*

IX-10 Within residential neighborhoods, protect neighborhood character by maintaining the mass, scale, and height of structures at a size that is compatible with the size of the parcel upon which the structure is located, as well as the size of adjacent development.

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

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

IX-12 Provide appropriate transitions between different projects and between suburban and rural/semi-rural land uses through the provision of buffer areas, landscaping, and other similar treatments, such as hedges, walls, fences, berms, or landscaped open space.

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

- *Gathering, meeting, and recreational places;*
- *Commercial facilities that facilitate, rather than hinder, pedestrian circulation within the facility, as well as between commercial facilities and adjacent residential neighborhoods;*
- *Development designs that enhance a feeling of being safe*
- *Traditional, rather than trendy or "franchise" architecture that complements the natural character of Calabasas' setting;*
- *Distinctive buildings that contribute to, rather than detract from, Calabasas' character;*
- *Hillside residential development designs that feature natural rather than manmade forms and that emphasize the use of custom foundations in place of slab construction;*

- *House sizes and flat pad areas in hillside areas that are consistent with the natural character and setting; and*
- *Community entry statements and landscaping that accurately portray community character.*

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

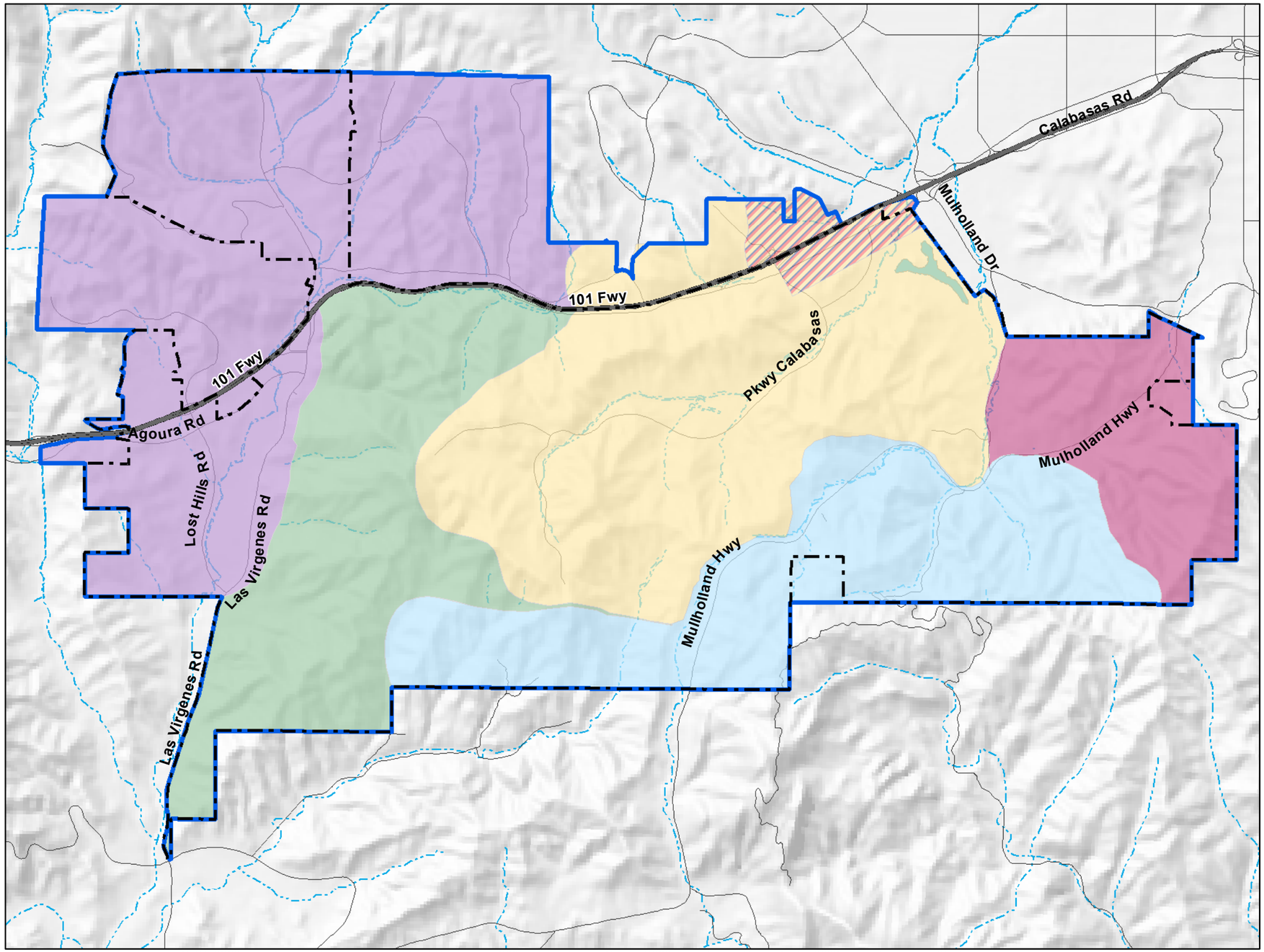
IX-15 Ensure that public improvements such as streets, sidewalks, drainage facilities, and streetlights are aesthetically pleasing and contribute to a positive image for the City. For example, where applicable:

- *Use earth-tone tinted concrete for drainage features;*
- *Provide natural-looking treatments for culverts incorporating native stone material; and*
- *Install streetlights and traffic signals that are attractive and low glare.*

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

IX.B Neighborhoods

Different areas of Calabasas exhibit a variety of design characteristics and themes. This variety is an important component of the community identity of Calabasas. Several neighborhoods within Calabasas warrant specific design direction. The following four neighborhoods are a focus of this section: Las Virgenes/Westside, East Village, North Mulholland, and South Mulholland. For the purposes of this section, the subtitle "neighborhoods" refers to subareas of the City that are actually collections of neighborhoods located in the same general area. **Figure IX-1** shows the location of each neighborhood.



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, RRM Design Group, 2008, and Rincon Consultants, 2009. Updated March 2014.

Figure IX-1
Calabasas Neighborhoods

General Plan Approach

As stated earlier, strategic infill development is preferred to development in undisturbed, natural areas. The greatest opportunities for strategic infill development in Calabasas lie at the western and eastern gateways to the City, in the Las Virgenes/Westside and East Village neighborhoods. Mixed use infill development will characterize these neighborhoods. Additionally, none of the major entrances to the City, such as the East and Las Virgenes/Westside areas, currently presents a significant visual entry statement. Development of these entrances should include recognizable elements that represent the quality development and way of life of Calabasas. The North Mulholland and South Mulholland neighborhoods are more residentially focused neighborhoods; therefore, protection of the existing community character is an important community design concept for these neighborhoods.

Las Virgenes/Westside

The Las Virgenes/Westside area encompasses the portions of the City of Calabasas along Las Virgenes Road and Agoura Road. Currently, the area hosts a variety of uses from business park, commercial, and hotel to single and multi-family residential uses. Visitor-serving support uses, such as gas stations and drive-thru restaurants, are situated near the freeway. The character of Agoura Road and Las Virgenes Road ranges from an urban feel of larger office complexes and small retail operations to a semi-rural, ranch, natural character. There is a need to create a focal point and more integrated, inviting mix of land uses, gathering places and pedestrian environment. This area is also considered a gateway to the Santa Monica Mountains and the western entry into the City; Las Virgenes Road is also designated as a scenic corridor, as discussed later in this element.

Combining the desire to direct development to infill and redevelopment opportunities (versus undeveloped hillside areas) and to facilitate a "village center" for the Westside of town, the Las Virgenes/Westside concept was created. The Las Virgenes/Westside is comprised of a mixed use district with residential, retail and office space that has a distinct village feel. The area provides enhanced streetscapes and public gathering

IX. COMMUNITY DESIGN ELEMENT

spaces focused on an enhanced Las Virgenes Creek walkway. Specific visioning for the Las Virgenes/Westside area was conducted and is presented on **Figure IX-2**; **Figure IX-3** provides several sketches depicting the future potential for the Las Virgenes/Westside. Portions of the vision for this area would be implemented as properties in the area redevelop over time. In addition, specific direction is provided for a prominent site east of the Agoura Road/Las Virgenes Road intersection due to the need for special standards that address unique features, conditions, and constraints. For these reasons, this site is designated Planned Development in the Land Use Element.

For the Planned Development site, a welcoming pedestrian level presence at street level along Las Virgenes Road is a key element. Buildings and uses should have a strong connection and interaction to the street in order to integrate the site with the mixed uses along Agoura Road. Store fronts at the ground level will be customer oriented, while uses above include office or residences (or perhaps commercial uses such as a restaurant with views of the Las Virgenes/Westside). Buildings are envisioned to maintain good building form, including stepbacks and balconies. High quality, iconic architecture will screen parking structures and follow architectural direction in the Las Virgenes Gateway Master Plan. Overall, the project will be nestled into the topography using techniques such as contour grading, terraced building forms and tuck-under parking.

Objectives

- Near Las Virgenes Road and Agoura Road, foster the creation of a mixed use residential, retail, and office district with a distinct village feel.
- Foster connections to Las Virgenes Creek.

Policies

IX-17 Provide a mix of uses that creates a destination area where people can come and stay – live, shop, relax, play.

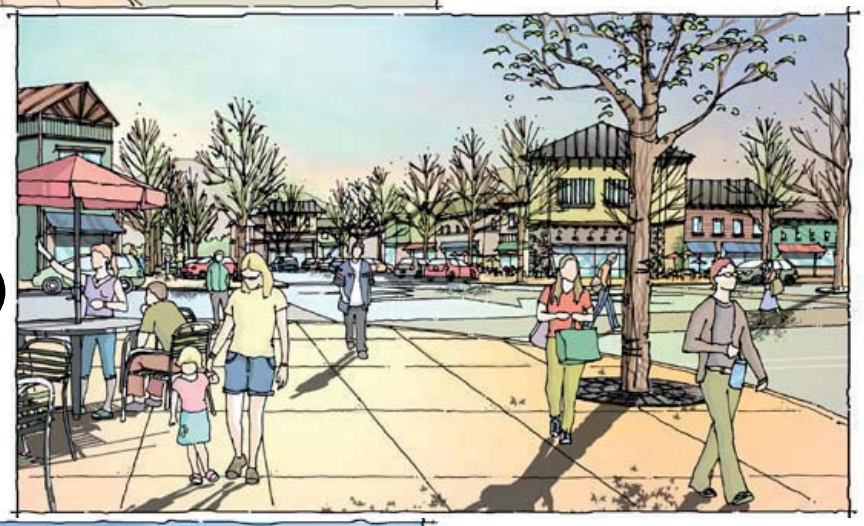
IX-18 Facilitate the development of more amenities in western Calabasas, such as shopping, pedestrian facilities, and gathering places.

Source: RRM Design Group, December, 2008.

Figure IX-2
West Village

A

LOOKING EASTWARD ACROSS
LAS VIRGENES ROAD INTO
NEW MIXED USE SITE



B

LOOKING SOUTH ACROSS
AGOURA ROAD TOWARD
LAS VIRGENES CREEK

C

LOOKING SOUTHWESTERLY
ALONG LAS VIRGENES CREEK

Source: RRM Design Group, March, 2008.

Figure IX-3
West Village Sketches

IX. COMMUNITY DESIGN ELEMENT

IX-19 Facilitate the development of a mixed use commercial core along Agoura Road that is supported by office and residential uses.

IX-20 Emphasize the use of natural materials such as wood and stone on new development in order to enhance the area's semi-rural/ranch character.

IX-22 Develop a unified streetscape identity for Las Virgenes and Agoura Road with landscaping improvements, intersection treatment, better building street presence, and improved pedestrian orientation.

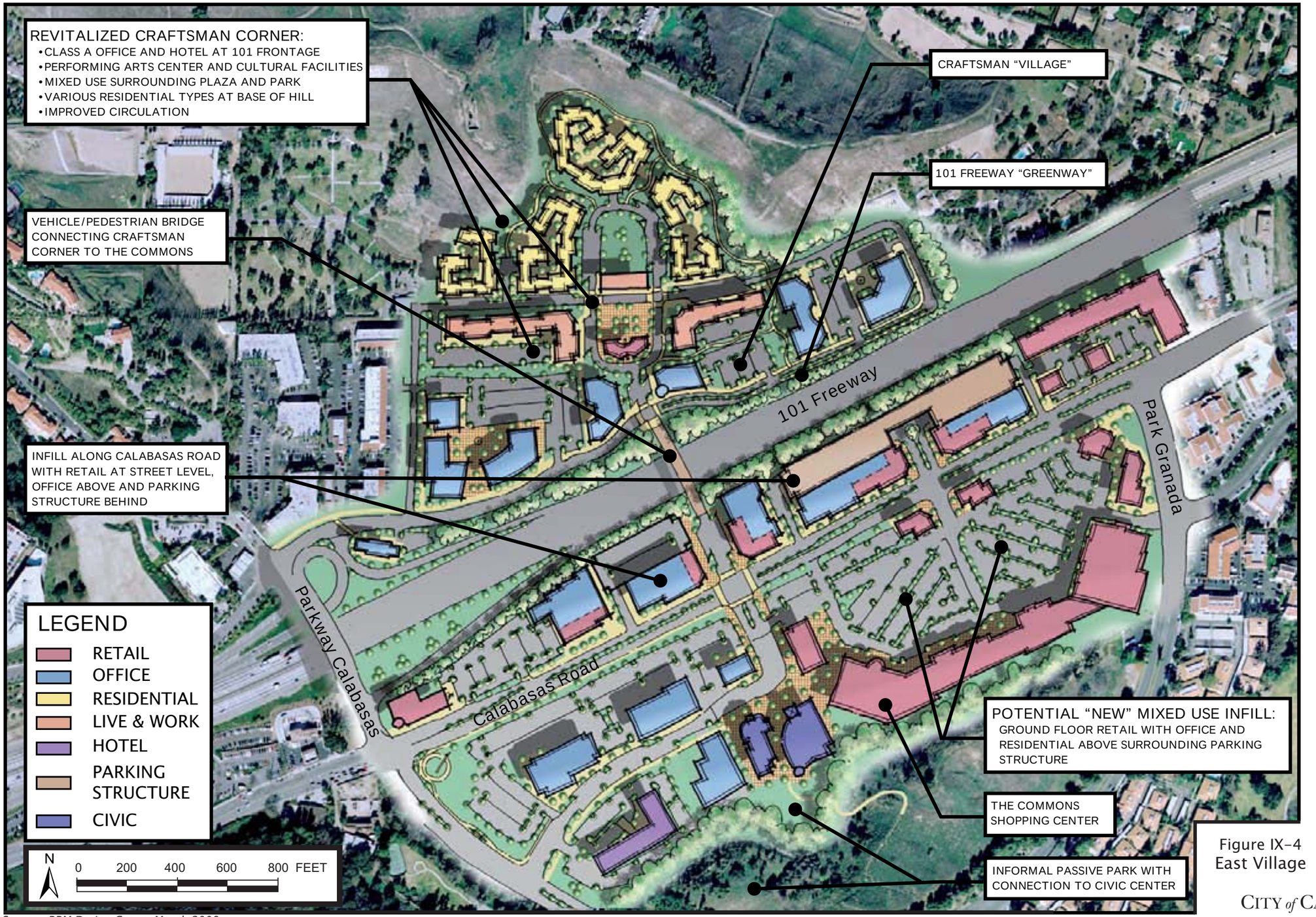
IX-23 Create stronger connections with Las Virgenes Creek through building orientation, outdoor dining and pedestrian access.

IX-24 Create gathering spaces in new development to enhance pedestrian activity, provide community focal points, and strengthen linkages between uses.

East Village

The East Village area is actually a collection of four distinct areas: Calabasas Park, Old Town Calabasas, The Commons, and Craftsman's Corner. Calabasas Park and Old Town Calabasas have well established identities and not much revitalization or infill is envisioned for these areas. Currently, challenges include lack of connectivity between these subareas, visual clutter along the freeway, unscreened parking lots along Calabasas Road, and the unmet opportunity for more of a downtown environment for the east side of the community.

The vision for The Commons and Craftsman's Corner areas is to create an expanded "village" environment by including new professional offices, retail commercial uses, visitor accommodations, cultural arts facilities, and residential development connected with pedestrian spaces, plazas, and parks. Specific visioning for portions of the East Village area was conducted and is presented on **Figure IX-4**.



Source: RRM Design Group, March 2008.

Figure IX-4
East Village

IX. COMMUNITY DESIGN ELEMENT

Objectives

- Maintain the well-established traditional character of Calabasas Park and Old Town.
- Revitalize the Craftsman's Corner area and enhance The Commons area by creating an expanded village environment that includes new retail commercial, visitor accommodations, and residential development with limited new professional offices and cultural arts facilities connected through pedestrian spaces, plazas, and parks.

Policies

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

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

IX-27 As properties along Calabasas Road redevelop over time, require placement of buildings at the street edge to enliven the street scene and enhance the pedestrian experience and reduce the visibility of parking areas from public view.

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

IX-29 Annex and revitalize Craftsman's Corner through redevelopment with a mix of uses (possibly including a focus on creative or performing arts), improving

circulation, and raising the quality of building design to meet or exceed the surrounding areas. In conjunction with revitalization, create a vehicle and pedestrian connection (freeway overpass) between Craftsman's Corner and The Commons that may also act as a gateway element. Also, create pedestrian and bicycle connections between Calabasas and Hidden Hills.

IX-30 Beautify and buffer the freeway edge while preserving views of surrounding hillsides.

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

North Mulholland

The North Mulholland area encompasses the areas along Mulholland Highway in the northeast portion of the City including Mullwood, Park Moderne (also known as the "Bird Tract"), Gelson's shopping center and a number of schools. This area is largely suburban and low density in character with four or five residential neighborhoods that are somewhat physically disconnected. Several schools in this area provide cohesive elements. Park Moderne is characterized by small winding streets and big trees. Throughout the area, original single-story homes are recycling to larger, two-story structures that are not always in scale and character with existing neighborhoods. Infrastructure for pedestrians and bicyclists is sometimes lacking and there is a desire to make the street environments more inviting.

Objectives

- Preserve the traditional community scale of residential neighborhoods, ensuring the consistency of new development with the existing established character.
- Enhance connectivity between diverse neighborhoods, schools, and commercial centers.

Policies

IX-32 Develop and implement design standards relating to floor area ratios, building setbacks, and residential design guidelines in order to ensure that home remodels are compatible with existing neighborhood character and scale, and protect neighbors' privacy.

IX-33 Improve connectivity between neighborhoods through pedestrian and bicycle improvements and unifying design elements such as parkway landscaping and trees.

IX-34 Improve facilities along streets for walking and bicycling.

IX-35 Beautify streets by planting additional trees and undergrounding utilities.

South Mulholland

The South Mulholland area encompasses the south central portion of the City along Mulholland Highway and includes Calabasas Highlands and Old Topanga Canyon. Neighborhoods within this area exhibit an eclectic range from newer large homes to older, low density subdivisions. The area is characterized by a "country" feeling, often with narrow roads, abundant undeveloped lands, hilly topography, and minimal infrastructure.

Antiquated "cabin lot" subdivisions within the Santa Monica Mountains (Calabasas Highlands and Old Topanga Canyon) are located in this area of the City. These subdivisions, created prior to the adoption of the California Subdivision Map Act, were originally intended for small cabins and were designed without considering the area's steep topography and lack of services. As a result, many lots are narrow (some as narrow as 20-feet wide), have inadequate roadway access, and have substandard onsite sewage disposal systems. Because of these and other constraints, separate overlay zoning districts were established for the Old Topanga and Calabasas Highlands neighborhoods in 2000 and updated in 2003 to help address issues unique to these individual neighborhoods. In addition to adopting overlay zoning for these areas,

another strategy successfully employed by the City has been to purchase substandard lots as the lots become available in order to retire development potential.

Objectives

- Preserve the existing semi-rural community character of this area of Calabasas by maintaining undeveloped hillsides and natural features to the maximum extent practicable.

- Encourage patterns of smaller-scale residential development that blend with the natural landscape and the traditional development of that community.

Policies

IX-36 Maintain abundant open space and the small-scale, semi-rural character of existing neighborhoods.

IX-37 Integrate buildings into the site topography in order to minimize visual impacts and disturbance of biological resources.

IX-38 Maintain and complement design features that contribute to the eclectic charm of the existing neighborhoods.

IX-39 Allow widening of streets only as necessary for public safety purposes.

IX-40 In neighborhoods comprised of small "cabin lots", all new residential development projects, including the construction of individual dwellings and home additions, must conform to the Overlay District standards for that area. In addition, it is the responsibility of property owners in new developments within "cabin lot" subdivisions to provide adequate and safe access, including access for emergency vehicles, and adequate off-street parking.

IX-41 Continue to implement the Old Topanga Overlay zone and the Calabasas Highlands Overlay zone standards.

IX-42 Pursue consolidation of substandard lots as opportunities are presented and funding is available in order to retire development potential.

IX.C Scenic Corridors

Much of what forms the visual image of Calabasas comes from what is seen from motor vehicles. At present, this image is one of rugged terrain, oak woodlands, ridgelines, and canyons when viewed from the majority of the City's major streets.

Exceptions to this view occur along some portions of the Ventura Freeway and along the Las Virgenes Road commercial section, where buildings and signs partially block hillside views. In the years following the City's incorporation this situation has improved significantly, although a number of nonconforming signs remain.

Objective

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

General Plan Approach

The intent of establishing scenic corridors is the preservation of public views of important scenic resources such as significant ridgelines identified in the Open Space Element. A description of the Scenic Corridor Overlay Zone is provided earlier in this element under the Existing Regulations section. Four scenic corridors have been identified as described below and shown on **Figure IX-5**. The City has also enacted a Scenic Corridor Ordinance to implement policies protecting these corridors.

IX. COMMUNITY DESIGN ELEMENT

The **Mulholland Highway Scenic Corridor** extends from Mulholland Drive through the unincorporated territory to Las Virgenes Road. As with all of the City's scenic corridors, the viewshed includes both rural and urban areas. The corridor contains diverse topography, including sandstone hills and ridges, immense granite outcrops, stream and riparian habitat, and open areas of rolling meadow and oak woodland.

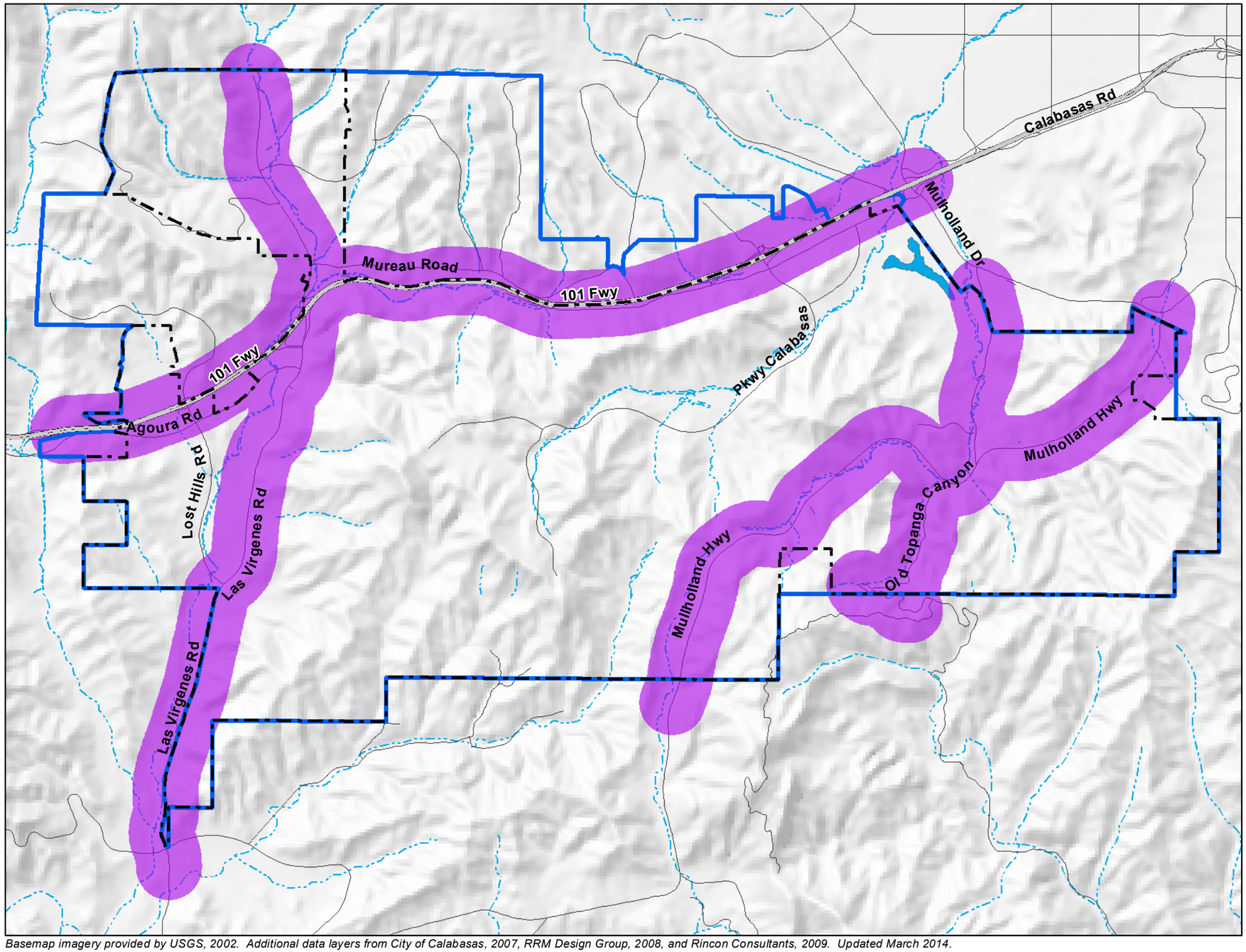
The **Las Virgenes Scenic Corridor** is a key cross-mountain roadway that provides primary access to the Malibu Creek State Park area and the Pacific Coast. Dominant features include rolling hills, oak woodlands, and primary wildlife linkage along Malibu Creek and its surrounding wetland habitat.

The **Old Topanga Canyon Scenic Corridor** extends from the urban residential area north of Mulholland Highway to its ascent of the Calabasas Ridge into the coastal zone of Topanga Canyon. The rural portion provides an interior route throughout the Santa Monica Mountains and contains some of the most scenic vistas of the inland valley, steep canyon walls, and a year-round watershed that fosters a riparian setting and a vigorous oak canopy.

The **Ventura Freeway Scenic Corridor** is a heavily traveled, high-density corridor that encompasses much of Old Town Calabasas, Calabasas Road, and the Calabasas Grade. Beautification of the existing 500-foot corridor and preservation of significant ridgelines, rolling hills, and oak woodlands are of concern here. Existing negative aspects of the corridor, such as freeway oriented signs and uses, are also a concern.

Policies

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



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, RRM Design Group, 2008, and Rincon Consultants, 2009. Updated March 2014.

Figure IX-5
Scenic Corridors

IX-44 Preserve large areas of natural hillsides and other dominant natural environmental features visible from the Ventura Freeway.

IX-45 Pursue the elimination of remaining billboards along the Ventura Freeway, amortization of remaining non-conforming pole signs, and an overall reduction of sign clutter.

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

IX-47 Where barrier screening for visual or noise mitigation is necessary, such treatment shall consist of a combination of decorative walls, undulating berms of various heights and innovative use of combined evergreen and deciduous trees.

IX. COMMUNITY DESIGN ELEMENT

Page intentionally left blank.

CITY *of* CALABASAS

2030 General Plan

X – Parks, Recreation, & Trails Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

X. PARKS, RECREATION & TRAILS ELEMENT

Calabasas is committed to ensuring that its citizens have ample access to high quality spaces for leisure and active recreation. Despite constraints on land available for active use parks, the City has acquired or built a wide array of recreational facilities. Calabasas has also been an active steward of the natural environment, acquiring open space and partnering with other agencies to preserve natural resources. The City also provides a variety of recreation services such as sports leagues, education classes, cultural events, entertainment experiences, and other leisure activities for the community.

Many recreational facilities in and around Calabasas, but not operated by the City are also available to Calabasas residents. These include Malibu Creek State Park, the Headwaters Corner Education Center, King Gillette Ranch, Las Virgenes Unified School District (LVUSD) sites, and private facilities such as Calabasas Golf Course and multiple homeowner association-operated play areas, sports fields, and pools.

Calabasas' environmental setting is ideal for the development of trails and passive recreational opportunities. However, because of topographic and land constraints, it is not necessarily suitable for the development of active sports facilities such as soccer and baseball/softball fields. The City operates three sports fields: two with multi-use backstops (De Anza and Creekside parks) and one youth T-ball field (Grape Arbor Park). The City is strongly committed to developing and maintaining facilities that support the range of recreational activities desired by community residents in a manner that is in harmony with the sensitive nature of Calabasas' environment.

In 2004, Calabasas adopted a Park & Recreation Master Plan (Master Plan) that identifies existing and future park and recreation service needs as well as ways in which these needs can be met. The Master Plan identifies and evaluates existing park and recreation areas; assesses the need for additional park land, open space and specialized facilities; establishes criteria and standards for site selection, design, and management; and recommends an approach to implementation. A Recreation Needs Assessment conducted as part of the Master Plan concluded that the City has sufficient neighborhood park acreage, but is deficient with respect to community parks.

Consequently, the Master Plan recommends the development of two additional community parks that would provide a community park within 1.5 miles of every Calabasas resident. The Recreation Needs Assessment also reported unmet demand for soccer fields, aquatic facilities, a teen center, a senior center, and cultural arts facilities. These needs as well as the need for additional recreational facilities, such as indoor and outdoor basketball courts, have been confirmed through community surveys that have consistently indicated a desire for more recreational facilities in Calabasas.

X.A Active Use Facilities

Objective

Provide active parks and sports fields that meet the recreational needs of Calabasas residents.

General Plan Approach

The biggest challenge for Calabasas with respect to the provision of sports fields is identifying space for expansion of facilities to meet currently unserved recreation demand. In addition to statistical evidence that the community is underserved in select sports facilities, the community has expressed a need for additional facilities, such as sites for sports fields, public pools, a teen center, and performing arts facilities.

As of 2014, the City of Calabasas owns and operates 56.6 acres of developed park land, or about 2.4 acres per 1,000 residents. Among the facilities operated by the City are two mini-parks, two neighborhood parks, one community park, five special use areas and one undesignated/undeveloped park site. Existing City park facilities are summarized in **Table X-1** and mapped on **Figure X-1**.

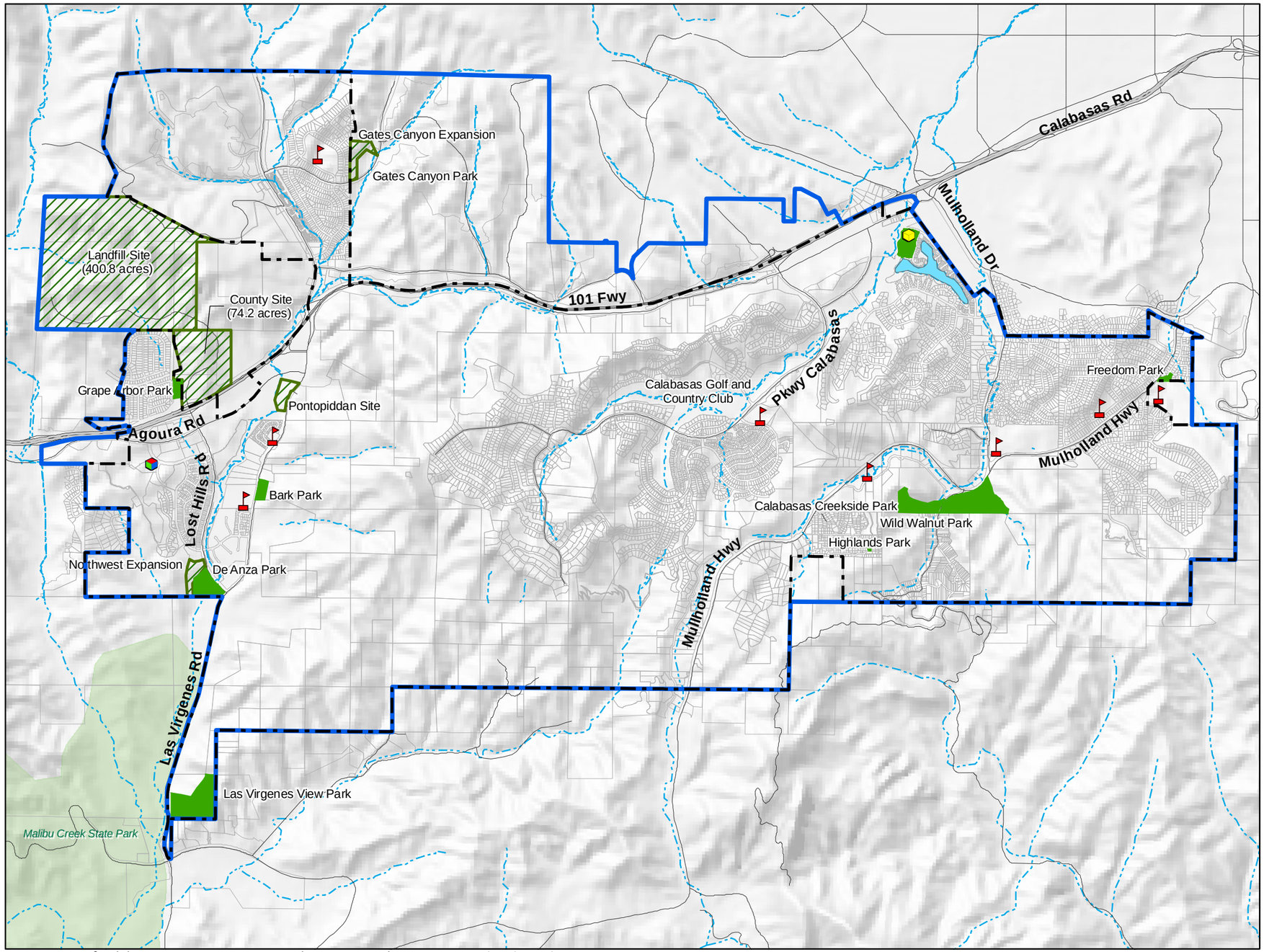
Calabasas will continue to augment its inventory of City-owned and operated recreational facilities as circumstances allow. The City will strive to achieve a target of three acres of active parks per 1,000 residents and will develop new active parks as opportunities arise. However, topographic constraints and lack of vacant land within the City are significant constraints to the development of new sports fields, particularly facilities that require large, areas of flat land. Consequently, the City will continue to expand its partnership with the public school system to develop joint use of existing schools and other facilities to meet its recreational needs.

Table X- 1 Summary of Parks and Recreational Areas By Type		
Park Areas	**Total Acres**	**Comments**
Mini Parks		
Freedom Park	1.7	Playground Only
Highlands Park	0.5	Playground Only
Sub Total	**2.2**	
Neighborhood Parks		
Gates Canyon Park (includes Brandon's Village playground)	7.0	2 lighted tennis courts Universally accessible playground 1 lighted basketball court
Grape Arbor Park	3.0	
Sub Total	**10.0**	
Community Parks		
Juan Bautista de Anza Park	8.0	Multi-use game court
Sub Total	**8.0**	
Special Use Areas		
Community Center	4.5	Health memberships
Creekside Park	11.8	Pre-school operation
Calabasas Bark Park	0.8	Heavily used
Tennis & Swim Center	7.5	Health/tennis memberships 6 lighted tennis courts
Wild Walnut Park	10.0	Passive use
Sub Total	**34.6**	
Undeveloped/Undesignated		
Las Virgenes/Lost Hills (Juan Bautista de Anza)	1.8	
TOTAL	**56.6**	

X. PARKS, RECREATION & TRAILS ELEMENT

Calabasas has established successful joint use agreements with the Las Virgenes Unified School District (LVUSD) and other arrangements by which LVUSD facilities are used for non-school recreation functions since incorporation in 1991. **Table X-2** lists the LVUSD schools and facilities currently being utilized for non-school recreation functions. These agreements are a partnership where the City pays for upgraded fields and maintenance on those fields in exchange for public use outside of school hours. The relationship has been beneficial to both the LVUSD and the City and is popular with residents. To alleviate the lack of sports fields, the City will continue to seek to establish joint use agreements at LVUSD sites within the city limits. LVUSD school sites that could potentially provide additional sports fields include Calabasas High School, A.E Wright Middle School, Bay Laurel Elementary School, Chaparral Elementary School, and Lupin Hill Elementary School (some of these schools are already used for City recreational activities, but have the potential for expanded use).

Partnering with neighboring communities also allows Calabasas to satisfy community recreation needs despite the City's land constraints. The Community Center is jointly owned and operated by the joint powers authority with the City of Agoura Hills. Residents of both communities can access and utilize the facilities. The 30,000 square foot facility features tournament-level basketball courts, a full-service fitness studio, a 35-foot realistic rock climbing wall, a multi-purpose activity room with a patio, a dance/exercise studio, and a large banquet hall for special events and rentals. The joint powers agreement between Agoura Hills and Calabasas successfully provides recreation opportunities that both communities would not be able to satisfy alone. The City will continue to work with neighboring communities to establish and maintain joint use programs in order to support a wide range of quality recreational activities, and to maintain the facilities needed to support those activities.



LEGEND

- Major Roads
- Calabasas City Boundary
- Plan Area Boundary
- School
- Calabasas Tennis and Swim Center
- Agoura Hills Calabasas Community Center
- City Park
- State Park
- Potential New or Expanded Park Site

N

0 0.5 1 Mile

Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008. Updated March 2014.

Figure X-1

Existing and Potential Recreational Facilities

Table X- 2
Existing LVUSD Facilities Used for Non- School Recreational Activities

School	Acres	Facility
Calabasas High School	40.0	Track, lighted football field, 8 tennis courts, 4 outdoor basketball courts, 1 outdoor pool (25 yd, 6 lane),1 practice football/ soccer field, Overlaid fields: 2 baseball fields, 1 softball field, 1 soccer field – all unfenced and unlighted. Gymnasium with two full basketball courts and dance studio
Indian Hills High School	1.5	Turf playfield – not large enough to provide an athletic field
A.E. Wright Middle School	19.0	6 outdoor basketball courts, gymnasium with one full basketball court, and large grass areas (~6-8 acres)
Alice C. Stelle Middle School*	15.2	3 soccer fields overlaid on 3 multi-u se backstop fields, 1 softball field, 8 outdoor basketball courts, gymnasium, multi-pu rpose room
Bay Laurel Elementary	8.0	1 soccer field, 1 youth baseball field
Chaparral Elementary	4.5	Open turf area, used as 1 soccer field
Lupin Hill Elementary	14.5	2 basketball courts, 4 baseball fields (3 youth, 1 adult)
Round Meadow Elementary *	7.0	Youth baseball field overlaid on soccer field

** These two schools are outside the Calabasas city limits, but may be considered for future annexation.*

Beyond joint use agreements, one site within the current corporate boundary and two sites adjacent to the corporate boundary could potentially serve a wide range of quality recreational activities if successfully acquired and developed. Though increased use of existing facilities is the highest priority option for meeting the community's recreational needs, the City will monitor the possibility of acquiring sites for the development of new parks. Potential park sites are listed on page X-9. The locations of potential park sites

X. PARKS, RECREATION & TRAILS ELEMENT

as well as potential expansion areas for Juan Bautista de Anza and Gates Canyon parks are shown on **Figure X-1**.

The only public swimming pool in Calabasas is located at the Calabasas Tennis and Swim Center (TSC). The TSC includes an 8-lane, 25-yard, heated outdoor lap pool as well as a teaching/therapeutic pool. It is heavily used by TSC members and drop-ins, and is the site of the City's popular Calabasas Lagoon swim instruction and swim team programs. Aquatic exercise also occurs in the pools. In addition, the TSC pools are used by the City and other day camps in the summer time, which adds to the volume. The swim lessons program is extremely popular. Since the TSC is an enterprise fund, revenues generated from the facility completely cover the cost of operations, including the cost of operating the pools. To help alleviate continued demand at the TSC pool, the City may pursue a joint use agreement for the pool at Calabasas High School. The City may also consider a new aquatic facility in western Calabasas. Land availability, the availability of funding for this type of capital project, and operations funding will be important factors in the decision of whether to add new aquatic facilities and which type to add.

Policies

X-1 Work to provide adequate facilities to support a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, as outlined in the 2004 Park & Recreation Master Plan.

X-2 Pursue expansion of joint use/park facilities with the Las Virgenes Unified School District as the highest priority for meeting demand for sports fields and other selected recreational facilities.

Potential Future Park Sites

Pontopiddan Site

This 7.5-acre site located along the west side of Las Virgenes Road is designated Residential-Single Family. However, acquisition of the entire site for development of a park facility remains a possibility. This site is likely too small to accommodate sports fields, but could accommodate various smaller scale facilities, such as basketball or tennis courts, a skateboard park, aquatic facilities, a playground, and/or picnic facilities.

County Site

An approximately 74.2-acre property in unincorporated Los Angeles County north of U.S.101 and east of Lost Hills Road is a possible near-term location for limited development of sports fields. Although much of this site would require substantial grading to accommodate sports fields, flat areas present in portions of the site could potentially accommodate 1-2 fields while the remainder of the site could facilitate passive recreational activities.

Calabasas Landfill Site

The 400.8-acre Calabasas Landfill is a potential long-term solution to the City's sports field needs as it offers the best opportunity for a large park and sports complex. The site is not scheduled for closure until 2022 and would require time for post-closure procedures. Despite the potential drawbacks of the landfill site, it is the only large site convenient to Calabasas that has the potential to be developed into an attractive sports complex. The City will monitor the opportunity to either acquire the site for future development as an active use recreational facility or enter into a joint use arrangement with the County of Los Angeles and/or the City of Agoura Hills.

X-3 Pursue establishment of joint use park facilities with neighboring communities to provide land for active recreational opportunities for selected programs.

X-4 Pursue acquisition of sites that could be utilized as active recreational facilities in the future.

X-5 Expand City-operated recreational facilities to the extent that such facilities can be developed without unacceptable environmental impacts.

X-6 Pursue the development of an additional aquatic facility either through a joint use agreement with the LVUSD or through development of a new facility in western Calabasas.

X-7 Pursue the establishment of teen social and development centers, a senior center, and cultural/performing arts facilities.

X.B Trail System

Objective

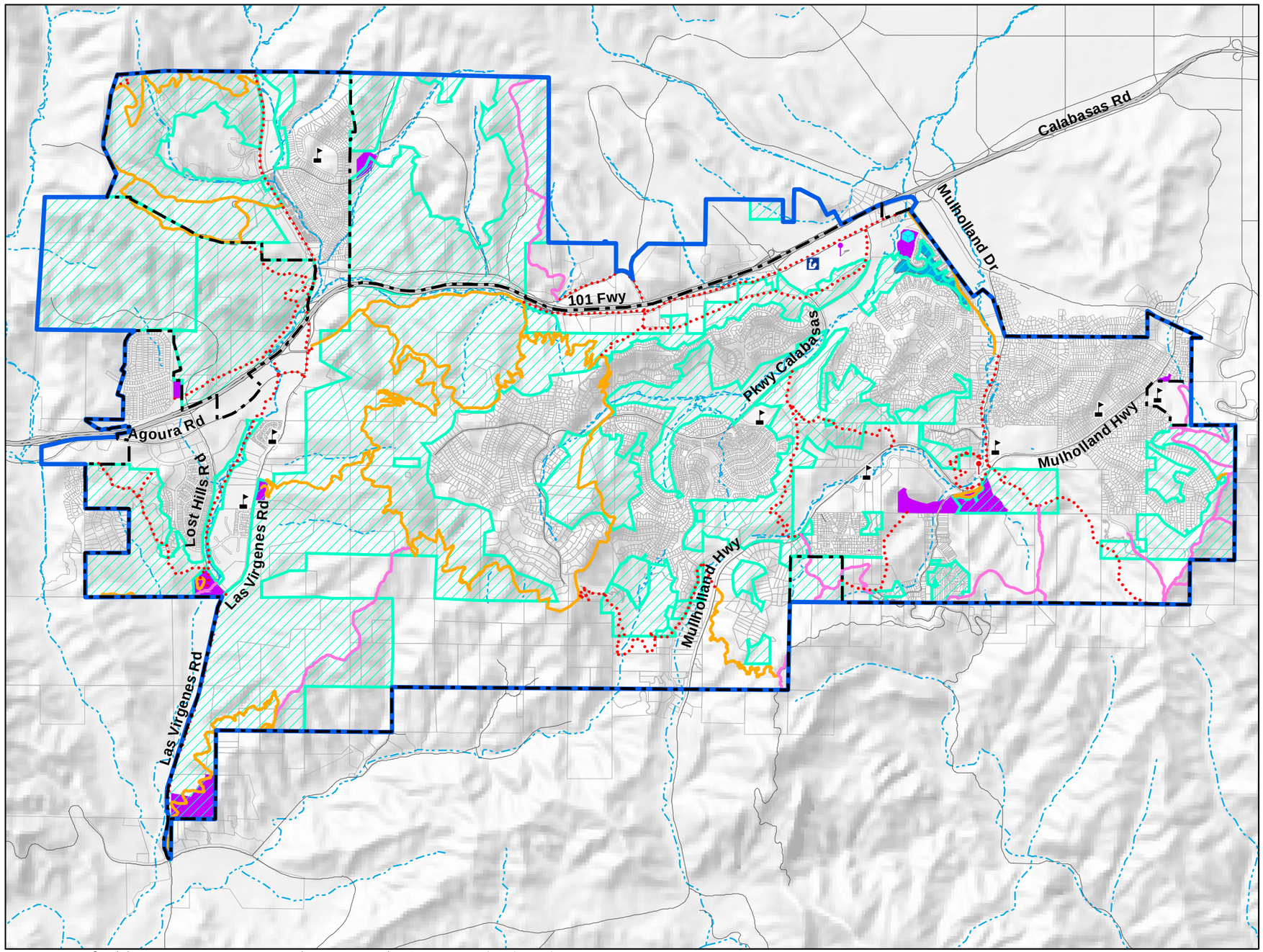
Maintain a system of trails that provides recreational opportunities.

General Plan Approach

Trails in Calabasas accommodate a broad variety of interests and abilities, from hiking, mountain biking, horse riding, jogging, or simply walking. The Calabasas Trails Master Plan, adopted in 2007, provides a blueprint for the development of community trails. Trails in Calabasas accommodate a broad variety of interests and abilities. The Master Plan identifies a trail network serving virtually every neighborhood, and providing local and regional connections. Calabasas' open space and trail system is shown on **Figure X-2**.

Calabasas is fortunate to be surrounded by open space and park land owned by a variety of national and state agencies, including the National Park Service (NPS), State of California, the Mountains Recreation and Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy. This open space and park land is part of the Santa Monica Mountains National Recreation Area. In addition to the publicly-owned open space surrounding the City, the City has more than 3,000 acres of protected open space within its boundaries, including land owned by the City of Calabasas, the Mountains Recreation and Conservation Authority, Las Virgenes Municipal Water District, and many of the homeowners associations in the City.

Calabasas recognizes the importance of the open space and trail system as a unifying element that ties the diverse areas of the community together. A community survey indicated that six of the top ten preferred recreation activities in Calabasas are trail-related. There is also a desire for a variety of trail types and distances, trailheads and trail amenities, in addition to better integration and connections of neighborhoods with open space and trails. Thus, the connectivity of the trail system in neighborhood and urban areas will be expanded through use of urban connections, parks and trails and rural connections. A range of trail types will continue to be provided to address a variety of needs, including loop trails, 30-minute hikes, and all day hikes. Trailheads



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008. Updated March 2014.

Figure X-2
Existing and Planned Trail System

will be enhanced and clearly defined, promoting better access by those walking or bicycling. The City will also continue to integrate the trail system with support facilities (such as trash receptacles, benches, signage, and restrooms) that weave to and through active and passive open spaces and parks.

Policies

X-8 In coordination with Los Angeles County, the Santa Monica Mountains Conservancy, the State Parks Department, and the National Park Service, continue to develop and maintain a system of hiking and riding trails that provide safe, enjoyable access into the area's natural environment.

X-9 Locate and construct trails in such a manner as to minimize maintenance requirements and maximize access.

X-10 Make trails and staging areas easily accessible to the public in order to facilitate their use.

X-11 Connect trail systems with existing open space areas and community activity centers.

X-12 Incorporate trail design into plans for natural drainage channels, street rights-of-way, landscape corridors, utility rights-of-way, public easements, and open space areas.

X-13 It is the policy of the City to: 1) require recreation and trail planning and construction as conditions of approval for future development projects on land adjoining trails or where proposed new trails are planned; and, 2) require all project plans to provide access to trail heads located on adjacent public lands. This policy must be achieved within the legal limitations of the City's land use power and with due respect for private property rights.

X-14 Retain existing City-owned rights-of-way that have potential to assist in the implementation of the trail system. Obtain rights-of-way from other entities (e.g., utility districts) that assist in the implementation of the trail system.

X-15 Implement trailheads and signage where roads intersect trails and a suitable pull-out or curb cut can be attained, especially in rural areas.

X-16 Consider privacy and security of neighboring residents when designing and developing recreational trails.

X.C Recreation Programs

Objective

Provide recreational programs to meet the changing needs of all segments of the community.

General Plan Approach

The City of Calabasas operates a wide range recreation programs for residents of all ages. The City offers a variety of sports programs, including youth and adult sports programs, classes, aquatics, and workshops. City-sponsored senior programs include art classes, writing seminars, and golf lessons. Youth programs include seasonal camps, parent and child participation classes, after school programs, music instruction and art classes. The City also hosts a number of special events throughout the year, including seasonal festivals and holiday celebrations. Some programs currently offered by the City are listed below.

- *Sports and Athletics Programs: Basketball leagues, T-Ball /coach pitch leagues, swim lessons, recreation swimming, swim team, after school tennis program, summer youth tennis program, private tennis lessons, All Starz Basketball Program (for people with disabilities), personal training, fitness classes, sports camps.*
- *Youth Care: Klubhouse (preschool), Enrichment (Lupin Hill Elementary), after school programs, and summer camps.*
- *Cultural Arts: Fine Arts Festival, orchestra concerts*
- *Special Events: Egg-Stravaganza, Arts & Crafts Festival, 4th of July, Pumpkin Festival, Movie Nights, and Snow, Snow, Snow.*

Calabasas is committed to providing ample recreational programs for all residents. As funding allows, the City will continue to offer a variety of recreational services and to improve and expand services to meet the recreational needs of the community. As part of its recreation programs, the City will strive to create a system of indoor and outdoor community gathering places for community activities. In addition, the City will continue

to provide a broad range of activities that cater to a wide variety of interests for residents of all ages, while offering constructive and meaningful activities for youths.

Policies

X-17 Provide a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, along with adequate facilities to support those activities.

X-18 When feasible, raise revenues from recreational activities to make them as financially self-sufficient as possible and to subsidize activities that do not generate revenues.

X-19 Pursue a variety of funding sources for City recreational programs, including but not limited to federal, state, and private grants.

X-20 Address the development of additional recreational programs for people with disabilities.

X. PARKS, RECREATION & TRAILS ELEMENT

Page intentionally left blank.

XI – Cultural Resources Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

XI. CULTURAL RESOURCES ELEMENT

Local history, cultural diversity, and artistic expression play vital roles in establishing identity and enriching human life in communities. Calabasas enjoys a richness in its history that sets the stage for ongoing community development in a way that acknowledges and memorializes the past, while informing decisions about the community's ongoing cultural development. The Cultural Resources Element establishes policies that both lay a foundation to protect and interpret cultural resources (paleontological, archaeological, and historic) and encourage and foster the community's cultural and artistic development.

XI.A Pre-Historic Resources

Calabasas Pre-history

At Spanish Contact, the Calabasas area was occupied by the Chumash, a diverse population living in settlements along the California coast from Malibu Creek to the southeast, Estero Bay in the north, including the islands of San Miguel, Santa Rosa, and Santa Cruz, and as far as Tejon Pass, Lake Casitas and the Cuyama River inland.

Following the 1542 Cabrillo voyage, many small Chumash settlements were abandoned and some of the largest historic towns were founded. This change in population distribution is attributed to growth in importance of trade centers and the development of more integrated political confederations. The Chumash economic system enabled them to make efficient use of diverse environments within their territory. Acorns and seeds were traded between the islands and mainland, and interior populations who lacked marine resources traded with coastal populations for fish and other seafood.

The Spanish viewed the Chumash as unique among California tribes due to their knowledge of the sea, canoe building expertise, ceremonial organization, their interest in acquiring and displaying possessions, willingness to work, and extensive trade networks. The protohistoric Chumash maintained the most complex bead money

system documented in the world. The major inland village of Ta'lopop was established just to the southwest of Calabasas along Las Virgenes Creek. Information obtained since the 1870s suggests that the Chumash were divided into political provinces, with each containing a major capital. Numerous place names exist in the region, including the following:

Huwam: Village at Rancho El Escorpion, west end of the San Fernando Valley
Kaspat kaslo'w: "nest of the eagle" – Mountain west of San Fernando Valley
Kats'ikinhin: "pine tree" – Village on Las Virgenes Creek, inland from Malibu
Ta'lopop – a village on Las Virgenes Creek

Objectives

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

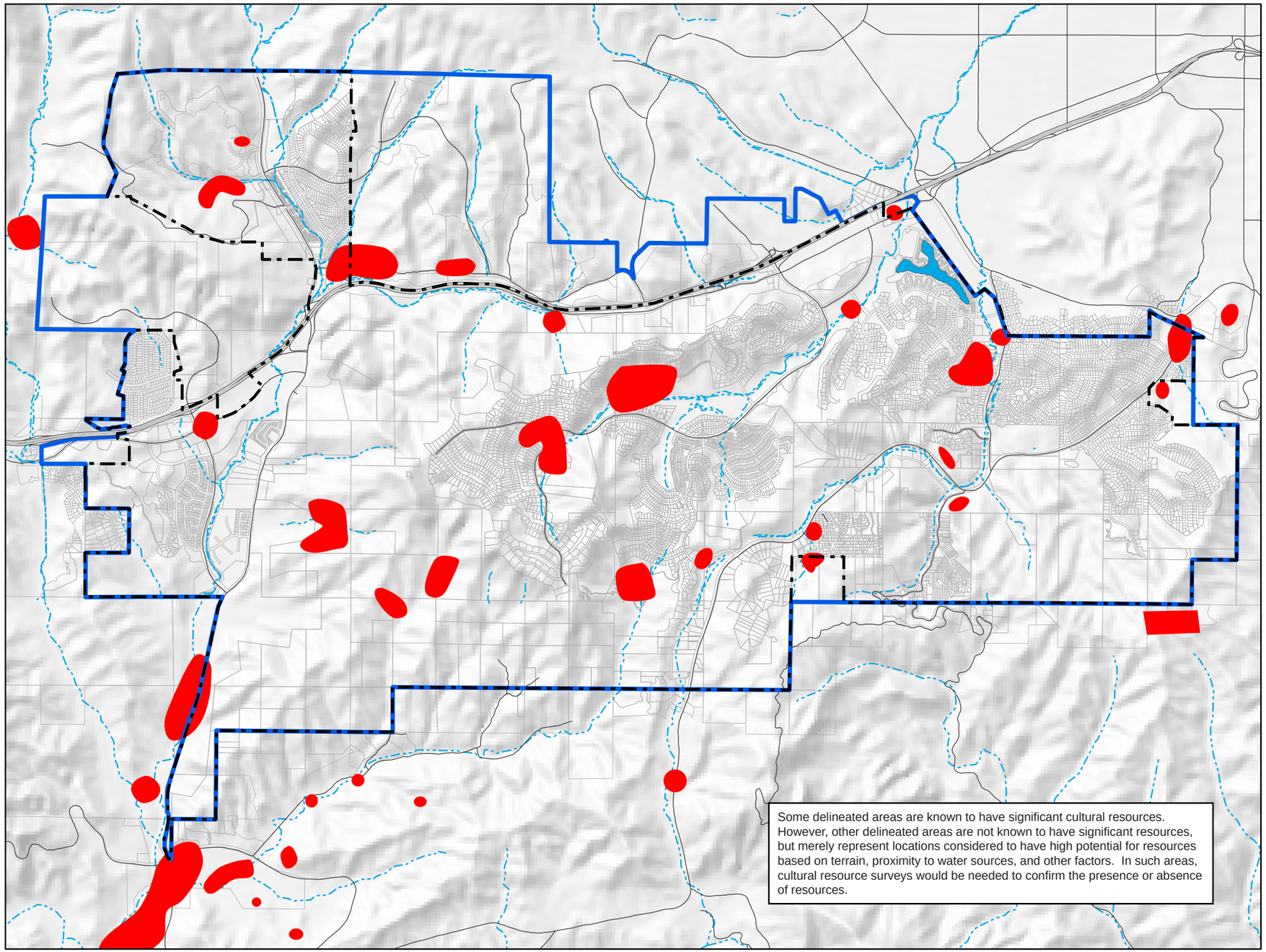
General Plan Approach

The community's rich history of the Chumash peoples, early Spanish contact, and Mexican land granting patterns continue to be preserved and promoted through education programs and cultural events. The City will continue to work with community groups to identify locations for facilities that celebrate local cultural heritage. Examples include a living history Chumash village and an agricultural history museum. Areas within Calabasas that are of potential archaeological sensitivity are shown on **Figure XI-1**.

Archaeological resources are particularly vulnerable to urban development. Other threats include unrestricted public access to and vandalism of valuable sites. In order to avoid conflicts arising between land-modifying development and the preservation of precious archaeological resources, the incorporation archaeological resources study into the planning process from the earliest planning stages is emphasized through this Element.

Before construction is begun on a project, it must be ascertained what archaeological or paleontological resources are present which might affect or be affected by the project.

Such planning involves the systematic identification of archaeological and paleontological resources via preliminary site surveys, evaluation of these resources,



Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

LEGEND

- Major Roads
- Calabasas City Boundary
- Plan Area Boundary
- Cultural Resource Sensitivity Areas

N

0 0.5 1 Mile

Figure XI-1
Potential Cultural Resource Areas

and formulation of means for their protection, relocation, or their scientific study prior to possible disturbance. Some sites could be preserved entirely to remove the threat of future damage.

Policies

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

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

XI.B Historic Resources

Calabasas History

From Spanish contact (voyages of Cabrillo in 1542 and Vizcaino in 1602), through the Mexican and American Periods, land use patterns changed little in the Santa Monica Mountains. The Portola-Crespi Expedition of 1769 passed through Calabasas, while returning to San Diego. Juan Bautista de Anza (1773-1775/1776) helped establish the Franciscan missions and Spanish settlements in the region, and opened the door to future development. A branch of the El Camino Real passed through Calabasas after leaving the San Fernando Valley, a route that was frequently traveled by Native Americans, soldiers, explorers and civilians alike. Today, the Ventura Freeway (U.S. Highway 101) follows the former alignment of the El Camino Real. Additionally, Malibu Canyon was not only a major Native American trade corridor to the Pacific Ocean, but early settlers also used the route and connecting trails to access Stokes, Piuma, Liberty, and other canyons.

During the Mexican Period, large land grants dominated the region. Prior to this time, the Spanish Crown permitted settlement and allotted certain land concessions, but the deed remained in their possession. These Spanish entitlements were actually no more then permits that allowed people to graze the land. One concession under the Spanish rule and District of Santa Barbara was made in the vicinity of Calabasas and granted under the name of *El Paraje de Las Virgenes*. It was not until the Mexican Period however, that the basic tenants of the Land Grant system and ultimately, the land use-

settlement pattern for the area changed. The project area was sandwiched between Rancho Las Virgenes on the north and Rancho Topanga Malibu Sequit to the south.

By the 1840s and 50s, cattlemen, sheepherders, squatters and ranch owners were acquiring portions of former Mexican land grants in the region. Legendary landowners such as Miguel Leonis, the co-owner (along with his wife Espiritu) of Rancho El Escorpion, Domingo Carrillo and Nemisio Dominguez of Rancho Las Virgenes, and Matthew Keller of Rancho Topanga Malibu Sequit, owned much of the property in and around Calabasas. Just to the west, Don Pedro Alacantara Sepulveda built an adobe (which still stands, and is under the jurisdiction of the State Park system) for his wife Maria Magdalena Soledad Dominguez circa 1853.

After the Mexican American War and statehood, land use and ownership patterns evolved slowly. Leonis remained a major local ranch owner, and he enlarged and remodeled his Monterey-style house. The Leonis Adobe remains the most enduring historic example of this period of Calabasas history and serves as an anchor for Old Town Calabasas.

After the turn of the century, several select spots in the Calabasas area developed into weekend respites from the city. Crater Camp in Monte Nido was opened in 1914 as a year-round picnic ground. The Calabasas Highlands community was subdivided in the 1920s, and reflects a development style that links Calabasas to its neighbor Topanga in style and parcel pattern.

Unreliable water sources remained a constraint to larger scaled subdivision and development in Calabasas through the first half of the 20th Century. With the founding of the Las Virgenes Municipal Water District in 1958, a consistent water supply was obtained. This development coincided with the state's investment in the freeway system. These two structural events led to a sustained development boom as the rapidly urbanizing San Fernando Valley pushed westward along the U.S. 101 corridor. In 1969, Warner Ranch was purchased and subdivided, ushering in the master planned Calabasas Park area. The upgrading of U.S. 101 (the Ventura Freeway) to a full freeway occurred in the 1960s and developers began subdividing communities in proximity to freeway interchanges at Valley Circle/Mulholland Drive, Parkway Calabasas, Las Virgenes Road, and Lost Hills Road. Residents were not the only newcomers to Calabasas. Corporations also decamped to Calabasas, to new office parks attracted corporate clients, particularly in the 1980s. Lockheed Corporation moved from its historic Burbank "skunkworks" location to a new corporate headquarters in Calabasas Park in the early 1980s. The building was later occupied by Countrywide Financial. Other

corporations set up headquarters along the Agoura Road corridor between Las Virgenes and Lost Hills Road.

After cityhood, a concerted effort was made to better regulate development and a number of regional landscaping and urban design projects were initiated. Notable among these are streetscape improvements in Old Town Calabasas and the restoration of Las Virgenes Creek in the Ventura Freeway corridor.

The development of the Civic Center at the Commons in 2008 marks a milestone in the City's cultural development. In January 2008, the City adopted the Historic Preservation Ordinance, further pursuing protection of the community's cultural heritage. This General Plan Element supports and builds on desires to sustain and develop a cultural heritage in Calabasas.

Objectives

- Preserve the special historical features within Old Town as a focal point for community life.
- Extend the historical, old west character of existing buildings within Old Town to adjacent properties.
- Enhance community appreciation for the importance of historic resources and protect significant resources.

General Plan Approach

Calabasas will continue to facilitate the preservation and protection of historic resources. These efforts will be implemented through the City's Historic Preservation Ordinance, which requires the creation of a Historic Preservation Commission and creates a process by which the City can evaluate potential historic resources and, as appropriate, designate historic landmarks, districts, and landscapes.

Old Town Calabasas is the historical and cultural heart of the community. As such, preservation of historical features within Old Town is a pivotally important part of Calabasas' vision. In addition to preserving actual historic buildings within Old Town, the City has adopted design guidelines that will ensure that future development in and adjacent to Old Town is compatible with its historic community character. Streetscape design features and building facade modifications will be applied to newer structures adjacent to Old Town to address design incompatibilities where modern architectural adversely clashes with Old Town's historic character. In this regard, the General Plan

reinforces the goals and policies of the Old Town Calabasas Master Plan and Design Guidelines adopted in 1994.

The ongoing protection of Old Town will benefit from a unique cooperative effort with the City of Los Angeles, as a significant portion of the Old Town area is within that city. This effort includes the continued pursuit by Calabasas of the program to detach Old Town from the City of Los Angeles and annex it into Calabasas. If detachment and annexation is not forthcoming, Calabasas will continue to pursue other cooperative programs with Los Angeles to ensure consistent, compatible development standards in the area.

Policies

XI-3 Ensure proper treatment of historic resources before development occurs at a site where such resources are present, through enforcement of the City's Historic Preservation Ordinance.

XI-4 Emphasize preservation and adaptive reuse as the preferred approach to the management of historic properties. Where preservation or adaptive reuse are not possible, require that new development reflect the character and historic/cultural references of the original features in their site context. Finally, facilitate the relocation of historic features if the preferred preservation in place is not possible.

XI.C Cultural Amenities

Objective

Build the cultural foundations of Calabasas by involving broad segments of the community in the production, support, and presentation of art and cultural programs, installing art in public places, providing working and display space for local artists, and identifying a site for an arts and cultural center.

General Plan Approach

Calabasas recognizes that its residents desire opportunities to build community values. Since incorporation, the City has attempted to build a variety of community programs to cater to the residents' need for cultural amenities. The City sponsors and organizes local art exhibits, performances, festivals, cultural events, and forums for local arts

organizations and artists. For example, the Calabasas Fine Arts Festival has been held annually since 1997 and attracts over 15,000 thousand collectors & art buyers each year. Seasonal festivals such as Egg-Stravaganza, 4th of July, Pumpkin Festival, Halloween Carnival, and Snow, Snow, Snow offer cultural opportunities for residents of all ages. The Calabasas Orchestra brings music to the community by catering to numerous styles of orchestral music, ranging from Bach and baroque era to Gershwin and contemporary. Through the Park and Recreation Department, a number of classes are offered to residents, including courses in music, arts & crafts, acting, and theater.

The City's Art in Public Places Ordinance provides aesthetic enhancement and enrichment of the community through the inclusion of fine art throughout Calabasas. The goal of the Ordinance is to provide a collection of nationally recognized, permanent outdoor sculpture to be enjoyed by all. To accomplish this, the Ordinance requires any person constructing or reconstructing a commercial building to either: (1) provide a sculpture or other art work; or (2) pay a fee that can be used to purchase art for other public places in the City.

Promotion of cultural amenities will remain a priority for the City. The City will continue to implement its Art in Public Places program and to sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists. Promoting locally produced art and local cultural programs will expand outreach and publicity. The City's website and quarterly "Class Catalog" produced by the Community Services department will continue to be used as a way to update residents about the diverse cultural amenities available to them.

The City will also pursue the development of venues for cultural events such as live music and dance. The "Craftsman's Corner" area north of the Ventura Freeway, currently located in unincorporated Los Angeles County, has been specifically identified as a possible location for future annexation and development of a performing arts venue.

Policies

XI-5 Promote and develop cultural programs for residents of all ages, including theatrical, musical, dance, and other performing arts activities.

XI-6 Promote the establishment of venues for theater, dance, music, and children's programming.

XI. CULTURAL RESOURCES ELEMENT

XI-7 Increase public art and cultural expression throughout the community.

XI-8 Provide for cultural additions to the City through art work, sculptures, murals, etc. using guidelines for commercial, residential, and other development.

XI-9 Promote coordinated cultural and arts programs with museums, the Las Virgenes Unified School District, and libraries.

XII – Services, Infrastructure, & Technology Element

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Communities need a variety of basic services and infrastructure in order to function. The City provides some of these services and infrastructure, while others are provided by other agencies. Careful coordination of land development with both City departments and outside agencies that are responsible for providing municipal services and infrastructure is needed to avoid gaps in service provision.

Prudent fiscal management is required to ensure adequate municipal income to pay for the services and facilities provided or contracted for by the City. In addition, adequate municipal income is required to provide and maintain community amenities.

Issues covered in the Services, Infrastructure, and Technology Element include:

- *Fiscal Management*
- *Municipal Services*
- *Educational Services*
- *Water Service & Infrastructure*
- *Wastewater Service & Infrastructure*
- *Storm Drains*
- *Technological Infrastructure*

XII.A Fiscal Management

Objectives

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

General Plan Approach

Calabasas recognizes that protecting environmental quality and enhancing the quality of life for Calabasas residents requires a stable stream of municipal income. The City also recognizes that expanding the community's retail and employment sectors to generate

income entails certain costs, but will not sacrifice the area's natural environment or its residents' quality of life in the pursuit of municipal income. Calabasas places a greater priority on protecting the natural environment and the desirability of existing residential neighborhoods than on creating sales tax-generating and employment-generating uses. The City intends to live within its means and to provide services to its residents at levels it can afford. Thus, new retail and employment generating land uses need to be compatible with community objectives related to environmental quality and the quality of existing residential neighborhoods.

The principle that "new development shall pay its own way" is a key concept of the Calabasas General Plan. Developers will need to provide or funds needed new services at no net cost to existing residents and businesses.

Policies

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

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

XII-3 Establish and maintain a proactive program to attract commercial businesses to those locations within the City of Calabasas that the General Plan land use map has identified as being appropriate for commercial or mixed use, and work with potential commercial developers to ensure that projects are compatible with adjacent uses.

XII-4 Consider financial incentives consistent with other General Plan provisions for new sales tax-generating and employment-generating uses where there is a clear "pay-back" to the City in the form of increased municipal revenue.

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

XII-6 Where a development project may have a negative effect on municipal income, require the preparation of a fiscal impact analysis, as well as appropriate mitigation for any identified net costs to the City.

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

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

XII-8 While requiring new development to pay its own way, maintain flexibility with respect to financing infrastructure improvements for new sales tax-generating and employment-generating uses.

XII-9 Require the proponent of new development projects to ensure that the facilities (including systemwide improvements) to support projects are available at the time that they are needed.

XII.B Municipal Services

Objectives

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

General Plan Approach

The provision of municipal services and facilities is intended to advance Calabasas' vision for its future and support the land use mix needed to achieve that vision. The

availability of adequate municipal services and facilities to a particular site is a prerequisite to permitting development of that site in accordance with General Plan policies, but is not considered to be a justification for development in and of itself.

In addition to parks and recreational services (addressed in the Parks, Recreation & Trails Element), key municipal services in Calabasas include police protection, fire protection, and libraries. These services as well as landscape maintenance are discussed below.

Police Services

All police services are provided through contract with the Los Angeles County Sheriff's Department. It is anticipated that this relationship will continue over the life of the 2030 General Plan.

It is Calabasas' vision that crime prevention be emphasized at least on an equal basis with law enforcement. The net result of this emphasis will be a safer community and a reduction in the cost of providing police protection services within Calabasas. Police services will seek to reduce the potential for crimes of opportunity through implementation of "defensible space" concepts.

To assist in reducing the likelihood of criminal activity, the City will continue working with the Sheriff's Department to maintain crime prevention programs. The City will also involve the Sheriff's Department in the development review process to ensure that new development that is permitted within the City increases surveillance potential, and is within the ability of the Sheriff's Department to provide police protection service.

Fire Protection Services

Fire protection service in Calabasas is provided through contract with the County of Los Angeles Fire Department. The County operates two stations within Calabasas as well as stations in Agoura Hills, Monte Nido, and Topanga Canyon. The City receives fire protection and paramedic services as well as wildland fire protection and forester tree service from the Department of Forestry and Fire Warden. It is anticipated that these relationships will continue over the life of the 2030 General Plan.

Calabasas's vision is that fire prevention be emphasized at least on an equal basis with fire suppression. The net result of this emphasis will be a safer community and a reduction in the cost of providing fire protection services within Calabasas. Fire services will seek to reduce the potential for structural and wildland fires. Services will include

programs that focus on community education, as well as fire-safe landscaping and brush clearing within hillside residential areas.

To assist in reducing the likelihood of a disastrous fire, the City will continue to coordinate land use planning activities with the County Fire Department. The City will also work with the Department as part of the development review process to ensure that new development permitted within the City is within the capability of local fire stations to provide service.

Library Services

The Calabasas Civic Center includes a library that holds 90,000 volumes of reading material, a children's reading room, specialty collection areas, a young adult area, technology center and a reading area for adults. The Friends of the Calabasas Library, a volunteer group of citizens, provides funds for library programs and events for Calabasas residents. The City will continue to provide library services that meet the desires of the community and to promote and support volunteer organizations that help foster library functions and events.

Landscape Maintenance

The City of Calabasas maintains special assessment districts called landscape maintenance district (LMDs) that were established to fund and maintain landscaping and appurtenances for slopes and common areas. There are currently four LMDs within the City. LMD funds are used for the maintenance of existing landscaping and may also be used for the enhancement of the existing landscaping and the installation or maintenance of select hardscape features, such as stamped concrete medians, concrete paseos, fencing, slumpstone borders, irrigation controllers and decorative lighting. The City intends to retain and, as necessary, expand these districts in order to maintain and enhance landscaping and hardscaping in commercial and mixed use districts.

Policies

XII-10 Continue coordination and information exchange between the City of Calabasas and local service providers such as the County sheriff's and fire departments and the Las Virgenes Unified School District.

XII-11 Promote additional library facilities and services as required to meet the needs of Calabasas residents, including but not limited to a possible offsite branch to be located on the west side of the City and more programming and events.

XII-12 Promote the acquisition of library materials, collection expansion, technology growth, and staff development that reflect the needs and interests of Calabasas residents.

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

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

XII-15 Maintain and, as necessary, expand landscape maintenance districts in commercial and mixed use districts in order to provide funds for landscape/ hardscape maintenance and enhancement.

XII.C Educational Services

Objectives

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

General Plan Approach

Although the provision of public school facilities is the responsibility of the Las Virgenes Unified School District (LVUSD), the City of Calabasas will assist by working with the LVUSD to develop new school and park facilities together as multiple-use facilities in order to minimize costs and to maximize utilization. To the extent possible, new school

and park facilities will be located and developed as integrated units serving as neighborhood cores. Existing school facilities will, to the extent feasible, be adapted and redeveloped to function as multiple-use cores to give identity to existing neighborhoods.

As discussed in the Parks, Recreation & Trails Element, the City will work with the LVUSD to guide the location and design of school and joint school/park sites. New development will be required to be responsible for providing the necessary funding or resources to establish facilities commensurate to the project's impact. The City will also work with the LVUSD to formulate cooperative educational programs.

Policies

XII-16 Maintain ongoing, open communication with Las Virgenes Unified School District and coordinate land development review activities with the District's master planning efforts.

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

XII-18 Work with the Las Virgenes Unified School District to assist in the formation of special assessment districts for construction of additional schools.

XII-19 To the extent that joint school/park facilities meet local recreational needs, permit park fees collected by the City to be used for joint use recreational facilities.

XII.D Water Service & Infrastructure

Objective

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

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

General Plan Approach

The Las Virgenes Municipal Water District (LVMWD) will continue to provide water facilities within Calabasas. LVMWD purchases its water from Metropolitan Water District of Southern California, a water wholesaler. There is no local source of drinking water serving Calabasas. All supplies are imported.

The Las Virgenes Municipal Water District provides both water and sewer service in Calabasas. Potable water is imported via the Metropolitan Water District of Southern California. The District also provides recycled water that is used for landscape irrigation.

The City will work with the LVMWD to ensure coordination of the district's water and sewer facilities master plans with the land use plan and development intensities permitted by the Calabasas General Plan. The City will also work with the LVMWD, as part of the development review process, to ensure that new development permitted by the City is within the LVMWD's ability to provide water and sewer service. Water infrastructure is designed to respond to the various land use water demands while also being able to provide service at the peak demand period.

Water conservation practices will continue to be promoted and required through restrictions on water intensive land uses, water flow devices as well as promotion of native landscaping. In addition, the LVMWD makes extensive use of recycled water as about one-quarter of the potable water served to LVMWD customers is reused within the service area to irrigate landscapes. The expanded use of recycled effluent will be encouraged throughout the City.

Policies

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

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

XII-22 Participate in regional efforts to enact local water quality protection mechanisms to implement state and federal programs.

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

XII-24 Continue to implement opportunities to increase the use of recycled water and secondary effluent in coordination with the Las Virgenes Municipal Water District, potentially including the development of incentives to encourage the use of reclaimed water.

XII.E Wastewater Service & Infrastructure

Objective

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

General Plan Approach

The LVMWD is responsible for wastewater treatment in the Calabasas area. Through a Joint Exercise of Powers Agreement (JPA), the LVMWD and the Triunfo Sanitation District (TSD) jointly own and operate Tapia Water Reclamation Facility (WRF), which treats and recycles wastewater generated in Calabasas. The Sanitation Districts of Los Angeles County are responsible for maintaining the collection systems and billing individual customers. The City will continue to work with the LVMWD as part of the development review process, to ensure that new development permitted by the City is within its ability to provide sewer service.

Certain areas within Calabasas remain on private septic systems. These areas include portions of Calabasas Highlands, Saint Andrews Lane and Turtle Creek Road located west of Mulholland Highway, Dry Canyon Cold Creek Road and the connector roads Dorothy Road, Valdez Road, and Canyon Drive, Old Topanga Canyon Road between Mulholland Highway and Mulholland Drive and Black Bird Way, and Hummingbird Way. Failed septic systems can potentially contaminate both surface water and groundwater. Consequently, the City will continue to consider expansion of the sanitary sewer system to provide sewer access in areas of the community where public sewers are currently lacking.

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Policies

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

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

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

XII-28 As appropriate, provide sanitary sewer service in areas of the City where such service is currently lacking through:

- Monitoring of private onsite wastewater systems for operational performance within applicable environmental standards;
- Regular reporting of the results of monitoring to the City Council; and
- Extending sanitary sewer service into areas where service is lacking if the provision of sewer service is determined to be technically warranted, economically feasible, and environmentally beneficial.

XII.F Storm Drains

Objective

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

General Plan Approach

Stormwater discharges consist of surface water runoff generated from various land uses which discharge into waters of the State. The quality of these discharges varies and is affected by geology, land use, season, hydrology, and sequence and duration of hydrologic events. In general, pollutants in the water runoff can impair the waterways, thereby discouraging recreational use of the resource, contaminating drinking water supplies, and interfering with the habitat of fish, other aquatic organisms and wildlife.

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Municipal point source discharges from urbanized areas remain a leading cause of impairment of surface waters in California.

Public street catch basins within Calabasas are maintained by the Los Angeles County Road Department and drainage area catch basins are maintained by the County of Los Angeles Flood Control District. The storm drain and catch basin system is generally adequate and upgrades needed to facilitate new development will be implemented in conjunction with the development. The City will also work with the local agencies to ensure that services and new development permitted by the City is within the ability of the agencies to provide drainage and stormwater service.

Calabasas requires implementation of Storm Water and Runoff Pollution Prevention Controls (Best Management Practices) for Development Construction and Redevelopment controls for private and public projects within the City boundaries. Implementation of applicable state and federal requirements for new development will continue throughout the life of the General Plan.

Policies

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

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

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

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

XII-33 Encourage regional approaches to managing stormwater in order to provide improved performance, maintenance and cost efficiency.

XII.G Technological Infrastructure

Objective

Encourage development of technology infrastructure and service to allow Calabasas residents and businesses to communicate with individuals and institutions locally, regionally, nationally, and globally.

General Plan Approach

The role of technology in our society is continually expanding. Calabasas residents and workers expect the latest technologies to be available to enable them to meet their daily needs and perform their jobs more efficiently. As such, the City expects to continue to facilitate the development of an integrated information system that will meet the community's technological needs.

The City is currently served by a variety of vendors and service providers that comprise the technological infrastructure of the City. Local networks continue to expand coverage and provide responsive service within the City. In addition, the City has been assembling its own citywide area network, which will provide broadband connections to all local public facilities. The City will encourage continued community investment in the most advanced communications technologies available in an effort to facilitate local businesses and meet the current and future needs of City residents. The City will also continue to develop a strategic network perspective that will serve to enhance the local network infrastructure. At the same time, the City will continue to consider aesthetics in the placement and design of new communication infrastructure.

Calabasas' Media Operations Department is responsible for CTV- The Calabasas Channel, the City's government access channel, Information Technology, Cable Franchise Regulation, City Film and Photo Permits, Graphic Design, e.News, Sister Cities and the City website.

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Policies

XII-34 Continue to develop a citywide area network that provides broadband connections to local public facilities and connects to regional networks.

XII-35 Encourage citywide access to fast and secure wireless broadband networks.

XII-36 Make information regarding City government and decision making, local services, and opportunities to participate in City governance available in electronic form.

XII-37 Encourage technology and communication service providers to develop and maintain a long-term coordinated telecommunications plan to improve bandwidth, reduce costs, and improve system reliability.

XII-38 Encourage technology service providers to creatively integrate technology facilities into the natural and built environment to minimize the total number of such facilities and associated aesthetic impacts.

XII-39 Require new residential and commercial development to include infrastructure components necessary to support modern communication technologies.

XII-40 Work with other agencies and neighboring cities to integrate technology infrastructure planning on a regional basis.

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Page intentionally left blank.

XIII – General Plan Implementation

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

XIII. GENERAL PLAN IMPLEMENTATION

The implementation programs of the Calabasas General Plan describe the specific actions that the City will take and will require for new development in order to implement the City's vision of its future as expressed in General Plan goals, objectives, approaches, and policies. General Plan implementation is organized into four general categories. In addition to the Housing Improvement Program, which is contained in the Housing Element (Chapter V), the types of implementation actions include the following:

- ***Follow-up Studies and Actions*** include studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.
- ***Intergovernmental Coordination and Community Involvement*** outlines actions to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Calabasas.
- ***Strategic Planning*** integrates the General Plan with the ongoing operations of the City of Calabasas and the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the California Environmental Quality Act (CEQA).

XIII.A Follow-Up Studies and Actions

The City will update and maintain a Development Code that provides rules and standards that implement the General Plan. The Development Code will detail the City's development/environmental review process, maximum allowable impacts for individual development projects, and performance standards that must be met by new development. Each of these components will be consistent with 2030 General Plan goals, policies, and approaches.

City of Calabasas Development Code[1]

Subsequent to adoption of the 2030 General Plan, the City will adopt an updated Development Code to implement the General Plan. The Development Code will

[1] *An updated Land Use and Development Code was adopted in January 2010.*

XIII. GENERAL PLAN IMPLEMENTATION

encompass both zoning and subdivision ordinances. Included in the zoning portion of the Development Code will be preparation of a new zoning map to reflect the General Plan land use map (**Figure II-1** in the Land Use Element, Chapter II).

Issues to be addressed in the updated Development Code include, but are not limited to:

- *Performance standards for proposed new development*
- *Hillside development regulations*
- *Subdivision requirements, including specific requirements for small lots and cabin lots*
- *Grading guidelines and regulations*
- *Land use regulations, including specific requirements for the siting and construction of structures intended for human occupancy within areas subject to wildland fires*
- *National Pollution Discharge Elimination System (NPDES) requirements*
- *Best management practices for erosion control, water quality management, reduction of air pollutant emission, source reduction and recycling, and energy conservation*
- *Code enforcement and development performance monitoring*
- *Signage regulations that require that commercial, office, and business park developments portray a precise concept for adequate signage*
- *Parking, including applicable transportation control measures and management of parking within residential neighborhoods*
- *Screening of recreational vehicles and boats that are stored within residential neighborhoods*
- *Landscaping, including an emphasis on the use of native and naturalized species, requirements for the planting of street trees, and provisions for ongoing maintenance of required landscaping*
- *Open space requirements for multi-family development, including requirements for provision of appropriate active recreational facilities onsite*
- *Siting and design of communication technology facilities*
- *Noise impacts associated with construction activity and other activities on private properties*
- *Regulations for home occupations to provide reasonable opportunities or individuals to work at their own homes without disturbing the residential character of the neighborhood*
- *Administrative procedures for development/environmental review and appeals*
- *Design guidelines*

- *Non-conforming use guidelines*
- *Environmental protection requirements*
- *Public health and safety requirements*
- *Water and energy efficiency requirements*
- *Oak tree preservation*

Future Annexations

The City of Calabasas will undertake studies to determine the feasibility of annexing areas within the City's plan area (as depicted on Figure I-1 in Chapter I, *Introduction*), but outside the Calabasas corporate boundaries. Such studies will assess: (1) whether or not property owners within the potential annexation areas have interest in annexing to the City; (2) whether political obstacles that may make annexation infeasible exist; (3) the potential benefits of annexation to the City; and (4) the fiscal impacts of annexation.

In particular, the City will pursue studies to determine whether or not annexation of the Craftsman's Corner area north of the Ventura Freeway and generally east of Parkway Calabasas is feasible. This area is currently within the City of Hidden Hills' sphere of influence, so it would need to be removed from the Hidden Hills sphere prior to annexation to the City. Any study of the feasibility of annexing this area would necessarily involve discussions with officials at the City of Hidden Hills and the County of Los Angeles. In conjunction with any annexation of the Craftsman's Corner area, the City will prepare a specific plan that identifies appropriate land uses.

Calabasas Resources Inventory

A general inventory of resources within the Calabasas plan area has been developed in conjunction with this General Plan and other ongoing planning studies. Because many General Plan policies are keyed to environmental resources, it is imperative that the information presented in these maps accurately reflects the most current information available. Therefore, the resources inventory will be continually updated to incorporate new data on such topics as:

- *Open Space*
- *Hillsides, canyons, and ridgelines*
- *Biotic resources*
- *Historic, archaeological, and paleontological resources*
- *Hazard areas*
- *Scenic resources*

XIII. GENERAL PLAN IMPLEMENTATION

- *Air quality*
- *Greenhouse gas emissions*
- *Water availability*
- *Climate projections*

This information will be updated and monitored on a continual basis through the City's development/environmental review process, using:

- Enviro*nmental documents*
- *Cumulative resource/impact studies*
- *Regional and state data collectio*n efforts

New Technologies

The General Plan specifies that the City will identify and implement techniques to improve water quality, reduce water consumption and solid waste generation, and conserve energy. Research that expands our understanding of these issues and suggests new technologies to address the problems is continually being undertaken. New technologies will be reviewed continually and the development code and other relevant planning documents will be updated as appropriate to incorporate new technologies.

Small Lot Consolidation

The City will continue to pursue programs to provide incentives for owners of existing small residential lots to consolidate their holdings into larger parcels. The programs will consist of pursuing formation of a non-profit entity that would "purchase" these properties, paying for them with shares in the entity. The non-profit entity would then consolidate properties into a single development, and re-subdivide the consolidated property pursuant to the provisions of the General Plan. Once subdivided, parcels would be sold, with the proceeds going to the original landowners in the form of dividends.

Capital Improvement Program Maintenance

The City will continue to maintain a Five-Year Capital Improvement Program that will be consistent with the goals, policies, and programs of the General Plan.

Maintenance and Update of Transportation Funding Programs

The City will maintain cumulative traffic impact fees for all new discretionary development projects and update fees as appropriate. The fees will be updated as

necessary to reflect changed conditions and will provide sufficient funds to implement the Capital Improvement Program and mitigate the effects of cumulative development in the City.

Traffic impact fees will enable the City to continue to collect funds from all developments occurring within the City. These funds will then be used for the sole purpose of implementing various improvements to the City's arterial street system. The traffic impact fee system will continue to distribute the costs of identified arterial street improvements to new development based solely on the proportional share of total traffic that the proposed development will generate. Each improvement will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. Fees will continue to be directly proportional to the benefit that each new development will ultimately receive. Also, the City will continue to recognize a fee credit to developers who construct proportions of the identified traffic improvements.

Update and Expansion of Landscape Maintenance Districts

The City will investigate the need to update and expand existing landscape maintenance districts to fund needed landscape/hardscape maintenance and upgrades in commercial and mixed use districts. These districts will continue to be funded through assessments on properties within the district.

Local Transit Services

The City will continually investigate ways in which local transit services can be improved to meet community needs. Implementation of transit service improvements will be dictated by need and availability of funding. As existing business and mixed use areas redevelop over time, the City will require facility improvements in conjunction with new development that facilitate transit service.

Transportation Planning

The City will develop a corridor plan for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan will provide a focused study of the roadway segment and identify options for improving vehicle flow and overall mobility along the segment.

XIII.B Intergovernmental Coordination and Community Involvement

Calabasas is committed to truly representational government that seeks appropriate responses to specific issues. The intergovernmental coordination and community involvement program proposes actions that reflect this commitment. For example, some issues, such as the protection of natural resources, not only affect the City of Calabasas, but also affect adjacent jurisdictions, as well as agencies charged with the management of regional resources. Many issues cross geographic boundaries, and therefore require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Calabasas is committed to working with its neighbors to address these issues.

At the same time, Calabasas recognizes that to be truly representational, local government must reflect the values of the people it serves. Therefore, the City has established mechanisms for informing the community on local issues and soliciting citizen input.

Multi-Species Habitat Preservation Programs

Calabasas will continue to support the efforts to create multi-species habitat and open space preservation programs, and will facilitate the establishment of such programs by the following means.

- *The City shall pursue formation of a communitywide assessment district or other similar mechanism to purchase such development rights as may be attached to lands designated for Preservation and Retention in the City's Land Management System.*
- *The City shall pursue an open space dedication program similar to a parks dedication program. In such a program, each developer would be required to dedicate land to an appropriate agency or pay an in-lieu fee where dedication is not appropriate.*
- *To ensure the long-term preservation of lands set aside for open space, the City will require that development rights or a conservation easement be granted to the City, or that another acceptable means of ensuring preservation of such lands in perpetuity is established.*
- *The City will use the guidelines described in the Development Review Program to encourage clustered development where appropriate, preserve a high quality of life and buffer lands dedicated for preservation from adjacent development.*

XIII. GENERAL PLAN IMPLEMENTATION

Coordination of Land Use Planning Activities

Calabasas will undertake the following in order to ensure that land use planning in

Calabasas will actively pursue review of the land use planning efforts of adjacent jurisdictions and provide constructive comments regarding the impacts that such programs will have on the City.

- *Work with Los Angeles County and other jurisdictions as part of the Ventura Freeway Corridor Policy Coordinating Committee to achieve compatibility between the Calabasas General Plan and the planning efforts of Los Angeles County. Work with Los Angeles County, other jurisdictions, and residents to update that portion of the Santa Monica Mountains Area Plan that is within the Calabasas General Plan study area.*
- *Continue to work with other local agencies and community groups as a means of increasing the effectiveness of Calabasas' voice in regional planning efforts and the planning efforts of adjacent jurisdictions.*
- *The City will pursue establishment of interjurisdictional agreements for the mitigation of development impacts on a case-by-case basis. It is the City's intent that such interjurisdictional agreements support the City's policy of using adjacent jurisdictions' General Plans and Master Plans as the basis for defining appropriate mitigation of interjurisdictional development impacts.*
- *On an annual basis, the City will initiate discussions of issues of mutual interest with local, regional, State, and Federal agencies whose efforts could benefit or adversely affect the City of Calabasas.*

Coordination of Circulation Facility Funding

To the degree feasible and to the extent permitted by inter-agency cooperation, Calabasas will pursue establishment of reciprocal traffic improvement programs with jurisdictions that affect and are affected by traffic in Calabasas (the cities of Malibu, Los Angeles, Hidden Hills, Westlake Village, Agoura Hills and the counties of Los Angeles and Ventura) to ensure that traffic resulting from development in these communities does not adversely affect City streets, and to ensure that traffic resulting from development in Calabasas does not adversely affect the street system in other jurisdictions.

Calabasas will work with Caltrans, the Metropolitan Transit Authority, Los Angeles and Ventura counties, and the cities of Los Angeles, Hidden Hills, Westlake Village, and Agoura Hills to coordinate regional transportation facilities. Coordination efforts will include:

XIII. GENERAL PLAN IMPLEMENTATION

- *Updating information on the status of development projects, roadway facilities;*
- *Supporting regional public transportation along the Ventura Freeway;*
- *Coordinating with Caltrans, Ventura County, and cities to the west of Calabasas to establish a system of park-and-ride lots along with an active rideshare matching program; and*
- *Coordinating revisions to the City's circulation and bicycle plans with regional circulation planning efforts.*

Expansion of Park Facilities and Programs

To ensure the availability of adequate park and recreation programs and facilities, Calabasas will coordinate recreational programming, park planning and park acquisition activities with Los Angeles County, the Las Virgenes School District, the city of Agoura Hills, and local homeowners' associations. City efforts shall include, but not be limited to:

- *Coordinating planned locations of schools and parks with the Las Virgenes Unified School District;*
- *Continued pursuit of joint-use agreements with the Las Virgenes Unified School District that facilitate the use of school facilities for City recreational programs during non-school hours; and*
- *Pursuit of alternative sources of funding for the acquisition and development of active park land.*

Update of Technological Capabilities

The City will continue to update communication technology capabilities and implement new technologies as they become available. Communication technology improvements will be coordinated by the City's Media Operations Department, which will continue to monitor system needs and technological advances and regularly report to the City Council on recommendations for system enhancements.

Review of Trail Availability

Along with the National Park Service, State Department of Parks and Recreation, and Los Angeles County, the City will establish and participate in an annual survey of recreational trails to ensure appropriate maintenance and confirm that trails are open and available.

XIII. GENERAL PLAN IMPLEMENTATION

Coordination of Planning Programs with the Las Virgenes Unified School District

Calabasas will continue to coordinate future development and emergency preparedness with the Las Virgenes Unified School District (LVUSD) by:

- *Participating with the LVUSD in joint land use/facilities planning efforts;*
- *Requesting that the LVUSD indicate the level of facilities available to serve new development projects requiring discretionary review by the City;*
- *Coordinating with the LVUSD in future updates to its Master Plan of Schools, which outlines specific sites needed to support buildout of the Calabasas General Plan; and*
- *Coordinating with the school district to determine the impacts of development within Calabasas upon school facilities.*
- *Coordinating with the school district on emergency preparedness, response, and recovery, including evacuation and emergency communication protocols.*

Library Funding

The City will conduct an evaluation of the possible expansion of library facilities, including analysis of the feasibility and desirability of development impact fees and other sources of funding and developing a new library branch on the west side of Calabasas.

Maintenance of Disaster Preparedness

The City will maintain a Hazard Mitigation Plan to coordinate disaster recovery activities within Calabasas. As part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to, fire, sheriff, and the American Red Cross.

To ensure adequate provision of emergency services in the event of a local disaster, the City will continue to maintain mutual aid agreements with the Santa Monica National Recreation Area, the counties of Los Angeles and Ventura, and the cities of Los Angeles, Hidden Hills, Agoura Hills, and Malibu.

To reduce wildfire risk, the City will coordinate with regional, state, and federal entities to implement wildfire mitigation measures and fuel load modification/reduction zones in areas adjacent to the City, including in alignment with initiatives related to the Los Angeles County Fire Department Strategic Plan and the Los Angeles County Countywide Community Wildfire Protection Plan.

To accomplish implementation of the disaster preparedness policies specified within the Safety Element, the Calabasas City Council will explore County, State, and Federal

funding options; and, based upon successful funding allocations, experts will be retained to carry out policy implementation under the guidance of the City Manager and City Departmental staff, as appropriate.

Enhancement of Community Awareness

The effectiveness of the programs described in the Calabasas General Plan is dependent on the participation of Calabasas residents. To ensure that residents are made aware of these programs, the City will publicize local programs and provide a forum for public debate of local issues.

The City will continue to use its newsletter to publicize City-sponsored programs, including, but not limited to, the following:

- *Recycling efforts*
- *Ridesharing programs*
- *Recreation programs*
- *Water conservation techniques*
- *Energy conservation/greenhouse gas reduction techniques*
- *Community policing and Neighborhood Watch programs*
- *Fire prevention programs*
- *Disaster preparedness*

Calabasas will also continue to use local cable television and the City's website as means of providing public information. Ways in which the use of digital media can be expanded for providing public information will continue to be investigated and, as appropriate, implemented. The City's metropolitan area network will continue to be expanded to provide broadband connections to public facilities and connect to regional networks.

The City will also invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities.

Where appropriate, the City will hold "Town Hall Meetings" to facilitate public discussion of current issues facing the community.

Involving the Community in the Development Review Process; Identification of Social Compatibility Impacts

In order to facilitate citizen participation in the development review process in a manner that is meaningful to individuals at the neighborhood level, Calabasas encourages informal meetings between citizen groups and developers on proposed development

projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests in a relaxed, informal setting, and to provide the developer with the opportunity to inform and obtain feedback from the neighborhood. Specifically, the City encourages developers to meet with affected citizens, and ask Calabasas citizens to give direction to proposed developments by:

- *Delineating neighborhood values, goals, and objectives;*
- *Participating in choosing among alternative project designs; and*
- *Participating in the review and modification of development plans.*

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving issues of social compatibility before public hearings begin.

Inviting Citizens in Community Decision Making

Many of the questions facing the City of Calabasas are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public forum. To address these issues, the City Council may appoint task forces to research specific issues and provide policy direction to the City Council or Planning Commission. Members of these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendation.

Monitoring of Community Satisfaction: Community Survey

To provide local decisionmakers with regular input on how satisfied Calabasas residents are with their community and their quality of life, the Calabasas Community Survey will continue to be updated every two years. Future surveys should address not only general plan issues such as land use, housing and circulation, but also more specific issues facing the City at the time of the survey.

Providing Cultural Amenities

In order to expand cultural opportunities for Calabasas residents of all ages, the City will:

- *Expand City cultural programs, including theatrical, musical, dance, and other performing arts activities*

- *Actively seek the development of public and/or private venues for theater, dance, music, and children's programming*

XIII.C Strategic Planning Programs

Annual General Plan Review

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Calabasas City Council.

In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. For those environmental mitigation strategies outlined in the 2030 General Plan EIR, the annual report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

Pursuant to the provisions of the 2030 General Plan, the City Council will not permit new development to cause the performance of public services and facilities to fall below performance standards included in the updated Development Code. The annual report on General Plan implementation will be used to identify the performance of services and facilities in relation to the performance standards adopted as part of the Development Code update.

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or county and the local public works projects of other local agencies for their consistency with the General Plan ..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed capital improvement projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan and reporting back to the agency. The City will execute these requirements for General Plan consistency reporting and review capital improvement plans to the best of its ability. The annual General Plan implementation report process required by Government Code Section 65400(b) will be used to comply with these reporting requirements.

Maintenance of an Up-to-Date General Plan

To continue to function as the "constitution" for managing the community's future, the General Plan should reflect current conditions and social values. As a result, State law

provides for amending and updating the General Plan. By law, the General Plan may be amended a maximum of four times per year (multiple changes may be grouped into each amendment). State law also requires the City's Housing Element to be updated every 5 years.

It is anticipated that the annual General Plan review will result in amendments to the General Plan that are needed to keep the document up to date. In addition, citizens and landowners may apply for General Plan Amendments. The City Council and Planning Commission may initiate, or any citizen may apply to amend General Plan text, exhibits, or maps. In order to ensure a compatible and internally consistent General Plan, any proposed change to the General Plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with General Plan maps and exhibits.

General Plan amendment requests will be processed in accordance with State planning law, CEQA, and City ordinances. There are three categories of General Plan amendments, with each type being of a different complexity to review and process in accordance with State requirements. Fees for these amendments will reflect the cost of processing each type of application. The three types of amendments, as shown in **Table XIII-1**, include Major, Minor, and Technical amendments.

Table XIII-1
Types of General Plan Amendments

Major Amendments
Major amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would increase development intensity or extend urban services into areas previously intended to be committed to rural or open space use. Under State law, each element of the General Plan may be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
Minor Amendments
Minor Amendments will be considered on an ongoing basis and will be grouped together, as needed, to form individual amendments for final action by the City. Minor Amendments include mapping or simple textual changes that do no increase maximum allowable development intensity and do not create the need for extension of urban services to an area. Under State law, each element of the General Plan may only be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
Technical Corrections
Amendments of this nature are essentially changes to the data base and statistics used in the preparation of the General Plan and contained in the appendices to the General Plan, as well as corrections of grammatical and typographical errors that do not change the meaning of policies and actions as adopted. These will be processed on an ongoing basis. Because Technical Revisions are editorial rather than substantive in nature, more than four Technical Revisions may be approved by the City for any individual element within a year.

XIII. GENERAL PLAN IMPLEMENTATION

Interpretation of the General Plan Land Use Map

In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty:

- *Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.*
- *Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.*
- *Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.*
- *Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.*
- *Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.*
- *Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.*
- *Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.*
- *Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances as are shown on the maps.*
- *Symbols that indicate appropriate locations for proposed public facilities are not property-specific. They indicate only the general area within which a specific facility should be established.*

Resolution of Competing Objectives

It is the intent of the Calabasas General Plan to present straightforward goals, objectives, approaches, policies, and implementation programs, and to present

sufficient information with which to make consistent land use and policy decisions. Nevertheless, the inclusion of goals, objectives, approaches, policies, and implementation programs that are based on competing community values is inevitable. An example of such a case is the requirement for regular watering of areas being graded and the desire for water conservation.

Where such competition between competing values results in seemingly incompatible policies or implementation actions, the General Plan text often describes the relative priorities of the competing objectives. The Safety Element shall prevail in the event of competing objectives. In the absence of such specific direction, City decisionmakers will be required to determine the relative priorities of the values upon which the policies or implementation actions are based, and to act based on that determination.

Maintenance of Adequate Municipal Services and Facilities

As part of the annual General Plan review, the City will conduct an assessment of the municipal services and facilities being provided to Calabasas residents and businesses. The assessment will determine whether the performance level of municipal services and facilities fulfill General Plan objectives and policies. This review will also include an evaluation of the adequacy of City facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired levels of service.

If General Plan objectives and policies are not being met, the following procedures will be implemented:

- *The City will determine the nature and geographic extent of the deficiency, and may establish a Municipal Facilities Improvement Area.*
- *Upon establishment of a Municipal Facilities Improvement Area, the City Council will direct the City Manager to prepare a program for City Council adoption to ensure that the performance objectives will be met at the earliest possible date.*
- *As part of the program to cure the identified deficiency, appropriate limitations on new development will be established within the improvement areas to facilitate elimination of the deficiency. These limitations will remain in effect until the deficiency is eliminated.*
- *New development within the improvement area will be required to provide such facilities as are necessary to ensure that the services and facilities provided to the new development meet established performance standards, and that the services and facilities provided to existing development will not be further degraded.*

XIII. GENERAL PLAN IMPLEMENTATION

Promoting Energy Conservation

Calabasas will enforce and periodically update the Green Building Ordinance to minimize energy conservation requirements of new development in the City. The City will also set an example for energy conservation by minimizing energy consumption in City operations. Techniques for energy conservation include, but are not limited to:

- *Emphasizing fuel efficiency in the purchase and use of City-owned vehicles*
- *Periodically reviewing energy use by City operations and implementing programs to conserve energy*
- *Encouraging the use of bicycles by providing bicycle storage facilities at all City facilities*
- *Achieving adopted solid waste source reduction and recycling goals in municipal operations*

Expansion of Parks and Recreational Facilities

To ensure that adequate parks and recreational facilities are available to Calabasas residents of Calabasas, the City shall allocate funds for:

- *Continued operation of existing City parks and recreational facilities/activities*
- *Securing public access to Las Virgenes Unified School District sites for non-school recreational programs during after school hours*
- *A fair share of maintenance costs for joint school/park facilities*

The City will also pursue additional sources of funds for the acquisition and development of additional active park land at the locations identified in the Parks, Recreation & Trails Element (Chapter X) or other identified suitable locations.

Responsible Regionalism: Project Review

Calabasas will provide timely review and constructive comments on the projects proposed or considered by other agencies that potentially affect Calabasas. The City will base its comments and requests for mitigation of impacts upon the provisions of this General Plan and will actively lobby jurisdictions to apply the same principles of recognizing each agency's General Plan or Master Plan that Calabasas uses in mitigating interjurisdictional impacts of City projects.

CITY *of* CALABASAS
2030 General Plan

Appendix A: Policy Terms

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

APPENDIX A. POLICY TERMS

The purpose of this Appendix is to define the terms used to describe the City of Calabasas' policy commitments. Table A-1 presents definitions for basic terms, such as "permit," "encourage," "manage," "require," "ensure," and others, not in alphabetical order, but in increasing levels of commitment, ranging from "recognize" to "ensure."

Table A-2 defines terms such as "should," "shall," and "feasible," which are used to modify the various descriptions of policy commitment made in the General Plan.

Table A- 1
Level of Policy Commitment

Policy Term	Definition
Action	Action will be taken to compel others to take action or to perform in a manner so as to prevent the occurrence of a particular event or result.
Adopt	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions and that they will be formally enacted by appropriate City decision makers.
Conduct, Undertake	Action will be taken to pay for and carry out a specific program, study, or activity. The expectation is that City resources would be directly committed to implementation, and that the City will be the primary or sole entity involved in the program, study, or activity.
Coordinate	Action will be taken to expend time and money in jointly pursuing an implementing activity with other entities. The expectation is that implementation will definitely result, and that it will be accomplished cooperatively with other organizations, possibly with the City in the lead.
Develop, Prepare	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions for public review and consideration by City decision makers.

APPENDIX A. POLICY TERMS

Table A- 1
Level of Policy Commitment

Policy Term	Definition
Discourage	Avoidance of the action will receive positive treatment in written policy. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to avoid the action or condition being discouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will not occur. In cases where the City cannot compel the actions of others, avoidance of the action will receive no further action or commitment of resources other than transmitting the policy, as appropriate, to influence others to avoid specific actions. The expectation is that a specific position will be on record as the official City position.
Encourage	The action will receive positive treatment in written policy, and will be transmitted as appropriate to influence others. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to achieve the action or condition being encouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will occur. In cases where the City cannot compel the actions of others, encourage is synonymous with support.
Enhance	Action will be taken to improve existing conditions by increasing the quantity or quality of beneficial uses or existing actions. The expectation is that a desirable condition exists, and is to be improved by the action.
Ensure	Action will be taken to guarantee a certain outcome or result. The expectation is that, in guaranteeing a particular result, the City will commit resources, and has the legal right to compel other parties to take a particular action or perform in a prescribed manner.
Establish	Action will be taken to implement the policy by making an organizational commitment, initiate devoting resources, and instituting a process or program that does not now exist. The expectation is that a new activity will be launched.
Explore	Action will be taken to investigate the subject to determine whether or not some further commitment is in order. The expectation is that effort will be expended for research and evaluation, and that an open mind will be maintained until the evidence is in.
Facilitate	Specific incentives, which may consist of monetary, time, development intensity, and/or other benefits, will be created as an inducement for others to take action. The expectation is that the incentives will be sufficient to influence behavior in ways beneficial to the City's interests.
Invest	Action will be taken to expend funds directly in implementing the policy. This may include partial expenditures, operating expenses, contracting for services, or creating new staff responsibilities. The

Table A- 1 Level of Policy Commitment	
Policy Term	**Definition**
	expectation is that City resources would be directly committed to implementation.
Maintain	Action will be taken to continue ongoing City programs or services. The expectation is that active means may be employed to continue such programs or services.
Manage	Action will be taken to direct activities in order to achieve specific objectives.
Minimize	Action will be taken to reduce or lessen, but not necessarily eliminate, an existing condition or action to the greatest feasible extent. The expectation is that positive action will be undertaken to improve existing conditions by reducing the negative consequences of a particular situation.
Mitigate	Action will be taken to ameliorate, alleviate, or avoid to the extent feasible, an undesirable situation or consequence of action. The expectation is that negative consequences will be reduced to a level of insignificance.
Participate	Action will occur along with other entities, and the City will carry its share of the responsibility. The expectation is that the policy will be carried out jointly, but that the City will not be in the lead.
Permit	The action will be allowed if initiated by someone other than the City. The expectation is that the policy will be carried out if it is important to someone other than the City. This definition of "permit" as a verb is distinguished from "permit" when used as a noun, which means an entitlement resulting from approval of a development application.
Preserve	Action will be taken to maintain beneficial uses or features in their present condition as nearly as possible. The expectation is that the feature itself will endure over time as the result of that action.
Prohibit, Prevent	Action will be taken to compel others not to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
Promote	Action will be taken to actively communicate the idea, information, or position. The audience may be the general public, specific interest groups, or other entities. The expectation is that the City would devote resources to advise others of its belief as a means of convincing them to do so as well.
Protect	Action will be taken to keep a feature safe from destruction or decay, or to keep that feature intact. The expectation is that the positive qualities of that feature will endure over time as the result of the action.

APPENDIX A. POLICY TERMS

Table A- 1
Level of Policy Commitment

Policy Term	Definition
Provide	Action will be taken to offer a product, service, or facility, though not necessarily without a fee. The expectation is that the City will take direct responsibility for making the action happen.
Provide for	Action will be taken to offer an opportunity for others to undertake an activity or achieve some objective. The expectation is that the City will take positive action to ensure that a specified opportunity is available for parties wishing to take advantage of it.
Pursue	Action will be taken to investigate the subject to determine whether or not some further commitment is in order as a prelude to undertaking implementing action. The expectation is that effort will be expended for research and evaluation, and that, if the proposed activity proves to be feasible and desirable, it will be undertaken.
Recognize	A given situation will be perceived and allowed to continue without interference and without determination of its positive or negative nature. The expectation is that no other action is necessary.
Require	Action will be taken to compel others to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
Restrict	Action will be taken to check; provide boundaries or limits; or to decrease the range, scope, or incidence or a particular condition. The expectation is that the condition will be allowed to continue, but only within the limited parameters set by policy.
Seek	There will be a commitment of resources to influence an action or outcome of another entity. The expectation is that legislative, financing, policy, or other change would be achieved on the part of one or more entities other than the City.
Support	The action will receive positive treatment in written policy, but will receive no further action or commitment of resources other than transmitting the policy as appropriate to influence others to take specific actions. The expectation is that a positive position will be on record as the official City position.

Table A- 2
Policy Modifiers

Policy Term	Definition
May	The action referred to will be allowed, but there is no moral obligation to undertake the action.
Should	There is a moral obligation to undertake the action; however, it is not mandatory if there are other, overriding, considerations.
Shall, Must	The action referred to is mandatory, and there is a positive obligation to undertake the action.
Feasible	The action referred to is technologically possible, and can be accomplished within a reasonable time frame, given existing and probable resources in the foreseeable future.

APPENDIX A. POLICY TERMS

Page intentionally left blank.

Appendix B: Glossary

Page intentionally left blank.

CITY *of* CALABASAS
2030 General Plan

APPENDIX B. GLOSSARY

Abbreviations & Acronyms

ADT	Average daily trips made by vehicles in a 24-hour period
AQMD	South Coast Air Quality Management District
AQMP	South Coast Air Quality Management Plan
BMP	Best Management Practices
CC&Rs	Covenants Conditions, and Restrictions
CBC	California Building Code
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFD	A Mello-Roos Community Facilities District
CHFA	California Housing Finance Agency
CIP	Capital Improvements Program
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	"A-weighted" decibel
EIR	Environmental Impact Report (State)
EIS	Environmental Impact Statement (Federal)
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
HCD	California Department of Housing and Community Development
HUD	U.S. Department of Housing and Urban Development
JPA	Joint Powers Authority
LAFCO	Local Agency Formation Commission
Ldn	Day and Night Average Sound Level
Leq	Sound Energy Equivalent Level
LOS	Level of Service

APPENDIX B. GLOSSARY

MTA	Los Angeles County Metropolitan Transportation Authority
OPR	Office of Planning and Research, State of California
RHNA	Regional Housing Needs Assessment
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
TDM	Transportation Demand Management
TSM	Transportation Systems Management
UBC	Uniform Building Code
USACOE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled

Terms

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access, Ingress/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by a motorized vehicle.

Acres, Gross

The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets, and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon following dedications. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Acres

Where gross or net acreage is not specific, acreage is calculated by measurement of the non-dedicated land within recorded property lines.

Active Solar System

A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Adaptive Reuse

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income for housing including utilities.

Air Pollution

Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley

A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial

Soils deposited by stream action.

APPENDIX B. GLOSSARY

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Appropriate

An act, condition, or state which is considered suitable, and is consistent with the provisions of the General Plan.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, '

the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49% of the units are set aside for low-income households.

Assessment District

(See "Benefit Assessment District.")

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Auto Mall

A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

Automobile-intensive

A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood

In any given year, a flood that has 1% likelihood of occurring (100-year flood), and is recognized as a standard for acceptable risk.

APPENDIX B. GLOSSARY

Below-market-rate Housing Unit

Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Benefit Assessment District

An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own, and cannot act by itself; it is strictly a financing mechanism for providing public infrastructure. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Lane [Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass

Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that

purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Buffer Zone

An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Buildout

Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.

Business Services

A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Cabin lot subdivisions

Subdivisions created prior to the adoption of the California Subdivision Map Act, which have smaller, narrower lots that were designed without consideration for an area's steep topography and lack of services; lots were originally intended as locations for small cabins.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

APPENDIX B. GLOSSARY

California Housing Finance Agency (CHFA)

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide (CO_2)

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere, but is widely believed to be a contributor to global warming because of increasing concentrations of the gas in the atmosphere.

Carbon Monoxide (CO)

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. Carrying capacity also refers to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired.

Census

The official decennial enumeration of the population conducted by the federal government.

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Community Care Facility

Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Child Care Agency

A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 5331 1 et. seq.), a legislative body may create within its jurisdiction a special district

that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible

Capable of existing together without conflict or ill effects.

Comparison Goods

Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent

Free from variation or contradiction. Programs in the General Plan are intended to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Country corporate

A rural aesthetic typical of well-mannered equestrian estates, exclusive country club design, or an exclusive "town and country' aesthetic; focused on both pedestrian and vehicles is important. See the West Calabasas Road Master Plan for more information.

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion; Criteria

The standard(s) upon which a judgment or decision may be based. (See "Standards.")

Critical Facility

Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

APPENDIX B. GLOSSARY

Cumulative Impact
As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Cut through traffic
Traffic that would need to pass through a local street to reach a collector or arterial roadway. For example, a new development that could only gain access to a collector or arterial via an existing local street would generate "through traffic" on that street.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication
The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of
Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space
(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per acre.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20% of its units for lower income households, or 10% of its units for very low-income households, or 50% of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Design Review; Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

APPENDIX B. GLOSSARY

Destination Retail

Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a ***Retention Pond***, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a ***Water-Spreading Dam*** or ***Dike*** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called ***Debris Dams***.

Developable Land

Land that is suitable as a location for structures and which can be developed free of hazards to, and without disruption of or significant impact to, natural resource areas.

Development

The physical extension and/or construction of urban or rural land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered to be "development."

Development, New

A proposed development for which no legal entitlement or approval exists.

Development Project

An individual development, which has been approved by the City (or Los Angeles County prior to incorporation of or annexation into the City), or which is currently proposed by an applicant or potential applicant for approval.

Development Rights

The right to develop land consistent with the provisions of local, state, and federal law and existing case law.

Discretionary Decision

As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Diversion

The direction of water in a stream away from its natural course (i.e., as in a diversion that removes water from a stream for human use).

Duplex

A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the

land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Elderly Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter

A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required by the California Environmental Quality Act that determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS)

Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils

Soils which swell when they absorb water and shrink as they dry.

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

APPENDIX B. GLOSSARY

Fire-resistive

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report

A report projecting the public costs and revenues that will result from a proposed program or development.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1% chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe

All land between the floodway and the upper elevation of the 100-year flood.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be resewed in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building

The outline of a building at all of those points where it meets the ground.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" which are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway

A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological

Pertaining to rock or solid matter.

Global Warming

The increase in the average temperature of the Earth's near-surface air and oceans in recent decades and its projected continuation. The majority of scientists working

on climate change conclude that most of the observed increase in average global temperatures since the mid-twentieth century is likely due to the observed increase in anthropogenic (human-made) greenhouse gas concentrations.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Granny Flat (See "Second Unit.")

Grasslands

Land in which grasses are the predominant vegetation.

Greenhouse Gases

Components of the atmosphere that contribute to the greenhouse effect. Without the greenhouse effect, the Earth would be uninhabitable. Greenhouse gases include, in order of relative abundance: water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Greenhouse gases come from both non-human sources and human activity.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines

General statements of policy direction around which specific details may be later established.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure

All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

Hillsides

Land which has an average percent of slope equal to or exceeding 10%.

Historic; Historical

A historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the buildings to a former condition.

APPENDIX B. GLOSSARY

Home Occupation

A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(I) requires all cities and counties to address the housing needs of the homeless. (See 'Emergency Shelter" and "Transitional Housing.")

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

California Department of Housing and Community Development (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, Department of

U.S. Department of (HUD) A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit")

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, et. seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

APPENDIX B. GLOSSARY

Inhibit

An action which would inhibit achievement of some stated objective or condition is one which would serve to constrain or obstruct achievement of that objective or condition.

Inter-agency, Intergovernmental

Indicates activities involving two or more discrete agencies in regard to a specific program.

Intermittent Stream

A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio

The ratio of jobs to housing units. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 – 1.5 generally indicates a balance.

Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking

The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark

Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping

Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide

A general term for a falling mass of soil or rocks.

Land Use

The occupation or utilization of land or water area for any human activity, environmental preservation, or any other purpose defined in the General Plan.

Ldn

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leq

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in such standards as the 24-hour Community Noise Equivalent Level (CNEL).

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

- ***Level of Service A*** indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- ***Level of Service B*** describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

- *Level of Service C* denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- *Level of Service D* denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- *Level of Service E* describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
- *Level of Service F* describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Linkage

With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county

supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot of Record

A lot that is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records, and that existed at the time of adoption of the Calabasas General Plan.

Low-income Household

A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

L10

A statistical descriptor indicating peak noise levels; the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

Mansionization

The practice of constructing large houses on small lots where the larger homes are out of scale with the existing neighborhood character.

Manufactured Housing

Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Mean Sea Level

The average altitude of the sea surface for all tidal stages.

APPENDIX B. GLOSSARY

Median, Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Metropolitan

Of, relating to, or characteristic of the Los Angeles area in general.

Microclimate

The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining

The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Ministerial (Administrative) Decision

An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mixed Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units onsite into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis or permanent hitch to allow future movement. (See "Mobile Home" and "Manufactured Housing.")

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

APPENDIX B. GLOSSARY

National Flood Insurance Program

A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State, natural Condition

The condition existing prior to development.

Necessary

That which is essential or required to achieve the desired result or condition.

Need

A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

Nitrogen Oxide(s)

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise

Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Objective

A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the General Plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Old West

Architectural style that also encompasses the reputation and folklore of the era; best example in Calabasas is the Leonis Adobe. See the Old Town Calabasas Master Plan and Design Guidelines for more information.

Open Space

Any parcel or area of land or water that is essentially in its natural condition, and is designated for open space use on the General Plan land use map for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone

A tri-atomic form of oxygen (0,) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and

reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio

The number of parking spaces provided per 1,000 square of floor area, ***e.g.,*** 2:l or "two per thousand."

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service

are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

General Plan provisions that permit uses or regulate their intensity based on a particular set of standards of operation, rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Physical Diversity

A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Planning and Research, Office of (OPR)

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

APPENDIX B. GLOSSARY

Pollution, Non-Point

Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Preserve, n.

An area in which beneficial uses in their present condition are protected; for example, a nature preserve.

Principle

An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata

Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Recreation, Active

A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity which does not require the use of organized play areas.

Recycle, v.
The process of extraction and reuse of materials from waste products.

Regional
Pertaining to activities or economies at a scale greater than that of the City, and affecting a broad homogeneous area.

Regulation
A rule or order prescribed for managing government.

Rehabilitation
The repair, preservation, and/or improvement of substandard housing.

Residential
Land designated in the City's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family
A single dwelling unit on a building site.

Resources
Non-renewable Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Retention Basin/Retention Pond
(See "Detention Basin/Detention Pond.")

Retrofit, v.
To add materials and/or devices to an existing building or system to improve its operation or efficiency.

APPENDIX B. GLOSSARY

Reverse Annuity Mortgages

A home financing mechanism which enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments which can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Richter Scale

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Rural Area

An area characterized by a non-urban or agricultural environment at low densities without typical urban services. Urban services and facilities not normally found in

rural areas include curbs, gutters, sidewalks, street lighting, landscaping, and commercial centers dependent on large consumer volumes, such as regional shopping centers.

Scenic Corridor

Major roadway designated as an official scenic corridor by the City for the purposes of preserving the views from the roadway; scenic corridors have a 500-foot buffer around the edge of the roadway in which views of identified scenic resources (such as designated significant ridgelines) are to be preserved. The following are the designated scenic corridors at the time of the adoption of this General Plan: Mulholland Highway, Las Virgenes Road, Old Topanga Canyon, and the Ventura Freeway.

Second Unit

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income. "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Senior Housing

(See "Elderly Housing.")

APPENDIX B. GLOSSARY

Semi-Rural Area

An area characterized by relatively low densities (1 residential unit/acre or lower) and lacking some of the typical urban services and facilities described for under "rural area."

Seniors

Persons age 62 and older.

Setback

The horizontal distance between the property line and any structure.

Settlement

(1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shared Living

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation

(1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO)

A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Species, Candidate

Any species of plant or animal that has been identified by the appropriate state of federal agency for possible addition to the listing of threatened plants and animals.

Species, Endangered

Any species of plant or animal that is in danger of extinction throughout all or a significant portion of its range.

Species, Rare or Threatened

Any species of plant or animal that, although not endangered, is likely to become endangered in the foreseeable future.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

APPENDIX B. GLOSSARY

Solar Access

The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar Energy System, Active

A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar Energy System, Passive

A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Specific Plan

Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements

in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Structure

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 1 1004 of the Business and Professions Code.

Subdivision Map Act

Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional

Pertaining to a portion of a region.

Subsidence

The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement. ")

APPENDIX B. GLOSSARY

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing

Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Substantial

Considerable in importance, value, degree, or amount.

Suburban Area

An area typically characterized by single family residential neighborhoods with local-serving commercial uses. A full range of urban services and facilities may not be available, but public infrastructure is generally available and such services and facilities as curbs, gutters, sidewalks, street lighting, landscaping are typically present.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Townhouse; Townhome

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons

living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

APPENDIX B. GLOSSARY

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Tsunami

A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Undue

Improper, or more than necessary.

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction.

Upscale country

A rural aesthetic typical of well-mannered equestrian estates, exclusive country club design, or an exclusive “town and country” aesthetic; focus on development that is respectful of the natural scenic beauty and development that is integrated into the hillsides and is not intrusive. See the West Calabasas Road Master Plan for more information.

Urban Area

An area where the human-altered physical environment predominates over the non-human environment. The urban physical environment typically includes residential uses, trade services, industry, and professional occupations and the presence of collective and/or public service and infrastructure systems.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Utility Corridors

Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle-Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household

A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

APPENDIX B. GLOSSARY

View Corridor

The line of sight--identified as to height, width, and distance--of an observer looking toward an object of significance to the community *(e.g.,* ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed

The area within view from a defined observation point.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Watercourse

Natural or once natural flowing (perennially or intermittently) water, including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

APPENDIX B. GLOSSARY

Page intentionally left blank.

CITY *of* CALABASAS

2030 General Plan

Appendix C:
Housing Element Appendices

C1. Glossary

C2. Affirmatively Furthering Fair Housing

C3. Residential Sites Inventory

C4. Affordable Housing Overlay Analysis

C5. CoStar Office Submarket Report

C6. Public Participation

C7. Housing Element Background Report

APPENDIX C1
HOUSING ELEMENT GLOSSARY

Glossary

This glossary is for ease of use of the Calabasas Housing Element only; for full definitions related to the City of Calabasas Development Code, please see Title 1, Chapter 1 - Definitions.

A. Abbreviations

ACS: American Community Survey
ADA: Americans with Disabilities Act
ADU: Accessory Dwelling Unit
AFFH: Affirmatively Furthering Fair Housing
AFH: Assessment of Fair Housing
AHO: Affordable Housing Overlay
AI: Analysis of Impediments to Fair Housing Choice
AMI: Area Median (Household) Income
APN: Assessors Parcel Number
CBC: California Building Code
CDBG: Community Development Block Grant
CDC: Los Angeles County Community Development Commission
CEQA: California Environmental Quality Act
CHAS: Comprehensive Housing Affordability Strategy
CHPC: California Housing Partnership
CUP: Conditional Use Permit
DDS: California Department of Social Services
DFEH California Department of Fair Employment and Housing
DOF: California Department of Finance
EDD: California Employment Development Department
EIR: Environmental Impact Report
ELI: Extremely Low Income
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FEHA: California Fair Employment and Housing Act
FHA: Fair Housing Act
GHG: Greenhouse Gas
HACoLA: Housing Authority of the County of Los Angeles
HCD: California Department of Housing and Community Development
HMDA: Home Mortgage Disclosure Act
HOME: HOME Investment Partnership Program
HRC: Housing Rights Center
HUD: U.S. Dept. of Housing and Urban Development
LACEP: Los Angeles County Energy Program
LAHSA: Los Angeles Homeless Service Authority

LRA: Local Responsibility Area
LVMCOG: Las Virgenes-Malibu Council of Governments
LVMWD: Las Virgenes Municipal Water District
LVUSD: Las Virgenes Unified School District
MPROP: Mobile Home Park Rehabilitation and Resident Ownership Program
NLACRC: North Los Angeles County Regional Center
R/ECAP: Racial and Ethnic Characteristics/Concentrations
RHNA: Regional Housing Needs Allocation
SCAG: Southern California Association of Governments
SEA: Significant Ecological Areas
SPA: Service Planning Area
SRO: Single Room Occupancy
TCAC: California Tax Credit Allocation Committee
UBC: Uniform Building Code
UWMP: Urban Water Management Plan
VHFHSZ: Very High Fire Hazard Severity Zone
VLI Very Low Income

B. Definitions

Accessory Dwelling Unit: An accessory dwelling unit (also known as second units or granny flats) is an attached or detached structure that provides independent living facilities for one or more persons and includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as a single-family dwelling unit.

Acreage: Gross acreage refers to the entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets. Net acreage refers to **t**he portion of a site that can actually be built upon. Public or private road right-of-way, public open space, and flood ways are not included in the net acreage of a site.

Accessible Housing Unit: An accessible housing unit is designed and built to be usable to a person with physical disabilities.

Affirmatively Furthering Fair Housing (AFFH): This new legislation requires all housing elements due on or after January 1, 2021 contain an Assessment of Fair Housing to ensure that laws, policies, programs, and activities affirmatively further fair housing opportunities throughout the community for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, disability, and other characteristics protected by the California Fair Employment and Housing Act.

Affordable Housing Overlay: The Affordable Housing Overlay (AHO) is being developed as part of this Housing Element. The AHO would provide incentives in exchange for providing 100% lower income housing on five potential sites.

Affordable Unit: A dwelling unit within a housing development which will be reserved for, and restricted to, income qualified households at an affordable rent or is reserved for sale to an income qualified household at an affordable purchase price.

American Community Survey: The American Community Survey (ACS), part of the United States Census Bureau, collects sample population and housing data on an ongoing basis, January through December. The Housing Element update uses the five year average ACS data from the 2014-2018 period.

Architectural Review Panel (ARP): This City committee reviews projects for their aesthetic quality. The ARP makes advisory recommendations to the Planning Commission and the City Council in matters pertaining to site plan reviews, and evaluating the architectural designs of buildings, landscape plans and other site features.

Area Median Income: As used in State of California housing law with respect to income eligibility limits established by HUD. The Area Median Income referred to in this Housing Element is that of Los Angeles County.

At Risk: Deed-restricted affordable housing projects at risk of converting to market rate.

California Department of Housing and Community Development (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households. HCD is responsible for reviewing Housing Element's and determining whether they comply with State housing statutes.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection.

Census: The official decennial enumeration of the population conducted by the federal government.

City Council: The City Council serves as the elected legislative and policy-making body of the City of Calabasas, enacting all laws and directing any actions necessary to provide for the general welfare of the community through appropriate programs, services, and activities.

Community Development Block Grant (CDBG): This grant allots money to cities and counties for housing and community development activities, including public facilities and economic development.

Conditional Use Permit (CUP): Conditional Use Permits are required for uses which may be suitable only in specific locations in a zoning district, or which require special consideration in their design, operation or layout to ensure compatibility with surrounding uses.

Condominium: A condominium consists of an undivided interest in common in a portion of real property coupled with a separate interest in space called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan in sufficient detail to locate all boundaries thereof.

Condominium Conversion: The conversion of existing real estate and/or structures to separate, salable condominium units, regardless of present or prior use and whether substantial improvements have been made to such structures.

Default Density: Housing Element statutes provide for the use of "default densities" to assess affordability when evaluating the adequacy of sites to address the affordability targets established by the RHNA. Based on its population and location within Los Angeles County, Calabasas falls within the default density of 20 units per acre for providing sites affordable to very low and low income households.

Density Bonus: An increase in the density (number of dwelling units allowed per acre or parcel), above that normally allowed by the applicable zoning district, in exchange for the provision of a stated percentage of affordable units.

Development Fees: City imposed fees to partially cover the costs for processing and providing services and facilities; and fund capital improvements related to fire, police, parks, and libraries and correlate the increased demands on these services.

Development Review Committee: This committee consists of a representative from relevant City Departments (Community Development, Public Works, etc.) and other agencies involved with the physical development of the City. The DRC makes recommendations to the Community Development Director and/or Planning Commission.

Dissimilarity Index: A measure of residential segregation is the dissimilarity index, which is a commonly used measure of community-level segregation.

Dwelling Unit: Any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking and sanitation, for not more than one family.

Emergency Shelter: An establishment operated by an Emergency Shelter Provider that provides homeless people with immediate, short-term housing for no more than six months in a 12-month period, where no person is denied occupancy because of inability to pay.

Environmental Impact Report (EIR): Required by CEQA, this document serves to inform governmental agencies and the public of a project's potential environmental impacts and provides mitigation measure if impacts are found to be significant.

Family: A group of persons who maintain a single common household, but who otherwise are not a Community Care Facility.

General Plan: A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the city or county (see Government Code Sections 65300 et seq.). California State law requires that a General Plan include elements dealing with seven subjects—circulation, conservation, housing, land use, noise, open space and safety—and specifies to various degrees the information to be incorporated in each element.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law requires all cities and counties to address the housing needs of the homeless.

Household: All persons living in a housing unit.

Householder: The head of a household.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains goals, policies, and implementation programs for the preservation, improvement, and development of housing.

Infill Development: Development of land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Las Virgenes-Malibu Council of Governments (LVMCOG): A joint powers authority of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village. These member cities work together to address regional priorities.

Los Angeles County Community Development Commission (CDC): The CDC is comprised on two separate legal entities, the Housing Authority of the County of Los Angeles (HACoLA) and the CDC. The CDC administers the County's CDBG program. Calabasas is served by both the HACoLA and falls under the Urban County designation for the County's CDBG program.

Lot or Parcel: A portion of land shown as a unit on a recorded subdivision map or an approved minor subdivision map, parcel map or otherwise existing as of record with the Los Angeles County Office of the Assessor.

Low Income Household: A household earning less than 80 percent of the Los Angeles County median income based on information provided by HCD/HUD.

Manufactured Housing/Mobile Home: A dwelling unit built in a factory in one or more sections, transported over the highways to a permanent occupancy site, and installed on the site either with or without a permanent foundation.

Mixed-use: The combination of various uses, such as office, retail and residential, in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

Moderate Income Household: A household earning 80% to 120% of the Los Angeles County median income based on information provided by HCD/HUD.

Multi-family Residential: Usually two or more dwelling units on a single site, which may be in the same or separate buildings.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding: Household living in a dwelling unit where there are more than 1.01 persons per room, excluding kitchens, porches and hallways. Severe overcrowding is where there are more than 1.51 persons per room.

Overpayment: Housing overpayment occurs when a household spends more than 30 percent of its income on housing costs; severe overpayment refers to spending greater than 50 percent of income on housing.

Persons with Disability: A person with a long lasting physical, mental, or emotional condition that impairs their mobility, ability to work, or ability for self-care.

Planning Commission: The Calabasas Planning Commission conducts public hearings and makes decisions on applications for discretionary projects, considers appeals of decisions by the Community Development Director, and serves as the advisory body to the Calabasas City Council on planning issues.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. .

Reasonable Accommodation: The federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use a dwelling.

Regional Housing Needs Allocation (RNHA): A quantification by SCAG and HCD of existing and projected housing need -- the City's fair share of the regional housing needs by household income group.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Single-family Residential: A single dwelling unit on a building site.

Special Needs Population: Under Housing Element statutes, special needs populations include the elderly, persons with disabilities, female-headed households, large households, and the homeless.

Supportive Housing: Permanent affordable housing with no limit on length of stay that is linked to on- or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live, and where possible, work in the community.

Transitional Housing: A dwelling unit or group of dwelling units for residents in immediate need of temporary housing. Transitional housing is configured as rental housing, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined time, which shall be no less than six months.

U.S. Department of Housing and Urban Development (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Vacant: Lands or buildings that are not actively used for any purpose.

Very Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income, based on the latest available eligibility limits established by HCD/HUD.

Zoning Ordinance: Regulations adopted by the City which govern the use and development of land within its boundaries and implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

APPENDIX C2
AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH)

AFFIRMATIVELY FURTHERING FAIR HOUSING

All Housing Elements due on or after January 1, 2021 must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.[1] Under state law, affirmatively further fair housing means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on projected characteristics".[2] The AFFH analysis must contain the following:

Part 1: Outreach

Part 2: Assessment of Fair Housing

- Fair Housing Enforcement and Outreach Capacity
- Integration and segregation patterns and trends
- Racially or ethnically concentrated areas of poverty
- Disparities in access to opportunity
- Disproportionate housing needs within the jurisdiction, including displacement risk

Part 3: Sites Inventory

Part 4: Identification of Contributing Factors

Part 5. Goals and Actions

This appendix provides a focused analysis of fair housing issues in Calabasas, inclusive of all five parts listed above. In addition, several other sections of the housing element address the issue and are included in this appendix by reference.

[1] California Department of Housing and Community Development, *AB 686 Summary of Requirements in Housing Element Law*, April 23, 2020.
[2] Government Code Section 8899.50 (a)(1)

PART 1. OUTREACH

The City provides information on its website regarding fair housing resources, and directs any inquiries regarding tenant/landlord disputes to the Housing Rights Center. The City also uses social media and the City website to promote available housing assistance programs, such as the COVID-19 rental relief programs available through the County and State.

A. HOUSING ELEMENT PUBLIC PARTICIPATION PROGRAM

Detailed information about the Housing Element public participation program is provided in the Introduction to the Housing Element. As required by State law, all economic segments of the community were provided an opportunity to review and comment on the Housing Element. The City has bilingual staff (Spanish and English) within the Community Development Department and City Clerk's office and can provide translation services upon request. Highlights include:

Housing Element Website

A City website specifically for the Housing Element update was established to provide an overview of the Housing Element process, FAQs, allow for input on potential housing sites and other comments to the City, and to announce future events (i.e., workshops, survey). Presentations from public outreach meetings were available for viewing, and documents related to the Housing Element were linked to the website, including the results of the Housing Element and Senior Needs surveys.
2021-2029 Housing Element Update | City of Calabasas, CA

Public Study Sessions

The City's Housing Element update process was initiated with the Calabasas Planning Commission "Housing Element 101" teleconference study session on July 16, 2020 which informed the Commission members and the Calabasas community of the proposed update of the Element.

A 2nd public study session was held before the Planning Commission on October 15, 2020 to discuss the results of the online survey and input received at the Community Workshop. The Commission provided staff with direction on potential Housing Element sites.

A 3rd public study session was held before the Planning Commission on February 4, 2021. Staff presented the Commission with two options of housing inventories.

On March 18, 2021, the City Council conducted a study session to review feedback from the Planning Commission and community, and to provide direction to staff on finalizing the Housing Element sites inventory.

Public Workshop

On September 30, 2020, City Community Development Department staff conducted a virtual community workshop to solicit public input on the Housing Element update. Sixteen members of the public participated. The workshop input included needed housing for Calabasas' workforce and preferred areas/locations to address the RHNA.

Public Noticing

Notices for the study sessions and community workshop were posted on the City website and project webpage, on the City's social media accounts, and a press release included in the City's e-newsletter. Direct invitation letters and emails were sent to local housing service providers and stakeholders. Announcements regarding the community workshop were made at City Council and Planning Commission meetings, and a postcard was mailed to every household in the City, reaching all economic segments and special needs populations in the community.

Housing Element Surveys

The Housing Needs Survey was posted on the City's website from August 24 – September 30, 2020. A total of 913 completed surveys were received. Results included the top three housing priorities and the top three housing development strategies. Numerous write-in comments were also received regarding housing opportunities.

In order to solicit input from one of Calabasas' most vulnerable populations – senior citizens – the City conducted a Senior Housing Needs survey. This survey was distributed in the following ways:

- Posted on the Housing Element Update webpage and City main page
- Emailed the survey link to the Savvy Seniors
- Emailed the survey link to members signed up for the Senior Center updates
- Hard copies distributed to senior housing complexes (Canyon Creek, Calabasas Village and Horizon's 55), Calabasas Village Mobile Estates and the Senior Center, and completed surveys picked up several weeks later.

A total of 324 senior citizen residents completed the Housing Needs Survey. Highlights of the survey include:

- 73% of respondents visit the Senior Center and/or receive the City's E-News
- 59% did not think adequate information was provided about housing programs for seniors such as senior housing, rental assistance, and help with housing maintenance
- On scale of 1-5 (5 being highest), the need for senior housing near medical facilities and shopping in Calabasas received the highest rating at 3.87, followed by additional affordable senior housing (3.35).
- 25% of respondents would like information on how to provide an ADU on their property

The survey results show that, at least among those responding to the survey, Calabasas' seniors are fairly well informed through the Senior Center and City Hall, though additional outreach to seniors on available housing programs appears warranted and has been included in the Housing Element. And despite the City's relative affluence, affordable housing is a concern among the City's seniors.

PART 2. ASSESSMENT OF FAIR HOUSING

A. KEY DATA AND BACKGROUND INFORMATION

The City's website contains a summary of the early history of Calabasas:

Settlements of Chumash Indians named the area Calabasas. El Scorpion, a ranch that once occupied a large tract in the west San Fernando Valley, was granted to three Indians in Calabasas in the 1830's. Several decades later, Miguel Leonis acquired the ranch and 1,100 acres by his marriage to Espiritu, an Indian who had inherited the property from her father.

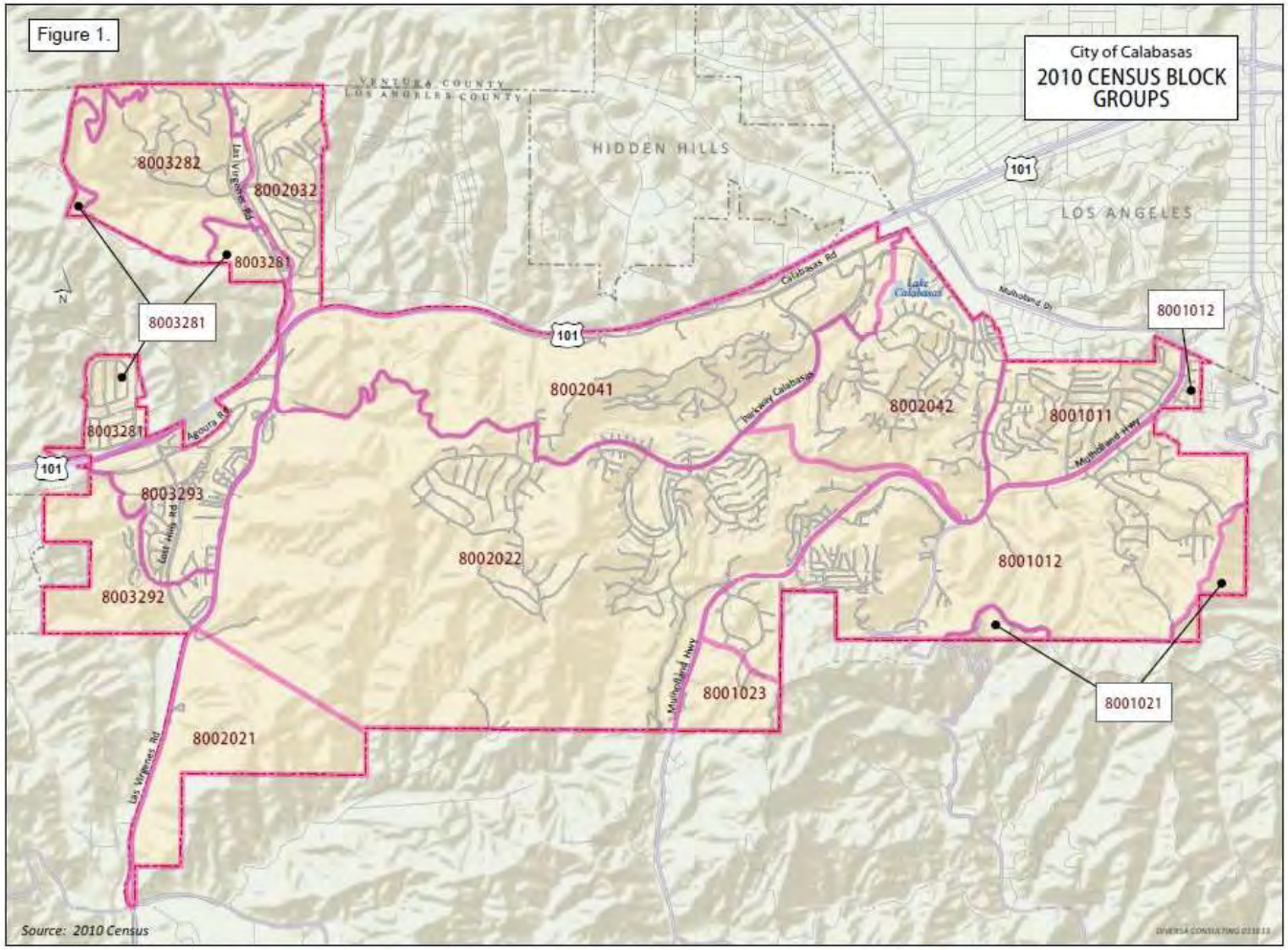
After the turn of the century, several select spots in the Calabasas area developed into weekend respites from the city. The Stunt family developed a homestead on the north slope of Saddle Peak, also in the Monte Nido area, now known as Malibu State Park. Circa 1863, an adobe was built near the park by a settler named Sepulveda for his wife and 12 children. Lack of water in the Calabasas area was always a major concern. With the founding of the Las Virgenes Municipal Water District in 1958, a water supply was assured, and the area began its development boom. The first subdivision in Calabasas, called Park Moderne (in Mulwood near Calabasas High School), was a retreat for artists, craftsmen, and writers. By 1990, over 6,000 housing units had been developed in Calabasas, and the City incorporated in 1991.

Both the County AI and the Housing Element Background Report examine key demographic factors for Calabasas and the County as a whole, summarized below. Additional regional and local analysis is provided under Part 2 of this section.

- Between 2010 and 2020, the population in Calabasas grew by five percent, similar to the four percent Countywide;
- Calabasas' senior population (65+ years) continues to grow and was 17 percent of the City's population in 2020, compared to 14 percent Countywide. Calabasas' median age in 2020 was 42.9 years while the County's was 36.7 years;
- In 2020, more than three-fourths of the City's population (76%) was White, ten percent was Asian/Pacific Islander, approximately 8 percent was Hispanic and less than one percent was African American. Calabasas is less diverse than the County as a whole.
- In 2020, Calabasas' population had more families with children (35%) compared to the County (27%).
- Between 2010 and 2020, the City and County's housing stock grew by four percent.
- Calabasas has a slightly higher percentage of owner-occupied units than Los Angeles County, with a homeownership rate of 61 percent, compared to 57 percent.

Calabasas is comprised of six Census Tracts, although several of these extend beyond the City's boundaries. A seventh Tract, 8001.02, is located in the southeast portion of Calabasas and very little development is located there. Figure B-1 shows the tract boundaries, as well as their division into block groups (represented by the last digit). Fair housing analysis is provided at the Tract level in the subsequent sections of this AFFH analysis.

Figure B-1: Calabasas Census Tracts



B. FAIR HOUSING ENFORCEMENT AND OUTREACH CAPACITY

1. Los Angeles County

The City of Calabasas is one of 47 cities participating in the Urban County of the County of Los Angeles (CDC) Community Development Block Grant Program (CDBG). The CDC and Housing Authority of the County of Los Angeles (HACoLA) formed a joint effort to prepare, conduct and submit to HUD their certification for Affirmatively Furthering Fair Housing, as presented in their Analysis of Impediments to Fair Housing Choice (AI), adopted March 7, 2018.

For the Los Angeles County AI, a variety of community participation tools were utilized to find out about the fair housing issues facing the county as a whole. These included regional discussion groups; three sets of four focus groups each, aimed at addressing disability and access, education, employment and transportation, and healthy neighborhoods; Resident Advisory Board Meetings; community input meetings and the 2017 Resident Fair Housing Survey. In addition, there was also a stakeholder survey and a planning and zoning survey.

The Los Angeles County Analysis of Impediments to Fair Housing Choice (AI) describes the departments and organizations that handle fair housing enforcement and outreach in Calabasas. These include the U.S. Department of Housing and Urban Development (HUD), the California Department of Fair Employment and Housing (DFEH), and the Housing Rights Center (HRC), which primarily operates in Los Angeles County. The HRC services includes intake of discrimination allegations, mediation, systemic rental tests, fair housing counseling and reasonable accommodation/modification requests. The Housing Authority of the County of Los Angeles (HACoLA) provides fair housing resources for residents via its website.

HRC and its subcontractors met and exceeded various categories of fair housing services assistance in relation to the County's goals and strategies for FY 2015 – 2016 and FY 2014 – 2015. As compared to the annual goal of 3,700 general and fair housing services, the County fair housing contractors provided service to 3,239 direct clients, or 88 percent of their annual goal in FY15-16 and 3,490 clients, or 94 percent of the goal in FY14-15. Their services also provided 191,229 client contacts through their outreach and education efforts last year, while their services provided assistance through 49,486 client contacts in FY14-15.

A total of 269 fair housing inquiries were received in FY15-16, with 159 clients counseled, 77 cases opened, 25 cases referred to other agencies, and 8 cases pending. In FY14-15, a total of 232 inquiries were received and dispositions taken, with 125 clients counseled, 85 cases opened, 14 cases referred, and 8 cases pending

HUD data from 2008 through 2016 for the Los Angeles County Service Area is outlined in the County AI. During that time period, a total of 2,610 complaints were received by HUD. The highest number of annual complaints was in 2008 with 456 complaints. Almost half (46%) of the complaints were made on the basis of a disability.

Of the 2,610 complaints logged, all of them were closed, dismissed or settled in a variety of ways. Over half (57%) were determined to have no cause. Of the complaints found with cause, the most common issue was failure to make reasonable accommodation.

2. Calabasas

As outlined in the Background Report to the Housing Element, Calabasas has procedures in place to address potential impediments to fair housing choice to persons with disabilities and other special needs populations. The City continues to participate with the Housing Rights Center (HRC) in the provision of fair housing services and provides informational links on the City website.

Table B-1 below details the services provided by the HRC to Calabasas residents between Fiscal Years 2016 and 2020. A total of 46 households received services during the five-year period. Tenant/landlord services were provided to 39 Calabasas households (85%), while assistance with discrimination inquiries were provided to seven households (15%). The overall demographics illustrates that the predominance of inquiries were made by extremely low income households (67%) and persons who identify as White (57%). Approximately 16 percent of inquiries were made by persons with a disability, 11 percent were made by senior citizens and four percent were made by female-headed households.

For the landlord/tenant services, notices and rent increases were the largest issues (28% and 13% respectively). Approximately three-fourths (74%) of the inquiries were resolved, while other outcomes included referrals to Legal Aid (8%), referrals to Project Place (5%), and others such as Attorneys and Small Claims Court.

As shown in the table, of the seven discrimination inquiries, two resulted in cases being opened. Both cases were based on a physical disability and both had successful conciliation.

Table B-1: Fair Housing and Tenant/Landlord Services in Calabasas: FY 2016-2020

Overall Demographics	# of Households Assisted by HRC	% of Total
Race		
White	26	57%
Other	19	41%
American Indian/Alaskan and Black	1	2%
Total	**46**	**100%**
Ethnicity		
Not Hispanic/Latino	44	96%
Hispanic/Latino	2	4%
Total	**46**	**100%**
Income Level		
Extremely Low	31	67%
Very Low	1	2%
Low	7	15%
Moderate	7	15%
Total	**46**	**100%**
Special Groups		
Disabled	9	56%
Senior	5	31%
Female Headed HH	2	13%
Total	**16**	**100%**
Tenant/Landlord Services		
Housing Issue		
Notices	11	28%
Rent Increase	5	13%
General Info	4	10%
Substandard Conditions/Repairs	3	8%
Harassment	3	8%
Seeking Housing	3	8%
Utilities	3	8%
Lease Terms	2	5%
Other Issue	2	5%
Security Deposit	2	5%
Lockout	1	3%
Total	**39**	**100%**
Disposition		
Resolved	29	74%
Legal Aid	3	8%
Project Place	2	5%
Attorney	2	5%
Small Claims Court	1	3%
Mediation	1	3%
Health Dept	1	3%
Total	**39**	**100%**
Discrimination Inquiries and Cases		
Inquiries Counseled	5	71%
Cases Opened	2	29%
Physical Disability	(2)	(100%)
Successful Conciliation	(2)	(100%)

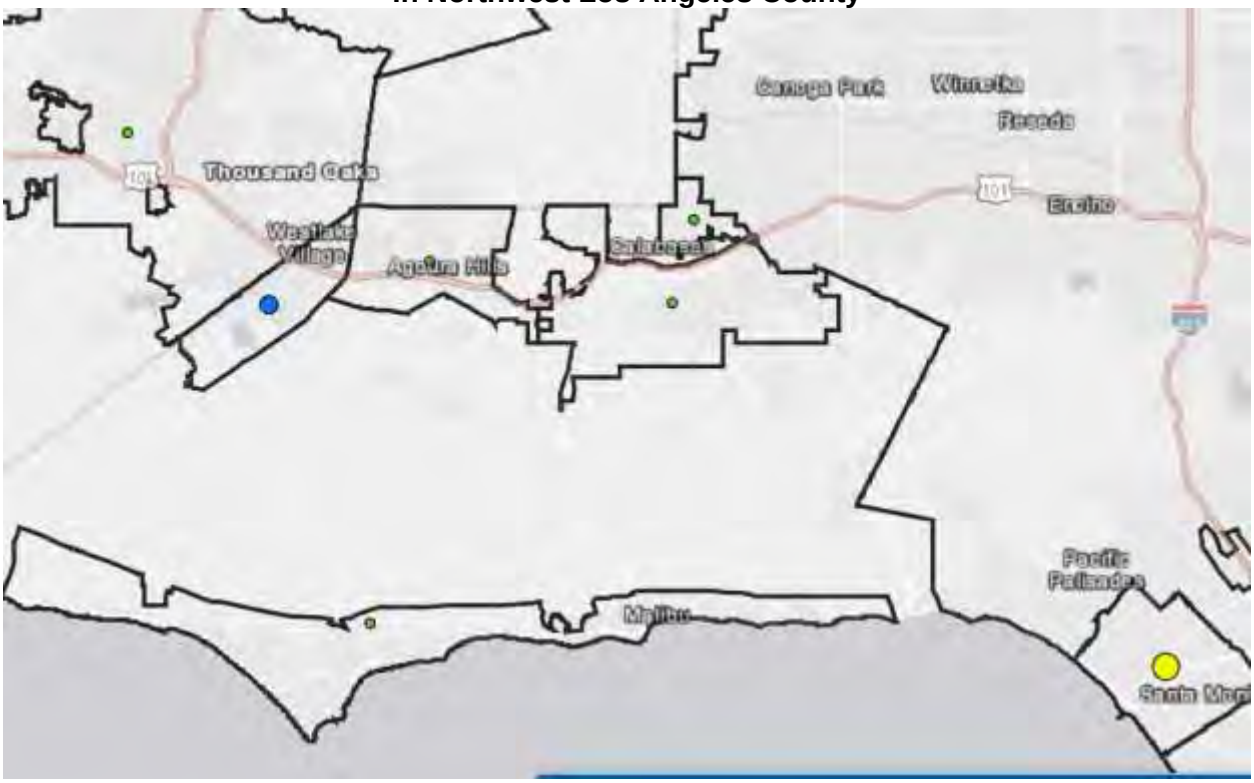
Source: Housing Rights Center, May 2021.

In addition to the HRC, a Public Records Act request was submitted to both the California Department of Fair Employment and Housing (DFEH) and the U.S. Department of Housing and Urban Development (HUD) to see if any fair housing cases from Calabasas had been submitted to their agencies between 2014 and 2020.

Two records were found by DFEH, one based on color and the second based on disability, race and color. Both cases were closed due to no cause determinations by DFEH. HUD's records showed three cases for Calabasas, one in 2015 (based on disability), one in 2019 (based on race, color and sex) and one in 2020 (based on race). All three cases were closed due to no cause determinations.

Figure B-2 shows the HUD data for Fair Housing Enforcement and Outreach Cases between 2013 and 2021. The figure illustrates the number of inquiries per one thousand people. Calabasas falls into the category of less than .25 inquiries per one thousand people. This is similar to the neighboring jurisdictions of Malibu, Agoura Hills, Hidden Hills and Thousand Oaks (in Ventura County). The City of Westlake Village has a higher rate of .5 inquires per 1,000 people.

Figure B-2: Fair Housing and Outreach Inquiries
In Northwest Los Angeles County



C. INTEGRATION AND SEGREGATION

1. Race and Ethnicity

Table B-2 shows the racial and ethnic makeup of Calabasas from the 2014-2018 American Community Census, Figure B-3 shows the racial demographics by block group in Calabasas as well as northwest Los Angeles County and southeastern Ventura County. Figure B-4 shows the Diversity Index from HCD's AFFH Data Viewer.

The County AI describes the racial and ethnic make-up in their services area as follows:

- The largest areas of Hispanic populations are located in East Los Angeles, Bell Gardens, Maywood, and Florence-Firestone, in Los Angeles south of the downtown area, San Fernando, and Palmdale.
- Cities such Cerritos, Diamond Bar, and San Gabriel contain high concentrations of Asian (non-Hispanic) residents, as do Alhambra, Rosemead, and the Koreatown neighborhood west of Downtown Los Angeles.
- The communities with the largest Black (non-Hispanic) populations are Athens-Westmont View Park/Windsor Hills, Carson, and unincorporated areas to the south and southeast of Downtown Los Angeles.
- Claremont, West Hollywood, and Calabasas contain the highest clusters of White (non-Hispanic) residents.
- The highest concentrations of Mexican-born residents in the service area appear in unincorporated East Los Angeles; the city cluster of Bell, Bell Gardens, and Maywood; unincorporated Florence-Firestone; San Fernando; and in La Puente and the surrounding unincorporated areas.
- The next most-common nation of origin for residents in the Urban County is China, with the largest concentrations occurring in San Gabriel, unincorporated Northeast San Gabriel, and Arcadia. There are also smaller pockets near Diamond Bar in unincorporated Rowland Heights.

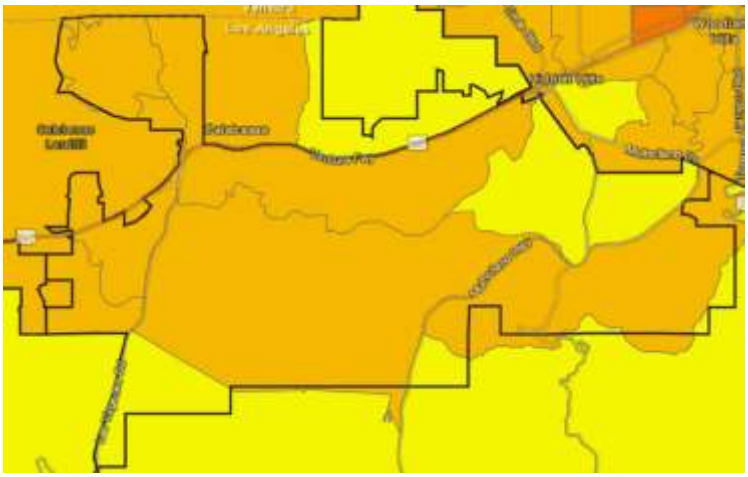
As mentioned in the Housing Element Background Report and shown in the table and figures below, Calabasas is much less diverse than the County. Table B-2 illustrates that approximately three-fourths of the city population is White, ten percent of the residents are Asian/Pacific Islander, eight percent are Hispanic and less than one percent are African American. A higher percentage of Asian Americans live in the northwest portion of the city (19%) while the eastern portion of Calabasas has the highest percentage of White residents (80%) The racial makeup of Calabasas is similar to the neighboring communities to the west and north, while the San Fernando area of the City of Los Angeles to the east is much more diverse as is the western portion of Thousand Oaks.

Table B-2: Calabasas Race/Ethnicity by Census Tract

Census Tract	Race/Ethnicity			
	% White	% Hispanic	% Asian/Pacific Islander	% Black
8001.01	80%	5%	6%	<1%
8002.02*	80%	9%	8%	<1%
8002.03*	77%	10%	9%	<1%
8002.04	74%	10%	9%	<1%
8003.28*	67%	8%	19%	2%
8003.29*	79%	8%	9%	<1%
Citywide	**76%**	**8%**	**10%**	**<1%**

Source: HUD AFFH Mapping and Data Tool, American Community Survey, 2014-2018
*These tracts cover large areas outside of Calabasas city boundaries.

Figure B-3: Racial Demographics (% of Non-White Population) in Calabasas and Northwest LA County/Southeast Ventura County



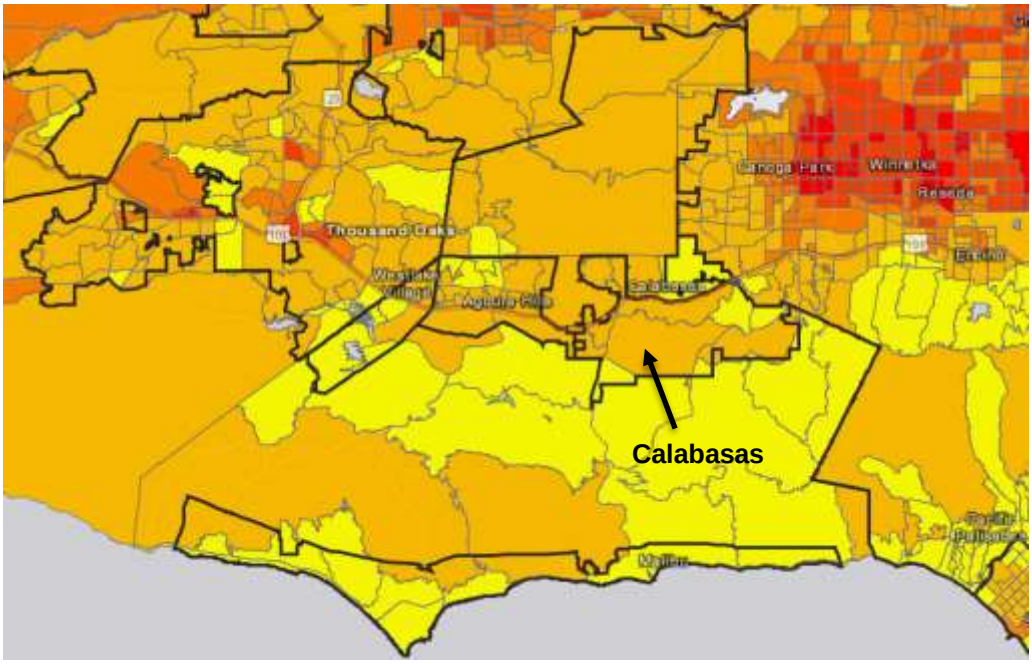
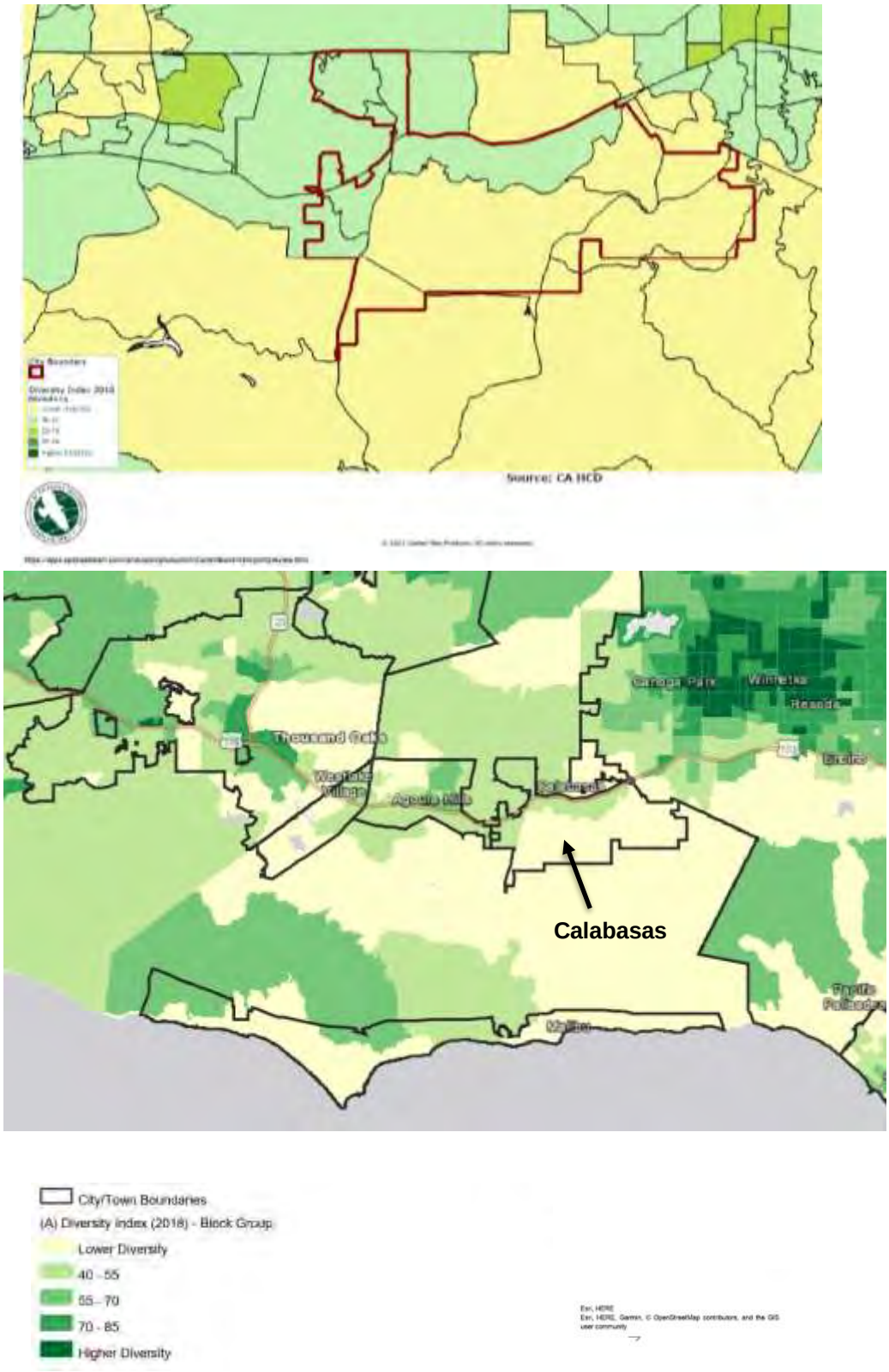
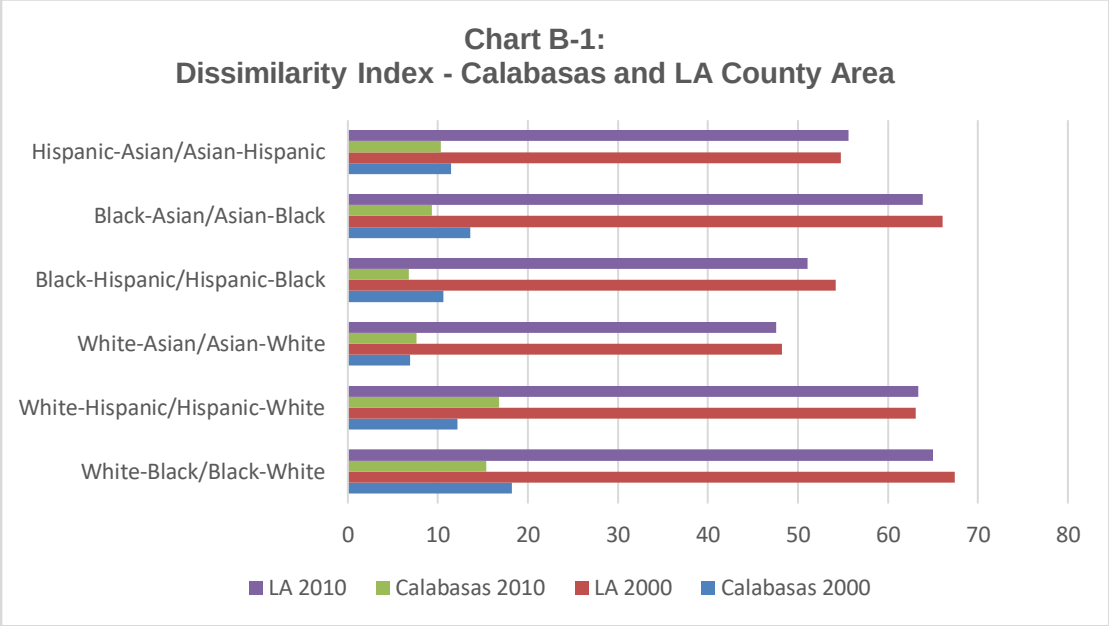


Figure B-4: Diversity Index in Calabasas and Northwest LA County/Southeast Ventura County



A measure of residential segregation is the dissimilarity index, which is a commonly used measure of community-level segregation. As defined by HUD, the dissimilarity index represents the extent to which the distribution of any two groups (frequently racial or ethnic groups) differs across Census Tracts. The values of the dissimilarity index range from 0 to 100, with a value of zero representing complete integration between the racial/ethnic groups and a value of 100 representing complete segregation. HUD indicates that a dissimilarity index of less than 40 is considered low segregation, 40-54 is considered moderate segregation and greater than 55 is considered high segregation.

The following chart shows the dissimilarity index between different groups for Calabasas and the County during 2000 and 2010. Using the thresholds described above, the dissimilarity index in Calabasas for all groups was considered low in 2000 and 2010. The index levels in Calabasas are similar to the neighboring cities of Malibu and Agoura Hills and are less than the County as a whole. The County locations with the highest index values are Long Beach and Los Angeles, while Baldwin Park, Bellflower, Downey and Paramount have the lowest index values.



Source: Spatial Structures in the Social Sciences at Brown University

2. Persons with Disabilities

The Los Angeles County AI discusses disability and access for the LA region. There do not appear to be areas of particularly high concentrations of residents with disabilities in R/ECAPs, although a few areas do stand out as containing moderate concentrations within the region. For instance, the city of Glendale, El Monte, northwestern Los Angeles, and Rolling Hills/Rolling Hills Estates appear to have such a concentration of residents with disabilities aged 65 and older. Central Los Angeles County, northern Los Angeles County near Palmdale, and Santa Ana appear to have moderate concentrations of residents with disabilities aged 18-64.

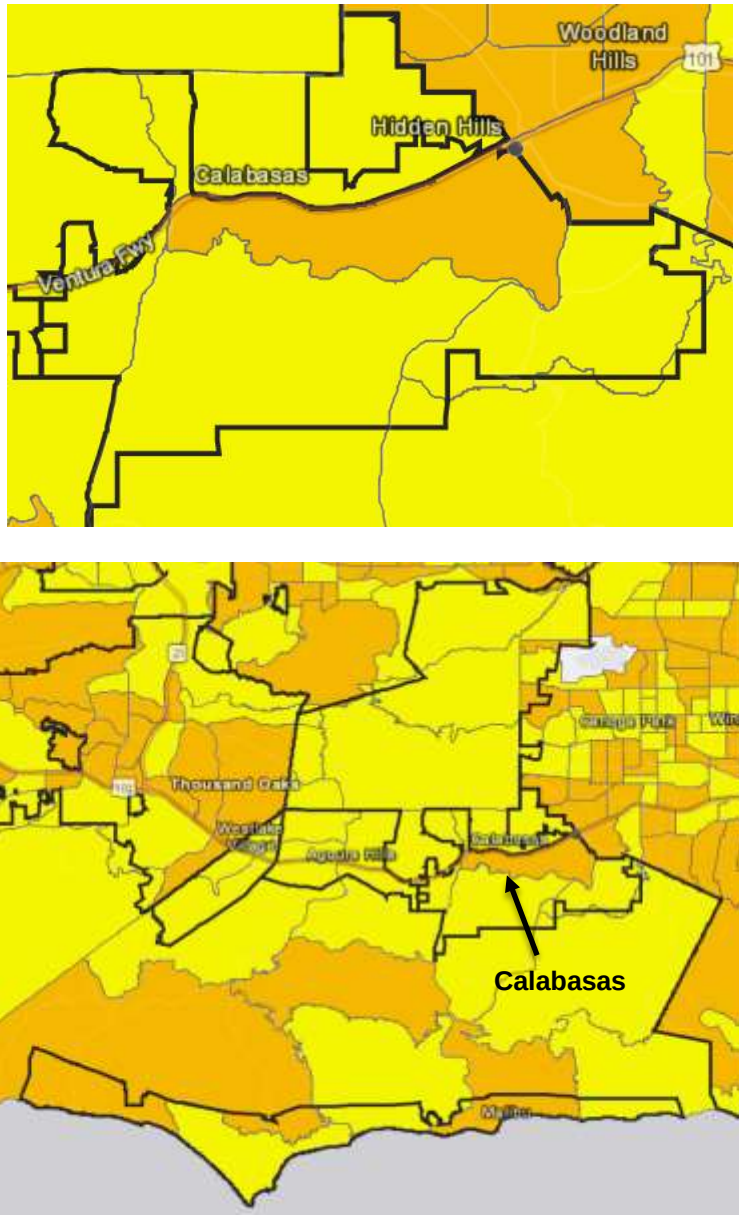
Figure B-5 shows the population with a disability in Calabasas as well as the larger regional area. Approximately seven percent of the Calabasas' population has a disability. The Census Tracts range from 4.9 percent to 12.8 percent, with the highest percentage in tract 8002.04. This tract has a mix of housing as well as both renters and homeowners, including the Canyon Creek Senior Apartments, which could contribute to higher levels of disability.

Efforts to support the disabled in Calabasas include the Housing Rehabilitation grant program that can assist lower income homeowners in making needed accessibility improvements. The Meals-on-Wheels program delivers meals to individuals who are temporarily or permanently disabled, and the City's Dial-a-Ride service provides transportation around the Calabasas area to seniors and to the disabled. Silverado Senior Living provides housing for 110 seniors with Alzheimer's and other dementias, and includes an adult day care facility with capacity for 30 persons. Belmont Village Senior Living is a new 165-bed facility, located in the Calabasas sphere of influence that offers assisted living and memory care options for its residents (this area is in the process of being annexed to the City).

Calabasas supports the provision of housing for persons with disabilities, and has adopted provisions in its Zoning Code to enable community care facilities and supportive housing and ensure reasonable accommodation. Housing Element programs to facilitate affordable housing - including Inclusionary Zoning, Affordable Housing Fund, Affordable Housing Development Assistance, and the new Affordable Housing Overlay – can also assist residents with developmental disabilities. The expansion of the City's Home Repair Program to include loans for the development of accessory dwelling units may provide another housing option.

The senior population continues to grow in Calabasas. Approximately 17 percent of Calabasas' population were age 65 and above in 2020, with another 15 percent ("pre-seniors") turning this age over the coming decade. One-quarter of the City's households are headed by a senior, with the vast majority (86%) being owner households. Over 20 percent of elderly residents in Calabasas have some type of disability, which may limit their ability to live independently. The Calabasas Senior Center, which opened in 2016, is a gathering place for seniors that offers activities, classes, excursions and special luncheons and dinners. Calabasas has several specialized residential facilities for seniors at different income levels. However, rising apartment and mobile home park rents, as well as ongoing homeowner maintenance costs are a particular concern for seniors, as many are on fixed incomes.

Figure B-5: Population with a Disability in Calabasas and Northwest LA County/Southeast Ventura County

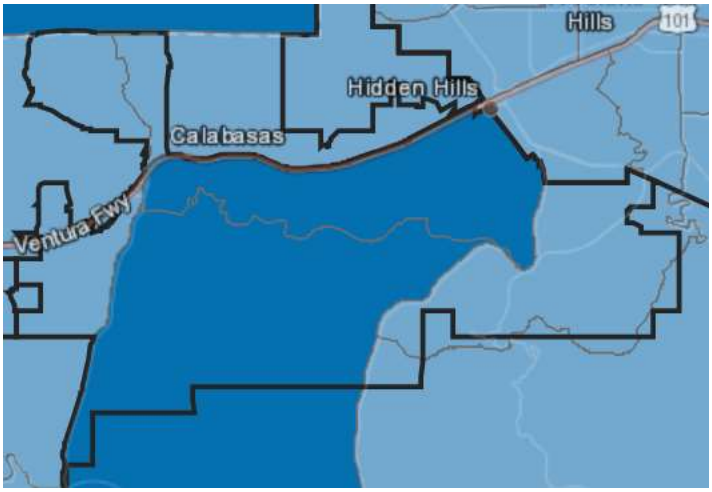


3. Familial Status

Family makeup, including married couples (with or without children), persons over the age of 18 living alone and female-headed households can provide insight into potential segregation issues in a community. The HCD AFFH Data Viewer maps these categories and are shown in the figures below. The figures also include the northwest Los Angeles County and the southeast Ventura County areas for comparison.

- The central portion of Calabasas (Tracts 8002.02 and 8002.04) have 60 to 80 percent of their residents living with their spouse or partner. The east and west portions of the City have lower percentages (between 40 to 60%). These percentages are similar in the nearby jurisdictions, while portions of Thousand Oaks and the San Fernando Valley have pockets of lower percentages.
- Northern and eastern portions of Calabasas have a very high percentage of children from married couple households (>80%). The remaining areas of the city are also high with between 60 to 80 percent of children from married couple households. These percentages are seen throughout the neighboring jurisdictions. Portions of the San Fernando Valley, Santa Monica, Oxnard have fewer children from married couple households.
- Less than 20 percent of adults in Calabasas live alone. This is similar throughout much of the region. Pockets of 20 to 40 percent of adults living on their own can be found in Malibu, Thousand Oaks, the San Fernando Valley, Santa Monica and the West Los Angeles area.
- The largest percentage of children from female headed households (20 to 40%) in Calabasas are located south of Parkway Calabasas and west of Mulholland Highway. The rest of the City has less than 20 percent of children from female headed households. These percentages are seen throughout the region.

Figure B-6: Familial Status – Percent of Population 18 and Over Living with Spouse/Partner in Calabasas and Northwest LA County/Southeast Ventura County



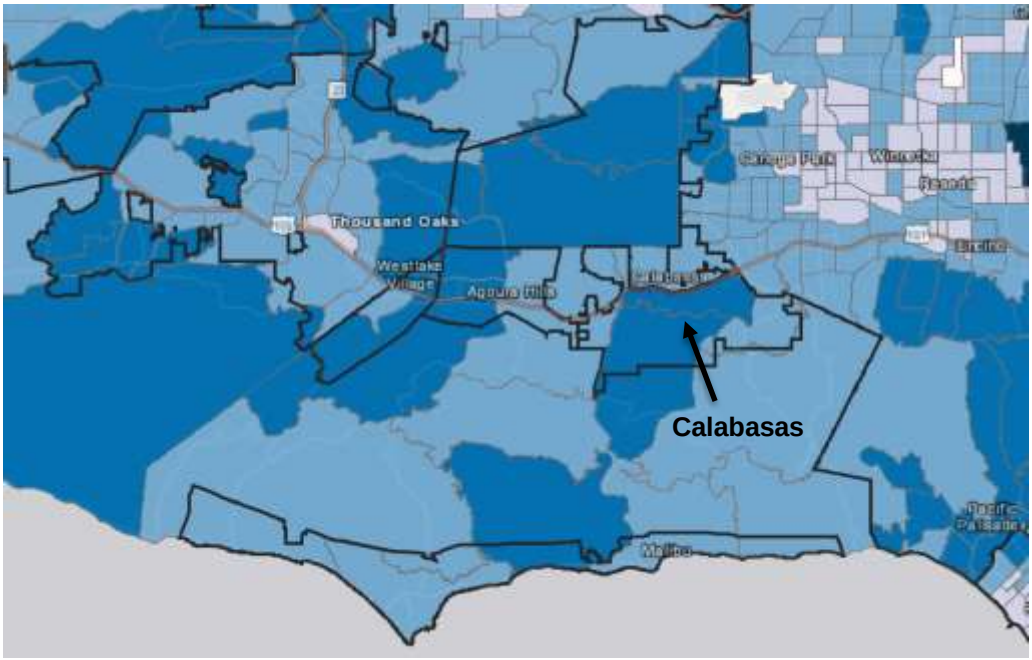
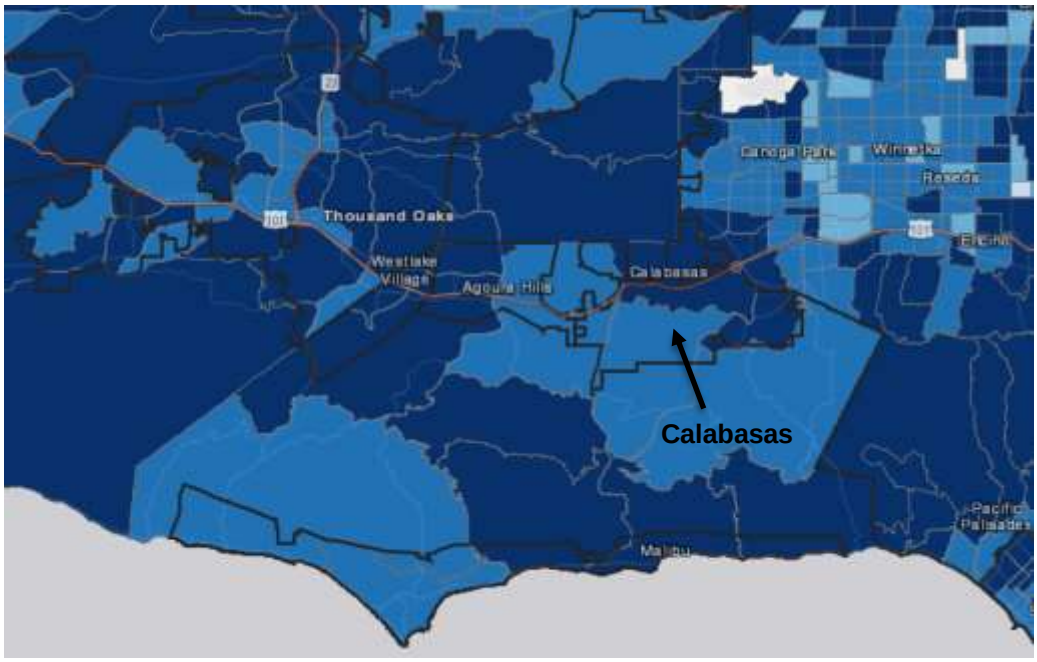


Figure B-7: Familial Status – Percent of Children in Married Couple Households in Calabasas and Northwest LA County/Southeast Ventura County



City/Town Boundaries

(R) Percent of Children in Married - Couple Households (ACS, 2015-2019) - Tract

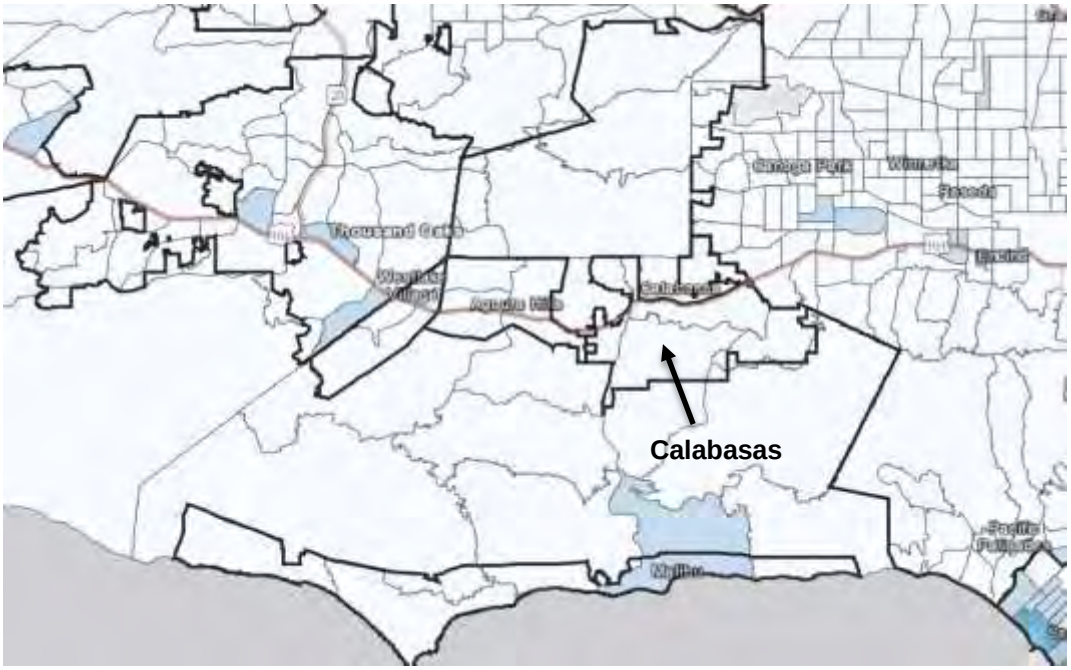
20% - 40%

40% - 60%

60% - 80%

> 80%

Figure B-8: Familial Status – Percent of Population 18 and Over Living Alone in Calabasas and Northwest LA County/Southeast Ventura County

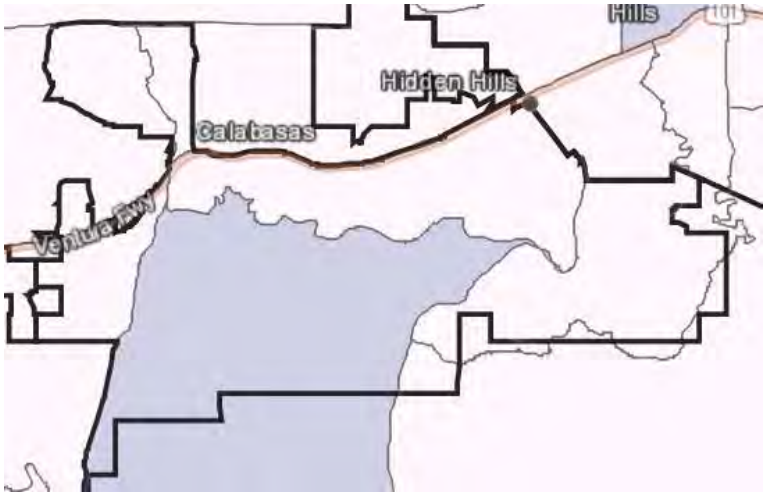


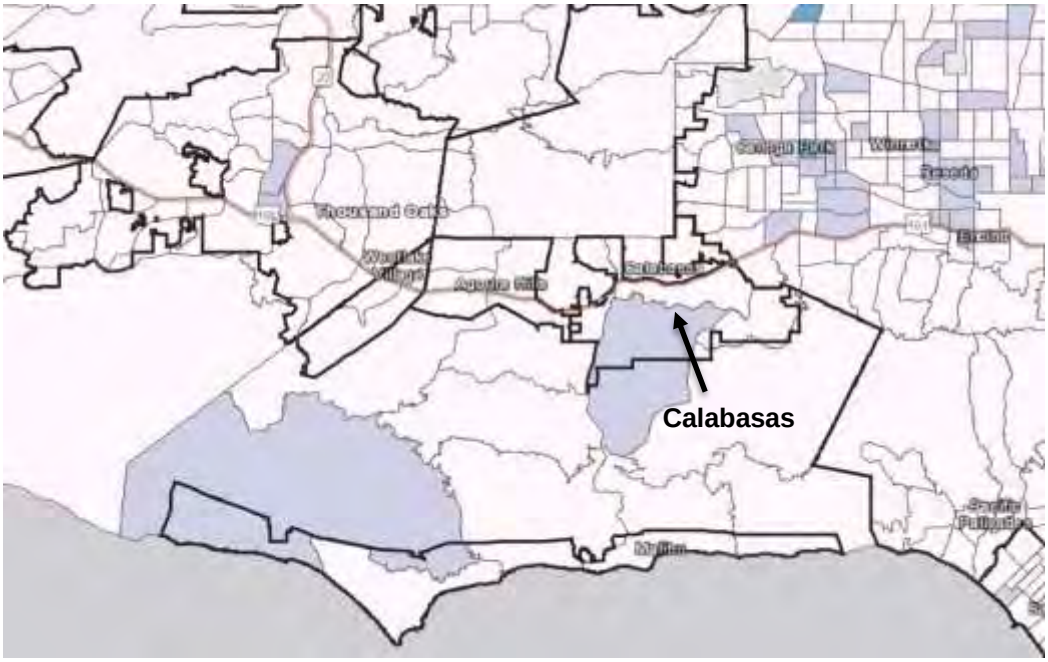
City/Town Boundaries
(R) Percent of Population 18 Years and Over in Households Living Alone (ACS_2015-2019) - Tract
< 20%
20% - 40%
40% - 60%
> 60%

City of West Covina, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

CA/NCGI

Figure B-9: Familial Status – Percent of Children in Female-Headed Households in Calabasas and Northwest LA County/Southeast Ventura County





4. Income Level

Another factor that can contribute to either integration or segregation is income level. The HCD AFFH Data Viewer maps illustrating both the percentage of Calabasas' population in poverty as well as the percentage of low and moderate income populations. Figures B-10 and B-11 illustrate this data for Calabasas and the greater regional area. As shown, the poverty level for all of Calabasas is less than ten percent. Several areas in the region have higher percentages of residents below the poverty level, particularly in the San Fernando Valley. As shown in Figure B-11 the majority of the City's census tracts have between 25-50% low and moderate income households. At the regional level, many areas have more than half households earning low to moderate incomes.

Figure B-10: Percent of the Population Below the Poverty Level in Calabasas and Northwest LA County/Southeast Ventura County

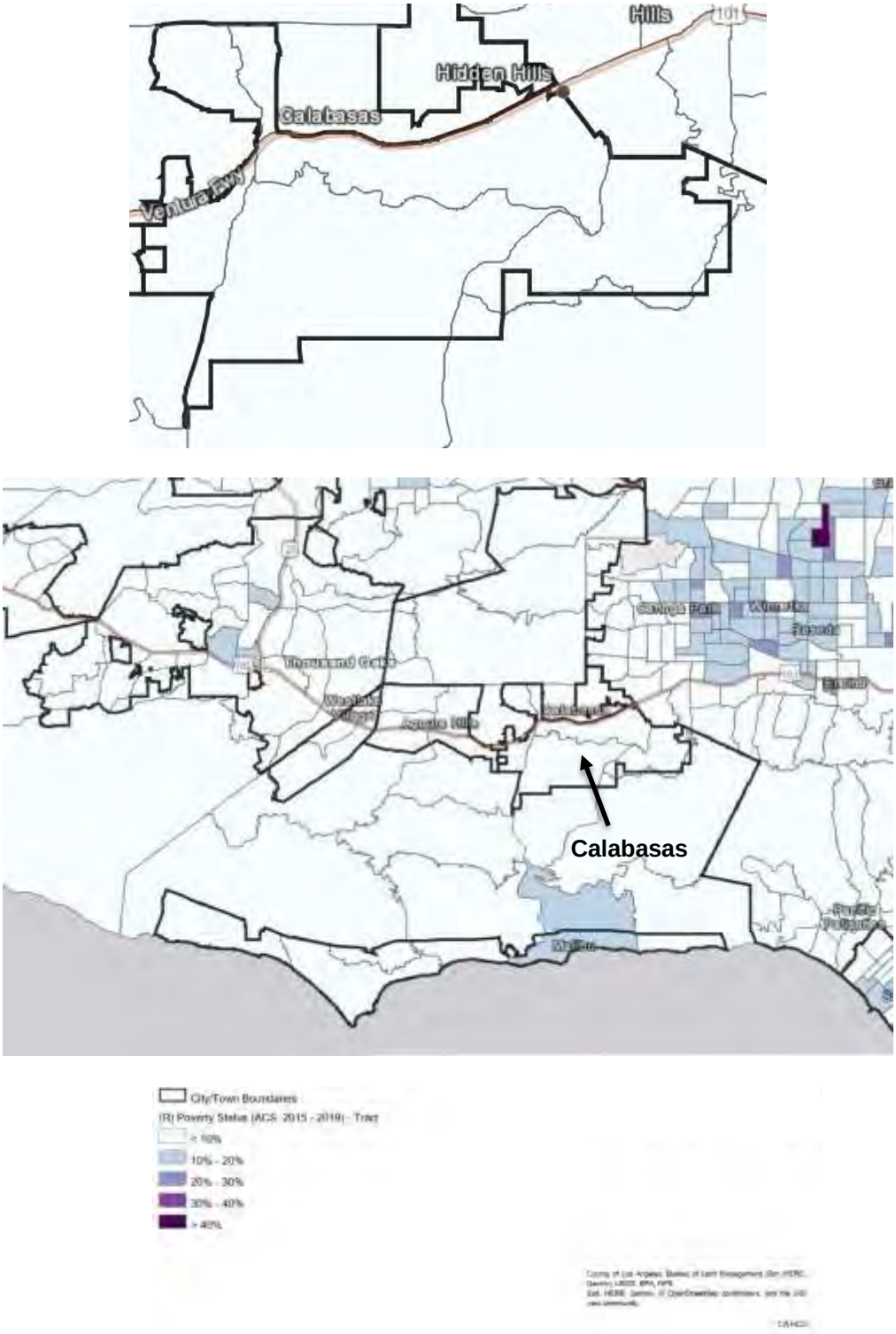
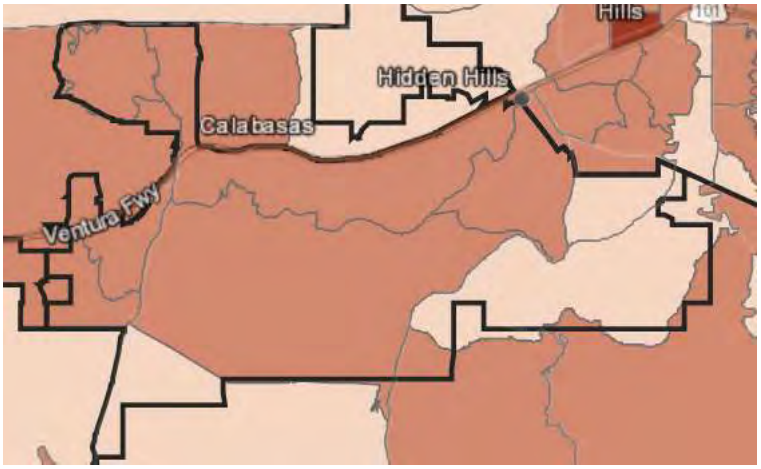
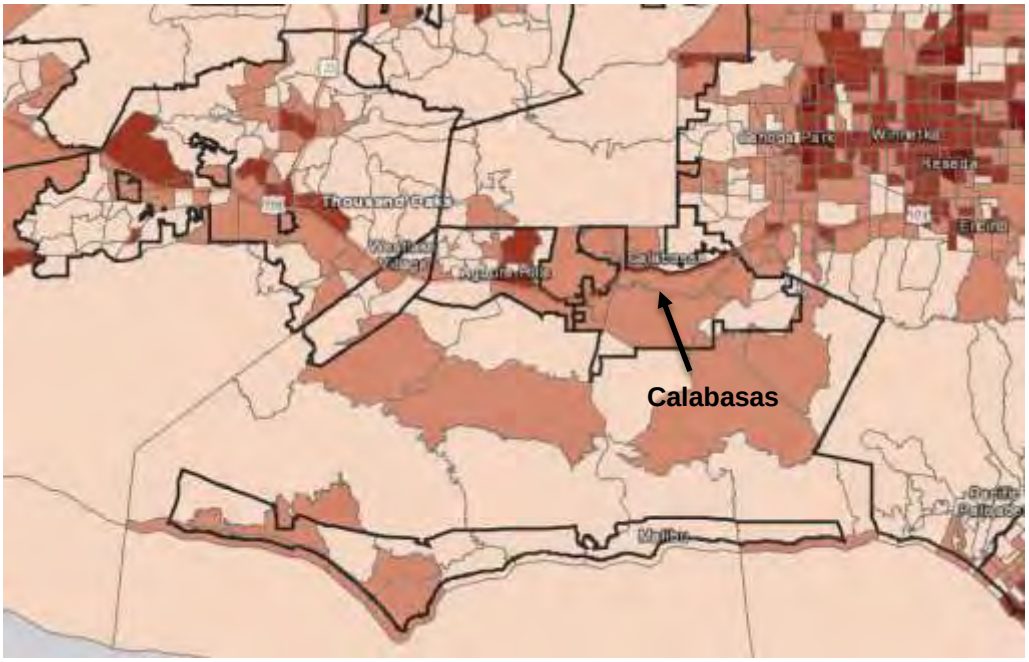


Figure B-11: Percentage of Low and Moderate Income Households in Calabasas and Northwest LA County/Southeast Ventura County





City/Town Boundaries
(A) Low to Moderate Income Population (HUD) - Block Group
< 25%
25% - 50%
50% - 75%
75% - 100%

D. RACIALLY OR ETHNICALLY CONCENTRATED AREAS

1. Racially/Ethnically Concentrated Areas of Poverty

The HUD database website (https://data.world/hud/recap) defines Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) as an area that has a non-white population of 50 percent or more. For the poverty threshold, Wilson (1980) defines neighborhoods of extreme poverty as "Census Tracts with 40 percent or more of individuals living at or below the poverty line" (HUD RECAP dataset website). According to the HUD database, no Calabasas Census Tracts are R/ECAP areas. Additionally, none of the County AI maps indicate Calabasas as having R/ECAP tracts. The County AI identifies the largest groupings of R/ECAP Census Tracts in downtown Los Angeles, Long Beach and a few tracts near San Fernando and the in the Lancaster/Palmdale area.

As shown in Figures B-10 and B-11 above, the poverty level across Calabasas is low; however, many areas of the City have a quarter to a half of low and moderate income households.

2. Racially/Ethnically Concentrated Areas of Affluence (RCAA)

According to HCD's AFFH Guidance Memo, "segregation is a continuum, with polarity between race, poverty, and affluence, which can be a direct product of the same policies and practices". Therefore, both sides of the continuum must be examined.[3] While HCD does not have a standard definition for RCAAs, evaluating the percentage of the population that is White combined with median household incomes can provide a good indicator for areas of affluence.

Table B-3 looks at the median household incomes of white residents in Calabasas as well as the County as a whole. As can be seen, the percentage of white residents in Calabasas is higher than the County, as is the median income. However, as shown, the median income among whites is lower than the Calabasas population as a whole. This is different than the disparity between median incomes among whites and all households Countywide, where whites on average earn 30% more than the overall County median income. The group with the highest median income in Calabasas is the Asian population ($183,167). In contrast, the Hispanic population in Calabasas had a median income of $72,917. The high median income level in Calabasas is similar to other jurisdictions in the surrounding area, with lower median incomes (lower than the State 2020 median income of $87,100) in portions of Agoura Hills, Thousand Oaks and the San Fernando Valley.

Table B-3: White Median Household Income and Population – Calabasas and Los Angeles County

	Calabasas	Los Angeles County
Median HH Income		
White Alone	$116,213	$83,847
All Households	$119,926	$64,251
% of White Population	76%	26%

Source: U.S. Census 2000; ACS 2014-2018

[3]California Department of Housing and Community Development, *Affirmatively Furthering Fair Housing: Guidance for All Public Entities and for Housing Elements,* April 2021 Update.

E. DISPARITIES IN ACCESS TO OPPORTUNITY

Since 2017, the California Fair Housing Task Force has provided research, evidence-based policy recommendations and other strategic recommendations to HCD and other state agencies to further fair housing goals. Part of this research involves opportunity mapping. Areas of opportunity are places that provide resources people need to thrive, including education, quality employment, transportation and low poverty.

The most recent opportunity maps (known as TCAC/HCD Opportunity Maps) were adopted in December of 2020. The following indicators were used by the Fair Housing Task Force to determine the opportunity level by census tract as well as an indicator score (0-100) for each category:

- ***Economic***
  - *Poverty* – percent of population with income above 200% of federal poverty line
  - *Adult Education* – percent of adults with a bachelor's degree or above
  - *Employment* – percent of adults ages 20-64 who are employed
  - *Job Proximity* – number of jobs filled by workers with less than a BA that fall within a given radius of each census tract population
  - *Median Home Value* – value of owner-occupied units

- ***Education***
  - *Math & Reading Proficiency* – % of 4th graders who meet proficiency standards
  - *High School Graduation Rates* – % of high school cohort that graduated on time
  - *Student Poverty Rate* – % of students not receiving free or reduced-price lunch

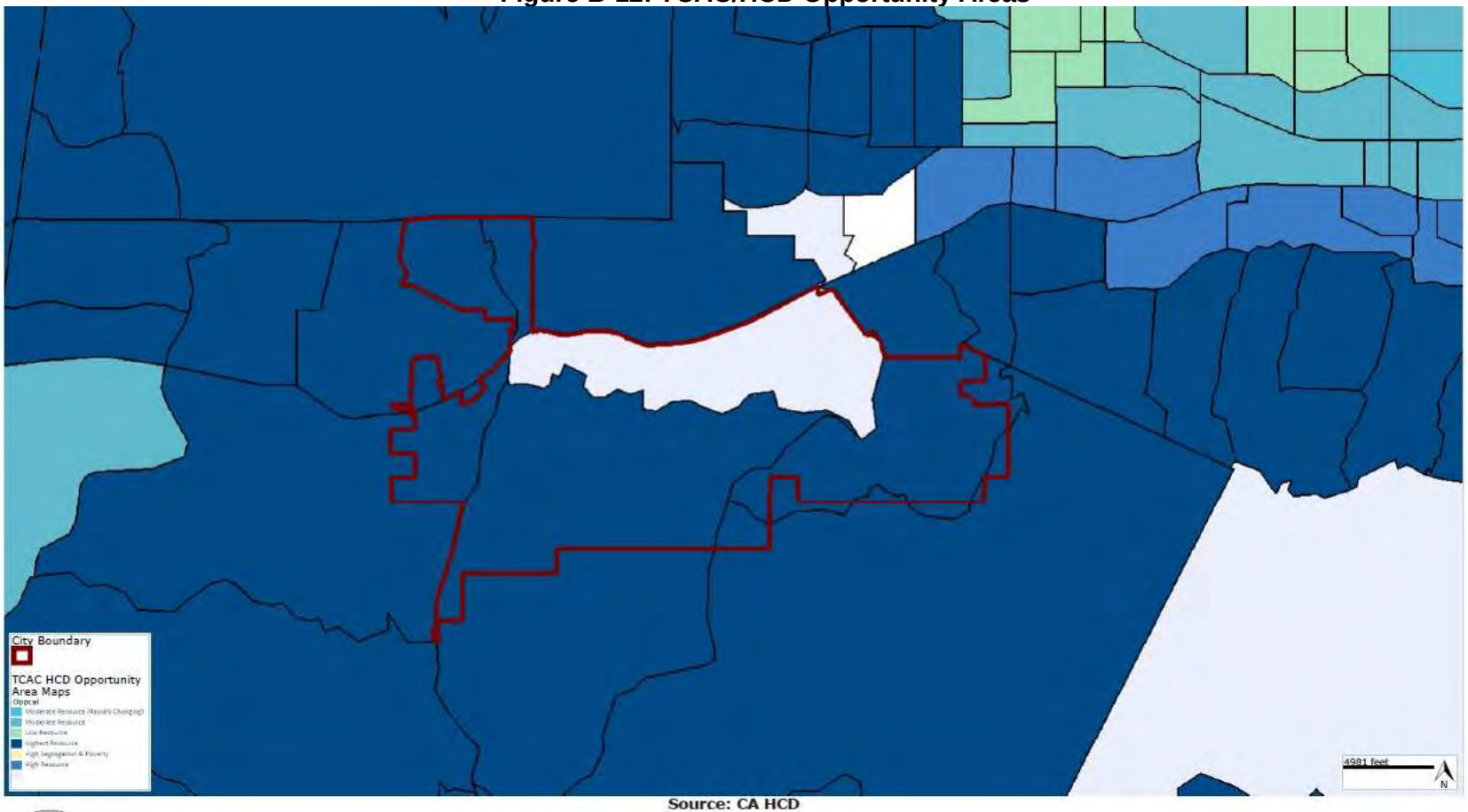
- ***Environmental***
  - *CalEnviroScreen 3.0 indicators* - such as Ozone, PM2.5, drinking water – the higher the index score, the greater the exposure.

Figure B-12 maps the TCAC/HCD Opportunity Levels for the City and surrounding areas. As shown, all of Calabasas' census tracts are designated "highest resource", similar to the surrounding areas. Table B-4 provides a compilation of resource indicators for Calabasas as a whole and by census tract, including TCAC information, HUD AFFH data and Census data.

The California TCAC Opportunity Mapping Homepage did not include Resource Level information for Tract 8002.04 due to insufficient or missing data. However, in addition to the demographic and housing information presented in Table B-4, other data sources provide economic, education and environmental details about this portion of the City, and indicate in all likelihood it is also a highest resource tract:

- The HUD AFFH Data Tool has the following measurements for Tract 8002.04:
  - School Proficiency: 88 (similar to the rest of the City)
  - Job Proximity: 84 (similar to the rest of the City)
  - Labor Market: 64 (lower than most other areas of the City)
- The HCD AFFH Data Viewer has the following measurements for Tract 8002.04: CalEnviroScreen 4.0 Percentile – 51% (indicating a lower exposure to pollutants compared to the majority of the City).

Figure B-12: TCAC/HCD Opportunity Areas



Source: CA HCD

© 2021 Digital Map Products. All rights reserved.

https://apps.spatialstream.com/landvision/production/CurrentBuild/Html/printpreview.html 1/1

Table B-4: Resource Indicators by Census Tract

	Census Tract						Citywide
	8001.01	**8002.02***	**8002.03***	**8002.04**	**8003.28***	**8003.29***	
Resource Level	Highest	Highest	Highest	Insufficient Data[+]	Highest	Highest	Highest
Economic Index	82	82	87	------	82	70	70-87
Education Index	94	88	88	------	84	93	84-94
Environmental Index**	93	91	29	------	68	76	29-93
Race/Ethnicity							
White	80%	79.8%	77.4%	74.3%	66.7%	78.8%	76%
Hispanic	4.9%	9%	9.5%	10.4%	8.1%	7.5%	8.3%
Asian/P.I.	6.4%	7.9%	9.4%	9.3%	19.1%	9%	9.5%
Black	<1%	<1%	<1%	<1%	2%	<1%	<1%
Low Poverty Score	98	52	67	69	87	94	52-98
% of Population in Poverty	3%	9%	6%	4%	8%	7%	3%-9%
% of Population that is Disabled	9.1%	4.9%	6.6%	12.8%	5.7%	9.2%	7%
Transit Trips	76	64	69	65	71	61	61-76
Total #/ Type of Housing	1,999 units 88% single-family <1% multi-family 12% mobile home	2,097 units 92% single-family 1% multi-family 7% mobile home	2,054 units 81% single-family 19% multi-family	1,868 units 77% single-family 23% multi-family	1,059 units 60% single- family 40% multi-family	2,685 units 61% single-family 39% multi-family	9,208 units 74% single-family 25% multi-family 1% mobile home
Age of Housing							
<30 yrs old	15%	46%	28%	23%	32%	28%	27%
>30 yrs old	85%	54%	72%	77%	68%	72%	73%
Owner HH	90%	87%	70%	74%	50%	58%	68%
Renter HH	10%	13%	30%	26%	50%	42%	32%
% Rental Units Affordable to ELI and VLI HH	4%	24%	5%	3%	<1%	<1%	<1%-24%

Overcrowding							
Owner	<1%	<1%	<1%	0%	0%	1%	<1%
Renter	0%	0%	6%	0%	2%	0%	2%
Severe	0%	0%	2%	0%	7%	0%	1%
Overpayment							
Owner	51%	42%	47%	36%	56%	49%	46%
Renter	41%	24%	20%	12%	30%	13%	20%
Severe	10%	35%	13%	64%	24%	49%	38%
Land Uses	Single- and Multi-Family Residential, Mobile Homes, Public Facilities, Commercial, Recreation, Hillside, Rural Community, Open Space-Dev. Restricted	Single-Family, Mobile Homes, Rural Residential, Open Space, Hillside, Recreation, Public Facilities, Open Space-Dev. Restricted	Single- and Multi-Family Residential, Hillside, Commercial, Public Facilities	Single- and Multi-Family Residential, Hillside, Commercial, Recreation, Open Space, Open Space-Dev. Restricted	Single- and Multi-Family Residential, Mixed Use, Hillside, Commercial, Recreation, Open Space-Dev. Restricted	Single- and Multi-Family Residential, Mixed Use, Commercial, Recreation, Public Facilities, Open Space-Dev. Restricted	Various

Source: HUD AFFH Mapping and Data Tool; California TCAC Opportunity Mapping, HCD AFFH Data Tool, Homepage, Open Street Map and CARTO/Otherings & Belonging Institute; City of Calabasas Zoning Map, ACS 2014-2018.,

Note: *Tracts that cover areas outside of the Calabasas city boundaries.

**The Environmental Index is an inverse measurement to the Economic and Education Indexes. A low number means less exposure to environmental hazards (pollutants, etc)

+The California TCAC Opportunity Mapping Homepage did not have data available for Tract 8002.04. Consultation with the Director of Berkeley's Equity Metrics Program that developed the TCAC Opportunity Maps confirmed that one or more of the indicators for the census tract had unreliable or missing data, and as such the census tract is excluded. Gambhir, Samir. "Re: Missing TCAC/HCD Data." Received by Lori Parrington. June 13, 2021. Email Consultation.

The TCAC maps for Calabasas show that the City has been designated the "Highest" resource category. As described earlier in the AFFH, Tract 8002.04 had insufficient data for a TCAC score; however, Table B-4 showed a variety of other data regarding that Tract that illustrated it was similar in many indices to the rest of the City. It is important to look at some factors in more detail to determine if certain populations in Calabasas have less access to opportunities compared to the City as a whole.

1. Education

The County AI describes overall school proficiency in the Urban County Area in relation to race and ethnicity. White and Asian residents generally enjoyed greater access to proficient schools, particularly in Santa Monica and Glendora. Conversely, Hispanic and Black residents living in Palmdale, Inglewood, and Montebello lived among schools with the lowest levels of proficiency found anywhere in the service area. The range of values for the opportunity index in the service area was 56.3 value points (that is, the difference between the maximum value and the minimum value among the entitlements), indicating a moderate degree of variation among the race/ethnic groups. The largest concentration of low scores occur near Downtown Los Angeles.

As shown on the Resource Indicators Table B-4, all the Census Tracts in Calabasas have school proficiency levels designated as high, with the education index varying from 87 to 93 out of 100, illustrating that there is high and equal access to educational opportunities for the City's residents.

The Southern California Association of Governments (SCAG) Local Profile of Calabasas shows that the K-12 public school enrollment in the City decreased by 859 students, or about 15.7 percent, between 2000 and 2018. In 2018, approximately 4,600 students were enrolled in Calabasas public schools.[4]

Calabasas is served by the Las Virgenes Unified School District (LVUSD). The District also encompasses Agoura Hills, Hidden Hills and Westlake Village. According to the California Department of Education's School District Dashboard website (www.caschooldashboard.org), the District had 10,886 students enrolled in 2020. The racial/ethnic make-up is: 72 percent White, 12 percent Hispanic, 6 percent Asian/Pacific Islander, 5 percent two or more races and 2 percent African American. Approximately 12 percent of students come from socio-economically disadvantaged backgrounds, 5 percent are English learners and 11 percent are students with disabilities. Schools in the District exceed both the English Language Arts and Math State standards and the graduation rate is 93.9 percent.

2. Economic

The County AI shows the scores for the Urban County Area by race/ethnicity. For job proximity, the scores were similar for Whites, Black, and Asian/Pacific Islander while the score for Hispanics was slightly lower. However, for the labor market engagement, the index values were significantly higher for Whites and Asian/Pacific Islanders compared to African Americans and Hispanics. In Calabasas, the TCAC Economic index scores range from 70 to 87.

As described in the Housing Element Background Report, the Southern California Association of Governments' (SCAG) Demographics and Growth Forecast estimates there was a total of 20,500 jobs in Calabasas in 2016, and projects a modest 1.5 percent increase in Calabasas' employment

[4] Southern California Association of Governments, 2019 Profile of the City of Calabasas, May 2019.

by 2045, for an estimated 20,800 jobs[5]. SCAG's Local Profile for Calabasas further breaks down employment by sector (refer to Table 4). As of 2017, professional and management was the largest employment sector at 22 percent, followed by finance (16.5%), leisure (15.5%) and education (13.3%). While the percentage of jobs in the leisure and education sectors increased between 2007 and 2017, construction and manufacturing sectors saw decreases.

Two factors in measuring the Economic Opportunity Score are job proximity and labor market engagement. In Los Angeles County, higher job proximity scores are found along the major transportation corridors (including the 405, 10, 5, and 710 Freeways). In Calabasas, the areas with the highest labor market index score (84) are Tracts 8002.04 and 8003.29, which both run along the Ventura Freeway. The lowest score (68) is the southwest area of the city.

In terms of labor market engagement, the HUD AFFH data tool shows Calabasas having labor market index scores ranging from 64 to 92. The two lowest scores are in Tract 8002.04 (score of 64) and Tract 8002.03 (score of 66). These tracts are located on either side of the Ventura Freeway. From a demographic standpoint, the area with the lowest percentage of White residents (Tract 8003.28) has the highest labor market score in the City. In terms of the County overall, the HUD data tool shows that higher labor market engagement is found in the northwest (including Calabasas), the San Gabriel Valley and along the coast. Lower engagement scores are found in the San Fernando Valley as well as the central/interior portions of the County including Downtown LA, Huntington Park, Compton and Carson.

3. Transportation

The HUD AFFH Data Tool shows transit trends for LA County. The majority of the County shows high transit trip scores, with the northwest area (bordering Ventura County) and areas such as Santa Clarita and Acton/Palmdale in the far north of the County having lower scores overall. Table B-4 shows the transit trip index for Calabasas, which ranges from 61 to 76 out of 100 by Census Tract. Considering the City's suburban setting, Calabasas has a well-developed transit system available throughout the community, with no major deficiencies. Several transit options are available in the City. The City's Transportation Department operates a no-cost shuttle Monday through Friday and stops at 48 different locations in the City including various schools, the Community Center, City Hall and numerous commercial locations. The City also runs the Calabasas Trolley, a free service that runs an hour-long loop connecting the east and west sides of the City on Fridays, Saturdays, and Sundays. During the summer, there is a beach bus for residents to go to and from Zuma Beach. The City is served by various Los Angeles County Metro routes that provide regional service between Calabasas and the San Fernando Valley and Los Angeles. The Dial-A-Ride program is funded through the LA County Transportation Authority and provides rides to seniors and residents who are disabled or have a serious medical condition.

4. Environmental

The County AI outlines the Environmental Health Index, or potential exposure to harmful toxins as a neighborhood level. In general, those areas with the greatest exposure are located in most of the central, southern and eastern portions of the County. When looking at race and ethnicity, Whites have less exposure than other groups, while Hispanics generally have the highest exposure.

[5] SCAG. Connect SoCal Demographics and Growth Forecast Technical Report. Adopted on May 7, 2020.

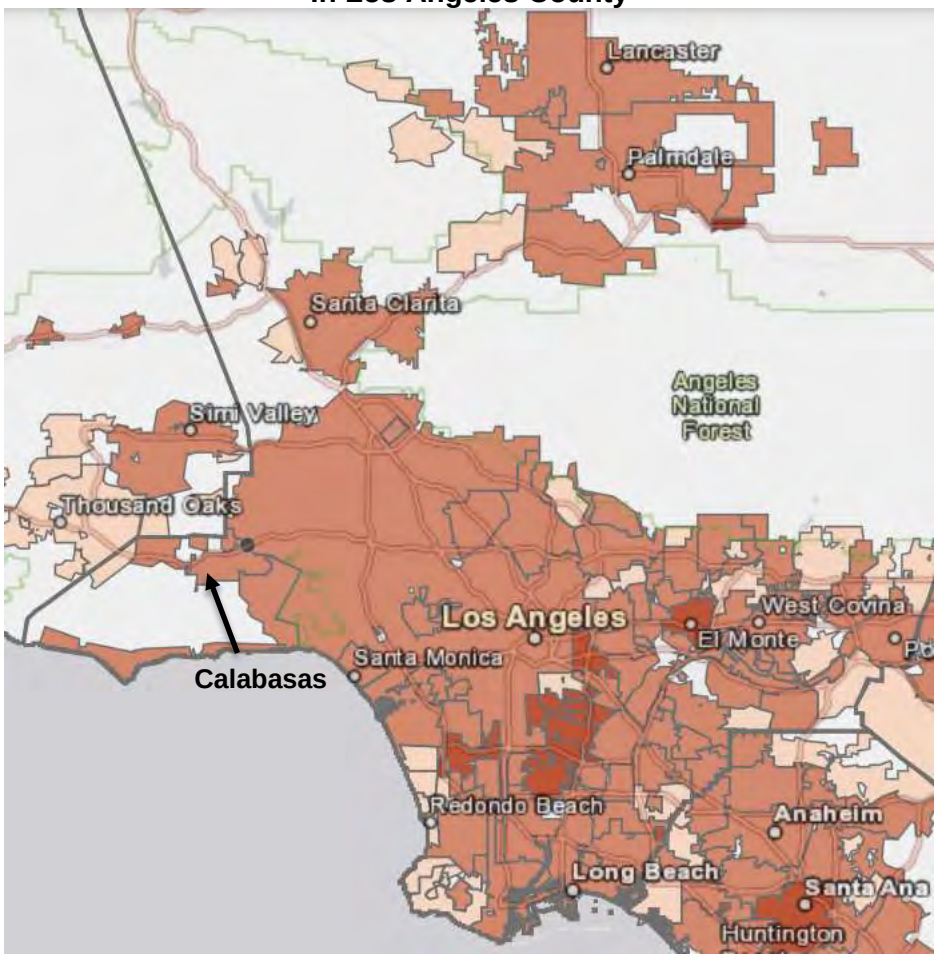
APPENDIX C3
RESIDENTIAL SITES INVENTORY

The environmental index is an inverse measurement to the other indices, with a low number reflecting less exposure to environmental hazards. The index is based on CalEnviroScreen 3.0 indicators - such as Ozone, PM2.5, and drinking water contamination. Calabasas' Census Tracts have environmental indices ranging from 29 up to 93, with the higher scoring tracts likely a reflection of noise and air pollution from the 101 Freeway. The Safety Element being updated in conjunction with the 6th cycle Housing Element includes policies aimed at addressing these environmental hazards, including incorporating project design features such as fixed windows, open space, increased tree plantings and higher MERV rated air filtration systems for residential locations near the freeway.

F. DISPROPORTIONATE HOUSING NEEDS AND DISPLACEMENT RISK

As described in the LA County AI, HUD identifies four discrete housing problems: lack of complete kitchen facilities, lack of complete plumbing facilities, more than one person per room and monthly housing costs (including utilities) exceeding 30 percent of monthly income. For the Los Angeles County Service Area, the following areas experience the greatest percentage of households with one or more housing problems: in and around Downtown Los Angeles (where the greatest concentration of R/ECAPs in the region are located); in the City of Long Beach; in southeast Los Angeles County, near Pomona; the area around San Fernando north of Los Angeles; and in north LA County near Lancaster and Palmdale. Figure B-13 is from HCD's AFFH Data Viewer tool and shows the percent of households with one or more severe housing problems in LA County. Severe housing problems include lack of complete kitchen facilities, lack of complete plumbing facilities, more than 1.51 occupants per room and cost burden greater than 50 percent. As can be seen, a vast majority of the County has 20 to 40 percent of households experiencing at least one severe housing problem, with areas such as Hawthorne, Southgate and Compton experiencing higher percentages of severe housing problems. For Calabasas, 26 percent of households have at least one severe housing problem.

Figure B-13: Percent of All Households With Any of the Four Severe Housing Problems In Los Angeles County



County Boundaries

Percent of all households with any of the 4 severe housing problems

- > 80%
- 60% - 80%
- 40% - 60%
- 20% - 40%
- < 20%

ri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community
Esri, HERE, Garmin, USGS, EPA, NPS

CA HCD

1. Housing Vacancy

As described in the Background Report, the vacancy rate measures the overall housing availability in a community and is often a good indicator of how efficiently for-sale and rental housing units are meeting the current demand for housing. A vacancy rate of two percent for ownership housing is generally considered healthy while a vacancy rate of five percent for rental housing suggests that there is a balance between the supply and demand of housing. According to the 2014-2018 American Community Survey, the homeowner vacancy rate in Calabasas is 0.6 percent, indicating less than ideal vacancies and a pent-up demand for housing. The rental vacancy rate during this same time period was measured at four percent, indicating a less than optimal supply of vacant rental units for normal mobility.

2. Cost Burden/Housing Overpayment

Overpayment remains a critical issue for low and moderate-income households, who are disproportionately affected by this burden compared to other households. The 2014-18 American Community Survey data compiled by SCAG identifies 21 percent (575 households) of renters in Calabasas as spending between 30 and 50 percent of their total income on housing, with an additional 41 percent spending more than half their income on housing. While total renter overpayment is fairly consistent with levels measured in the 2010 Census, severe overpayment increased substantially from 24 to 41 percent, and is well above the 29 percent severe overpayment Countywide. Among owner households, 47 percent (2,176) were overpaying, consistent with overpayment levels measured in the 2010 Census.

Among lower income renter households, overpayment is most pronounced. All renter households earning less than $20,000 in Calabasas face severe overpayment and all renter households earning less than $50,000 face either overpayment or severe overpayment. As anticipated, as a household's income increases, the level of overpayment declines.

3. Overcrowding

The State defines an overcrowded housing unit as one occupied by more than 1.01 persons per room (excluding kitchens, porches, and hallways). A unit with more than 1.51 occupants per room is considered severely overcrowded. The incidence of overcrowded housing is a general measure of whether there is an available supply of adequately sized housing units.

Owner overcrowding in Calabasas is very low at 0.2 percent for overcrowding and zero percent for severe overcrowding. This is lower than the County's percentages, which are four percent and two percent, respectively.

Regarding renter overcrowding, the percentages are also low: two percent for overcrowding and one percent for severe overcrowding. These are much lower than the County's percentages (9% for overcrowding and 7% for severe overcrowding.

It should be noted that two Census Tracts in Calabasas do experience higher renter overcrowding than the rest of the City: For Tract 8002.02, six percent of households faced overcrowding and two percent experienced severe overcrowding. Regarding Tract 8003.28, the percentages were two and seven respectively.

4. Displacement Risk

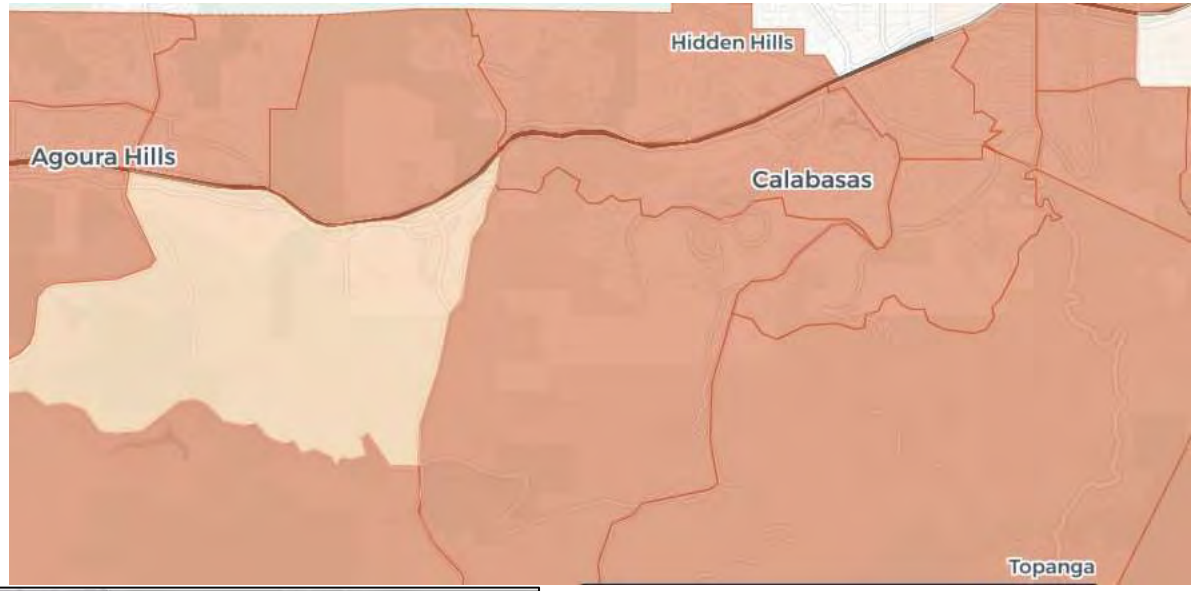
The City does not have any affordable housing at-risk of conversion during this planning period. Canyon Creek apartments was financed using tax credits, which extend through 2066. The Paxton Calabasas project, which includes four very low income units, has affordability controls which extend to 2048. Avanti includes eight units for very low income tenants, which has deed restrictions until 2046. And Calabasas Creekside, projected to open in mid-2022, will include five very low income units with affordability controls that extend through 2077.

Calabasas Village Mobile Estates located on Mulholland Highway contains 210 mobile home spaces. In 2004, to response to escalating rents the City initiated a Rental Assistance Program for lower income tenants in the park, providing for a monthly subsidy for income-qualified tenants. The program has been expanded to include lower income seniors and disabled residents in the City's apartment complexes also impacted by rent increases. As of October 2020, this program was providing assistance to 50 households with 42 of these households residing in the mobile home park. The subsidy in 2020 was $250 a month.

The Urban Displacement Project shows the Census Tracts throughout the County by level of displacement risk[6]. As shown on Figure B-14, the majority of Calabasas is considered stable/advanced exclusive meaning that housing is affordable to high or mixed high-income households only. Census Tract 8003.29 is considered "At risk of becoming exclusive", with housing affordable to middle, high, mixed moderate and mixed high-income households (2018). Median rents in Calabasas exceed levels affordable to low and moderate income households.

[6] Urban Displacement Project, https://www.urbandisplacement.org/los-angeles/los-angeles-gentrification-and-displacement, March 2021.

Figure B-14: Displacement Risk



MODIFIED TYPES	CRITERIA
LOW-INCOME/SUSCEPTIBLE TO DISPLACEMENT	• Low or mixed low-income tract in 2018
[illegible]	• Low or mixed low-income tract in 2018 • Absolute loss of low-income households, 2000-2018
[illegible]	• Low-income or mixed low-income tract in 2018 • Housing affordable to low or mixed low-income households in 2018 • Didn't gentrify 1990-2000 OR 2000-2018 • Marginal change in housing costs OR Zillow home or rental value increases in the 90th percentile between 2012-2018 • Local and nearby increases in rent were greater than the regional median between 2012-2018 OR the 2018 rent gap is greater than the regional median rent gap
EARLY/ONGOING GENTRIFICATION	• Low-income or mixed low-income tract in 2018 • Housing affordable to moderate or mixed moderate-income households in 2018 • Increase or rapid increase in housing costs OR above regional median change in Zillow home or rental values between 2012-2018 • Gentrified in 1990-2000 or 2000-2018
ADVANCED GENTRIFICATION	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Marginal change, increase, or rapid increase in housing costs • Gentrified in 1990-2000 or 2000-2018
STABLE MODERATE/MIXED INCOME	• Moderate, mixed moderate, mixed high, or high-income tract in 2018
[illegible]	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Marginal change or increase in housing costs
[illegible]	• Moderate, mixed moderate, mixed high, or high-income tract in 2018 • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018 • Rapid increase in housing costs • Absolute loss of low-income households, 2000-2018 • Declining low-income in-migration rate, 2012-2018 • Median income higher in 2018 than in 2000
STABLE/ADVANCED EXCLUSIVE	• High-income tract in 2000 and 2018 • Affordable to high or mixed high-income households in 2018 • Marginal change, increase, or rapid increase in housing costs

Source: The Urban Displacement Project, UC Berkeley, https://www.urbandisplacement.org.

5. Substandard Housing

The vast majority of housing in Calabasas is in excellent condition. Throughout the community, homes are well maintained and evidence continued investment and upgrading. However, as shown in Table B-4, almost three-fourths of the housing stock is more than 30 years old. This percentage is lower than the County as a whole which has 85 percent of the housing stock at least 30 years old. Homes in the City's older neighborhoods were predominately built in the 1960s, 1970s and 1980s, and are now approaching the age at which more significant improvements become necessary, such as new plumbing or roofing. The aging of such a large portion of the Calabasas' housing stock indicates a need for code enforcement, property maintenance and housing rehabilitation programs. While no units have been identified as needing replacement, an estimated 20 percent of the pre-1989 housing stock (approximately 1,300 units) may be in need of some level of rehabilitation. The City's Residential Rehabilitation Program provides loan and grant assistance to lower income households to make needed repairs, with the majority of households taking advantage of this program either mobile home park residents and/or senior citizens. Between 2014 and 2019, the City provided rehabilitation assistance to 33 lower income households. The City also offers a locally-funded Home Repair Program to assist low and moderate income property owners of severely dilapidated properties cited for code violations to make needed repairs to make the units safe and habitable.

The 2014-2018 American Community Survey estimates the number of housing units without kitchen facilities and/or complete plumbing, another indicator of the condition of the housing stock. Within Calabasas, the ACS identifies 26 occupied dwelling units as lacking kitchen facilities. These units represent 0.3 percent of the City's households. No occupied housing units were identified by the ACS as lacking complete plumbing. These percentages are lower than the County, where the substandard conditions affect approximately two percent of the housing stock (1.5 percent lack complete kitchen facilities and 0.4 percent lack complete plumbing facilities).

6. Homelessness

Homelessness is a major issue in Los Angeles County. The County AI states that homelessness increased by 23 percent between 2016 and 2017 to 57,794 persons (pg. 476).

Due to the relative inaccessibility and distance from urban centers, Calabasas does not attract many homeless individuals or families. The 2020 Greater Los Angeles Homeless Count, conducted by the Los Angeles Homeless Service Authority (LAHSA), included a count of homeless on the street, in shelters (emergency, transitional and safe haven), hidden homeless and youth. This count was done across the County on a single night in January 2020. Within Calabasas, the 2020 count identified two homeless individuals (both unsheltered on the night of the PIT Count).[7]

LAHSA disperses funds to the eight Service Planning Areas (SPAs) in the County for coordinated responses to homeless issues (Calabasas is located in SPA 2). Los Angeles Family Housing, located in North Hollywood, provides services for SPA 2 including: outreach, housing placement assistance and a variety of supportive services.

In Calabasas, persons identified as homeless are most often located in parks, public spaces, and undeveloped open space, both privately and publicly owned. When a homeless person is

[7] The Los Angeles Homeless Services Authority, 2020 Greater Los Angeles Homeless County, 2020.

encountered, staff visits the individual and outreach materials and service information are provided. This is done by either the City's Public Safety staff or the homeless outreach coordinator for the Las Virgenes/Malibu Council of Governments (COG). Follow up visits are carried out by the COG coordinator to see if the individuals can access the services needed. Members of the public are also able to use the City's website to notify City staff of the presence of homeless individuals.

In August 2021, the City entered into a Professional Services Agreement with the San Fernando Valley Community Mental Health Center, Inc. (SFVCMHC) to provide interim housing and support services to unhoused persons in Calabasas. The scope of services covers a variety of items, including: offering stabilization services in an interim housing facility; assisting clients in accessing a variety of services to address immediate needs; providing educational opportunities; and coordinating with permanent housing providers. This service agreement will assist the City in continuing to provide homeless outreach and assistance in a timely and efficient manner.

7. Local Knowledge

Neighborhood Development and Housing

Calabasas' housing stock is comprised of single-family residential (74%), multi-family (25%) and mobile homes (1%). Commercial areas are in close proximity to the Ventura Freeway and along major arterials, including Calabasas Road and Las Virgenes Road. Many areas of the City consist of steep slopes and County designated Significant Ecological Areas (SEAs), and therefore development is restricted in these areas.

Land Use patterns in Calabasas, including several large multi-family apartment complexes along Las Virgenes Road, began prior to the City's incorporation in 1991 when the area was still an unincorporated portion of Los Angeles County. The County had infrastructure plans for Las Virgenes Road and Mulholland Highway to become high capacity arterial corridors, which after the City's incorporation, eliminated Mulholland from this designation. The City's General Plan promotes greater dispersal of growth throughout the non-hillside areas in the community, including East Village/Old Town, West Village, and along Las Virgenes/Mureau Road. The Housing Element sites inventory is consistent with the General Plan's approach to dispersing multi-family housing throughout the high resource areas of the community.

Many areas in Calabasas consist of slopes where the topography acts as a limitation to various types of development. The City has established Hillside and Ridgeline development standards to protect the public health and safety with regard to fire hazards and slope stability and to ensure that buildings are located in the most accessible, least visually prominent, and most geologically stable portions of the hillside or ridgeline. These standards apply to proposed developments on sites with a natural slope greater than ten percent or that include a designated ridgeline, which are located along the western, central, and southern portions of the City. Development in Calabasas must comply with the County Wildfire Evacuation Plan. In addition, State requirements for emergency evacuation routes (including new Cal Fire standards in SB 901) impact where development, particularly multi-family development, can take place in in the City.

The Calabasas 2030 General Plan designated the following three areas for mixed use development and transition to relatively high intensity, pedestrian-oriented environments with an integrated mix of commercial and residential uses:

- West Village - The Agoura Road corridor is currently dominated by office and business park uses. The Land Use Plan's vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong "sense of place." Approximately 80 acres are designated for mixed use in the West Village area.
- East Village – The approximately 80-acre mixed use area along both sides of Calabasas Road provides an opportunity for redevelopment and intensification of existing uses to create a mix of office, retail, and residential uses to complement the uses in Old Town Calabasas and to provide the impetus for creating a pedestrian-oriented "city center" and gathering place.
- Las Virgenes/Mureau Road – City Hall, including the City library, vacated its original Business Park location when the new Calabasas Civic Center and Library opened in 2008. The General Plan envisions the 28 acres of existing office/business park uses in this area transitioning to an integrated mix of office, retail, and multi-family residential uses.

Each of these areas are designated commercial mixed-use (CMU) in the 2030 General Plan, allowing for residential densities up to 20 units/acre, in addition a specified floor area ratio for the non-residential component. The 2030 General Plan also established three distinct multi-family designations at 12, 16 and 20 units/acre, in contrast to the one prior 16 unit/acre designation; the RM 20 designation is now being replaced with an RM 24 designation to allow 20-24 units/acre. The new Affordable Housing Overlay being proposed as part of the Housing Element update will be applied to numerous mixed use and multi-family sites, allowing for densities of 40 units/acre (or 50 units/acre for seniors) in exchange for the inclusion of affordable units.

Infrastructure and Accessibility Improvements

Several infrastructure and accessibility improvements are underway in Calabasas. These include the following:

- Sidewalk expansion and curb ramp installation along Mulholland;
- Sidewalk improvements in the Old Town Calabasas area;
- Citywide sidewalk repair projects and installation of curb ramps to correspond with Overlay projects;
- Future projects include Mulholland Highway improvements from Old Topanga to the westerly city limit and West Calabasas Road projects.

Zoning Provisions and Project Processing

- As described in the Background Report of this Element, the City has undertaken several Zoning Code amendments to update standards related to affordable housing. These changes have helped reduce barriers to the development of affordable housing. Some of these amendments include: Updated ADU ordinance
- Updated Density Bonus ordinance (Zoning Code Section 17.22)
- Prohibition of Short-term Rentals (Municipal Code Section 7.12.175)

- 2010 Code update that included Reasonable Accommodations (Zoning Code Chapter 17.38) – this includes the authority of the Community Development Director to grant setback and other minor modifications to the Zoning Code without a public hearing.

General Plan Land Use Element

The General Plan Land Use Element is being updated in conjunction with the Housing Element to ensure consistency. The Land Use Element includes the following new policies that promote access and opportunity throughout the community:

II-11 Promote a mix of diverse retail and service commercial, office, and business park areas that:
- Provide jobs for residents of all skill and education levels

II-18 Increase the opportunity for affordable housing development within the City by implementing the Affordable Housing Overlay (AHO) designation.

II-20 Enforce fair housing laws to ensure housing opportunities for all races, gender identities, and socioeconomic classes.

II-21 Promote inclusion of different socioeconomic groups in governmental processes, programs, and decisions.

II-22 Continue to distribute public facilities equitably throughout the city, avoiding overconcentration in areas that are well-served, and ensure that facility location and design are compatible with nearby land uses.

PART 3. SITES INVENTORY

1. Proposed Sites

Figure B-15 shows the sites inventory for this RHNA cycle, and the distribution of sites throughout the east and west sides of the City. As described in the Housing Element (Section V.B), Calabasas' sites inventory consists of the following components:

- Residential projects with development entitlements;
- Vacant single-family residential sites;
- Multi-family residential and mixed-use opportunity sites; and
- Accessory dwelling units.

A brief description of each of these components is described below. Table B-5 compares Calabasas' RHNA for 354 new units with the City's aggregate residential sites inventory. As shown, Calabasas has provided more than adequate sites to fulfill its regional housing needs by income category.

Table B-5: Comparison of Sites Inventory with Regional Housing Growth Need (RHNA)

Income Group	Entitled Projects (post 6/30/21 occupancy)	Minimum Density Guidelines	Vacant Single-Family	Multi-family and Mixed-Use Opportunity Sites	Accessory Dwelling Units	Total Unit Potential	RHNA
Very Low	5	≥ 20 du/acre	--	198	58	261	132
Low							71
Moderate		≥ 12 du/acre	--	68	6	74	70
Above Moderate	37	≤ 12 du/acre	44	753	32	866	81
Total	**42**	**--**	**44**	**1,019**	**96**	**1,201**	**354**

[1] While the sites inventory shows a shortfall of sites to address the City's moderate income RHNA, the additional site capacity for lower income units may be applied towards moderate income.

Figure B-15: Calabasas Inventory Site Map

Projects with Entitlements

Calabasas currently has one residential project with development entitlements that will contribute towards addressing its future RHNA needs during the 6th cycle Housing Element. The Calabasas Creekside Apartments (previously "Raznick Mixed Use") involved rezoning a 1.92-acre Commercial Office (CO) site to Commercial Mixed Use (CMU) to allow for replacement of an existing 2-story office building with 42 residential units (age restricted for residents 55 years old or greater), surface level parking and indoor/outdoor common space.

Vacant Single-Family Residential Sites

Approximately 112 vacant acres remain for single-family residential use. Although the majority of this acreage is in the Hillside/ Mountainous (HM) district, only a relatively few number of units can be developed in HM areas due to severe physical constraints, lack of roads and sanitary sewers, and safety issues. Other vacant single-family land is limited to areas designated Rural Residential (RR), also subject to significant development constraints related to topography and access. Less than five acres of vacant, unconstrained Residential Single-Family (RS) land remains in Calabasas, supporting densities up to 6 units/acre. In total, approximately 44 new single-family housing units can be developed on sites that have not already received land use entitlements.

Multi-family Residential and Mixed-Use Opportunity Sites

The Calabasas 2030 General Plan designated approximately 190 acres for residential/commercial mixed use. As part of the 6th cycle Housing Element, a land use survey was conducted in these areas. Twelve sites (shown on Figure B-15) totaling approximately 84 acres of Multi-Family Residential (RM) and Commercial Mixed-Use (CMU) designated parcels met the City's sites criteria and were identified as suitable for development within the 2021-2029 planning period. These include a balance of CMU sites in the East Village, West Village, and Las Virgenes/Mureau Road areas, as well as three RM sites, and one CMU site in Craftsman Corner to be annexed into the City.

Affordable Housing Overlay Sites

In order to increase the production of affordable housing beyond that currently being provided under the City's inclusionary ordinance, the City intends to adopt an Affordable Housing Overlay (AHO) zone in conjunction with the 6th cycle Housing Element (completed). The overlay would layer on top of the base zoning regulations, leaving in place the option to develop under the base zoning, but providing the opportunity to develop to a greater intensity in exchange for providing a given percentage of affordable units. The City has identified eight sites for designation with an Affordable Housing Overlay: seven with a mixed-use base zone, and one with a base zone of RM-16. The Overlay would allow for 20 - 40 units/acre on designated sites in exchange for inclusion of the following affordable units: rental projects: 25% lower income units (min. ¼ very low); and ownership projects: 25% moderate income units. In addition, the Housing Overlay will include an option for affordable senior housing, allowing for densities of 20 - 50 units per acre for projects with 100% lower income units.

Accessory Dwelling Units

Given Calabasas' growing track record in producing ADUs, combined with the incentive of pre-approved construction plans and funding assistance, the sites inventory projects a

minimum of 12 new ADUs to be produced annually, or 96 over the 2021-2029 planning period. The projected affordability of these ADUs is based on SCAGs Regional Accessory Dwelling Unit Affordability Analysis (December 2020). The City will continue to monitor the extent of ADU production to ensure that the ordinance is being successful and that the Housing Element goals and RHNA production can be met.

2. Analysis of Sites and AFFH Data

The following is a comparison of the proposed site locations with the data in this appendix. Overall, the site inventory helps to Affirmatively Further Fair Housing by expanding housing options for various income levels throughout the city. In addition, residential mixed use sites that incorporate a commercial component will bring additional job opportunities to the community.

Segregation and Integration:

- Twelve sites (shown on Figure B-15) totaling approximately 84 acres of Multi-Family Residential (RM) and Commercial Mixed-Use (CMU) designated parcels are included in the sites inventory. These include a balance of CMU sites in the East Village, West Village, and Las Virgenes/Mureau Road areas, as well as three RM sites, and one CMU site in Craftsman Corner to be annexed into the City. Of these twelve sites, the City has identified eight for designation with an Affordable Housing Overlay. The Overlay would allow for 20 - 40 units/acre on designated sites in exchange for inclusion of the following affordable units: rental projects: 25% lower income units (min. ¼ very low); and ownership projects: 25% moderate income units. These sites are for higher density development and include housing for a variety of income levels, fostering mobility of households throughout the City.
- The sites inventory offers a variety of affordable housing opportunities throughout the high resource areas in the community where development is not constrained by topographical or other environmental constraints.
- The project with entitlements (Canyon Creek Apartments) is a seniors-only project which will have handicapped accessible units, which is important as the population in Calabasas continues to age.

Racially or Ethnically Concentrated Areas of Influence:

- Accessory dwelling units provide opportunities to integrate affordable units in areas of the city that have development constraints due to topography, wildfire zones and other environmental constraints.
- As described earlier in this appendix, while the overall median income in Calabasas is higher than the County, the median income among whites is lower than the Calabasas population as a whole. The group with the highest median income in the city is the Asian population ($183,167). However, the Hispanic population in Calabasas had a median income of $72,917. The sites inventory will allow for affordable housing options for residents who fall below citywide median income figures.

Access to Opportunity:

- The City's Inclusionary Housing Ordinance and new Affordable Housing Overlay will foster mixed income housing throughout Calabasas' high resource census tracts.
- The mixed-use opportunity sites will provide economic opportunities for Calabasas residents, including in Census Tract 8002.04. This tract had a lower labor market rating on the HUD AFFH Data Tool compared to many other areas of the City.
- The Affordable Housing Overlay provides an opportunity for development without the requirement for a General Plan amendment or zone change, thereby removing governmental constraints.

Disproportionate Housing Needs and Displacement Risk:

- Three of the opportunity sites (#6, 8 and 9) are located in Census Tract 8003.29, which has the largest percentage of low and moderate income residents and was also considered "at risk of becoming exclusive" on the Urban Displacement Project maps. Two of these sites will have the affordable housing overlay, incentivizing units for very-low and low-income households.
- The sites inventory are located in Calabasas Census Tracts that have a quarter to a half of low to moderate income households (see Figure B-11)

PART 4. IDENTIFICATION OF CONTRIBUTING FACTORS

Through the analysis in this appendix, several items have been identified as contributing factors to fair housing in Calabasas.

Fair Housing Outreach to Lower Income and Disabled Residents (Housing Mobility)

Per the landlord and tenant statistics presented in Part 1, extremely low income households and disabled residents appear to face housing issues at a greater rate than others in the City. While the City has less than ten percent of its population living under the poverty level, extremely low income residents made up 67 percent of the fair housing inquiries. And while the disabled population in Calabasas comprises eight percent of residents, persons with disabilities comprise 16 percent of fair housing inquiries in the City. It should be noted that Census Tract 8002.04 has a higher percentage of disabled residents (12%) than the City overall.

Contributing Factors:

- Lower income and disabled residents have a higher percentage of tenant/landlord complaints compared to their percentage of the City's population overall.
- Outreach is needed in a variety of formats
- Additional resources need to be made available to the public

Affordable *housing throughout Calabasas to promote housing mobility (Place Based Strategies, New opportunities)*

The Housing Element sites inventory includes 12 sites zoned Multi-Family Residential (RM) and Commercial Mixed-Use (CMU) with densities appropriate to accommodate affordable housing. In order to incentivize the provision of a greater number of affordable units than under the City's Inclusionary Housing Ordinance, 8 of these sites are designated with a new Affordable Housing Overlay. ADUs will continue to allow the integration of lower cost units in portions of the City where multi-family development is precluded due to topographical constraints. And the City's inclusionary housing ordinance will continue to foster mixed income housing throughout Calabasas high resource census tracts.

Contributing Factors:

- Location and type of affordable housing
- Community concern about housing densities

Protect Existing Residents from Displacement (Displacement/Housing Mobility)

Median rents in Calabasas exceed levels affordable to very low, low and moderate income households. Housing overpayment is an issue for Calabasas residents, particularly for low-income households. All renter households earning less than $20,000 in Calabasas face severe overpayment and all renter households earning less than $50,000 face either overpayment or severe overpayment.

Contributing Factors:

- High levels of overpayment
- High rents

- Availability of affordable housing in all areas of the City, including those where rents and sale prices have become exclusive (as shown on the Displacement Map).

PART 5. GOALS AND ACTIONS

The biggest fair housing issues facing Calabasas are: 1) fair housing outreach to lower income Calabasas residents; 2) affordable housing throughout Calabasas to promote housing mobility; and 3) protecting existing residents from displacement. Table B-6 connects fair housing issues with the corresponding contributing factors and the meaningful actions Calabasas will take to address them.

Table B-6: Calabasas Fair Housing Issues and Meaningful Actions

Fair Housing Issue	Contributing Factors	Priority Level	Actions
A. Fair Housing Outreach to Lower Income and Disabled Calabasas Residents *(Housing Mobility)*	1. Lower income and disabled residents have a higher percentage of tenant/landlord complaints compared to their percentage of the City's population overall. 2. Outreach needed in a variety of formats 3. Additional resources to be made available to the public	**Medium**	**City Action:** Continue the Fair Housing Program, including directing inquiries to the Housing Rights Center (HE Program 20). Based on past trends, HRC to counsel an average of eight residents annually. **City Action:** By the end of 2022 have additional fair housing information posted at the Calabasas Senior Center and on their digital platforms. Hold an informational workshop in conjunction with their senior programming in 2023 and 2026. **City Action:** In 2023 and 2026, conduct a fair housing information session for the City Council including discussion of ways the City can help to further fair housing resources in the City. Invite local nonprofit agencies to attend. **City Action:** By the end of 2022, have fair housing information posted on non-traditional media, such as Instagram and Facebook, and conduct outreach to tenants and other lower income and special needs populations. **Action Outcomes:** Through the above steps, the City's goal will be to increase the

Fair Housing Issue	Contributing Factors	Priority Level	Actions
			distribution of fair housing materials by at least 25 percent and to increase awareness of fair housing options among residents. Throughout the informational workshops and Council workshops, develop a comprehensive list of interested nonprofits, property owners and community members that can be utilized for future outreach. *Community Development Dept*
B. Affordable housing throughout Calabasas to promote housing mobility *(Place Based Strategies, New Opportunities)*	1. Location and type of affordable housing 2. Community concerns about housing densities	**High**	**City Action:** Support dispersion of affordable units throughout High Resource areas in the City through the Affordable Housing Overlay, providing sites for 198 lower income and 74 moderate income units (HE Programs 8,9,10) **City Action:** Pending award of funds under the state Disaster Recovery Multi-family Housing Program, issue a Notice of Funding Availability in 2022 for development of affordable rental housing on sites identified in the Housing Element, and seek to achieve development of at least one affordable project. **City Action:** Initiate a marketing program for homeowners on the benefits of ADUs and the availability of funds to support development (2022). Create an ADU Design Workbook and pre-approvable construction plans in 2023. Seek to issue permits for at least 12 units annually. (HE Programs 10a,10b) **City Action:** Develop an information campaign, using data and graphics from the HE process, to demonstrate to residents what affordable housing means and who it

Fair Housing Issue	Contributing Factors	Priority Level	Actions
			benefits, and utilize during the project review/permit process for projects with affordable units (2023). **City Action:** Require affordable developers receiving public funds to prepare an affirmative marketing plan, and encourage private developers with affordable units in their projects to prepare affirmative marketing plans. The plan shall ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status. **Action Outcomes:** An increased variety of housing options available to Calabasas residents throughout the city, including areas that have traditionally only had single-family ownership housing. Provide adequate sites for over 250 lower income households, over 70 moderate income households, and over 850 above moderate income households, exceeding the City's RHNA requirements. *Community Development Dept*
C. Protect Existing Residents from Displacement *(Displacement/ Housing Mobility)*	1. High levels of overpayment 2. High rents 3. Availability of affordable housing in all areas of the City, including those where rents and sale prices have become exclusive (as shown on the Displacement Map).	**High**	**City Action:** At least twice during this Housing Element Cycle (2023 and 2026) work with the HRC to contact landlords of affordable multifamily complexes and the mobile home park and provide fair housing information and assistance. This outreach will focus on promoting the Section 8 voucher program to landlords that have not previously participated in the program and should include multi-lingual materials.

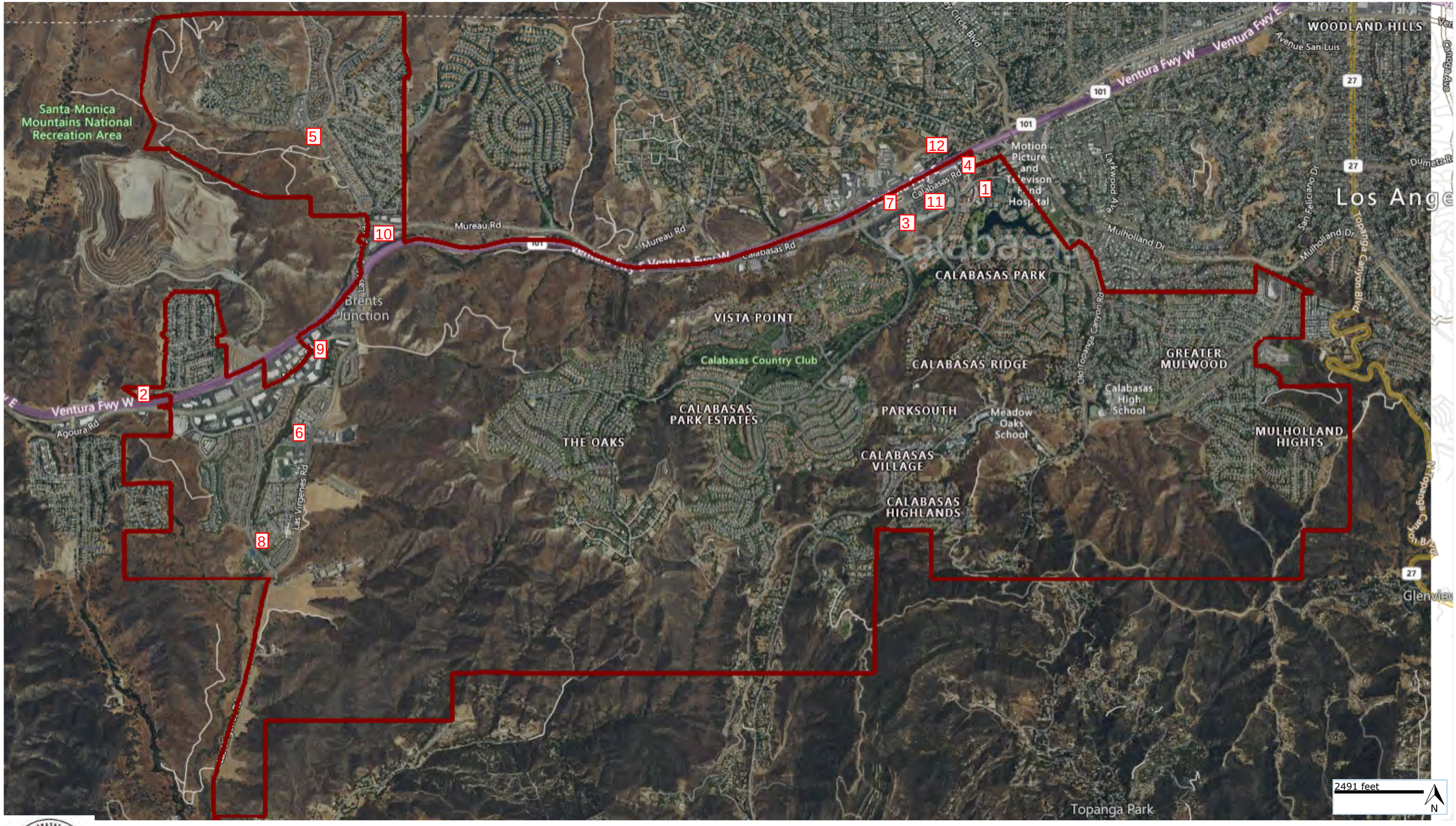
Fair Housing Issue	Contributing Factors	Priority Level	Actions
			City Action: Utilize the Displacement Risk map (Fig B-14) in this AFFH to focus promotion of the existing Rental Assistance Program (HE Program 3) and the Rental Registration Program (HE Program 4) in census tract 8003.29 which is experiencing rapidly rising rents and is at risk of becoming exclusive. **City Action:** Adopt incentives for development of senior housing in the AHO (2021), commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023), thereby allowing senior residents to remain in Calabasas (HE Program 14). Seek to achieve at least one affordable senior project during the planning period. **City Action:** Provide information on the City's website and non-traditional media regarding services being provided by the San Fernando Valley Community Mental Health Center, particularly regarding interim and permanent housing resources (through September 2022). **Action Outcomes:** The actions identified above will help existing residents at risk of displacement due to high housing costs remain in the community. *Community Development Dept*

Based on this assessment and the contributing factors to fair housing, the City has identified housing mobility strategies, providing new affordable housing opportunities, place based and anti-displacement strategies as priorities to further fair housing. These actions identified in Table B-6 have been included to affirmatively further fair housing and to address disparities in access to affordable rental and ownership opportunities and disparities in access to suitable housing.

Housing Element Sites Inventory

Site ID	Site Name	Parcel ID	Assessor Parcel No.	Address	Existing Use	General Plan	Zone	Lot Size (Acre)	Lot Size (Sq. Ft.)	Existing Dwelling Units	Existing Building (Sq. Ft.)	Year Built	Existing Floor Area Ratio (FAR)	Permitted FAR	Permitted Density per Acre	Density With Affordable Housing Overlay	Dwelling Unit Potential	Above Moderate	Moderate	VL/L	Ownership	Comments
1	Raznick	1	2068005012	23480 Park Sorrento	Office	MU .95	CMU.95	1.32	57,620	0	15,360	1973	0.3	0.95	20	N/A	42	37		5	Raznick	Entitled project (Raznick Mixed Use). Post 1/2021 occupancy..
		2	2068005011	23480 Park Sorrento	Office	MU .95	CMU.95	0.61	26,406	0				0.95	20	N/A					Raznick	
									57,620	0	15,360		0.3				42	37		5		
2	Rancho Pet Kennel	3	2052013036	27201 Canwood Street	Kennel	RM-F (12)	RM (12)	6.84	297,754	1	777	1956	0.0		12	N/A	60	54	6		H P Properties	Rancho Pet Kennel
									297,754	1	777		0.0				60	54	6			
3	Cruzan Parking Lot	4	2068003034	Civic Center Way	Parking Lot	MU .95	CMU .95	1.96	85,428	0	0			0.95	20-24	40	78	58		20	Cruzan	Community Development Forum Conducted
									85,428	0	0						78	58		20		
4	Old Town Vacant Site	5	2068002023	25600 Calabasas Rd	Vacant Land	MU 1.0	CMU 1.0	0.96	41,741	0	0			1.00	20-24	50	48			48	Degidio Brothers III LLC	Old Town
									41,741	0	0						48			48		
5	Las Virgenes Shaopping Center	6	2052005034	5657 Las Virgenes Rd	Shopping Center	MU .60	CMU.60	0.66	28,699	0	12,138	1965	0.4	0.60	20-24	40	26	19		7	Sandra P Kramer	
		7	2052005035	5657 Las Virgenes Rd	Center Parking Lot	MU .60	CMU.60	0.24	10,625	0	0			0.60	20-24	40	10	8		2	Sandra P Kramer	
									39,324	0	12,138		0.4				36	27		9		
6	Church	8	2064003141	4235 Las Virgenes Rd	Church	RM-F (16)	RM(16)	2.47	107,497	0	8,052	1963/ 1991	0.1		16	40	99	50		49	Calabasas Presbyterian Chruch	Church Use. 3 temporary modular buildings (1991) and 400 sf shed (1963)
									107,497	0	8,052		0.1				99	50		49		
7	Downtown Offices	9	2068002029	23945 Calabasas Rd	Office	MU .95	CMU.95	1.34	58,265	0	53,175	1986	0.9	0.95	20-24	40	54	41	13		23945 Calabasas Road Associates LLC	
									58,265	0	53,175		0.9				54	41	13			
8	Avalon Apartments	10	2063034037	3848 Lupine	Apartments	RM-F (16)	RM(16)	17	727,660	300	294,536	1988	0.4		20-24	N/A	68	61	5	2	Avalon	
		11	2063034038	3909 Ceanothus Pl	Apartments	RM-F (16)	RM(16)	14	599,924	300	210,268	1988	0.4		20-24	N/A	3	3				
									727,660	300	294,536						71	64	5	2		
9	Agoura Road Offices	12	2064020007	26540 Agoura Rd	Office	MU .60	CMU .60	1.30	56,737	0	30,444	1985	0.5	0.60	20-24	40	52	39	13		La Cienega Jefferson LLC	
		13	2064020023	26520 Agoura Rd	Office	MU .60	CMU .60	1.47	64,108	0	14,414	1985	0.2	0.60	20-24	40	59	44	15		CT Calabasas LLC	
									120,845	0	44,858		0.8				111	83	28			
10	Mureau Office	14	2052043015	26050 Mureau Rd	Office	MU .60	CMU.60	1.59	69,222	0	47,184	1997	0.7	0.60	20-24	40	64	48	16		Crusader Insurance Company	
									69,222	0	47,184		0.7				64	48	16			
11	Commons Shopping Center	15	2068003020	4799 Commons Way	Shopping Center	MU .95	CMU .95	1.65	71899	0	16,111	1998	0.2	0.95	20-24	40	13	10		3	Caruso	
		16	2068003023	4776 Commons Way	Shopping Center	MU .95	CMU .95	1.07	46,789	0	11,779	1998	0.3	0.95	20-24	40	9	7		2	Caruso	
		17	2068003021	4719 Commons Way	Shopping Center	MU .95	CMU .95	11.57	503,902	0	106712	1998	0.2	0.95	20-24	40	93	70		23	Caruso	
		18	2068003022	4710 Commons Way	Shopping Center	MU .95	CMU .95	9.23	402,044	0	78707	1998	0.2	0.95	20-24	40	74	55		19	Caruso	
		19	2068003028	N/A	Shopping Center	MU .95	CMU .95	0.10	4,306	0	0	1998	0.0	0.95	20-24	40	1	1		0	Caruso	
		20	2068003024	4798 Commons Way	Shopping Center	MU .95	CMU .95	1.37	59,821	0	7,298	1998	0.1	0.95	20-24	40	11	8		3	Caruso	
									1,088,761	0	220,607		1.0				202	152		50		
12	Craftsman Corner	21	2049021053	5034 Parkway Calabasas	Commercial	MU .95	CMU .95	4.86	211,494	0	32,823	1926	0.16	0.95	20-24	N/A	97	87		10	Calabasas CCRC	Property owners have asked about Mixed Use
		22	2049022040	N/A	Vacant	MU .95	CMU .95	3.83	166,834	0	0	N/A	N/A	0.95	20-24	N/A	77	69		8	Trojan Storage Calabasas	
		23	2049019028	5124 Douglas Fir	Commercial	MU .95	CMU .95	1.12	48,879	0	3,100	1967	0.06	0.95	20-24	N/A	22	20		2	Gayle Clancey	
									427,207	0	35,923		0.2				196	176		20		
																Acessory Dwelling Units	96	32	6	58		
																TOTALS:	1157	822	74	261		
																RHNA	354	81	70	203		
																RHNA w/ 20% BUFFER	425	97	84	244		

Housing Inventory Site Map



© 2020 Digital Map Products. All rights reserved.

Site 1 – Raznick – 23480 Park Sorrento

Site Acreage: 1.93 acres **Current Zoning:** CMU .95 **Proposed Zoning:** N/A **Net Unit Potential:** 42	**Description of Site and Factors Supporting Development:** This site involved rezoning from Commercial Office (CO) to Commercial Mixed Use (CMU) to allow for replacement of a two-story office building with a 42-unit multi-family senior residential project. The entitled project includes dedication of 5 units for very low-income qualified tenants. The project also includes a small, 1,590 square-foot commercial/retail building along Park Sorrento.

Site 2 – Rancho Pet Kennel – 27201 Canwood Street

Site Acreage: 6.84 acres **Current Zoning:** RM (12) **Proposed Zoning:** N/A **Net Unit Potential:** 60	**Description of Site and Factors Supporting Development:** Site 2 is a 6.8-acre site partially developed with the Rancho Pet Kennel. While the northern portion of the site is hilly, a sizable flat area of approximately 4 acres is readily buildable. The existing kennel facility consists of an 800 square foot main house over 60 years in age, and a series of peripheral structures which house the dogs and serve as storage. County Assessor records indicate the value of site improvements comprise just one percent of the property's total assessed value. The property owners have been in recent discussions with the City about residential development on the site.

Site 3 – Cruzan Parking Lot – Civic Center Way

Site Acreage: 1.96 acres

Current Zoning: CMU .95

Proposed Zoning: N/A

Net Unit Potential: 78

Description of Site and Factors Supporting Development:
Site 3 is a 1.96-acre parcel adjacent to Calabasas City Hall and currently improved as a private surface parking lot. The parking lot provides overflow parking spaces for City Hall employees, Senior Center visitors, and employees in the office buildings across the street. The site is located in the heart of the City's downtown and, with the lone improvement being a parking lot, it would require very minor demolition and development preparation. The property owner is very interested in developing the site with housing.

Site 4 – Old Town – Calabasas Road

Site Acreage: .96 acres **Current Zoning:** CMU 1.0 **Proposed Zoning:** N/A **Net Unit Potential:** 48	**Description of Site and Factors Supporting Development:** **Site 4** is a vacant, one-acre parcel located on the north side of Calabasas Road on the eastern edge of Old Town Calabasas. The site is flat and well situated to infill development, located less than ¼ mile to transit and shopping, including a grocery store. The General Plan designates the site as Mixed Use 1.0, providing residential densities of 20 units per acre, as well as accommodating commercial uses at a combined intensity up to 1.0 FAR. The Mixed Use 1.0 designation requires residential uses to constitute a minimum 50% of the overall project floor area.

Site 5 – Las Virgenes Shopping Center – 5657 Las Virgenes Road

Site Acreage: .9 acres

Current Zoning: CMU .60

Proposed Zoning: N/A

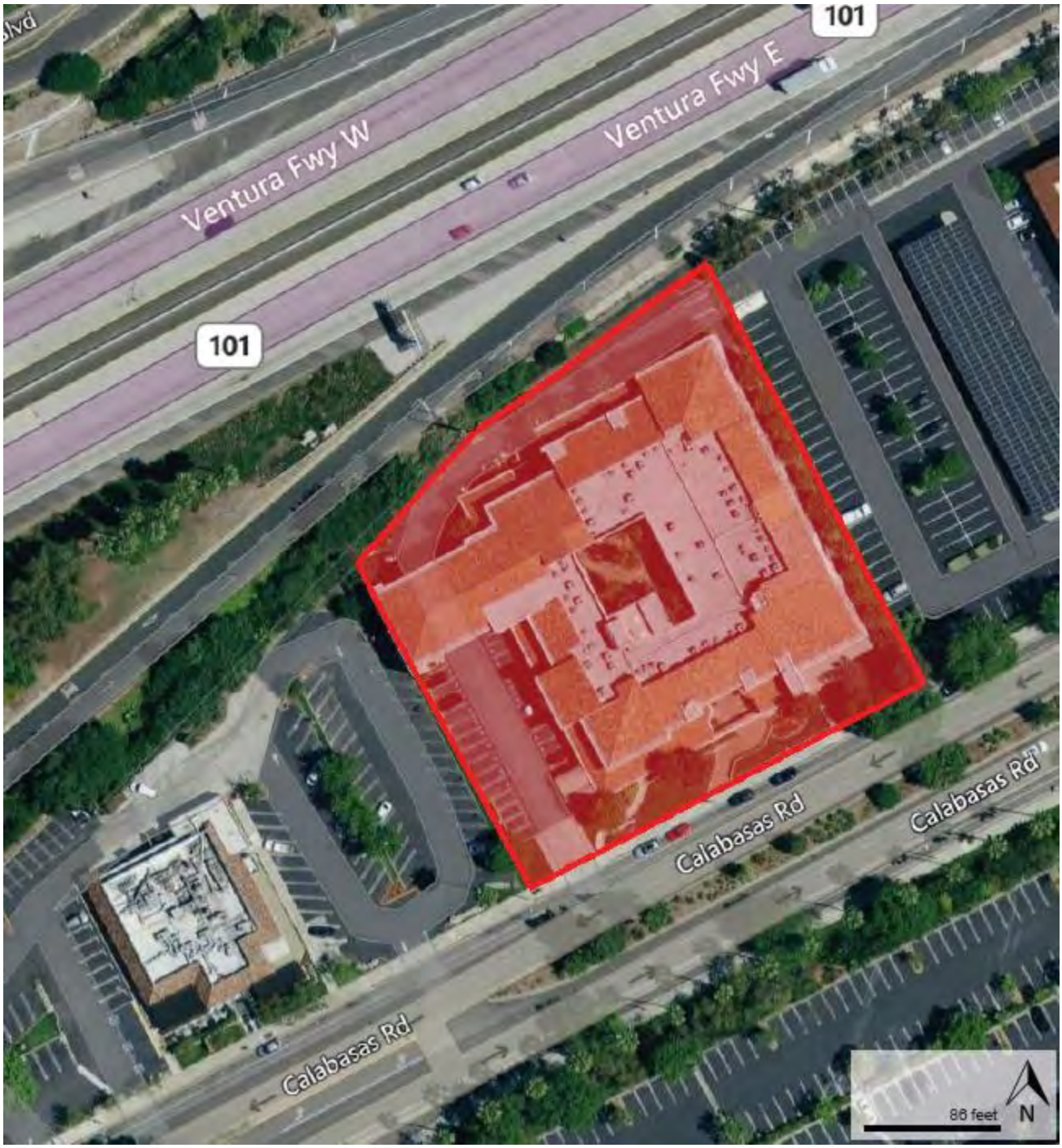
Net Unit Potential: 36

Description of Site and Factors Supporting Development:
Site 5 is an underutilized commercial property comprised of two adjacent parcels under common ownership totaling 39,300 square-feet. The main parcel, abutting Las Virgenes Road, is 28,700 square-feet and is developed with a 12,100 square-foot commercial building (shopping center) and a portion of the associated parking lot. The second parcel is 10,625 square feet and houses the remainder of the parking lot for the shopping center. The existing building is currently occupied by a variety of commercial uses such as restaurants, a laundromat, a liquor store, etc. The building dates from 1965, is in poor physical condition, and fails to meet current building codes. Additionally, the current zoning designation of CMU permits a floor area ratio (FAR) of 0.6, compared to the existing developed FAR of just 0.4.

Site 6 – Church – 4235 Las Virgenes Road

Site Acreage: 2.47 acres **Current Zoning:** RM (16) **Proposed Zoning:** N/A **Net Unit Potential:** 99	**Description of Site and Factors Supporting Development:** Site 6 consists of a 2.5-acre parcel, with a little under one-acre developed with the Calabasas Presbyterian Church and parking lot. Located behind the church on approximately 1.6 acres are three prefabricated, temporary buildings dating from 1991 and totaling 7,650 square-feet, a 400 square-foot shed constructed in 1963, and a large undeveloped area. The site is zoned RM-16 and allows for a site coverage of 55%. With an existing FAR of 0.1 and site coverage of just 8.8%, this site is significantly underutilized. Additionally, the four structures are functionally obsolete and the City does not anticipate that the buildings have a much longer functional life span.

Site 7 – Downtown Office – 23945 Calabasas Road



Site Acreage: 1.34 acres
Current Zoning: CMU .95
Proposed Zoning: N/A
Net Unit Potential: 54

Description of Site and Factors Supporting Development:
Site 7 is developed with a 53,000 square-foot, two-story office building. The building is 35+ years in age, does not comply with current building codes and is considered substandard compared to other office buildings in the area. This site occupies the center portion of the East Village where the 2030 General Plan calls for redevelopment and intensification of existing uses to create more of a pedestrian-focused downtown. Planning staff has fielded inquiries from developers interested in redeveloping this and adjacent parcels consistent with the General Plan vision for the area.

Site 8 – Avalon Apartments – Lupine and Ceanothus Place

Site Acreage: 30.5 acres

Current Zoning: RM (16)

Proposed Zoning: N/A

Net Unit Potential: 71

Description of Site and Factors Supporting Development:
Site 8 is a 30.5-acre site developed with the 600-unit Avalon apartments. The complex is made up of 23 two-story residential buildings, surface level parking with covered (simple carports) and uncovered spaces. The parking lot represents underutilized areas of the site that can accommodate at least 71 new multi-family residential units in several three-story buildings. A three-story design would allow the development to replace surface level parking with tuck-under parking. The property owner has expressed strong and continued interest in development.

Site 9 – Agoura Rd Office – 26520 and 26540 Agoura Road

Site Acreage: 2.77 acres

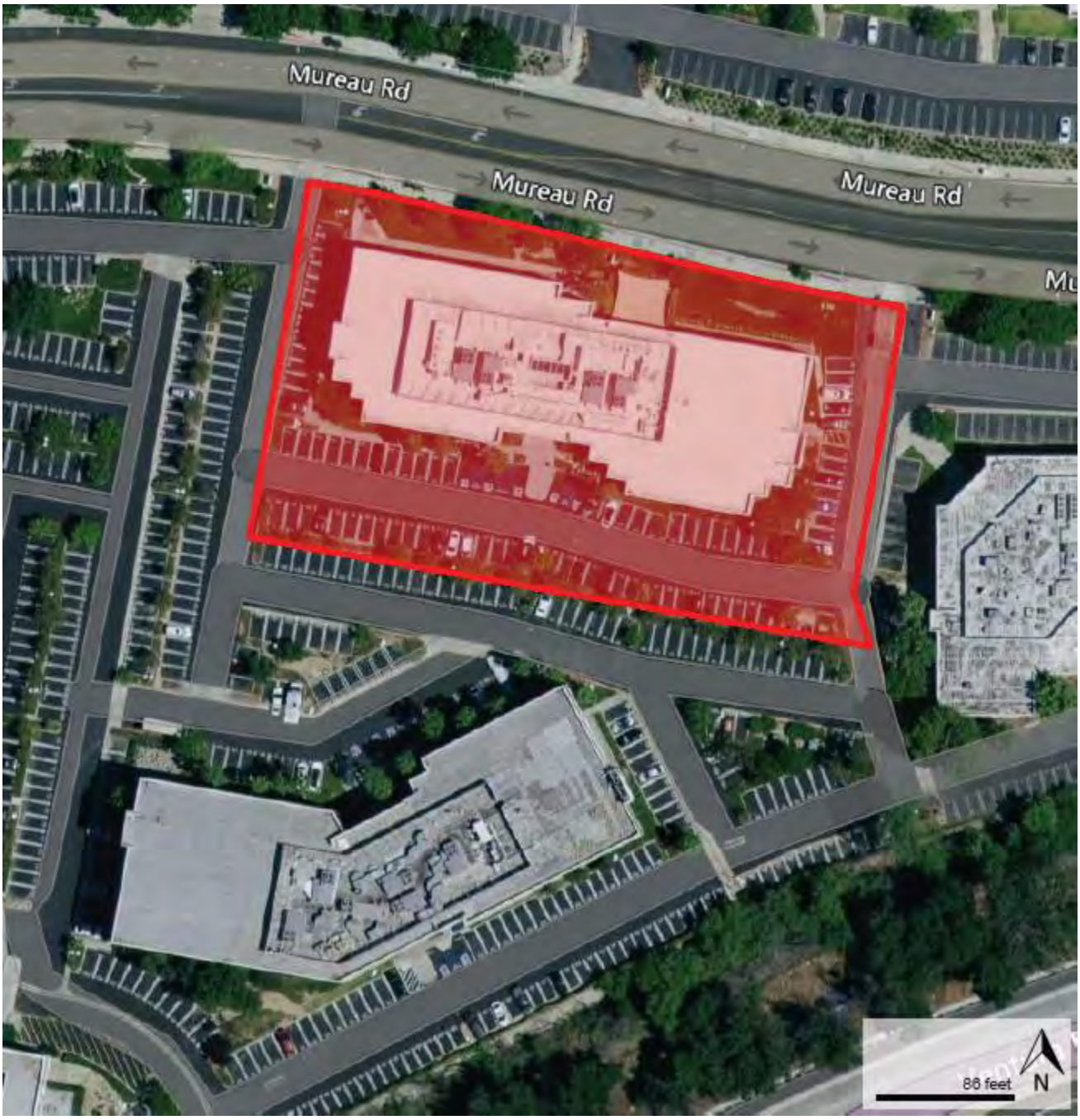
Current Zoning: CMU .60

Proposed Zoning: N/A

Net Unit Potential: 111

Description of Site and Factors Supporting Development:
Site 9 consists of office buildings located at 25620 and 25640 Agoura Road. 26520 Agoura Road is developed with a 14,440 square-foot two-story office building and surface parking on a 1.47-acre lot. With an existing FAR of 0.22 the site is significantly underutilized. 26540 Agoura Road is developed with a 30,444 square-foot office building and surface parking on a 1.3-acre lot. The one and two-story office buildings were constructed in 1978 and do not meet current building codes or ADA access requirements. Both properties are located in the West Village area of the 2030 General Plan, in which the vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong “sense of place.”

Site 10 – Mureau Road Office – 26050 Mureau Road



Site Acreage: 1.59 acres **Current Zoning:** CMU .60 **Proposed Zoning:** N/A **Net Unit Potential:** 64	**Description of Site and Factors Supporting Development:** Site 10 is a 1.59-acre site developed with a 47,184 square-foot office building and surface level parking. The site is surrounded by larger two- and three-story office buildings totaling more than 340,000 square feet of office space within a 500-foot radius. With vacancy rates for office buildings on the rise in 2021, the City anticipates that redevelopment of medium sized office buildings such as this is very likely.

Site 11 – Commons Shopping Center – Commons Way

Site Acreage: 25 acres **Current Zoning:** CMU .95 **Proposed Zoning:** N/A **Net Unit Potential:** 202	**Description of Site and Factors Supporting Development:** Site 11 is a 25-acre property developed with the Commons Shopping Center. The 220,000 square-foot shopping center includes a mix of high-end retail, dinning, entertainment, surface parking and public spaces, and with an FAR of just 0.20, has ample opportunity for residential infill. The property owner has met with the City to discuss their interest in accomplishing major updates and renovations to include new multi-family residential units. Furthermore, the Commons Shopping Center is the primary destination of the East Village area, and is identified in the 2030 General Plan for “infill” development with high potential for new residential units.

Site 12 – Craftsman Corner – North of the 101 Freeway

Site Acreage: 9.81 acres

Current Zoning: CMU .95

Proposed Zoning: N/A

Net Unit Potential: 196

Description of Site and Factors Supporting Development:
Site 12 consists of three individual properties within the Craftsman's Corner area of the unincorporated territory of Los Angeles County. The City has a completed application with the Los Angeles County Local Agency Formation Commission (LAFCO) to annex the Craftsman's Corner area into the City of Calabasas. Furthermore, in 2020 LAFCO approved an expanded Sphere of Influence (SOI) boundary for the City, so that the City's current SOI now encompasses all of the proposed annexation territory. In anticipation of a successful annexation, the City pre-zoned certain areas for mixed-use development. 5034 Parkway Calabasas is a 4.86-acre property developed with several outdated buildings that include a mix of office and fitness uses. With a low FAR of 0.16 and buildings constructed in 1926, this site has a high likelihood of redevelopment. APN 2049-022-040 is a 3.83-acre vacant parcel. The site is pre-zoned for mixed-use development and can accommodate up to 77 new residential units. 5124 Douglas Fir Road is a 1.12-acre property developed with a modular structure and unimproved surface parking. The modular structures were constructed in 1969 and are in poor shape. As a result, it is anticipated that this property will be redeveloped in the near future.

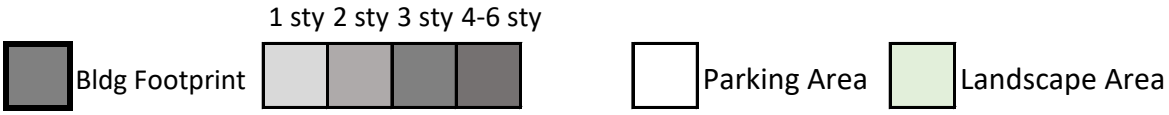
MULTI-FAMILY AND MIXED-USE AFFORDABLE HOUSING PROJECTS DEVELOPMENT STANDARDS

The site development limits below apply to multi-family housing projects and commercial mixed-use projects providing affordable housing units consistent with either the Inclusionary Housing requirements specified in CMC 17.22.020.A, or the Affordable Housing Overlay (AHO) zone, as articulated in CMC sections 17.18.060 and 17.22.025 for properties within the AHO zone and where the owner/developer elects to apply the AHO. For projects in either category, the standards herein supersede the corresponding standards for the respective underlying zoning district (reference Table 2-5 and Table 2-6).

	Zoning District(s)	Affordability Level	Min. % Affordable Units	Min. - Max. Allowable Density	Minimum Open Space		Max. Allowable F.A.R.	Max. Allowable Height
					Common	Private		
Inclusionary Housing	RM	Very Low, or	5%	20 - 24 d.u./ac.	400 s.f. per unit%	75 s.f. per BR, up to 225 s.f.	1.10	35'
	RM	Low, or	10%					
	RM	Moderate	15%					
	CMU	Very Low, or	5%	20 - 24 d.u./ac.	400 s.f. per unit%	75 s.f. per BR, up to 225 s.f.	1.10	35'
	CMU	Low, or	10%					
	CMU	Moderate	15%					
Affordable Housing Overlay (AHO)	RM - AHO (Rental)	Very Low and Low	6.25% 18.75%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.4	50'
	RM - AHO (Owner)	Moderate	25%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.4	50'
	RM - AHO (Senior)	Very Low and Low	50% 50%	20 - 50 d.u/ac	75 s.f. (combined average) per unit		1.4	50'
	CMU - AHO (Rental)	Very Low and Low	6.25% 18.75%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.5	50'
	CMU - AHO (Owner)	Moderate	25%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.5	50'
	CMU -AHO (Senior)	Very Low and Low	50% 50%	20 - 50 d.u/ac	75 s.f. (combined average) per unit		1.5	50'

Income Categories:
Very Low = 31% - 50% of Area Median Income
Low = 51% - 80% of Area Median Income
Moderate = 81% - 120% of Area Median Income

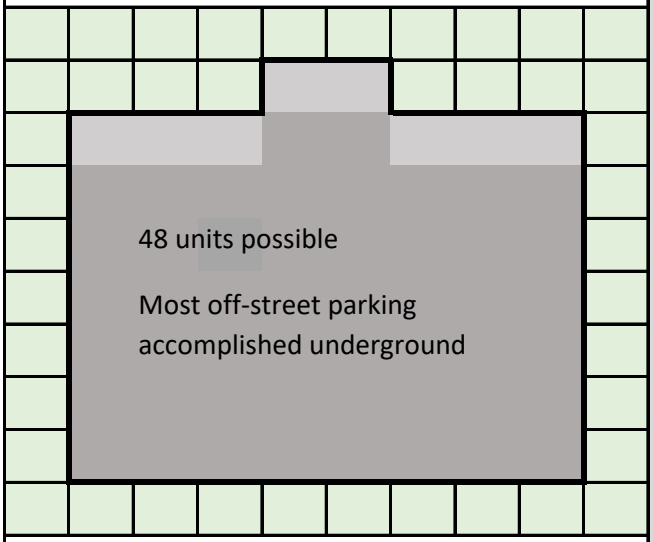
DEVELOPMENT SCENARIOS UNDER AHO DEVELOPMENT STANDARDS



F. A. R. vs. SITE COVERAGE vs. HEIGHT on a Hypothetical 2-Acre Site

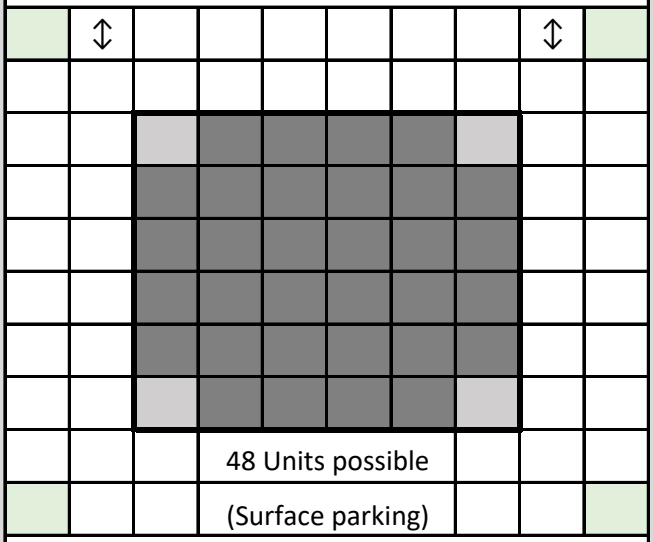
Each square represents approx. 871 s.f.; Assume 1,700 s.f./unit (gross)

Example: 24 Units per Acre; 2-Story



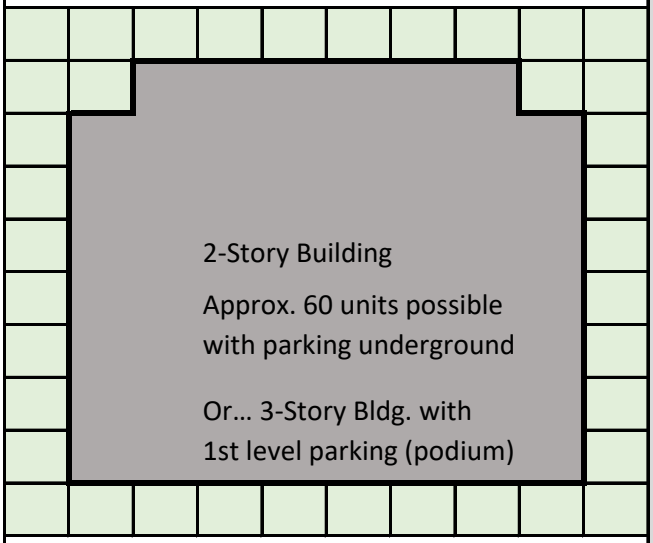
58% Site Coverage 1.0 FAR (allows 87,120 s.f.)

MF Example: 24 Units per Acre; 3-Story



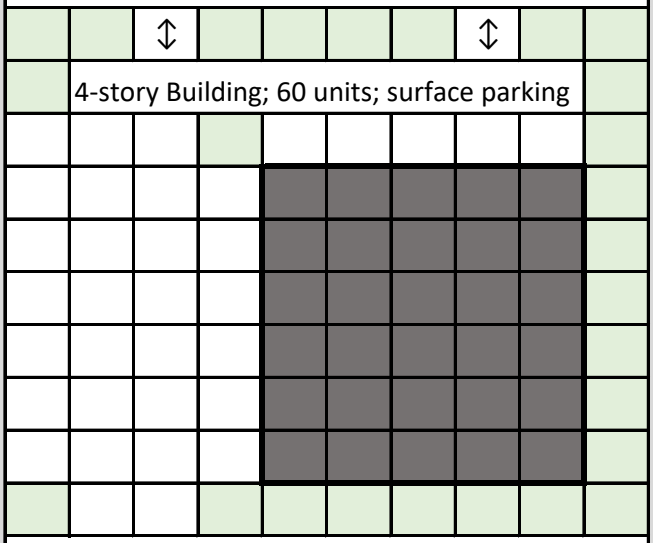
36% Site Coverage 1.0 FAR (allows 87,120 s.f.)

Example: 30 Units per Acre



62 % Site Coverage 1.2 FAR (allows 104520 s.f.)

MF Example: 30 Units per Acre

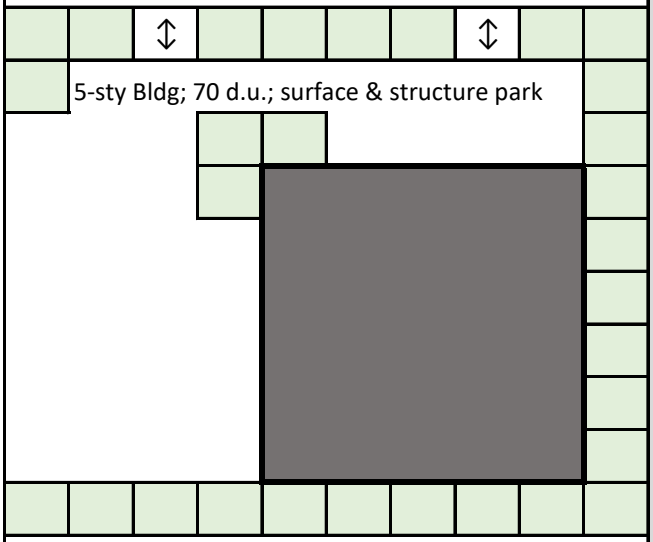


62 % Site Coverage 1.2 FAR (allows 104,520 s.f.)

F. A. R. vs. SITE COVERAGE vs. HEIGHT on a Hypothetical 2-Acre Site

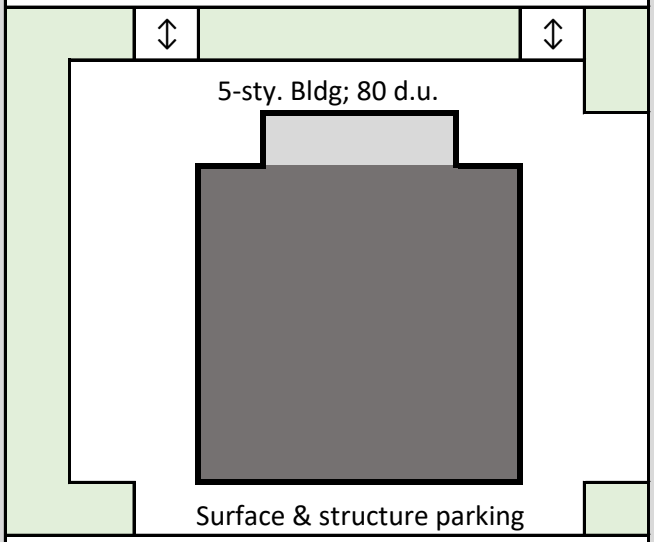
Each square represents approx. 871 s.f.; Assume 1,500 s.f./unit (gross)

MF Example: 35 Units per Acre



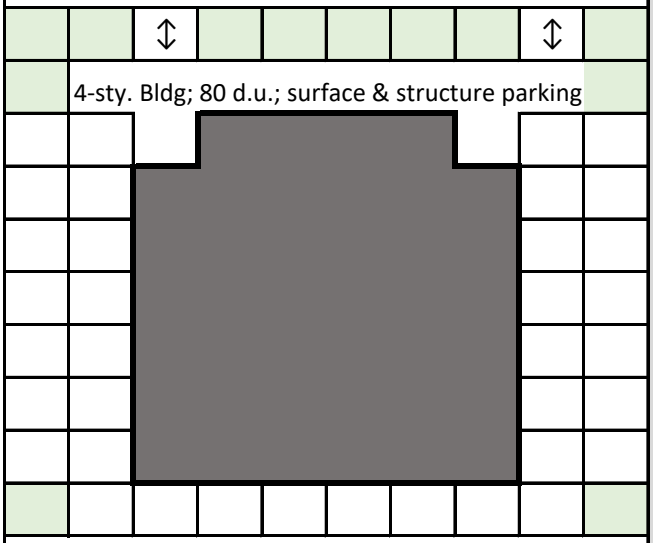
30 % Site Coverage 1.4 FAR (allows 122,000 s.f.)

MF Example: 40 Units per Acre



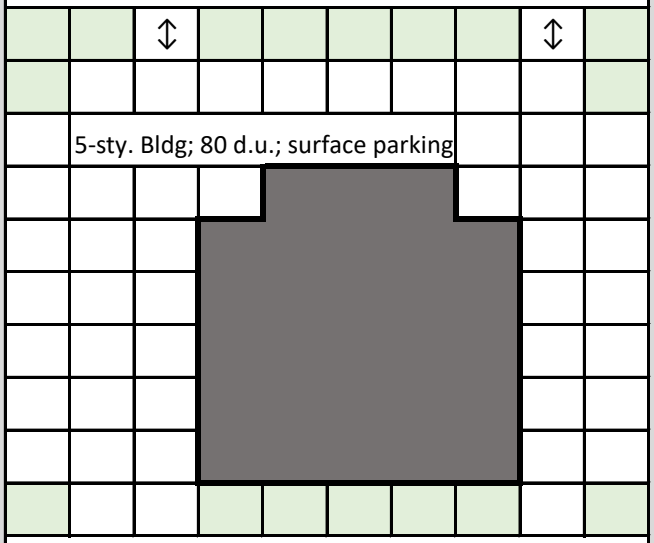
33 % Site Coverage 1.5 FAR (allows 130,680 s.f.)

MF Example: 40 Units per Acre



40 % Site Coverage 1.5 FAR (allows 130,680 s.f.)

MF Example: 40 Units per Acre

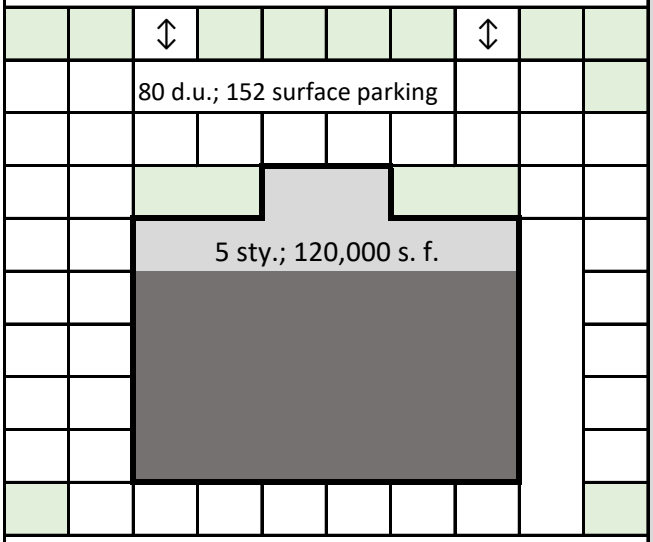


27 % Site Coverage 1.4 FAR (allows 122,000 s.f.)

F. A. R. vs. SITE COVERAGE vs. HEIGHT on a Hypothetical 2-Acre Site

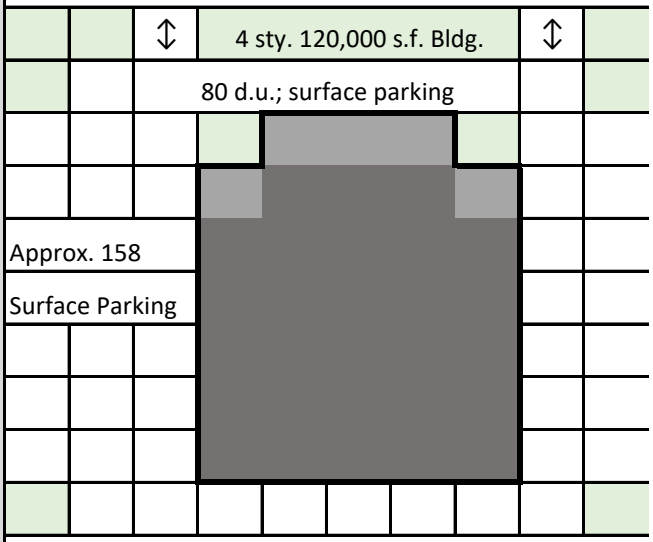
Each square represents approx. 871 s.f.; Assume 1,500 s.f./unit; senior units 1,250 s.f./unit (gross)

MF Example: 40 Units per Acre



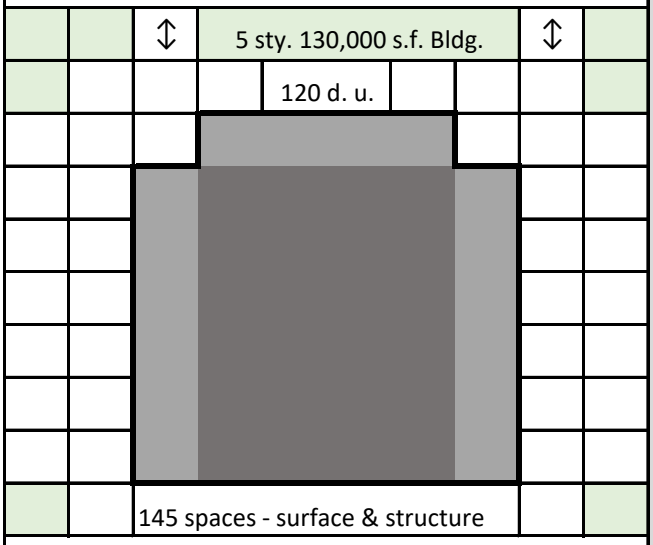
32 % Site Coverage 1.4 FAR (allows 122,000 s.f.)

MF Example: 40 Units per Acre



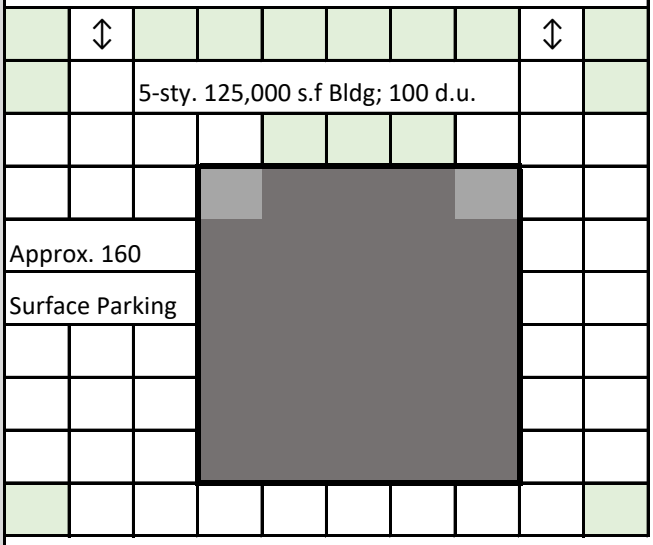
33 % Site Coverage 1.4 FAR (allows 122,000 s.f.)

SENIORS - 60 d.u. / Ac. (1100 gross s.f./unit avg.)



40 % Site Coverage 1.5 FAR (allows 130,680 s.f.)

SENIORS - 50 d.u. / ac. (1250 gross s.f./unit avg.)



30 % Site Coverage 1.5 FAR (allows 130,680 s.f.)

Recent Multi-family Projects in San Fernando Valley

Project	City	Year Built	Acreage	# Units	Built Density	Project Notes
The Q Variel	Woodland Hills	2020	3.19	245	77 du/ acre	
Clarendon Apartments	Woodland Hills	2020	4.30	335	78 du/ acre	26 Affordable Units
The DEL at Woodland Hills	Woodland Hills	2019	0.29	22	76 du/ acre	2 Affordable Units
The Jordan Heights	Canoga Park	2019	0.42	33	79 du/ acre	3 Affordable Units
Hanover Warner Center	Canoga Park	2020	2.86	395	138 du/ acre	
Vela on OX	Woodland Hills	2018	4.59	379	83 du/ acre	
Winnetka Senior Apartments	Winnetka	2016	1.51	95	63 du/ acre	100% Affordable Senior Project
Mira	Canoga Park	2020	1.13	174	154 du/ acre	
Essence	Woodland Hills	2021	3.03	274	90 du/ acre	
Vert	Canoga Park	2020	1.80	277	154 du/ acre	
21514 W. Saticoy St.	Canoga Park	2020	0.50	29	58 du/ acre	2 Affordable Units
					Average Density = 95 units/acre	

APPENDIX C4
AFFORDABLE HOUSING OVERLAY FEASIBILITY ANALYSIS

Harris & Associates

June 28, 2021

Michael Klein, AICP, Senior Planner
Tom Bartlett, AICP, City Planner
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

AFFORDABLE HOUSING OVERLAY FEASIBILITY ANALYSIS

Dear Mr. Klein and Mr. Bartlett,

Harris & Associates ("Harris") was retained by Rincon Consultants, Inc. ("Rincon") to analyze the feasibility of an Affordable Housing Overlay ("AHO") in the City of Calabasas ("City") as part of the Housing Element 6th Cycle Update. The AHO Feasibility Analysis ("Study") estimates the feasibility of AHOs with various densities and affordability percentages in comparison to prototypical developments under current conditions in the City.

EXECUTIVE SUMMARY

Harris examined the development feasibility of five (5) AHOs scenarios (three rental, one senior rental, and one ownership) that assume various household characteristics, housing types, densities and affordability percentages. The feasibility is generally determined by a rate of return on a development project under the 5 scenarios identified in this Study that is greater than or equal to the rate of return on a the Base Density Rental and Ownership Scenarios (i.e., prototypical rental and ownership development projects under current rents/sales prices as well as land, construction, financing, and other development costs). The general assumptions utilized and the results of the analysis are summarized in Tables 1 - 3.

Rental AHO Scenarios

Table 1 – AHO Rental Scenarios Feasibility Summary

	Base Density Rental Scenario	Market Rate Rental Scenario 1	Market Rate Rental Scenario 2	Market Rate Rental Scenario 3
Assumptions				
Target Population	*None*	*None*	*None*	*None*
Affordability Requirement	*5%*	*25%*	*30%*	*25%*
Income Levels	*100% very low*	*50% very low* *50% low*	*50% very low* *50% low*	*25% very low* *75% low*
Density	*24 du/ac*	*35 du/ac*	*40 du/ac*	*40 du/ac*
Lot Size	*2 acres*	*2 acres*	*2 acres*	*2 acres*
Total Units	*50*	*70*	*80*	*80*
Very Low Income	*2*	*9*	*12*	*5*
Low	*0*	*9*	*12*	*15*
Market Rate	*48*	*52*	*56*	*60*
Feasibility Analysis				
Annual Effective Gross Income	$1,426,810	$1,892,988	$2,091,239	$2,183,661
Annual Operating Expenses	$476,022	$669,945	$758,092	$758,092
Net Operating Income (Income - Expenses)	**$950,789**	**$1,223,043**	**$1,333,147**	**$1,425,569**
Total Development Costs	$21,470,255	$28,764,493	$32,080,055	$32,080,055
Yield on Cost (NOI/Development Costs)	**4.43%**	**4.25%**	**4.16%**	**4.44%**

The results of the Study indicate that the only feasible AHO rental scenario is Market Rate Scenario 3 with a density at 40 units/acre and 25% of all units affordable to very low (1/4 of the affordable units) and low (3/4 of the affordable units) incomes. This is the only scenario that has a similar return as the Base Density Rental Scenario (current cost and income conditions in the City). More specifically, the Yield on Cost ratio is a measure of a development project's rate of return that compares the Net Operating Income of a project (income – expenses) with the total cost to develop the project.

Senior Rental AHO Scenarios

The Study evaluates the feasibility of an AHO encouraging the development of affordable units restricted to senior households. The Senior Rental AHO Scenario assumes a density of 50 dwelling units per acre for projects proposed with 100% of the units affordable to senior households. The Senior Rental AHO Scenario would require that 50% of the units be affordable to very low-income households and 50% to low income households. The yield on cost ratio under the Senior Rental AHO Scenario is approximately 1.79%.

Due to the low Yield on Cost under this scenario, Harris evaluated the projects feasibility utilizing various public funding sources. The most common funding source used to fund affordable housing development is the Low Income Housing Tax Credit ("LIHTC"), which is an indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing. The LIHTC program features a 4 percent tax credit and a 9 percent tax credit, with 9 percent tax credit providing substantially more funding to the project. However, 9 percent tax credits are more competitive than 4 percent tax credits, and often require deeper level of affordability and/or additional local public subsidies to be awarded funding. **The results of the Study indicate that the project is not feasible utilizing 4 percent tax credits; however, the project is feasible if 9 percent tax credits are utilized with a $1 million City subsidy as shown in Table 2.**

Table 2 – AHO Senior Rental Scenario Feasibility Analysis

	4% Tax Credit Funding	9% Tax Credit Funding
Sources		
Low-Income Housing Tax Credit Equity	$ 14,012,004	$ 34,356,561
Permanent Loan	11,360,898	4,489,292
City Subsidy	-	1,000,000
Total Sources	**$ 25,372,902**	**$ 38,845,853**
Uses		
Land & Acquisition	$ 4,233,333	$ 4,233,333
Development Costs	34,477,847	34,477,847
Total Uses	**$ 38,711,180**	**$ 38,711,180**
Feasibility Gap (Sources - Uses)	**$ (13,338,278)**	**$ 134,673**

Ownership AHO Scenarios

Table 3 – AHO Ownership Scenario Feasibility Summary

	Base Density Ownership Scenario	Ownership AHO Scenario
Assumptions		
Target Population	*None*	*None*
Affordability Requirement	*20%*	*25%*
Income Levels	*Moderate*	*Moderate*
Density	*23 du/ac*	*40 du/ac*
Lot Size	*2 acres*	*2 acres*
Total Units	*46*	*80*
Moderate Income	*9*	*20*
Market Rate	*37*	*60*
Feasibility Analysis		
Total Sale Proceeds	$42,084,250	$71,487,500
Sale Proceeds from Moderate Units	$5,284,250	$11,487,500
Sale Proceeds from Market Units	$36,800,000	$60,000,000
Total Development Cost	$32,298,875	$54,119,920
Developer Profit (Sale Proceeds - Development Cost)	$9,785,375	$17,367,580
Return on Cost (Profit / Development Cost)	**30.30%**	**32.09%**

The results of the Study indicate that the Ownership AHO scenario (as shown in Table 3) is feasible - the Return on Cost ratio is 2% higher for the Ownership AHO Scenario than under the Base Density Ownership Scenario, and a developer would net 77% more profit under the Ownership AHO Scenario. More specifically, the Return on Cost ratio is a measure of a projects rate of return that compares the developer profit (sale proceeds – development costs) with the total cost to develop the project.

The methodology, assumptions, and details regarding the individual rental and ownership scenarios are presented in the following pages of this Study.

METHODOLOGY AND ASSUMPTIONS

The Study provides feasibility analyses for a total of five (5) AHO scenarios - four rental scenarios and one (1) ownership scenario. The assumptions for all scenarios are outlined below.

Scenarios

RENTAL

- Base Density Rental Scenario – assumes a density of 24 dwelling units per acre with a 5% affordability requirement in the very low-income category.
- Senior Rental AHO Scenario – assumes a density of 50 dwelling units per acre with a 100% affordability requirement (50% very low, 50% low). All units under this scenario are assumed to be reserved for senior households.
- Market Rate Rental Scenario 1 - assumes a density of 35 dwelling units per acre with a 25% affordability requirement (50% very low, 50% low).
- Market Rate Rental Scenario 2 - assumes a density of 40 dwelling units per acre with a 30% affordability requirement (50% very low, 50% low).
- Market Rate Rental Scenario 3 - assumes a density of 40 dwelling units per acre with a 25% affordability requirement (25% very low, 75% low).Ownership Scenarios

- Base Density Ownership Scenario - assumes a density of 23 dwelling units per acre with a 20% affordability requirement in the moderate-income category.
- Ownership AHO Scenario - density = 40 dwelling units per acre with an affordability requirement of 20% moderate income.

Development Feasibility

In order for development to occur, a project must demonstrate "financial feasibility," which generally means that the revenues generated by a development must exceed the costs and provide a minimum return on investment. The development feasibility of various AHO scenarios is calculated in this Study to estimate the rate of return a developer can expect on a typical multifamily project under each AHO scenario (that includes some percentage of affordable units) compared to what is allowed under current zoning.

Harris created model proformas in order to determine the rate of return for a typical project under various AHO scenarios as well as under existing conditions (i.e., Base Density scenarios). Pro forma analyses, which is essentially a financial accounting of all expected revenues and development costs associated with a development project, tests financial feasibility Project revenues include home sales prices, apartment rents or any other revenue that is expected to be generated by the development. Development costs typically include the cost of land, direct or "hard" costs such as materials and labor associated with the physical construction, and indirect or "soft" costs, which include professional services, taxes, insurance, financing costs, and municipal fees. Based on these revenues and costs, the pro forma will calculate a rate of return or return on investment that provides a benchmark for project profitability.

Harris calculated the estimated rate of return for each scenario using the following measures:

- **Rental Projects** – For multifamily rental projects, Harris used a yield on cost measure. Yield on cost is calculated by dividing a project expected net operating income at stabilization by the total cost to develop the project. Net operating income is calculated as revenue less operating expenses.
- **Ownership Projects** – For multifamily ownership projects, Harris used a return on cost measure. Return on cost is calculated by dividing the developer profit by the total cost to develop a project. Developer profit is calculated by subtracting sale proceeds by the total cost to develop the project.

Development Costs

Each proforma includes various assumptions to determine total development costs including land value, construction costs, indirect costs and financing. The sources and methodology used for these assumptions are outlined below.

LAND VALUE

Land and acquisition represent a large portion of total development costs, especially given the high cost of land in the City. According to the City's 2021-2029 Housing Element Background Report from January 2021, there were two sites that recently sold in the City that allow residential use, a 4.5-acre mixed-use site that sold for $15 million and a 21-acre multifamily site with 5 flat, buildable acres that sold for $4.5 million. The average sale price for these two properties was $2.1 million per buildable acre. Harris assumed projects would be developed on a vacant 2-acre site under all scenarios, which results in a total land and acquisition cost of $4.2 million.

CONSTRUCTION COSTS

Harris used Marshall & Swift Valuation Service ("Marshall & Swift"), a CoreLogic product, to estimate the total construction costs for each project. These costs include materials, labor, taxes and contractors' overhead. Marshall & Swift provides costs on a price per square foot basis for each building type. Harris assumed the building type for multifamily rental projects would be apartments while multifamily ownership projects would be town houses under the lower density base scenario and luxury apartments for the higher density AHO scenario based on the recent developments in the City. Table 4 below shows the price per square foot to develop each building type.

Table 4 – Construction Cost Per Unit

Development Type	Cost per sq.ft.
Rental - Multifamily (20 - 40 du/ac)	$176
Ownership - Town Houses (20 du/ac)	$178
Ownership - Multifamily (40 du/ac)	$264
Sources: Marshall & Swift Valuation Service	

The total building size for each scenario was calculated by multiplying the average unit size for each building type by the total number of units. Harris used nearby apartments built between 2018 and 2020 to determine the average unit size for rental and luxury ownership apartments, while the average unit size in the Paxton development located in the City was used to determine the average unit size for town houses. The average unit size for each building type is shown in Table 5.

Table 5 – Average Unit Size

Development Type	Unit Size (sq.ft.)
Rental - Multifamily (20 - 40 du/ac)	861
Ownership - Town Houses (20 du/ac)	1,587
Ownership - Multifamily (40 du/ac)	1,115
Sources: CoStar, Zillow	

The construction costs included in the Study also include cost associated with the development of parking. Harris assumed that all scenarios would include parking structures given the high densities. According to Marshall & Swift, the cost to develop a parking structure is approximately $42,000 per space. Harris assumed one space per unit for all scenarios.

Marshall & Swift also provides current and local cost multipliers to bring costs up to date and account for any differences in cost by area. They are applied by multiplying the total construction costs by the corresponding multiplier by building type or region. The following multipliers were applied in the Study:

- Residential Buildings:
  - Current Cost Multiplier: 1.07
  - Local Cost Multiplier: 1.2
- Parking:
  - Current Cost Multiplier: 1.06
  - Local Cost Multiplier: 1.2

OTHER DEVELOPMENT COSTS

Indirect costs and financing costs were also incorporated into the final development cost estimates. Indirect costs (or soft costs) are general all development costs except those directly related to the physical construction of the building (i.e., land acquisition and construction costs) such as professional services, design and administrative costs as well as fees. Financing costs include items related to financing including loan interest accrued during construction period and loan origination fees. According to the University of California Riverside Report: *Demystifying the High Cost of Multifamily Housing Construction in Southern California*, February 2020, indirect costs are typically 16% of total development costs, while financing costs account for approximately 8% of total development costs for residential development projects in Los Angeles County.

Cash Flow – Rental Scenarios

A cash flow is a section of the proforma that shows the difference between the projects annual income and expenses over a given period. The cash flow projects subtracts the total project operating expenses from the effective gross income generated to determine the net operating income each year. The cash flow also applies growth factors for income and expenses in order to forecast net operating income for future years. The Study includes a 30-year cash flow for all rental scenarios. The sources and methodology used to create the cash flows are detailed below.

EFFECTIVE GROSS INCOME

The main component of effective gross income is the potential gross income generated by rental units. In order to determine the amount of rent a project would receive on an annual basis, Harris first determined the percentage of total units within each unit size category (i.e. studio, 1 bedroom, 2 bedroom, 3 bedroom). Nearby multifamily developments built between 2018 and 2020 were analyzed using CoStar, a commercial real estate database, to determine the appropriate unit mix for the AHO scenarios. Based on this analysis, the Study assume 60% of units to be 1 bedroom and 40% of units to be 2 bedroom.

Harris then determined the amount of rent each unit would yield based on whether the unit was affordable or market rate. In order to determine how much rent revenue the developer would receive from affordable units, Harris used affordable rents provided by the California Tax Credit Allocation Committee for Los Angeles County effective April 1, 2021 and subtracted any utility allowances as provided by the Los Angeles County Development Authority effective July 1, 2020. Table 6 summarizes the affordable rent by income level.

Table 6 – Affordable Rent by Unit Type and Income Level

Unit Type	Income Level	Monthly Rent	Utility Allowance
1 Bed	Very Low	$ 1,108	$ 181
	Low	1,330	181
2 Bed	Very Low	1,330	206
	Low	1,596	206
Sources: CoStar, Zillow			

For market rate units, Harris analyzed market rents for 1 and 2 bedroom units for several nearby developments built between 2018 and 2020 using CoStar. Table 7 summarizes the market rent analysis.

Table 7 – Market Rent by Unit Type

Unit Type	Monthly Rent
1 Bed	$ 2,487
2 Bed	3,262
Sources: CoStar, Zillow	

The total number of affordable units for each project was determined by the affordability requirement for each AHO scenario. Harris allocated affordable and market units to the project based on the affordability requirements and unit mix assumptions above. The total number of units in each size and income category were multiplied by the corresponding affordable or market rent in order to determine the gross rental income. The gross rental income was multiplied by 12 to determine an annual amount of rental income. Finally, the effective gross income was calculated by subtracting the vacancy assumption from the total gross rental income. Harris assumed an annual vacancy of 5% of gross rental income.

OPERATING EXPENSES

Operating expenses include all costs related to operating and maintaining a rental property. Harris estimated property taxes at 1.25% of the land and construction costs on an annual basis, with an annual growth rate of 2%. Additionally, developers may choose to set aside reserves for future repairs or vacancies. Harris assumed $300 in reserves per unit on an annual basis for all rental scenarios in an effort to provide a conservative cash flow analysis. For all other operating expenses, Harris used a National Apartment Association (“NAA”) survey of operating expenses from October 2020 to determine annual per unit operating expenses. Harris assumed these expenses would grow at a rate of 3% per year to provide a conservative cash flow analysis. Table 8 below outlines the per unit operating expenses provided by the NAA survey.

Table 8 – Annual Operating Expenses Per Unit

Operating Expense	Annual Cost per unit
Salaries and Personnel	$ 1,489
Insurance	285
Utilities	307
Management Fees	529
Administrative	295
Marketing	216
Contract Services	439
Repairs & Maintenance	497
Total	**$ 4,057**
Sources: American Apartment Association Survey of Operating Expenses, October 2020	

Property Sales – Ownership Scenarios

Harris utilized a return on cost measure to determine the feasibility of the AHO scenario. The return on cost measure was used instead of the yield on cost since ownership projects do not typically produce long-term cash flows as properties are sold when construction is completed. In order to calculate the return on cost, Harris estimated the sale proceeds a developer would receive from all units in a project. The sections below outline the methodology and assumptions utilized.

MARKET RATE UNITS

The total sale proceeds from market rate units were calculated by multiplying the total number of market rate units by an average sale price of $1 million. Recently sold units in the newly constructed Avanti project were analyzed to help determine the average sale price. The average sale price for a unit in the Avanti project is $1.8 million based on the five most recent sales, as shown in Table 9. However, the Avanti development is unique given its proximity to Calabasas Lake and The Commons retail center. Therefore, Harris assumed a lower average sale price in order to provide a conservative estimate for future developments.

MODERATE UNITS

The Study assumes that the AHO scenario for ownership projects would require 25% of the units be sold at only moderate-income level ($96,000 for a family of 4 in Los Angeles County in 2021)due to two factors. First, lending requirements have become more stringent following the Great Recession and secondly, the significantly high down payment required given substantial increases in home prices in the area. .

Harris estimates that the average home price for a moderate unit in the City would be approximately $574,000 by calculating the maximum mortgage a moderate-income household could afford. Table 10 details how the maximum mortgage amount and sale price affordable to a moderate income household, given income information obtained from the State of California Department of Housing and Community Development (“HCD”).

Table 9 – Maximum Sales Price for Moderate Income Household in Los Angeles County

Household Income[1]	$ 96,000
Maximum Monthly Housing Cost[2]	2,800
Housing Costs	
Homeowner's Insurance[3]	109
Property Tax (1.25%)	479
HOA[4]	250
Principal and Interest[5]	1,962
Total Housing Payment	**2,800**
Maximum Mortgage Amount	459,500
Maximum Sale Price[6]	**$ 574,375**

1) HCD State Income Limits 2021 Moderate Income Family of 4
2) 35% of gross income per U.S. Department of Housing and Urban Development
3) Average Home Owners Insurance from BankRate.com
4) Average Homeowner's Association Fees from BankRate.com
5) Assumes interest rate of 3.1% based on average 30 yr fixed rate from BankRate.com
6) Assumes down payment of 20%

RENTAL AHO SCENARIOS

Base Density Scenario - Rental

In order to develop a baseline rate of return for comparison to determine project under various AHO scenarios, Harris created a proforma under the base density for typical multifamily rental projects in the City under current conditions. The Base Density Rental Scenario assumes a base density of 20 dwelling units per acre. Harris assumed that 5% of the units in the project would be affordable to very low-income households given the City's existing inclusionary housing ordinance. A State density bonus of 20% is allowed for projects proposed with 5% of units being affordable to very low-income households. Therefore, Harris applied this density bonus to the Base Density Rental Scenario, which increases the density to 24 dwelling units per acre.

Under the Base Density Rental Scenario, the estimated yield on cost ratio is approximately 4.43%. Table 11 below details how the yield on cost measure was calculated for the Base Density Rental Scenario.

Table 10 – Yield on Cost for Base Density Rental Scenario

Density	24 du/ac
Lot Size	2 acres
Total Units	50
Very Low Income	2
Market Rate	48
Annual Effective Gross Income	$ 1,426,810
Annual Operating Expenses	476,022
Net Operating Income (Income - Expenses)	**$ 950,789**
Total Development Costs	21,470,255
Yield on Cost (NOI/Development Costs)	**4.43%**

Senior Rental Scenario

The Study evaluates the feasibility of an AHO encouraging the development of affordable units restricted to senior households. The Senior Rental AHO Scenario assumes a density of 50 dwelling units per acre for projects proposed with 100% of the units affordable to senior households. The Senior Rental AHO Scenario would require that 50% of the units be affordable to very low-income households and 50% to low income households. The yield on cost ratio under the Senior Rental AHO Scenario is approximately 1.79%. Table 12 below compares the yield on cost for the Senior Rental AHO Scenario with the Base Density Rental Scenario.

Table 11 – Yield on Cost for Senior Rental AHO Scenario

	Base Density Rental Scenario	Senior AHO Scenario
Density	24 du/ac	50 du/ac
Lot Size	2 acres	2 acres
Total Units	50	100
Very Low Income	2	50
Low Income	-	50
Market Rate	48	-
Annual Effective Gross Income	$ 1,426,810	$ 1,283,184
Annual Operating Expenses	476,022	589,000
Net Operating Income (Income - Expenses)	**$ 950,789**	**$ 694,184**
Total Development Costs	21,470,255	38,711,180
Yield on Cost (NOI/Development Costs)	**4.43%**	**1.79%**

The yield to cost ratio for this scenario is much lower than the base scenario in large part to the reduced rent revenue from affordable units compared to higher development costs. Given the low rate of return under this scenario, it is unlikely that a for-profit developer would choose to develop a project under this scenario in-lieu of a project under existing conditions. However, the AHO under this scenario may still be effective in encourage nonprofit affordable housing developers to develop a 100% affordable project for seniors.

Therefore, Harris evaluated the financial feasibility of developing the project under this scenario by comparing the total sources and uses for the project in order to calculate the feasibility gap (i.e., sources minus uses). The sources include the maximum supportable debt an affordable developer could obtain given the projected cash flows and funding the developer could acquire from other sources, including LIHTCs. The uses include total development costs for the project. The maximum supportable debt the project can obtain is calculated by applying a debt coverage ratio of 1.15 to the net operating income to determine the maximum debt service the developer could afford. Under this scenario, the maximum supportable debt is $11.4 million.

Harris also calculated the maximum LIHTC reward the project could receive given the total development costs and project characteristics. LIHTC is an indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing. The LIHTC program features a 4 percent tax credit and a 9 percent tax credit, with 9 percent tax credit providing substantially more funding to the project. However, 9 percent tax credits are more competitive than 4 percent tax credits, and often require deeper level of affordability and/or additional local public subsidies to be awarded funding. Harris analyzed the financial feasibility of a project under the Senior Rental AHO Scenario assuming 4 percent and 9 percent tax credits. Harris assumed that a project obtaining 9 percent tax credits would also receive a $1 million subsidy from the City in order to make the project more competitive for this type of funding. Harris also assumed that 25% of the units in the project utilizing 9 percent tax credits would be permanent supportive housing units and would not generate rent. Harris increased the salaries and personnel operating expense by 20% to account for supportive services for these units. As shown in Table 13, the project would not be feasible if the developer utilized only 4 percent tax credits, but the project would be feasible if the developer were to obtain 9 percent tax credits.

Table 12 – Sources and Uses for 100% Affordable Senior Project

	4% Tax Credit Funding	9% Tax Credit Funding
Sources		
Low-Income Housing Tax Credit Equity	$ 14,012,004	$ 34,356,561
Permanent Loan	11,360,898	4,489,292
City Subsidy	-	1,000,000
Total Sources	**$ 25,372,902**	**$ 38,845,853**
Uses		
Land & Acquisition	$ 4,233,333	$ 4,233,333
Development Costs	34,477,847	34,477,847
Total Uses	**$ 38,711,180**	**$ 38,711,180**
Feasibility Gap (Sources - Uses)	**$ (13,338,278)**	**$ 134,673**

Market Rate Rental Scenarios

The study also evaluates three other rental scenarios with varying densities and levels of affordability in order to determine the most feasible combination. Densities for these scenarios range from 35 to 40 dwelling units with affordability requirements between 25 and 30 percent. Harris assumed the following densities and affordability requirements for the three (3) market rate rental scenarios:

- **Market Rate Scenario 1:** Density of 35 du/ac with a 25% affordability requirement (50% very low, 50% low).
- **Market Rate Scenario 2:** Density of 40 du/ac with a 30% affordability requirement (50% very low, 50% low).
- **Market Rate Scenario 3:** Density of 40 du/ac with a 25% affordability requirement (25% very low, 75% low).

The yield to cost ratios for these three scenarios range from 4.16% to 4.44%. When compared to the base scenario, only Market Rate Rental Scenario 3 has a higher yield to cost ratio. Table 14 provides a summary of how these ratios were calculated and compares them to the base scenario.

Table 13 – Yield to Cost Ratio for Market Rate Rental Scenarios

	Base Density Rental Scenario	Market Rate Rental Scenario 1	Market Rate Rental Scenario 2	Market Rate Rental Scenario 3
Density	24 du/ac	35 du/ac	40 du/ac	40 du/ac
Lot Size	2 acres	2 acres	2 acres	2 acres
Total Units	50	70	80	80
Very Low Income	2	9	12	5
Low	-	9	12	15
Market Rate	48	52	56	60
Annual Effective Gross Income	$ 1,426,810	$ 1,892,988	$ 2,091,239	$ 2,183,661
Annual Operating Expenses	476,022	669,945	758,092	758,092
Net Operating Income (Income - Expenses)	**$ 950,789**	**$ 1,223,043**	**$ 1,333,147**	**$ 1,425,569**
Total Development Costs	21,470,255	28,764,493	32,080,055	32,080,055
Yield on Cost (NOI/Development Costs)	**4.43%**	**4.25%**	**4.16%**	**4.44%**

OWNERSHIP AHO SCENARIOS

Base Density Scenario - Ownership

As with the rental scenarios, Harris developed a model proforma for a typical ownership project under current conditions to compare with the AHO for ownership projects. The Base Density Ownership Scenario assumes a density of 20 dwelling units per acre. Harris assumed that 20% of the units in the project would be affordable to moderate income households, as required by the City's current inclusionary housing ordinance. Harris also applied a 15% density bonus as allowed by the State when at least 20% of the units in a project are reserved for moderate-income households, which resulted in a final density of 23 dwelling units per acre.

Under the Base Density Ownership Scenario, the return on cost ratio is 30.30% with a total profit of $9.8 million on the 2-acre site. Table 15 details how the return on cost and developer profit were calculated for the Base Density Ownership Scenario.

Table 14 – Return on Cost for Base Density Ownership Scenario

Density	23 du/ac
Lot Size	2 acres
Total Units	46
Moderate Income	9
Market Rate	37
Total Sale Proceeds	42,084,250
Sale Proceeds from Moderate Units	$ 5,284,250
Sale Proceeds from Market Units	36,800,000
Total Development Cost	32,298,875
Developer Profit (Sale Proceeds - Development Cost)	9,785,375
Return on Cost (Profit / Development Cost)	**30.30%**

Ownership AHO Scenario

The Study evaluates the feasibility of one ownership scenario ("Ownership AHO Scenario") by comparing the developer profit and return on cost ratio with the Base Density Ownership Scenario. The Ownership AHO Scenario assumes a density of 40 dwelling units per acre when 25% of the units are reserved for moderate-income households. Under this Scenario, the return on cost ratio is 32.09% with a developer profit of $17.4 million. The Return on Cost ratio is 2% higher for the Ownership AHO Scenario than under the Base Density Ownership Scenario, and a developer would net 77% more profit under the Ownership AHO Scenario. Table 16 compares the return on cost and developer profit for this scenario with the Base Density Ownership Scenario.

Table 15 – Return on Cost for Ownership AHO Scenario

	Base Density Ownership Scenario	Ownership AHO Scenario
Target Population	*None*	*None*
Affordability Requirement	*20%*	*25%*
Income Levels	*Moderate*	*Moderate*
Density	*23 du/ac*	*40 du/ac*
Lot Size	*2 acres*	*2 acres*
Total Units	*46*	*80*
Moderate Income	*9*	*20*
Market Rate	*37*	*60*
Total Sale Proceeds	42,084,250	71,487,500
Sale Proceeds from Moderate Units	$ 5,284,250	$ 11,487,500
Sale Proceeds from Market Units	36,800,000	60,000,000
Total Development Cost	32,298,875	54,119,920
Developer Profit (Sale Proceeds - Development Cost)	9,785,375	17,367,580
Return on Cost (Profit / Development Cost)	**30.30%**	**32.09%**

DISCLAIMER

This assumptions and data utilized in this Study are current as of 2021 Q1. While inflation factors are included for rental project costs for the cash flow prepared for those analyses, inflation factors for land costs, sales prices, rents, construction costs, soft costs, interest rates, and other factors have not been applied and can change in the future. These changes can affect the results detailed in the Study.

Please do not hesitate to contact us with any questions or comments. Thank you.

Sincerely,
Harris & Associates, Inc.

Hitta Mosesman
Senior Director, Community Economics + Housing Solutions
(949)291-3729 ■ Hitta.Mosesman@WeAreHarris.com

Jordan Perez
Analyst, Strategic Advisory Services
(714)392-9692 ■ Jordan.Perez@WeAreHarris.com

APPENDIX C5
COSTAR OFFICE SUBMARKET REPORT

Office Submarket Report

Calabasas/Westlake Vill

Los Angeles - CA

PREPARED BY

Harris & Associates.

Hitta Mosesman

CoStar™

OFFICE SUBMARKET REPORT

Submarket Key Statistics	1
Leasing	2
Rent	6
Construction	8
Sales	10
Sales Past 12 Months	12
Supply & Demand Trends	14
Rent & Vacancy	16
Sale Trends	18

Copyrighted report licensed to Harris & Assoc - 1118060

Overview

Calabasas/Westlake Vill Office

12 Mo Deliveries in SF	12 Mo Net Absorption in SF	Vacancy Rate	12 Mo Rent Growth
0	(201K)	12.0%	0%

Vacancy in the Calabasas/Westlake Village Submarket has been on the rise over the past year and is presently 12.0%. The submarket has seen very little in the way of new office inventory during the past decade, and no new space is under construction. Regarding office investment activity, the submarket saw the largest office transaction in the submarket's history with the sale of The Park Calabasas for $79 million ($355/SF). Office assets in the area usually provide investors higher yields and lower pricing per SF than many other office locations in the L.A. metro.

The submarket comprises 7.3 million SF of office space in one of the more affluent areas of the metro. Most of the stock (65%) is rated 3 Star, much of the inventory is in one- to two-story assets, and most of the buildings are adjacent to the Ventura Freeway. This is a classic suburban office submarket. Tenancy is diverse: Large tenants include Teradyne Inc., Harbor Freight Tools, The Cheesecake Factory, and Dole Food Company. Also, a small tech hub exists on Agoura Road along the Ventura Freeway, where companies including Alcatel-Lucent, Spirent, and Ixia have a presence.

KEY INDICATORS

Current Quarter	RBA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
4 & 5 Star	917,285	10.6%	$41.41	19.1%	3,761	0	0
3 Star	4,683,613	10.9%	$33.14	15.6%	4,593	0	0
1 & 2 Star	1,672,886	15.9%	$30.71	18.9%	(24,992)	0	0
Submarket	**7,273,784**	**12.0%**	**$33.62**	**16.8%**	**(16,638)**	**0**	**0**

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	2.8%	10.5%	11.7%	16.8%	2010 Q1	4.0%	1998 Q2
Net Absorption SF	(201K)	84,484	(8,555)	540,546	2000 Q1	(436,509)	2009 Q1
Deliveries SF	0	98,018	0	504,259	2001 Q2	0	2021 Q1
Rent Growth	0%	2.7%	2.3%	11.3%	2007 Q3	-10.4%	2009 Q4
Sales Volume	$163M	$85.9M	N/A	$209.8M	2018 Q4	$4.6M	2011 Q4

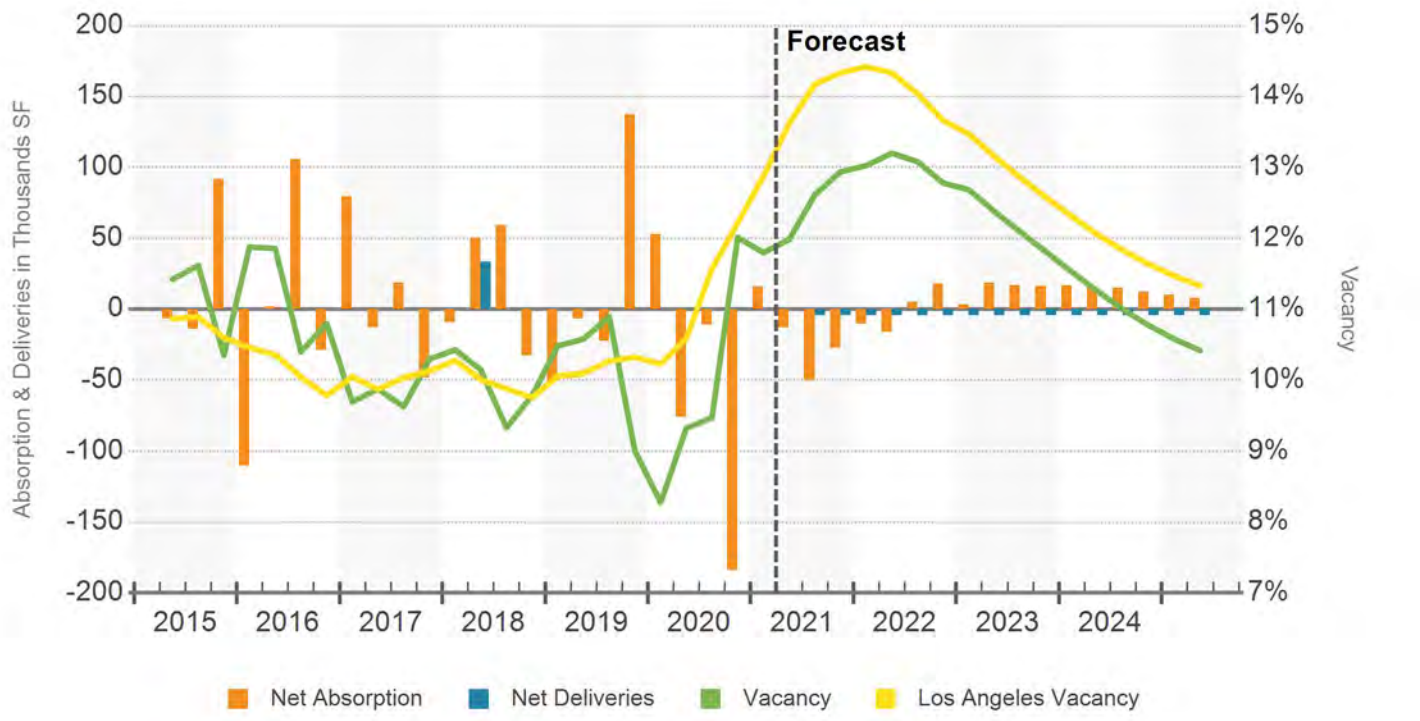
Copyrighted report licensed to Harris & Assoc - 1118060

Like the Greater Los Angeles office market, vacancy spiked in the Calabasas/Westlake Village Submarket in 2020. Vacancy, which most recently was as low as 8.3% in early 2020, is presently 12.0%. Available sublease space as a percent of inventory, at 3.1%, has more than doubled since the onset of the pandemic. Larger spaces recently put on the sublease market toward the end of 2020 include 27,300 SF at 5230 Las Virgenes Road (Western General group of companies is the sublessor) and 25,500 SF at 30501 Agoura Road (Informa Research Services is the sublessor).

Looking at recent leasing activity, late last year, Caldera Medical's 28,000-SF lease commenced at 4360 Park Terrace Drive. Caldera has a starting rent of $2.80/SF per month on a modified gross basis. In 20Q3, B. Riley Financial took occupancy of 18,000 SF at the Westlake Landmark at 30870 Russell Ranch Road.

In January 2020, insurance firm Republic Indemnity moved into 40,000 SF in The Park Calabasas building. Republic left its former offices in Encino, where it was located for three decades. In July 2020, river cruise company AmaWaterways also took occupancy of 49,000 SF in the building. Local owner Chris Rising implemented an extensive renovation program to make the 1986-built building a modern creative office campus.

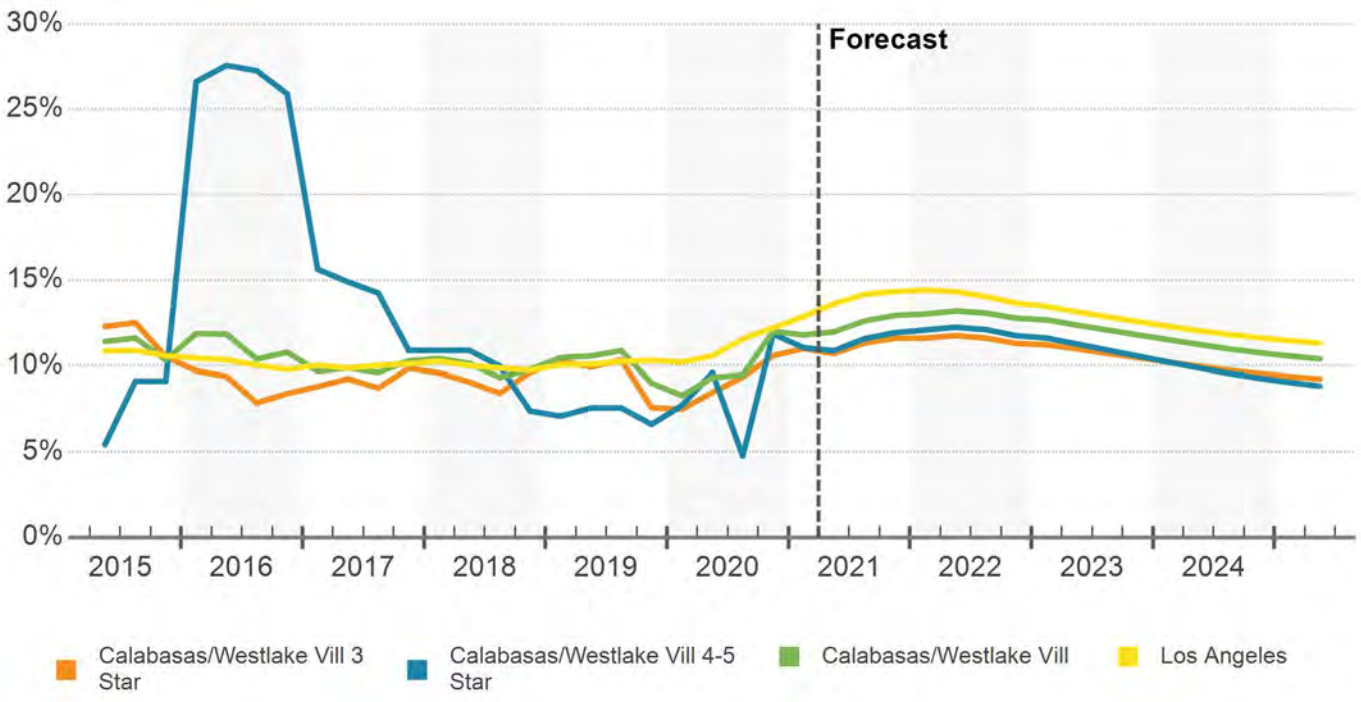
NET ABSORPTION, NET DELIVERIES & VACANCY



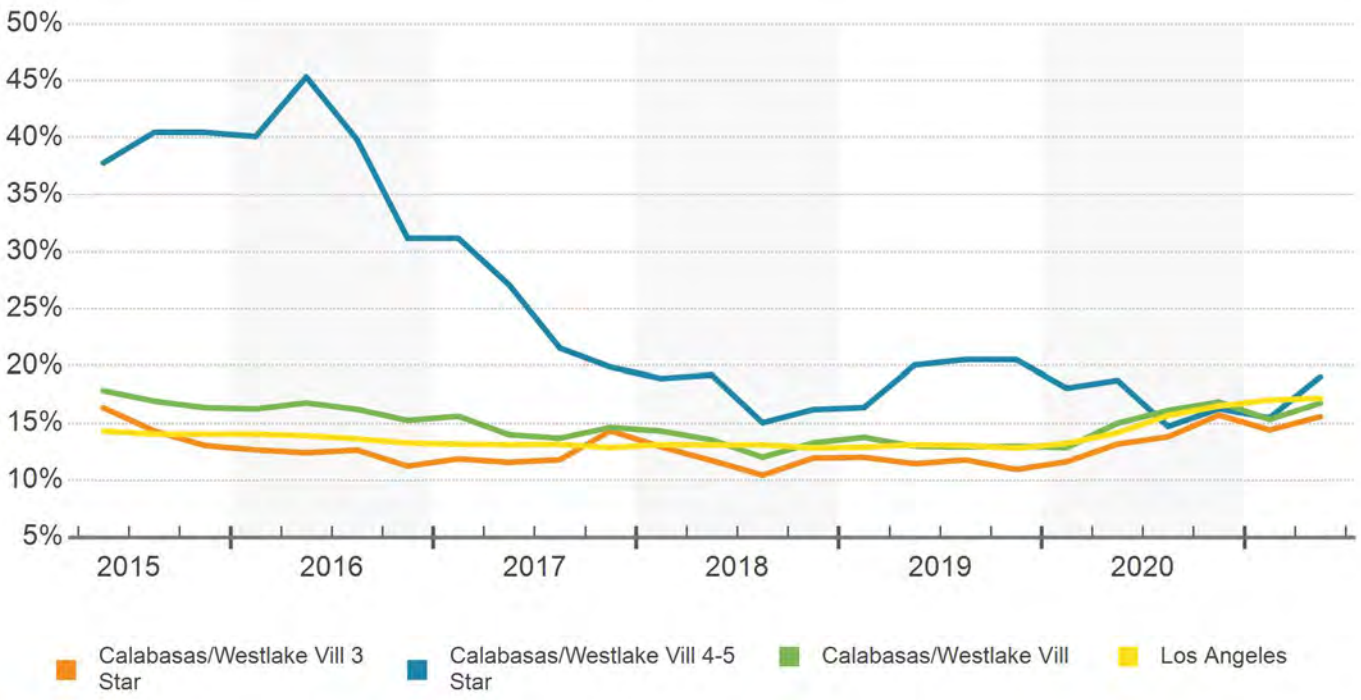
Copyrighted report licensed to Harris & Assoc - 1118060

Leasing

VACANCY RATE



AVAILABILITY RATE



Copyrighted report licensed to Harris & Assoc - 1118060

4 & 5 STAR MOST ACTIVE BUILDINGS IN SUBMARKET - PAST 12 MONTHS

Property Name/Address	Rating	RBA	Deals	Leased SF	12 Mo Vacancy	12 Mo Net Absorp SF
Bldg II 30870 Russell Ranch Rd	★★★★☆	115,677	3	40,199	15.6%	(942)
24151 Ventura Blvd	★★★★☆	76,496	2	11,115	40.3%	(47,729)

Copyrighted report licensed to Harris & Assoc - 1118060

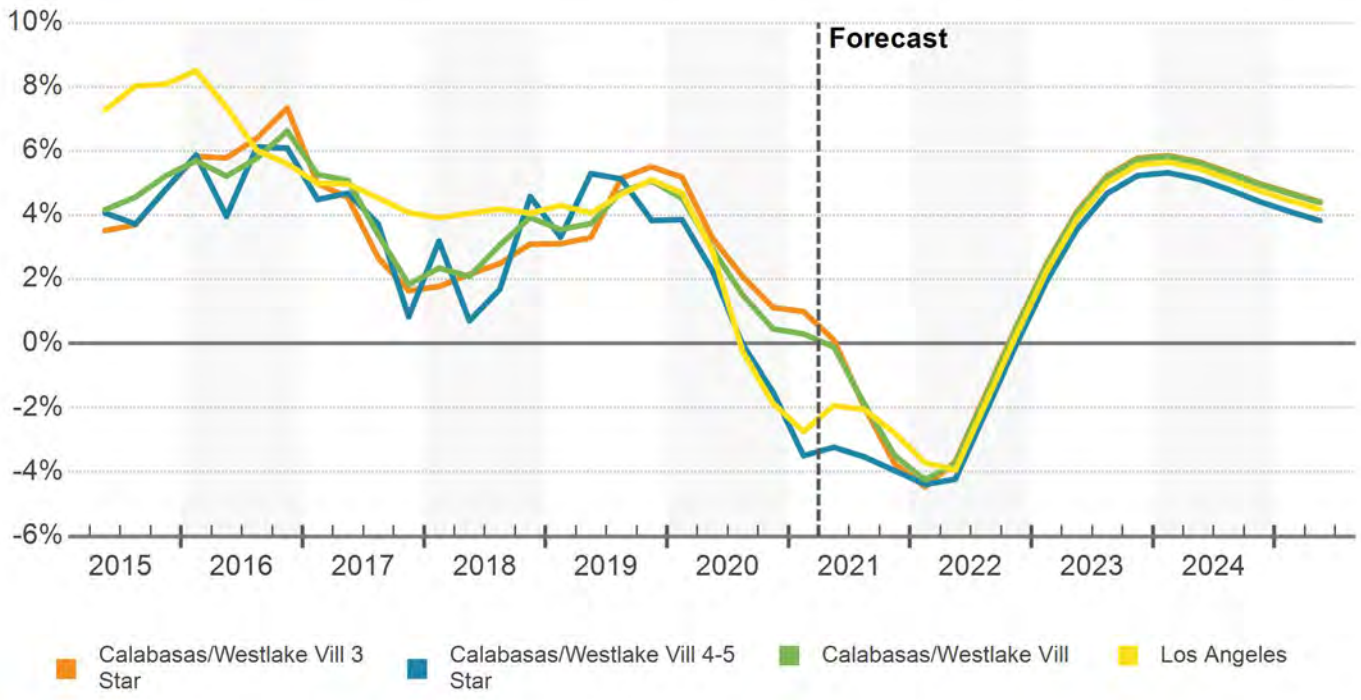
3 STAR MOST ACTIVE BUILDINGS IN SUBMARKET - PAST 12 MONTHS

Property Name/Address	Rating	RBA	Deals	Leased SF	12 Mo Vacancy	12 Mo Net Absorp SF
River Oaks Plaza 28118 Agoura Rd	★★★☆☆	13,500	3	9,295	42.5%	7,057
30101 Agoura Ct	★★★☆☆	70,000	4	8,813	14.6%	5,913
31248 Oak Crest Dr	★★★☆☆	53,133	3	11,582	31.9%	3,802
Agoura Gateway 28632 Roadside Dr	★★★☆☆	94,364	2	6,104	13.7%	3,441
31355 Oak Crest Dr	★★★☆☆	33,962	3	12,002	13.8%	2,893
Agoura Oaks Medical Center... 28222 Agoura Rd	★★★☆☆	9,946	3	5,383	34.4%	1,175
Corsa Professional Plaza 5716 Corsa Ave	★★★☆☆	40,731	1	200	0.5%	1,043
23875 Ventura Blvd	★★★☆☆	19,206	4	6,555	25.0%	548
26565-26575 W Agoura Rd	★★★☆☆	55,774	2	506	0%	0
26901 Agoura Rd	★★★☆☆	58,341	2	6,686	2.2%	0
Agoura Hills Medical Plaza 29525 Canwood St	★★★☆☆	51,775	2	2,404	10.1%	(55)
28025 Dorothy Dr	★★★☆☆	10,012	2	1,377	6.2%	(61)
The Atrium Office Building 28348 Roadside Dr	★★★☆☆	22,761	5	6,885	11.8%	(448)
Phase II - Bldg 3 30699 Russell Ranch Rd	★★★☆☆	133,711	3	30,413	10.6%	(2,111)
The Pointe @ Via Colinas 31200 Via Colinas	★★★☆☆	16,500	1	1,624	14.4%	(2,410)
Calabasas Business Park 2 23901 Calabasas Rd	★★★☆☆	99,976	7	10,614	8.2%	(3,787)
Corporate Point 27001 Agoura Rd	★★★☆☆	106,121	8	25,889	16.2%	(4,351)
5 23622 Calabasas Rd	★★★☆☆	84,488	7	7,524	6.3%	(4,701)
Parkway Plaza 23945 Calabasas Rd	★★★☆☆	53,175	4	3,561	8.1%	(6,982)
24025 Park Sorrento	★★★☆☆	108,670	2	6,205	12.8%	(17,411)

Copyrighted report licensed to Harris & Assoc - 1118060

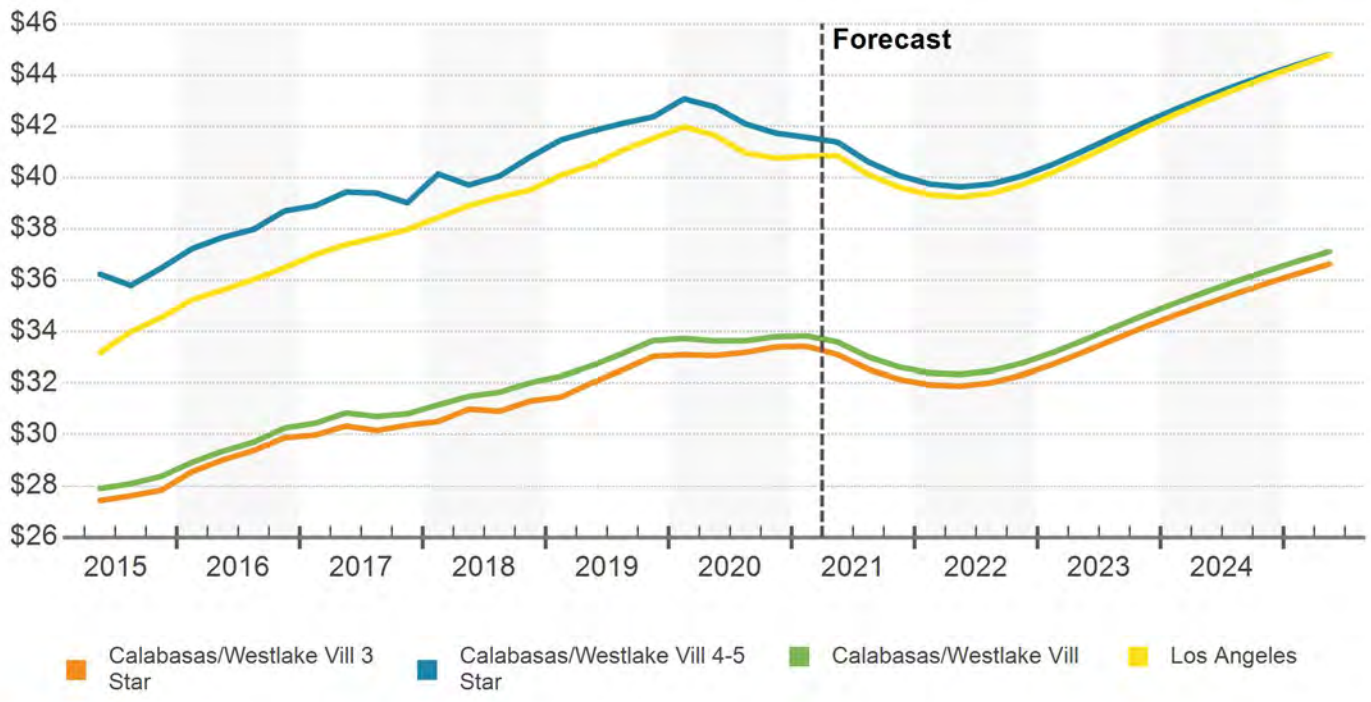
Rental rates in the Calabasas/Westlake Village Submarket are down 0.0% compared to the same time a year ago. For the Greater Los Angeles office market, rates are down -1.9% during the same time.

MARKET RENT GROWTH (YOY)



Copyrighted report licensed to Harris & Assoc - 1118060

MARKET RENT PER SQUARE FEET



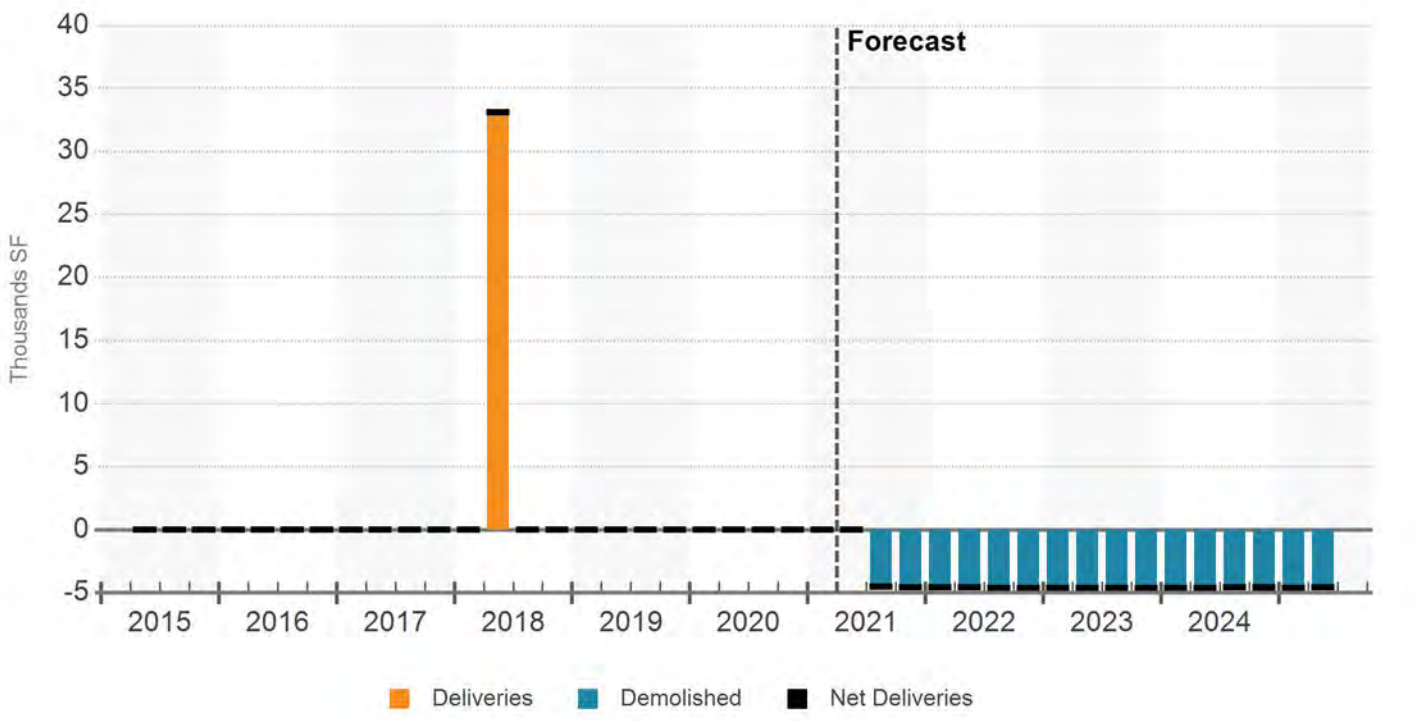
Copyrighted report licensed to Harris & Assoc - 1118060

Construction

Office construction has been minimal in the Calabasas/Westlake Village Submarket in recent years, and there is no new office space under construction. The last supply additions, the Liberty Creative Campus, comprising two properties totaling 13,400 SF, in Agoura Hills and an 8,800-SF medical office at 5777 Las Virgenes Road in Calabasas, came on line in 2018.

Looking ahead, there is unlikely to be significant office construction in the area. The submarket's low rental rates make it hard to justify ground-up construction. More likely one will see renovations of existing product in order to appeal to today's office users.

DELIVERIES & DEMOLITIONS



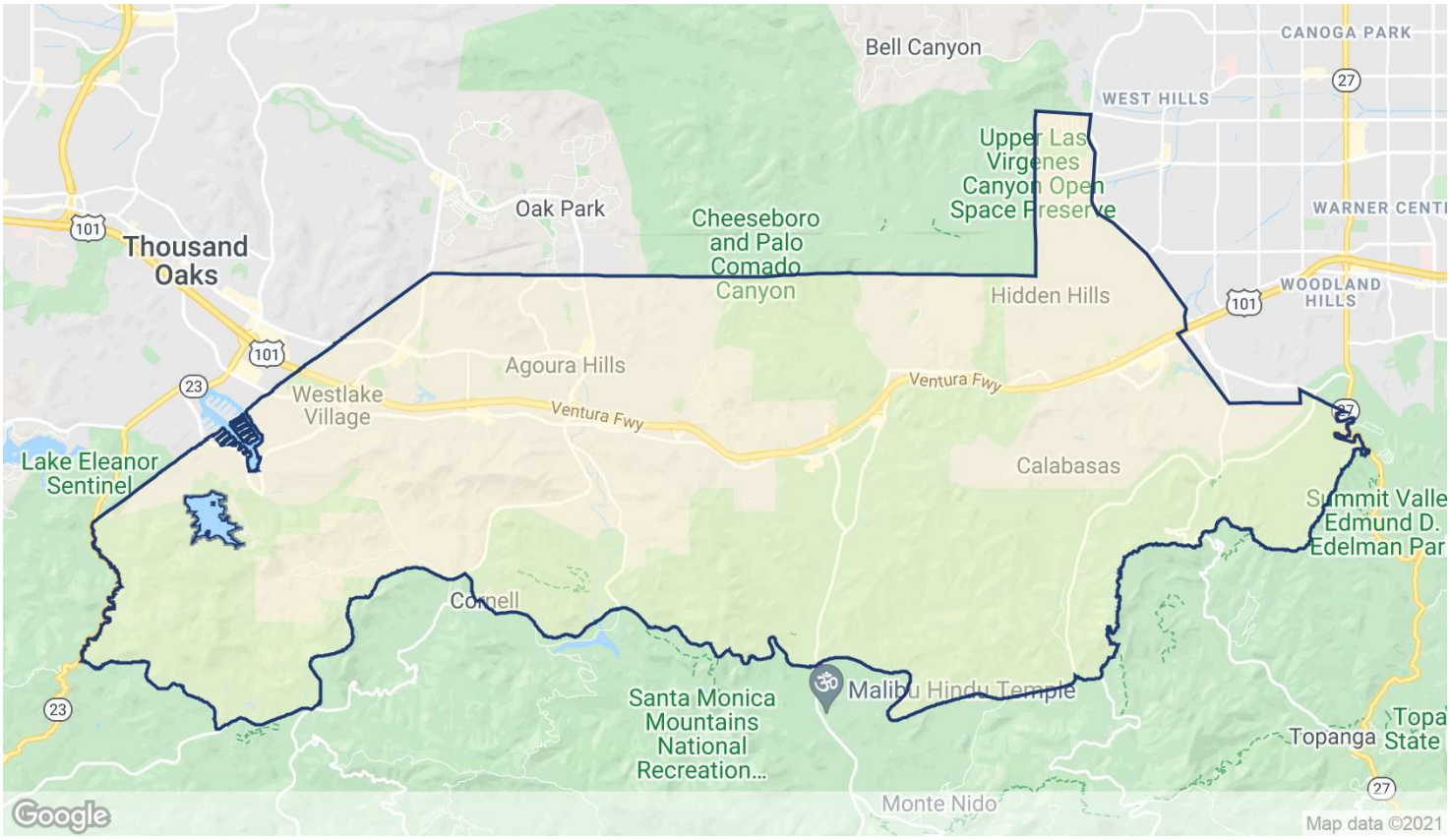
Copyrighted report licensed to Harris & Assoc - 1118060

Construction

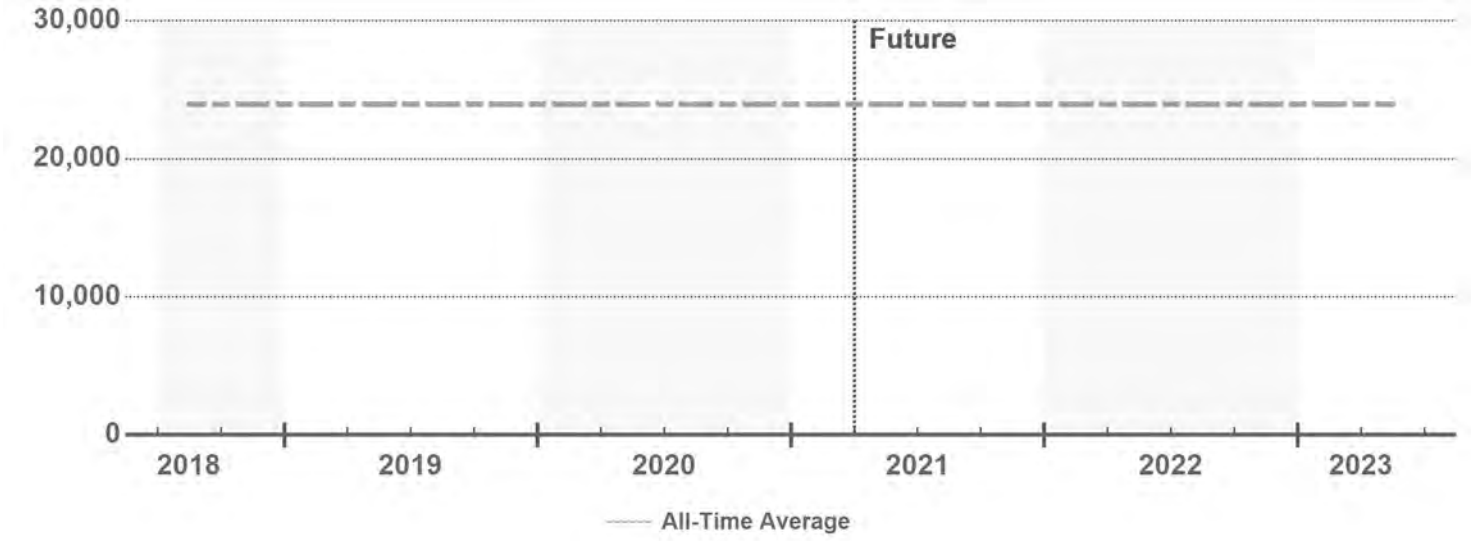
Calabasas/Westlake Vill Office

All-Time Annual Avg. Square Feet	Delivered Square Feet Past 8 Qtrs	Delivered Square Feet Next 8 Qtrs	Proposed Square Feet Next 8 Qtrs
95,888	0	0	0

PAST 8 QUARTERS DELIVERIES, UNDER CONSTRUCTION, & PROPOSED



PAST & FUTURE DELIVERIES IN SQUARE FEET



Copyrighted report licensed to Harris & Assoc - 1118060

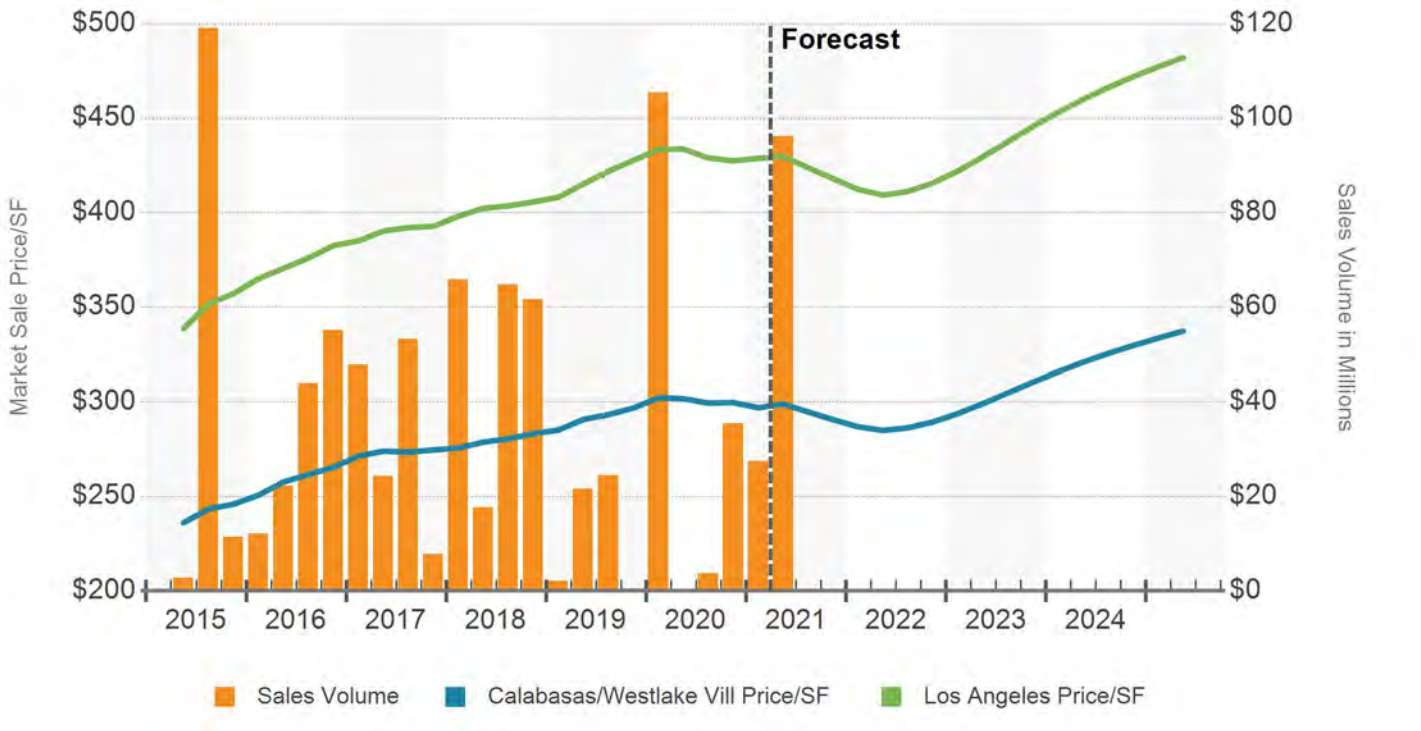
As the largest office transaction on a dollar basis in the submarket's history, this April, Gemdale USA Corporation, a subsidiary of Chinese-based Gemdale Corporation, acquired from JV partners Rising Realty and Mount Kellett Asset Management The Park Calabasas, a 220,000-SF campus at 4500 Park Granada, for $79 million ($355/SF) at a 6.5% in-place cap rate. The multi-tenant property was 92% with a weighted average lease term of 10 years. The property is highly amenitized, with the campus featuring walking and jogging paths, campus-wide WiFi, and expansive views. Additional amenities include landscaping, open spaces for corporate events and outdoor meetings, and an on-site cafeteria.

Rising and Mount Kellett purchased the property in 2013 from Bank of America as part of a 10-property portfolio of assets all located in Southern California. Allocated pricing to The Park Calabasas was $33.2 million ($150/SF). Rising oversaw extensive renovations of the property in 2018 to get the asset up to top-tier status for the area. The property was previously a single-tenant headquarters, with Bank of America occupying the property prior to Rising releasing the property.

This February, Alliant Capital acquired from Crusader Insurance Company 26050 Mureau Road, a 47,000-SF, 1997-built property, for $12.7 million ($270/SF). The office building was 100% leased at the time of sale. Crusader purchased the asset in 2013 for $9.5 million ($205/SF) to use for its business operations, occupying two-thirds of the space of the building. Crusader leased back its offices on a short-term basis, and Alliant intended to move into the space upon Crusader vacating.

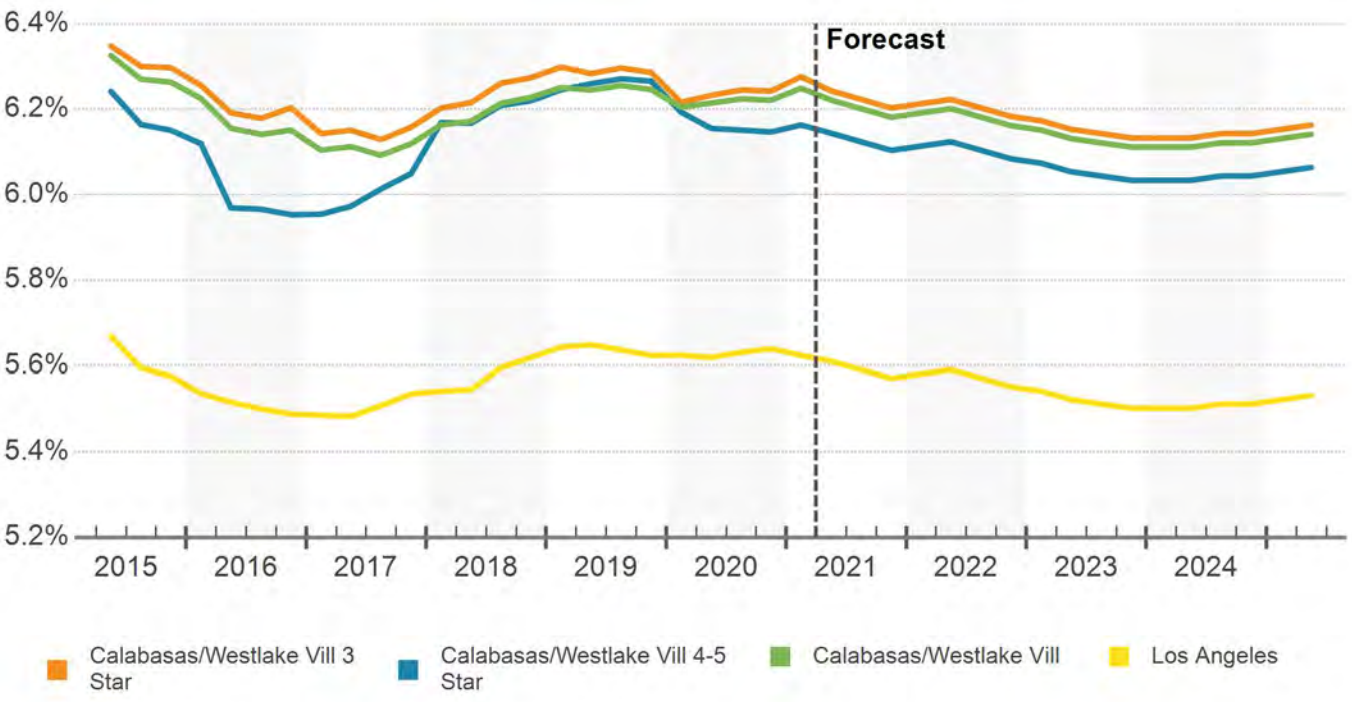
The submarket's average modeled price per SF, $300, and average modeled cap rates, 6.2%, represent a discount to average office pricing in the L.A. metro.

SALES VOLUME & MARKET SALE PRICE PER SF



Copyrighted report licensed to Harris & Assoc - 1118060

MARKET CAP RATE



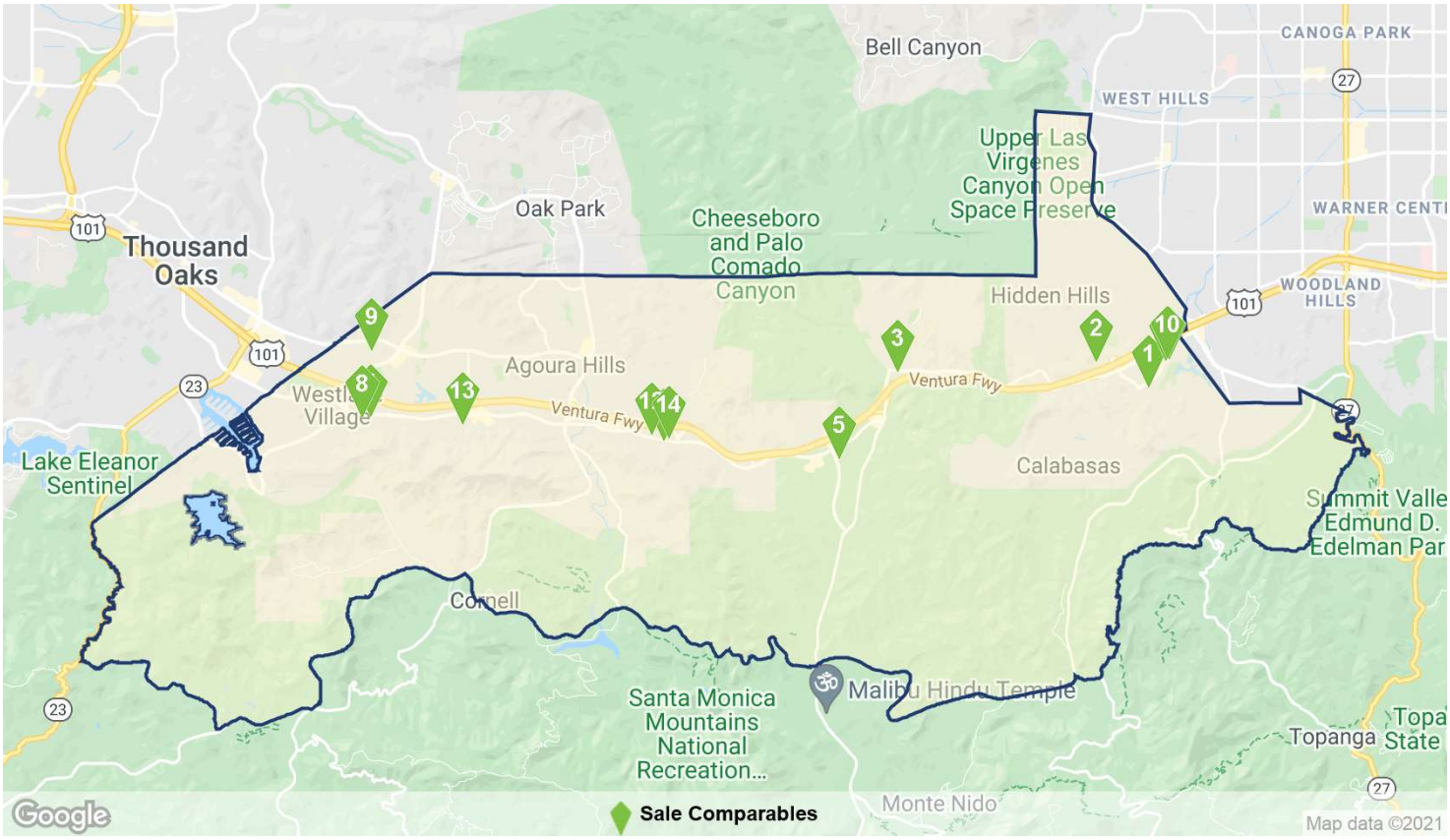
Copyrighted report licensed to Harris & Assoc - 1118060

Sales Past 12 Months

Calabasas/Westlake Vill Office

Sale Comparables	Avg. Cap Rate	Avg. Price/SF	Avg. Vacancy At Sale
14	4.4%	$310	19.2%

SALE COMPARABLE LOCATIONS



SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	$585,000	$12,439,269	$6,200,000	$79,000,000
Price/SF	$165	$310	$327	$627
Cap Rate	3.0%	4.4%	3.6%	6.5%
Time Since Sale in Months	0.8	4.2	3.2	9.0
Property Attributes	**Low**	**Average**	**Median**	**High**
Building SF	933	40,249	22,068	222,524
Stories	1	2	2	3
Typical Floor SF	933	12,097	11,349	25,499
Vacancy Rate At Sale	0%	19.2%	0%	100%
Year Built	1965	1987	1989	2004
Star Rating	★★☆☆☆	★★☆☆☆ 2.7	★★★☆☆	★★★★☆

Copyrighted report licensed to Harris & Assoc - 1118060

Sales Past 12 Months

RECENT SIGNIFICANT SALES

	Property Name - Address	Property Rating	Yr Built	Bldg SF	Vacancy	Sale Date	Sale Price	Price/SF	Cap Rate
1	**The Park Calabasas** 4500 Park Granada	★★★★☆	1986	222,524	7.6%	4/1/2021	$79,000,000	$355	6.5%
2	**24151 Ventura Blvd**	★★★★☆	2004	76,496	71.1%	11/5/2020	$24,000,000	$314	-
3	**26050 Mureau Rd**	★★★☆☆	1997	46,899	0%	2/12/2021	$12,695,000	$271	-
4	**4360 Park Terrace Dr**	★★☆☆☆	1989	45,464	60.2%	11/4/2020	$8,670,000	$191	-
5	**26775 Malibu Hills Rd**	★★☆☆☆	1989	34,000	0%	3/24/2021	$8,460,500	$249	-
6	**Park Granada Bldg** 4766 Park Granada	★★★☆☆	1984	23,328	0%	5/19/2021	$7,150,000	$306	-
7	**Park Granada Bldg** 4764 Park Granada	★★★☆☆	1984	19,765	0%	3/18/2021	$6,200,000	$314	3.0%
8	**4353 Park Terrace Dr**	★★★☆☆	1990	14,377	0%	5/13/2021	$4,950,000	$344	-
9	**5707 Corsa Ave**	★★☆☆☆	1981	22,068	9.7%	9/23/2020	$3,650,000	$165	3.6%
10	**Park Granada Bldg** 4768 Park Granada	★★★☆☆	1984	10,160	19.5%	5/27/2021	$3,450,000	$340	-
11	**Agoura Oaks Profession...** 28230 Agoura Rd	★★☆☆☆	1989	5,564	0%	11/2/2020	$1,900,000	$341	-
12	**28351 Agoura Rd**	★★☆☆☆	1990	1,656	0%	6/1/2021	$1,000,000	$604	-
13	**30200 Agoura Rd**	★★★☆☆	2011	1,630	10.0%	11/6/2020	$885,000	$543	-
14	**28145 Agoura Rd**	★★☆☆☆	1965	933	100%	5/25/2021	$585,000	$627	-

Copyrighted report licensed to Harris & Assoc - 1118060

Supply & Demand Trends

Calabasas/Westlake Vill Office

OVERALL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	7,191,062	(18,394)	-0.3%	25,284	0.4%	-
2024	7,209,456	(18,398)	-0.3%	58,749	0.8%	-
2023	7,227,854	(18,421)	-0.3%	54,185	0.7%	-
2022	7,246,275	(18,398)	-0.3%	(4,332)	-0.1%	-
2021	7,264,673	(9,111)	-0.1%	(75,283)	-1.0%	-
YTD	7,273,784	0	0%	(1,163)	0%	-
2020	7,273,784	0	0%	(218,514)	-3.0%	-
2019	7,273,784	0	0%	57,035	0.8%	0
2018	7,273,784	33,109	0.5%	66,347	0.9%	0.5
2017	7,240,675	0	0%	36,344	0.5%	0
2016	7,240,675	0	0%	(32,317)	-0.4%	-
2015	7,240,675	0	0%	69,751	1.0%	0
2014	7,240,675	0	0%	134,335	1.9%	0
2013	7,240,675	7,445	0.1%	153,642	2.1%	0
2012	7,233,230	23,000	0.3%	83,264	1.2%	0.3
2011	7,210,230	72,292	1.0%	42,161	0.6%	1.7
2010	7,137,938	(1,000)	0%	1,446	0%	-
2009	7,138,938	0	0%	(126,624)	-1.8%	-

4 & 5 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	917,285	0	0%	6,984	0.8%	0
2024	917,285	0	0%	11,741	1.3%	0
2023	917,285	0	0%	10,877	1.2%	0
2022	917,285	0	0%	1,571	0.2%	0
2021	917,285	0	0%	(650)	-0.1%	-
YTD	917,285	0	0%	11,082	1.2%	0
2020	917,285	0	0%	(48,131)	-5.2%	-
2019	917,285	0	0%	7,079	0.8%	0
2018	917,285	0	0%	32,270	3.5%	0
2017	917,285	0	0%	137,476	15.0%	0
2016	917,285	0	0%	(153,867)	-16.8%	-
2015	917,285	0	0%	(25,816)	-2.8%	-
2014	917,285	0	0%	(45,116)	-4.9%	-
2013	917,285	0	0%	54,823	6.0%	0
2012	917,285	0	0%	(9,727)	-1.1%	-
2011	917,285	0	0%	1,123	0.1%	0
2010	917,285	0	0%	(58,871)	-6.4%	-
2009	917,285	0	0%	-	-	-

Copyrighted report licensed to Harris & Assoc - 1118060

Supply & Demand Trends

3 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	4,683,613	0	0%	23,900	0.5%	0
2024	4,683,613	0	0%	43,089	0.9%	0
2023	4,683,613	0	0%	38,739	0.8%	0
2022	4,683,613	0	0%	14,005	0.3%	0
2021	4,683,613	0	0%	(47,156)	-1.0%	-
YTD	4,683,613	0	0%	(14,656)	-0.3%	-
2020	4,683,613	0	0%	(141,395)	-3.0%	-
2019	4,683,613	0	0%	96,311	2.1%	0
2018	4,683,613	33,109	0.7%	40,734	0.9%	0.8
2017	4,650,504	0	0%	(68,143)	-1.5%	-
2016	4,650,504	0	0%	99,686	2.1%	0
2015	4,650,504	0	0%	54,439	1.2%	0
2014	4,650,504	0	0%	154,905	3.3%	0
2013	4,650,504	7,445	0.2%	39,514	0.8%	0.2
2012	4,643,059	23,000	0.5%	80,361	1.7%	0.3
2011	4,620,059	72,292	1.6%	73,394	1.6%	1.0
2010	4,547,767	0	0%	103,859	2.3%	0
2009	4,547,767	0	0%	(43,704)	-1.0%	-

1 & 2 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2025	1,590,164	(18,394)	-1.1%	(5,600)	-0.4%	-
2024	1,608,558	(18,398)	-1.1%	3,919	0.2%	-
2023	1,626,956	(18,421)	-1.1%	4,569	0.3%	-
2022	1,645,377	(18,398)	-1.1%	(19,908)	-1.2%	-
2021	1,663,775	(9,111)	-0.5%	(27,477)	-1.7%	-
YTD	1,672,886	0	0%	2,411	0.1%	0
2020	1,672,886	0	0%	(28,988)	-1.7%	-
2019	1,672,886	0	0%	(46,355)	-2.8%	-
2018	1,672,886	0	0%	(6,657)	-0.4%	-
2017	1,672,886	0	0%	(32,989)	-2.0%	-
2016	1,672,886	0	0%	21,864	1.3%	0
2015	1,672,886	0	0%	41,128	2.5%	0
2014	1,672,886	0	0%	24,546	1.5%	0
2013	1,672,886	0	0%	59,305	3.5%	0
2012	1,672,886	0	0%	12,630	0.8%	0
2011	1,672,886	0	0%	(32,356)	-1.9%	-
2010	1,672,886	(1,000)	-0.1%	(43,542)	-2.6%	-
2009	1,673,886	0	0%	(82,920)	-5.0%	-

Copyrighted report licensed to Harris & Assoc - 1118060

Rent & Vacancy

OVERALL RENT & VACANCY

	Market Rent				Vacancy		
Year	Per SF	Index	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	$37.76	126	3.8%	11.7%	732,752	10.2%	-0.6%
2024	$36.37	121	5.0%	7.6%	776,274	10.8%	-1.0%
2023	$34.65	116	5.7%	2.5%	853,268	11.8%	-1.0%
2022	$32.77	109	0.4%	-3.0%	925,746	12.8%	-0.2%
2021	$32.62	109	-3.5%	-3.5%	939,653	12.9%	0.9%
YTD	$33.62	112	-0.5%	-0.5%	874,574	12.0%	0%
2020	$33.80	113	0.4%	0%	873,411	12.0%	3.0%
2019	$33.65	112	5.1%	-0.4%	654,897	9.0%	-0.8%
2018	$32.02	107	3.9%	-5.2%	711,932	9.8%	-0.5%
2017	$30.82	103	1.8%	-8.8%	745,006	10.3%	-0.5%
2016	$30.26	101	6.6%	-10.5%	781,514	10.8%	0.4%
2015	$28.38	95	5.2%	-16.0%	749,197	10.3%	-1.0%
2014	$26.98	90	4.7%	-20.2%	818,948	11.3%	-1.9%
2013	$25.77	86	2.3%	-23.7%	953,283	13.2%	-2.0%
2012	$25.20	84	0.8%	-25.4%	1,099,480	15.2%	-0.9%
2011	$25	83	-0.6%	-26.0%	1,159,744	16.1%	0.3%
2010	$25.14	84	-6.3%	-25.6%	1,129,613	15.8%	0%
2009	$26.85	90	-10.4%	-20.6%	1,132,059	15.9%	1.8%

4 & 5 STAR RENT & VACANCY

	Market Rent				Vacancy		
Year	Per SF	Index	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	$45.46	123	3.3%	7.3%	78,233	8.5%	-0.8%
2024	$44.02	119	4.4%	3.9%	85,217	9.3%	-1.3%
2023	$42.15	114	5.2%	-0.5%	96,958	10.6%	-1.2%
2022	$40.06	108	0%	-5.4%	107,835	11.8%	-0.2%
2021	$40.08	108	-3.9%	-5.4%	109,406	11.9%	0.1%
YTD	$41.41	112	-0.8%	-2.3%	97,675	10.6%	-1.2%
2020	$41.73	113	-1.5%	-1.5%	108,757	11.9%	5.2%
2019	$42.36	114	3.8%	0%	60,626	6.6%	-0.8%
2018	$40.80	110	4.6%	-3.7%	67,705	7.4%	-3.5%
2017	$39.02	105	0.8%	-7.9%	99,975	10.9%	-15.0%
2016	$38.69	104	6.1%	-8.7%	237,451	25.9%	16.8%
2015	$36.47	98	4.8%	-13.9%	83,584	9.1%	2.8%
2014	$34.80	94	5.8%	-17.8%	57,768	6.3%	4.9%
2013	$32.90	89	4.6%	-22.3%	12,652	1.4%	-6.0%
2012	$31.46	85	1.5%	-25.7%	67,475	7.4%	1.1%
2011	$31	84	3.4%	-26.8%	57,748	6.3%	-0.1%
2010	$29.98	81	-7.9%	-29.2%	58,871	6.4%	6.4%
2009	$32.57	88	-12.1%	-23.1%	0	0%	0%

Copyrighted report licensed to Harris & Assoc - 1118060

Rent & Vacancy

3 STAR RENT & VACANCY

	Market Rent				Vacancy		
Year	Per SF	Index	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	$37.27	125	3.8%	11.6%	423,626	9.0%	-0.5%
2024	$35.89	120	5.0%	7.4%	447,526	9.6%	-0.9%
2023	$34.18	115	5.8%	2.3%	490,615	10.5%	-0.8%
2022	$32.32	108	0.5%	-3.3%	529,354	11.3%	-0.3%
2021	$32.15	108	-3.7%	-3.7%	543,359	11.6%	1.0%
YTD	$33.14	111	-0.8%	-0.8%	510,863	10.9%	0.3%
2020	$33.40	112	1.1%	0%	496,207	10.6%	3.0%
2019	$33.03	111	5.5%	-1.1%	354,812	7.6%	-2.1%
2018	$31.31	105	3.1%	-6.3%	451,123	9.6%	-0.2%
2017	$30.37	102	1.6%	-9.1%	458,584	9.9%	1.5%
2016	$29.88	100	7.3%	-10.5%	390,605	8.4%	-2.1%
2015	$27.84	93	4.8%	-16.7%	490,291	10.5%	-1.2%
2014	$26.57	89	4.3%	-20.5%	544,730	11.7%	-3.3%
2013	$25.46	85	1.6%	-23.8%	699,635	15.0%	-0.7%
2012	$25.06	84	-0.1%	-25.0%	731,704	15.8%	-1.3%
2011	$25.08	84	-0.9%	-24.9%	789,065	17.1%	-0.3%
2010	$25.32	85	-5.5%	-24.2%	790,167	17.4%	-2.3%
2009	$26.78	90	-10.2%	-19.8%	894,026	19.7%	1.0%

1 & 2 STAR RENT & VACANCY

	Market Rent				Vacancy		
Year	Per SF	Index	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2025	$34.93	132	4.2%	14.2%	230,893	14.5%	-0.6%
2024	$33.52	127	5.3%	9.6%	243,531	15.1%	-1.2%
2023	$31.84	120	6.0%	4.1%	265,695	16.3%	-1.2%
2022	$30.04	113	0.6%	-1.8%	288,557	17.5%	0.3%
2021	$29.85	113	-2.3%	-2.4%	286,888	17.2%	1.2%
YTD	$30.71	116	0.5%	0.4%	266,036	15.9%	-0.1%
2020	$30.56	115	-0.1%	-0.1%	268,447	16.0%	1.7%
2019	$30.58	116	4.7%	0%	239,459	14.3%	2.8%
2018	$29.21	110	6.0%	-4.5%	193,104	11.5%	0.4%
2017	$27.56	104	3.2%	-9.9%	186,447	11.1%	2.0%
2016	$26.70	101	4.8%	-12.7%	153,458	9.2%	-1.3%
2015	$25.47	96	6.9%	-16.7%	175,322	10.5%	-2.5%
2014	$23.83	90	4.8%	-22.1%	216,450	12.9%	-1.5%
2013	$22.74	86	2.6%	-25.7%	240,996	14.4%	-3.5%
2012	$22.16	84	3.2%	-27.5%	300,301	18.0%	-0.8%
2011	$21.46	81	-2.4%	-29.8%	312,931	18.7%	1.9%
2010	$21.99	83	-7.9%	-28.1%	280,575	16.8%	2.6%
2009	$23.89	90	-9.7%	-21.9%	238,033	14.2%	5.0%

Copyrighted report licensed to Harris & Assoc - 1118060

Sale Trends

OVERALL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Cap Rate	Price/SF	Price Index	Cap Rate
2025	-	-	-	-	-	-	$343.80	175	6.2%
2024	-	-	-	-	-	-	$329.55	168	6.1%
2023	-	-	-	-	-	-	$310.45	158	6.1%
2022	-	-	-	-	-	-	$289.48	147	6.2%
2021	-	-	-	-	-	-	$290.68	148	6.2%
YTD	9	$123.5M	5.1%	$13,721,167	$330.50	4.8%	$298.82	152	6.2%
2020	13	$144.5M	8.0%	$13,053,636	$253.52	4.8%	$299.71	152	6.2%
2019	14	$48.6M	2.0%	$7,725,833	$336.68	2.0%	$296.79	151	6.2%
2018	23	$209.8M	15.1%	$12,223,348	$226.74	4.6%	$283.25	144	6.2%
2017	23	$132.9M	9.4%	$8,253,509	$206.84	6.4%	$274.65	140	6.1%
2016	24	$133.3M	8.7%	$8,041,709	$213.98	5.6%	$265.50	135	6.2%
2015	19	$133.2M	9.9%	$9,397,429	$186.47	6.4%	$245.95	125	6.3%
2014	23	$93.2M	7.3%	$9,395,054	$193.28	7.0%	$225.46	115	6.4%
2013	31	$190.4M	18.7%	$8,324,468	$140.90	11.2%	$213.86	109	6.6%
2012	17	$47.2M	5.0%	$6,528,470	$144.31	-	$202.10	103	6.8%
2011	4	$4.6M	0.3%	$2,300,000	$199.33	-	$203.64	104	6.8%
2010	4	$10.7M	0.7%	$2,681,511	$205.33	-	$186.53	95	7.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

4 & 5 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Cap Rate	Price/SF	Price Index	Cap Rate
2025	-	-	-	-	-	-	$376.80	170	6.1%
2024	-	-	-	-	-	-	$363.24	164	6.0%
2023	-	-	-	-	-	-	$344	155	6.0%
2022	-	-	-	-	-	-	$322.35	145	6.1%
2021	-	-	-	-	-	-	$325.34	147	6.1%
YTD	1	$79M	24.3%	$79,000,000	$355.02	6.5%	$335.23	151	6.2%
2020	1	$24M	8.3%	$24,000,000	$313.74	-	$336.65	152	6.1%
2019	1	$24M	8.3%	$24,000,000	$313.74	-	$321.96	145	6.3%
2018	2	$83.4M	33.5%	$41,675,000	$271.06	7.0%	$309.71	140	6.2%
2017	-	-	-	-	-	-	$306.64	138	6.0%
2016	1	$18.6M	7.0%	$18,600,000	$288.28	5.5%	$303.19	137	6.0%
2015	1	$27.1M	15.1%	$27,095,500	$195.27	-	$275.21	124	6.2%
2014	-	-	-	-	-	-	$240.01	108	6.5%
2013	1	$33.2M	24.3%	$33,155,691	$149	-	$240.79	108	6.5%
2012	-	-	-	-	-	-	$225.67	102	6.7%
2011	-	-	-	-	-	-	$232.31	105	6.7%
2010	-	-	-	-	-	-	$212.29	96	7.2%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Copyrighted report licensed to Harris & Assoc - 1118060

Sale Trends

3 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Cap Rate	Price/SF	Price Index	Cap Rate
2025	-	-	-	-	-	-	$339.56	174	6.2%
2024	-	-	-	-	-	-	$325.49	166	6.1%
2023	-	-	-	-	-	-	$306.61	157	6.1%
2022	-	-	-	-	-	-	$285.84	146	6.2%
2021	-	-	-	-	-	-	$286.92	147	6.2%
YTD	5	$34.4M	2.4%	$6,889,000	$300.75	3.0%	$294.98	151	6.3%
2020	7	$96.8M	8.4%	$19,189,000	$251.41	6.0%	$295.87	151	6.2%
2019	9	$8.2M	0.8%	$2,970,000	$235.27	2.0%	$292.61	150	6.3%
2018	14	$121M	12.6%	$9,184,032	$205.67	3.4%	$278.36	142	6.3%
2017	14	$92.6M	9.7%	$8,360,350	$205.33	6.4%	$270.23	138	6.2%
2016	17	$74.4M	8.2%	$6,997,479	$197.68	7.8%	$260.63	133	6.2%
2015	14	$86.5M	9.8%	$7,792,591	$191.38	6.4%	$242.29	124	6.3%
2014	18	$74.5M	9.7%	$16,456,250	$183.66	7.0%	$224.54	115	6.4%
2013	22	$133.1M	20.6%	$8,420,456	$139.05	11.2%	$211.83	108	6.6%
2012	12	$42.6M	6.1%	$8,255,900	$151.07	-	$200.92	103	6.8%
2011	2	$4.6M	0.5%	$2,300,000	$199.33	-	$202.82	104	6.8%
2010	3	$8.9M	0.9%	$2,975,348	$215.61	-	$185.98	95	7.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

1 & 2 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Cap Rate	Price/SF	Price Index	Cap Rate
2025	-	-	-	-	-	-	$337.55	182	6.1%
2024	-	-	-	-	-	-	$322.43	174	6.1%
2023	-	-	-	-	-	-	$302.82	163	6.1%
2022	-	-	-	-	-	-	$281.65	152	6.1%
2021	-	-	-	-	-	-	$282.23	152	6.2%
YTD	3	$10M	2.2%	$3,348,500	$274.55	-	$289.62	156	6.2%
2020	5	$23.6M	6.5%	$4,729,000	$218.47	3.6%	$290.21	156	6.2%
2019	4	$16.4M	2.0%	$5,471,667	$497.03	-	$294.68	159	6.1%
2018	7	$5.4M	12.2%	$2,527,250	$184.77	-	$282.41	152	6.1%
2017	9	$40.3M	13.5%	$8,018,460	$210.38	-	$269.48	145	6.0%
2016	6	$40.3M	10.9%	$8,018,513	$221.35	3.4%	$258.49	139	6.1%
2015	4	$19.6M	7.4%	$9,375,000	$158.57	-	$240.15	129	6.2%
2014	5	$18.7M	4.6%	$3,746,098	$244.11	-	$220.03	118	6.4%
2013	8	$24.1M	10.2%	$3,945,959	$140.69	-	$204.77	110	6.6%
2012	5	$4.6M	4.4%	$2,209,895	$102.15	-	$192.49	104	6.8%
2011	2	$0	0.1%	-	-	-	$190.20	102	6.9%
2010	1	$1.8M	0.6%	$1,800,000	$166.08	-	$173.93	94	7.4%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Copyrighted report licensed to Harris & Assoc - 1118060

APPENDIX C6
PUBLIC PARTICIPATION

HOUSING ELEMENT NOTIFICATION LIST

(Notified of all Housing Element meetings and availability of documents for review)

Abundant Housing LA*	Las Virgenes Municipal Water District
Avalon Bay	Las Virgenes Unified School District
Bert Boeckmann	LMKK LLC
BIA Local Chapter	Meir Baiba
Brad Rosenheim	The New Home Company
CA Housing Consortium*	Peter Spencer
CA Housing Partnership*	Rosenheim and Associates
Calabasas Chamber of Commerce	RREF II Calabasas Park Center
Campaign for Fair Housing*	So Cal Association of Non Profit Housing*
Caruso Development Company	So Cal Edison
Dave Dollinger	So Cal Gas Company
Degidio Brothers	Southland Association of Realtors
Dennis Cruzan	SW Regional Council of Carpenters*
D2 Development	TH Investments
Gabe Kramer	Thomas Saffron and Associates*
Greystar	William Miller
Jamie Franis	Urban Land Institute
Kristine Ramezani	

* Organizations representing, or developing housing for, lower income populations.

CITY OF CALABASAS
HOUSING
ELEMENT
2021 - 2029

To learn more about the Housing Element Update, please visit cityofcalabasas.com or contact housingelement@cityofcalabasas.com

CITY of CALABASAS

HOUSING ELEMENT SURVEY

https://www.surveymonkey.com/r/HGC72ZL

We want your participation!

The City is in the process of updating the Housing Element of the General Plan for the 2021-2029 period as required by State law. The Housing Element establishes policies and programs to address Calabasas' existing and projected housing needs for all economic segments of the community. The first step in this process is to ask you as a Calabasas resident, what you see as the community's most important housing needs.

If you are a Calabasas resident, please complete a short online survey (survey link above) to provide us with your input. All responses are kept completely confidential. Survey limited to one per person.

CITY OF CALABASAS
HOUSING
ELEMENT
2021 - 2029

To learn more about the Housing Element Update, please visit cityofcalabasas.com or contact housingelement@cityofcalabasas.com

CITY of CALABASAS

UPCOMING MEETINGS

COMMUNITY WORKSHOP

September 30th at 6:00 PM via Zoom

Zoom Meeting Information: Webinar ID: 848 2782 8546; Password: 703700; Or join by telephone by dialing US: +1 669 900 9128.

PLANNING COMMISSION

(Study Session)

October 15th at 6:00 PM via Zoom

Zoom Meeting Information: Webinar ID: 815 0684 1098; Password: 986153; Or join by telephone by dialing US: +1 669 900 9128.

Calabasas 2021-2029 Housing Element

Housing Needs Survey Responses

As an important early step in updating Calabasas' Housing Element, the City conducted an on-line survey to ask Calabasas residents what they believe are the community's most important housing needs. The Housing Element Needs Survey was posted on it the City's website from August 24 – September 30, 2020, with a link advertised in the Acorn, Valley News Group and a postcard sent to every residential unit in the City. A total of 913 completed surveys were received. The following presents the aggregated response to each of the survey's questions, followed by a summary of additional write-in responses identifying potential strategies to expand housing opportunities in the community.

1. How long have you lived in Calabasas?

15% 1-5 years

12% 6-10 years

25% 11-20 years

47% 21+ years

1% I do not live in the City

2. Specify which neighborhood or community you reside in:

Varied response

3. Select the type of housing unit you reside in:

81% A detached single-family house

<1% A duplex/triplex/fourplex

8% A condominium/townhome

3% An apartment

0% A second unit/guesthouse

7% A mobilehome

4. Do you currently rent or own your home in Calabasas?

5% Rent

88% Own

6% Own a mobile home, but pay mobile home park space rent

<1% Rent a mobile home

5. How would you rate the physical condition of the unit you live in?

63% Excellent condition

28% Shows signs of minor deferred maintenance (i.e. peeling paint, chipping stucco, etc)

7% Needs one or more modest rehabilitation improvements (i.e. new roof, new wood siding, etc)

2% Needs one or more major upgrades (i.e. new foundation, new plumbing, new electrical, etc)

6. Select the reason(s) you chose to live in Calabasas:

80% Safety of neighborhood

75% Quality/ambiance of neighborhood

69% Quality of local school system

63% Cleanliness of streets and surroundings

50% Proximity to open space / recreational areas

47% Quality of home

28% Proximity to shopping and services

27% City services and programs

20% Proximity to family

18% Proximity to job(s)

12% Proximity to medical care

6% Housing Affordability

7. Within the past two years, have you experienced any of the following housing issues? (choose all that apply)

77% None of the above

10% Lack funding to make necessary home repairs

9% Adult child living at home due to inability to afford housing

7% Struggle to pay rent or mortgage

7% Significant rent increase

2% Too many people living in one home (overcrowding)

1% Housing discrimination

8. What types of housing will best address Calabasas' housing needs? (select all that apply)

72% Single-family Homes

38% Senior Housing

37% Condos/Townhouses

17% Apartments

13% Housing for Persons with Disabilities

10% Accessory Dwelling Units or Secondary Units

9. Please indicate how important the following housing priorities are for the Calabasas community.

	Very Important	Somewhat Important	Not Important
Ensuring that children who grew up in Calabasas have housing options so they can live in Calabasas as adults.	24%	40%	36%
Creating mixed-use (commercial/office and residential) projects in the community that encourage walkable neighborhoods and reduce dependency on automobiles.	27%	39%	34%
Integrating affordable housing throughout the community to create mixed-income neighborhoods and avoiding concentrations in any one neighborhood.	17%	27%	56%
Establishing special needs housing for seniors, persons with disabilities, and/or veterans.	21%	44%	35%
Encouraging the maintenance and rehabilitation of older housing stock.	48%	40%	12%
Housing concentrated within existing developed areas and/or cluster/compact housing in order to preserve surrounding open space.	52%	32%	16%

10. The City must plan and zone for at least 353 new housing units, of which approximately three-quarters are to be affordable (for example, in Los Angeles County, a family of four with a household income of less than $92,000 is considered an affordable household). The City is working to identify strategies to meet this obligation. Please indicate your support for the following potential housing development strategies:

	Very Important	Somewhat Important	Not Important
Increase allowable housing densities from 20 to 30 units/acre on a limited number of existing multi-family housing sites.	15%	33%	52%
Designate additional multi-family sites, but maintain the maximum density at 20 units/acre.	31%	36%	33%
Redevelop and intensify existing uses along **Calabasas Road/ East Village** (commercial properties in and around the Commons and Calabasas Civic Center) to create a mix of office, retail, and residential uses, creating a pedestrian-oriented City Center.	37%	34%	29%
Redevelop over time the office and business park uses in the **Agoura Road/Las Virgenes** corridor to a mix of office, retail and residential uses, creating a village-like ambiance.	41%	37%	22%
Redevelop over time existing office/business park uses in the **Las Virgenes/ Mureau** area (old City Hall) to a mix of office, retail and multi-family residential uses that create a village-like ambiance.	39%	36%	25%
Encourage new multi-family housing on existing infill sites with access to existing infrastructure.	15%	36%	49%
Provide incentives to increase the production of accessory dwelling units (granny flats).	18%	28%	54%

10a. Are there any other strategies you would like to suggest the City consider to create more housing opportunities?

Suggested Development Locations

- Annex Craftsman Corner and explore as an option for affordable housing. Demolish old low density uses and develop with mix of residential and commercial. (7 comments)

- The Agoura Road/Las Virgenes corridor is in danger of stagnation with the shift away from offices and more employees working from home. This area has excellent potential for development and infrastructure can be added to accommodate growth. (4 comments)

- Repurpose empty office buildings along Agoura Road, in business parks and elsewhere in the city to mixed use walking villages (3 comments)

- Build up, not out – preserve existing neighborhoods and open space. Put apartments above the Commons, redo Las Virgenes and Lost Hills retail/commercial space to incorporate mixed use. (3 comments)

- Add taller mixed use buildings in current commercial and multi-family zoned areas (3 comments)

- Develop areas that can combine business and housing, such as near the freeway. Integrating residential in existing retail and office spaces are the least disruptive. Need to prioritize preserving existing open space. (2 comments)

- Utilize available land on west and north side of City with some incentives for developers

- Convert former Countrywide headquarters

- Redevelop former Washington Mutual building on Park Granada

- Convert auto dealers along 101 if they are vacated

- Convert Barnes & Noble if it were to close

- Expand the extreme north of Las Virgenes, tuck development in the canyons so it's not an eyesore. Maybe mid-range affordable condominiums and single-family homes similar to the neighborhood west of Grape Arbor Park.

- Develop the old Court House area

- Redevelop over time the Las Virgenes/Thousand Oaks corridor. Retail space which has remained is half empty.

Areas Where Development is not Supported

- Don't build on open space areas. Try to keep as much existing open space as possible (22 comments)

- No development on Las Virgenes corridor until find safe evacuation routes. There is too much traffic in this area to allow more development (6 comments)

- Prohibit development in Very High Fire Severity Zones and support state bills like SC 474 (4 comments)

- Don't build on Calabasas Road as traffic already doesn't move during peak times (3 comments)

- The Commons isn't an appropriate place for affordable housing (3 comments)

- Limit ADUs – they compromise single-family neighborhoods (3 comments)

- Mulholland Heights and the area across from Calabasas High School would have significant traffic impacts if developed (2 comments)

- Library parking lot – not a good fit

Policy Suggestions

- Apartments need to be built on the east side of town, the only current apartments are on the west side of town and adding more development will further impact traffic (4 comments)

- More affordable housing is badly needed (4 comments)

- Build more luxury condos similar to Avanti (3 comments)

- Streamline the development permitting process – it is too lengthy (2 comments)

- Majority of schools are on the east side of town and generate tremendous traffic. New residential development should therefore be focused on the west side.

- Explore a multi-family overlay zone for underutilized commercial properties

- Integrate smaller, more affordable apartments within new apartment complexes

- Support small, cottage like homes which are more affordable by design. Limit mega-mansions, many of which sit empty as residents own 2-3+ other homes

- Support the renting of rooms to help both the homeowner and tenants

- Allow existing non-conforming properties to build out to expand existing homes

- Integrate permanent residential units within extended stay hotels

- Require new developments to include mobile homes adjacent to the larger homes

- Build another nice mobile home park

- Prefab home additions for in-laws

Rent Control and Rent Restrictions

- Contribute more money to the rental assistance program so long-time residents/seniors are not forced out due to rising rental costs (4 comments)

- Adopt County's mobile home rent stabilization act (4 comments)

- Adopt rent control like LA County (2 comments)

- Bring back the affordable housing program to Malibu Canyon Apartments. Stop price gouging. (2 comments)

- Unlike many cities, Calabasas neglected to adopt a rent freeze during COVID, and rents have continued to increase in several of the city's apartment complexes. In addition, tenants are also faced with having to pay for on-site parking as street parking is too far away.

Senior Housing Needs

- We need senior housing – our parents are aging and so are we. Senior housing generates less traffic (7 comments)

- We need single level small apartments that meet ADA standards for seniors. Seniors don't have anywhere to move to from their big homes.

- Allow for increased density in apartments and condo projects in exchange for including a small percentage of units for seniors and the disabled.

- Allow for high-end, security-upgraded senior condominiums so aging population can remain near their families

- Support co-housing and the Village Network concept to support aging in place

- Encourage the addition of granny flats (accessory dwelling units) for grannies, but not for renters

Calabasas Senior Housing Needs Survey - Results

In order to solicit input from one of Calabasas' most vulnerable populations – senior citizens – the City conducted a Senior Housing Needs survey. This survey was distributed in the following ways:

- Posted on the Housing Element Update webpage and City main page
- Emailed the survey link to the Savvy Seniors
- Emailed the survey link to members signed up for the Senior Center updates
- Hard copies distributed to senior housing complexes and Calabasas Village Mobile Estates

A total of 324 senior citizen residents completed the Housing Needs Survey. The following presents the aggregated response to the survey questions.

1. Are you a resident within the City of Calabasas? 97% Yes 3% No

2. Do you currently rent or own your home?
   26% Rent 65% Own 7% Own a mobile home (pay space rent) 1% Rent mobile home 1% Other

3. Do you visit the Calabasas Senior Center and/or receive the City's E-News? 73% Yes 27% No
   If yes, do you believe adequate information is provided about housing programs for seniors, such as senior housing, rental assistance, and help with housing maintenance? 41% Yes 59% No

4. Please indicate if you are interested in learning more about any of the following programs for seniors:
   43% Rental or home buying options for seniors
   15% Financial assistance for renters
   42% Assistance for home and property maintenance

5. From 1-5, (5 being most important), please indicate how important the following issues are to you:
   (results reflect weighted average)
   3.35 Additional affordable senior housing in Calabasas
   3.87 Having senior housing located near medical facilities and shopping centers
   3.20 Having senior housing located near transit (such as bus routes)
   3.15 Having senior housing located near the Calabasas Senior Center

6. Accessory dwelling units (ADU)s, or “granny flats”, are small, self-contained units either attached or detached to a single-family dwelling. They can provide lower cost rental options for seniors, and provide senior homeowners with added rental income. Would you like information on how to provide an ADU on your property? 25% Yes 75% No

7. How would you like information about senior housing opportunities and programs to be provided?
   - 58% Online/email
   - 30% Written newsletter mailed to your home
   - 9% Information posted at the Senior Center
   - 3% Other

The City sincerely appreciates your input.

Feel free to contact the Housing Element team, at housingelement@cityofcalabasas.com with any questions/comments, or visit the City's 2021-2029 Housing Element website at 2021-2029 Housing Element Update | City of Calabasas, CA for more information.

2021-2029 6th Cycle Housing Element Update

CITY of CALABASAS

Community Workshop
September 30, 2020

Workshop Agenda

- Housing Element 101
- Progress under existing Housing Element
- Housing Trends and Needs
- RHNA and Residential Sites
- Community Q & A
- Next Steps

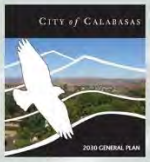
https://www.cityofcalabasas.com/government/community-development/2021-2029-housing-element-update

Poll Number 1

1. How long have you lived in the City of Calabasas?
   a. 1-2 years
   b. 3-5 years
   c. 6-10 years
   d. 11-20 years
   e. 21 + years
2. What type of unit do you live in?
   a. A detached single-family home
   b. A duplex/triplex/fourplex
   c. A condominium/townhome
   d. An accessory dwelling unit or secondary unit
   e. A mobilehome
   f. A care facility or assisted living

Housing Element 101

- Part of City's General Plan - State law mandates that local governments *"adequately plan to meet existing and projected housing needs of all economic segments of the community"*
- 5 Major Components:
  - ✓ Review of accomplishments
  - ✓ Housing needs assessment
  - ✓ Evaluation of constraints to housing
  - ✓ Identification of housing sites
  - ✓ 2021-2029 program strategy



- Requires review by State Department of Housing and Community Development (HCD) for statutory compliance

Benefits of HCD Compliance

- Presumption of legally adequate Housing Element in courts. If courts invalidate Element, suspend City's authority to issue building permits until brought into compliance
- Protection from Attorney General litigation on Housing Element
- Maintain discretionary review over affordable housing projects
- Maintain eligibility for State housing funds
- Don't face RHNA carry-over into next Housing Element cycle

CALABASAS 2014-2021 HOUSING ELEMENT CERTIFIED BY HCD

The Housing Element does not:

Require the City to build the units planned for

- *However, projects may be eligible for a streamlined approval process in cities that have not made sufficient progress in addressing growth needs*

Provide funding

- *However, an HCD certified (e.g., legally compliant) Housing Element is required for State housing fund eligibility*

Authorize construction on Housing Element sites

- *Development projects still need to go through City approval process*

Progress under 2014-2021 Housing Element

- Entitling 3 mixed income projects, providing 17 very low income units
- Granting density bonus incentives on 2 projects

- Providing rehabilitation assistance to 33 lower income homeowners
- Providing rental assistance to 50 lower income households
- Ongoing monitoring of rents thru rental registration program

Progress under 2014-2021 Housing Element

- Issuing loan to low/mod homeowner to convert garage to ADU
- Issuing permits for 15 ADUs, with another 4 in process
- Adoption of updated ADU/JADU ordinance to facilitate these housing types consistent with new State law

- Conversion of 140 low income units at Malibu Canyon and 120 units at Avalon Bay to market rents due to pay-off of bonds, despite staff efforts for preservation

Demographic Trends

Calabasas' population grew 20% between 2000-2020 to 24,200 residents

- Between 2010-2020, growth had slowed to 5%
- SCAG projects slowing to 2.9% between 2020-2045

City's population is growing older

- Median age ↑ from 38 to 43 years

Decrease in families with children from 43% to 35% of all households

- LVUSD reports a 6% decrease in enrollment between 2009-2019 for K-12 schools within Calabasas

Senior Housing Needs

Over 4,000 age 65+ residents (17%)

- Nearly 40% Calabasas' seniors age 75+
- 1/4 of seniors have disability
- 85% are homeowners, 15% renters
- 1/4 of senior homeowners live alone

Housing needs of Calabasas' seniors:

- Home accessibility/housing maintenance assistance
- ADUs, shared housing to prolong independent living
- Multi-generational housing development
- Supportive living environments
- Rental assistance

Workforce Housing Needs

Calabasas is "jobs rich"

- 20,000+ jobs/9,200 housing units
- 2.2 jobs/housing ratio

30% of employment in lower income occupations (retail, service, hospitality, construction industries)

Over 90% of persons working in City commute in from outside

→ *Evaluate workforce housing opportunities to reduce commuting*

Rental Costs and Affordability

Calabasas Rental Market (June 2020)

- $2,100 1 bdrm, $2,600 2 bdrm, $3,100 3 bdrm
- Average rents exceed moderate income affordability

4% rental vacancy below ideal for mobility

62% of renters face overpayment (>30% income on rent)
41% facie severe overpayment (>50% income on rent)

Who Needs Affordable Housing in Calabasas?

- **People who work in town and cannot afford to live here**
  Teachers, nurses, retail and hospitality workers, childcare providers
- **Special needs households**
  Senior citizens, disabled persons, single-parent households
- **Children** of long-time Calabasas residents

Poll Number 2

What do you see as Calabasas' most important housing needs? (check as many as applicable)

a. Housing for workforce
b. Housing for seniors
c. Housing for families with children
d. Housing in close proximity to transit
e. Housing for adult children of longtime Calabasas residents

Regional Housing Needs Assessment (RHNA)

- **RHNA = Regional Housing Needs Assessment, established by State Law and determined by HCD**
- **SCAG responsible for developing and assigning RHNA to Southern California jurisdictions**
- **Requires cities to zone for "fair share" of region's housing needs**
  - ✓ Based on State population growth (as determined by HCD)
  - ✓ Mix of housing for economic segments
  - ✓ Affordability linked to zoning & density
- **RHNA is a planning target, not a building quota**

Regional Housing Needs Assessment (RHNA)

The RHNA process represents the minimum number of housing units each community is required to provide through "adequate sites" and zoning. It is one of the primary threshold criteria necessary to achieve HCD support of the Housing Element.

Calabasas' 2014-2021 RHNA Progress

Income Level	2014-2021 RHNA	Bldg Permits 2014-2019	Remaining RHNA
Very Low	88 units	12	74
Low	54 units	0	54
Moderate	57 units	8	49
Above Mod	131 units	179	0
Total	330 units	199	179

Calabasas' Draft 2021-2029 RHNA

Income Level	2021-2029 RHNA	% of Total	"Default Density"
Very Low	131 units	37%	Min. 20 du/acre
Low	71 units	20%	Min. 20 du/acre
Moderate	70 units	20%	Min. 12 du/acre
Above Mod	81 units	23%	N/A
Total	353 units		

Comparison of 5th and 6th RHNA Cycles

Jurisdiction	5th cycle RHNA	6th cycle RHNA (Draft)	% Change
Calabasas	**330**	**353**	**+7%**
Agoura Hills	115	318	+176%
Hidden Hills	18	40	+127%
Malibu	2	78	+3800%
Westlake Village	45	142	+215%
Las Virgenes/Malibu COG	510	931	+82%
SCAG	412,137	1,341,827	+225%

While minor increase in RHNA totals for Calabasas, greater proportion of RHNA in "affordable" categories (77% vs 60%)

Poll Number 3

What strategies should the City pursue to address its RHNA? (check all that apply)

a. Increase allowable housing densities from 20 to 30 units/ acre on a **limited number** of existing multi-family housing sites.

b. Recycle and intensify existing uses along **Calabasas Road/ East Village** to create a mix of office, retail, and residential uses, creating a pedestrian-oriented City Center.

c. Transition the office and business park uses in the **Agoura Road/West Village** corridor to a mix of office, retail and residential uses, creating a village-like ambiance.

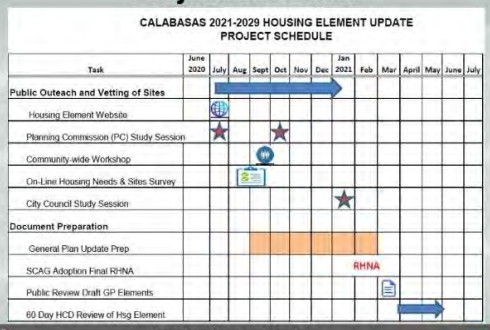
d. Transition existing office/business park uses in the **Las Virgenes/ Mureau** area (old City Hall) to a mix of office, retail and multi-family residential uses that create a village-like ambiance.

e. Provide incentives to increase the production of accessory dwelling units (granny flats).

Next Steps

- **On-line housing needs and sites survey**
- **Community Workshops**
  - ✓ **Feedback on identified sites, brainstorm additional sites**
- **Planning Commission Study Session**
  - ✓ **Report back on Community input**
  - ✓ **Confirm sites strategy for Housing Element**
- **City Council Study Session**
  - ✓ **Review draft Housing Element**
  - ✓ **Authorize submittal to State HCD**

Project Schedule



Community Comments

Thank you!!

https://www.cityofcalabasas.com/government/community-development/2021-2029-housing-element-update

housingelement@cityofcalabasas.com

Michael Klein

From: Jon Wizard <jon@yimbylaw.org>
Sent: Monday, October 4, 2021 8:00 AM
To: Divya.Ram@hcd.ca.gov
Cc: housingelements@hcd.ca.gov; HousingElement; Anthony Dedousis
Subject: Calabasas HE

Hello,

Please find below our comments regarding the City of Calabasas' September 28, 2021 Adopted 6th Cycle Housing Element:

- Insufficient public review period
  - HCD's letter was dated September 3, 2021, but the current version of the housing element was adopted on September 28, 2021, meaning there was fewer than 30 days between revisions and adoption during which the public had an opportunity to participate and comment
- The quantified objectives analysis is deficient
  - Program 10a estimates the city will permit 96 ADUs at varying levels of affordability, and there's a footnote on Page V-36 that mentions a 20-unit set-aside for a lower-income RHNA shortfall through an upcoming annexation, but other than that, there is no quantification of housing element policies, programs, or objectives with regard to the city's RHNA, making the QOs arbitrary, lacking foundation, and untethered to the policies, programs, and objectives
- Substantial evidence
  - Despite several claims in support of adding housing to nonvacant sites, the city provides no proof—in the form of letters, emails, or responses to surveys, i.e., substantial evidence—that any of its many nonvacant sites' owners are interested in discontinuing their sites' current use to facilitate housing development or adding housing by converting existing parking. The city also describes several buildings on nonvacant sites as in poor shape or dilapidated but offers no objective analysis verified by either an appraisal or inspector's report, then uses said subjective analysis to justify a high likelihood of development. While one site has a building that is nearly 100 years old, why that site was not redeveloped in the 5th Cycle but will nearly definitely be redeveloped in the 6th Cycle remains unanswered
- Site inventory
  - There is no mention of infrastructure in the site inventory
  - The site inventory is unsupported by substantial evidence
    - Site 1 was entitled on February 14, 2018 and reported in the 2018 APR. This is well outside of the project period of June 30, 2021 – October 15, 2029 and cannot be double-counted.
    - The majority of Site 2's northern side is on slopes at angles precluding development; there is no documentation validating whether the site's owner truly desires to build housing on their site or if they've merely "been in recent discussions with the city"
      - There are also AFFH issues with this site due to its proximity to the highway and the subsequent noise and air pollution problems
    - There is no documentation supporting the owner of Site 3 being interested in developing housing

- Site 4 is not a vacant site despite being described as such: It is an improved parking lot with a use permit—which runs in perpetuity with the land—to allow the sale of Christmas trees each year
    - "The included glossary of terms lists the following: "Vacant: Lands or buildings that are not actively used for **any** purpose." [**emphasis added**] Even by the city's own definition, Site 4 is not vacant because they allow the sale of Christmas trees there each year
- Site 5 is a strip mall with multiple lessees, and there is no documentation from the owner that the owner can cancel all leases simultaneously or that the owner wants to do so
- Site 6 is an underutilized church, but the city provides no documentation that the owner wishes to build housing at the site
    - Additionally, unless the city does not count parking lots toward FAR and site coverage, there is no possible way this church and its parking use only 8% of the 2.47 acre site
- Site 7 is a legal nonconforming use, and while the city claims—without evidence—that multiple develoeprs ahve approached them about this area, the city makes no claim that the current owner is interested in selling or redeveloping the site with housing
- Site 8 is the infamous Avalon Apartments, which is 30.5 acres in size. The city claims an additional 71 units will sprout out of the parking lots without explaining where the cars that park in the current lots will go
    - Additionally, this site is more than three times larger than the maximum site size presumptively allowable for lower-income housing, and the city has failed to complete an analysis describing how this phenomenon will be overcome
- Site 9 is comprised of two legal nonconforming office buildings that the city has zoned as mixed use; however, there is no evidence that the owner(s) of the site intend to sell or redevelop the building(s) as housing
- Site 10 is an office building the city claims will be redeveloped into housing because of rising commercial vacancy rates, despite offering no evidence of such a phenomenon in their city and no evidence that the owner(s) of the site intend to sell or redevelop the building(s) as housing
- Site 11 is a large, "high-end" shopping center the city claims will be redeveloped with multifamily housing; however, the city provides no evidence that the owner(s) want to redevelop the site and that the claimed interest by the developer is substantial
    - Furthermore, like Site 6, there is no way this site is using only 0.20 of its FAR unless the city doesn't count parking and landscaping toward lot coverage; there is no mention in the constraints or programs sections of the housing element that the city intends to count only buildings toward FAR and exempt parking, setbacks, and other development features from FAR calculations
    - Additionally, this site is roughly 2.5 times larger than the maximum site size presumptively allowable for lower-income housing, and the city has failed to complete an analysis describing how this phenomenon will be overcome
- Site 12 is three different parcels, all of which present numerous challenges to development
    - 5034 Parkway Calabasas appears to be a large storage yard, multiple businesses, and a service entrance to the adjacent gated community, some of which lies on sloping terrain
        - The city provides no evidence regarding the discontinuation of use and the owner(s) desire to build housing
    - APN 2049-022-040 has significant grading and access issues, being significantly hilly and in some places totally inaccessible

        - 5124 Douglas Fir Road has significant grading and stormwater drainage issues and is at least two separate businesses
            - The city provides no evidence regarding the discontinuation of use and the owner(s) desire to build housing
    - The city assumes a 100% realistic capacity and likelihood of development, contrary to the Site Inventory Guidebook's guidance
- Regional trends
    - On the unnumbered page before Appendix D's title page, the city lists recent multifamily developments in neighboring cities but provides no analysis of those cities' development standards and how the difference between it and those cities' development standards will impact the density and feasibility of potential multifamily developments in Calabasas
- ADUs
    - According to APR data, the city permitted 3 ADUs in 2018, 5 in 2019, and 7 in 2020, which averages to 5 per year. The city is estimating it will permit 12 ADUs per year, for a total of 96 ADUs. That's a 140% increase
        - Without this overestimation in ADU permitting, the city fails to meet its moderate income RHNA target and exactly matches its combined ELI/VLI/LI RHNA target
            - This fails to meet Site Inventory Guidebook guidance regarding the No Net Loss buffer
- AFFH
    - The city's AFFH analysis is woefully inadequate, providing only a handful of maps but no comprehensive analysis of what the data in those maps reveal
        - The HCD data viewer map says Calabasas has several census tracts that are ≥80% white and that have median incomes greater than $125k per year, but the analysis in the housing element evaluates RCAAs for the city as a whole instead of by census tract and so doesn't act on this information
        - There is no analysis about the distribution of sites as it relates to income, racial demographics, or access to opportunity
- Programs
    - The programs are extremely weak, not tethered to the QOs, and don't commit the city to do really anything except annex some land and count how many ADUs they permitted in the first four years of the planning period—but not take any specific actions related to a shortfall in ADU permitting
- Constraints
    - The element provides no analysis whatsoever on the city's compliance with the Permit Streamlining Act, CEQA deadlines, ADU deadlines, or HAA deadlines
    - There is no analysis of the cost of a permit to build a single-family home, a permit to build multifamily homes, or a comparison between the cost of those two permits
        - There is no analysis of the cost of either of these permits with regional costs in neighboring jurisdictions
    - There is no analysis on the cost or feasibility of development standards, such as parking minima, setbacks, minimum lot sizes, height restrictions, FAR, private and public open space requirements, etc.
    - There is no analysis on the effect of the city's growth management initiative and how it influences (re)development

Concerning HCD's September 3, 2021 letter, we find the city has failed to meaningfully and adequately address Appendix Findings A., B.1., B.3., B.4., C.1., C.2. in part, C.3., C.4., C.5., and E [there is no Section D].

YIMBY Law, acting on behalf of all the member organizations of the Campaign for Fair Housing Elements, finds this housing element incomplete and ineligible for certification. We encourage the state to reject the September 28, 2021 version and require additional research, analysis, and edits consistent with our review, which is based on HCD guidance and state law, and HCD's September 3, 2021 letter.

Thank you,
Jon

--

Jon Wizard
Policy Director he/him
Campaign for Fair Housing Elements

YIMBY Law
57 Post Street
San Francisco, CA 94104

fairhousingelements.org

Book a 15-minute or 30-minute meeting with me
calendly.com/housingelements → housing element watchdogs calendar

CITY of CALABASAS

October 11, 2021

Mr. Jon Wizard
YIMBY Law
Policy Director
57 Post Street
San Francisco, CA 94104

Dear Mr. Wizard:

Thank you for sharing with us your October 4, 2021 letter to the California Department of Housing and Community Development, in which you provided comments on the City's 2021 – 2029 Housing Element update. Please find enclosed our responses to your comments.

Overall, and as demonstrated in the individual responses to the various concerns and observations you raised, the 2021 – 2029 Housing Element already sufficiently addresses each of your stated concerns, and no revisions to the document are required.

Again, we appreciate your interest and the time you invested in reviewing our updated housing plan.

Sincerely,

Maureen Tamuri, AIA, AICP
Community Development Director

Cc: California Department of Housing and Community Development
Mayor Bozajian and Calabasas City Council
Kindon Meik, Calabasas City Manager
Matthew T. Summers, Calabasas City Attorney

100 Civic Center Way
Calabasas, CA 91302
(818) 224-1600
Fax (818) 225-7324

City Response to the comment letter from YIMBY Law, Received October 4, 2021 via email

Hello,

Please find below our comments regarding the City of Calabasas' September 28, 2021 Adopted 6th Cycle Housing Element:

- Insufficient public review period

    - HCD's letter was dated September 3, 2021, but the current version of the housing element was adopted on September 28, 2021, meaning there was fewer than 30 days between revisions and adoption during which the public had an opportunity to participate and comment.

      Response: The revised draft Housing Element responding to HCDs September 3rd comment letter was made available to the public on September 20th, one week prior to the City Council meeting on September 28th, and three weeks prior to the City Council's meeting to consider readoption on October 13. These one and three week review periods are consistent with Government Code section 65585, which requires local governments post subsequent drafts of revised Housing Element on the internet and notice its availability at least seven days before submitting the draft revision to HCD. There have also been forty days between HCD's comments, dated September 3, and the Council's proposed readoption of the Housing Element, on October 13. State law also states that any procedural insufficiency only results in overturning a land use decision, such as the Housing Element's adoption, if there was prejudice and that the complaining party shows substantial injury resulting from the procedural error. (Gov't Code § 65010.) Even if there were any procedural error, no such prejudice nor injury exists here.

- The quantified objectives analysis is deficient

    - Program 10a estimates the city will permit 96 ADUs at varying levels of affordability, and there's a footnote on Page V-36 that mentions a 20-unit set-aside for a lower-income RHNA shortfall through an upcoming annexation, but other than that, there is no quantification of housing element policies, programs, or objectives with regard to the city's RHNA, making the QOs arbitrary, lacking foundation, and untethered to the policies, programs, and objectives

      Response: Please see Table V-6 (page V-55) for a summary of the City's quantified objectives for new construction, housing rehabilitation and housing conservation for the planning period.

- Substantial evidence

    - Despite several claims in support of adding housing to nonvacant sites, the city provides no proof—in the form of letters, emails, or responses to surveys, i.e., substantial evidence—that any of its many nonvacant sites' owners are interested in discontinuing their sites' current use to facilitate housing development or adding housing by converting

existing parking. The city also describes several buildings on nonvacant sites as in poor shape or dilapidated but offers no objective analysis verified by either an appraisal or inspector's report, then uses said subjective analysis to justify a high likelihood of development. While one site has a building that is nearly 100 years old, why that site was not redeveloped in the 5th Cycle but will nearly definitely be redeveloped in the 6th Cycle remains unanswered

Response: As detailed in the Housing Element itself, housing opportunity sites were chosen carefully based on a variety of factors, including but not limited to staff's historical knowledge of each site and contact with property owners. Pages V-19 - V-23 include substantial evidence supporting the inclusion of each of the non-vacant sites identified as viable candidates for redevelopment within the inventory over the eight-year planning period. Non-vacant sites were selected for inclusion in the sites inventory based on several factors supporting their viable redevelopment over the eight-year planning period, including: 1) significant underutilization of permitted density or floor area; 2) existing use greater than 30+ years old; 3) surface parking lot use; 4) low building to land value ratio; and 5) property owner and/or developer interest. State law does not require the City to provide further letters, emails or other written documentation as to each site's redevelopment potential. Instead, the Housing Element itself, including the narrative description of each of the Focused Development Sites, together with the additional information contained therein, provides the required substantial evidence that the existing use on each non-vacant site does not serve as an impediment to residential development over the next eight years. With regards to a site from the 5th cycle that has a building that "is nearly 100 years old", the oldest building on a prior Housing Element site is the Rancho Pet Kennel which dates to 1956 (65 years old), and the owners of this property have been in recent discussion with the City about possible redevelopment on this site.

- Site inventory
    - There is no mention of infrastructure in the site inventory

      Response: Pages V-25 to V-26 include a discussion of availability to utilities, as such "All Housing Element sites are adjacent to existing public roadways and are serviceable by Los Angeles County Sheriff and Los Angeles County Fire departments, the Las Virgenes Municipal Water District, and private companies that provide phone, cable, gas, and electric service." In other words, all listed Housing Element sites are serviceable by all needed public utilities and would not need significant off-site utility infrastructure installations or improvements for the sites to be developed or redeveloped.

    - The site inventory is unsupported by substantial evidence
        - Site 1 was entitled on February 14, 2018 and reported in the 2018 APR. This is well outside of the project period of June 30, 2021 – October 15, 2029 and cannot be double-counted.

          Response: The 2018 APR reported the entitlements for the Raznick project, as required by HCD rules. However, the 42 units have not been counted towards the

5th Cycle RHNA because Building Permits have not yet been issued. As a result, per HCD requirements, these units will be counted towards the 6th Cycle RHNA when Building Permits are issued after October 15, 2021, as the project develops. The precise timing is uncertain and will depend on when the property owner chooses to complete the entitled redevelopment project.

- The majority of Site 2's northern side is on slopes at angles precluding development; there is no documentation validating whether the site's owner truly desires to build housing on their site or if they've merely "been in recent discussions with the city"

  Response: As stated in Appendix C of the Housing Element, "While the northern portion of the site is hilly, a sizable flat area of approximately 4 acres is readily buildable. Furthermore, potential developers have held community meetings (including a publicized Community Development forum on May 20, 2018) to discuss multi-family development of this site.

  - There are also AFFH issues with this site due to its proximity to the highway and the subsequent noise and air pollution problems

    Response: Page V-15 addresses these issues by stating the following, "In terms of potential environmental constraints, because the site is located within 500 feet of a freeway, the General Plan will require a health risk analysis to demonstrate residents would not be exposed to health risks exceeding SCAQMD standards. In addition, the General Plan will require mitigation to achieve acceptable interior noise levels, and depending on the layout of the project, may also require mitigation for exterior noise." These site-specific issues will be addressed in the planning and entitlement process, and can be resolved with appropriate on-site mitigation measures, such as incorporating air filtration systems and noise attenuation strategies within the building plans.

- There is no documentation supporting the owner of Site 3 being interested in developing housing

  Response: The property owner has held a community meeting on September 14, 2020 to discuss development of a Mixed Use project and remains in contact with staff about opportunities developed through the Housing Element update.

- Site 4 is not a vacant site despite being described as such: It is an improved parking lot with a use permit—which runs in perpetuity with the land—to allow the sale of Christmas trees each year

  Response: This is an inaccurate statement. There is no Conditional Use Permit tied to the property. The Christmas tree lot is permitted annually with a Temporary Use Permit and expires as soon as the tree lot is closed. The site is not permitted

for any other purpose, and is not improved with any structure nor is it permitted for parking.

- "The included glossary of terms lists the following: "Vacant: Lands or buildings that are not actively used for **any** purpose." [**emphasis added**] Even by the city's own definition, Site 4 is not vacant because they allow the sale of Christmas trees there each year

  Response: See comment above.

o Site 5 is a strip mall with multiple lessees, and there is no documentation from the owner that the owner can cancel all leases simultaneously or that the owner wants to do so

Response: Site #5 is occupied by a small and very old shopping center (total of 12,131 s.f. constructed in 1965). County Assessor records show that the building improvements contribute less than 50% toward the overall property value. More importantly, the building is functionally obsolete on many levels, and would require a substantial investment even just to perpetuate only commercial retail uses long-term. Furthermore, the property zoning is Commercial Mixed-Use (CMU) with an allowable maximum FAR (0.60), double the current building FAR (0.31). The substantially greater FAR limit, and thus leasable square footage limit, alone is a massive incentive for the owner to redevelop the property. Moreover, with the 2021 – 2029 Housing Element update, the site will also benefit from the Affordable Housing Overlay (AHO), which will increase the maximum allowable FAR to 1.4 (4.5 times the current FAR), and will relax a number of other site development standards for a project that includes at least 25% affordable housing units. Planning staff discussed the zoning and the Housing Element update with the property owner, who expressed a favorable position towards the residential development opportunity provided by the Housing Element update and the accompanying zoning overlay.

o Site 6 is an underutilized church, but the city provides no documentation that the owner wishes to build housing at the site

Response: Surface parking lots do not count toward FAR. Also, the church buildings, which are a temporary type of construction and occupy only 10% of the property, were constructed thirty years ago. Not surprisingly, *County Assessor records show that the land represents 100% of the assessed property value. The extant temporary buildings are functionally obsolete on many levels, and perpetuating the church use through a long term would require a substantial investment to update the structures to meet modern use needs and to conform to the current building codes. Underutilized church properties routinely redevelop for higher intensity commercial or multifamily residential uses – often the church sells the property and relocates to a new site where entirely new facilities may be constructed using the property sale proceeds or enters into a development agreement providing for redevelopment of the existing site with residential uses and new church facilities all built by the developer.*

- Additionally, unless the city does not count parking lots toward FAR and site coverage, there is no possible way this church and its parking use only 8% of the 2.47 acre site

  Response: In accordance with CMC Section 17.90, parking does not count towards FAR, whether it is surface parking or located within a structure. Here, the parking is in a lot and not a structure, and is thus also a candidate for residential redevelopment.

- Site 7 is a legal nonconforming use, and while the city claims—without evidence—that multiple developers have approached them about this area, the city makes no claim that the current owner is interested in selling or redeveloping the site with housing

  Response: Page V-21 addresses the use of office conversion in the City of Calabasas, stating "A recent CoStar office report of the Calabasas/Westlake Village submarket indicates office vacancies have been on the rise over the past year and are presently at 12%, and vacancy rates are projected to increase to over 13% in 2022 (Refer to Appendix E for a copy of the Report) … The three office sites identified in the inventory total approximately 150,000 square feet, representing just seven percent of the total 2.6 million square feet in office inventory in Calabasas. The local, Calabasas and environs market conditions further support the conversion of underutilized office space to residential, as evidenced by the approved redevelopment of the two-story Raznick office building with the 42-unit Calabasas Creekside Apartments, and two recent inquiries received by City staff from developers interested in residential-to-office conversions." Further, as noted in the Housing Element's site-specific narrative, the inquiries from developers for this site prove that there is market interest in its redevelopment. Expressed site-specific interest from developers demonstrates that the site is a viable redevelopment housing opportunity zone site.

- Site 8 is the infamous Avalon Apartments, which is 30.5 acres in size. The city claims an additional 71 units will sprout out of the parking lots without explaining where the cars that park in the current lots will go

  Response: Staff completed a comprehensive review of a Specific Plan that was submitted for the then-proposed initiative and concluded that the site has more than adequate space to accommodate up to 160 new units. Parking would be relocated to underutilized portions of the site and in the new buildings with private garages. A complete report of staff's analysis can be found here: https://www.cityofcalabasas.com/home/showpublisheddocument/7387/637261925871400000

  - Additionally, this site is more than three times larger than the maximum site size presumptively allowable for lower-income housing, and the city has failed to complete an analysis describing how this phenomenon will be overcome

Response: As described on page V-17, the building footprint for up to 71 additional units on this site is approximately two acres. The viability of an additional up to 71 units is demonstrated, in part, by the property owner's past application for significantly more units. If 160 units can be accommodated on site, from a site-planning perspective, so too can an additional 71 units. The sites inventory makes no presumptions about accommodating an affordable housing development on this site beyond the requirements under the City's inclusionary housing ordinance (ref. chapter 17.22 of the CMC).

- Site 9 is comprised of two legal nonconforming office buildings that the city has zoned as mixed use; however, there is no evidence that the owner(s) of the site intend to sell or redevelop the building(s) as housing

  Response: See comment above for Site No. 7 As above, the recent market history in Calabasas and environs demonstrates a reasonable probability of redevelopment of this paid of existing, older, substandard office buildings for residential uses.

- Site 10 is an office building the city claims will be redeveloped into housing because of rising commercial vacancy rates, despite offering no evidence of such a phenomenon in their city and no evidence that the owner(s) of the site intend to sell or redevelop the building(s) as housing

  Response: See comment above for Site No. 7. As above, the recent market history in Calabasas and environs demonstrates a reasonable probability of redevelopment of this existing, older, substandard office building for residential uses.

- Site 11 is a large, "high-end" shopping center the city claims will be redeveloped with multifamily housing; however, the city provides no evidence that the owner(s) want to redevelop the site and that the claimed interest by the developer is substantial. Furthermore, like Site 6, there is no way this site is using only 0.20 of its FAR unless the city doesn't count parking and landscaping toward lot coverage; there is no mention in the constraints or programs sections of the housing element that the city intends to count only buildings toward FAR and exempt parking, setbacks, and other development features from FAR calculations. Additionally, this site is roughly 2.5 times larger than the maximum site size presumptively allowable for lower-income housing, and the city has failed to complete an analysis describing how this phenomenon will be overcome.

  Response: Site 11 is zoned Commercial Mixed-Use (CMU), which allows for multi-family housing in addition to commercial retail uses. The property owner, Caruso, is well aware of the site's zoning and its redevelopment opportunities, and has been in frequent contact with the City's Community Development Department about the owner/developer's intent to redevelop a portion of the shopping center to accommodate multi-family housing in conjunction with new retail space. According to the most recent communications and meetings, the

owner/developer intends to initiate the entitlement process within the next six months. The particular area of focus for the proposed project involves approximately 2.5 acres of the entire property – well below the 10-acre maximum size indicated in the HCD guidelines. Also, affordable housing is required to be included in the project, per the City's municipal code (Calabasas Municipal Code chapter 17.22). Furthermore, the owner/developer has accomplished similar mixed-use projects elsewhere in the greater Los Angeles area, all of which have been highly successful, and demonstrate the owner's ability to mix significant residential development with "high-end" retail in unified, mixed-use projects. As was mentioned in the response to comments about site 6, parking lots (and landscaping) do not count toward floor area ratio calculations. By definition (per Calabasas Municipal Code chapter 17.90), a project's floor area ratio is determined by dividing the floor area of the building(s) – in square feet - by the square-footage of the property. Parking lots are not included in the City's FAR calculation, and thus this element of the comment is misplaced. Most importantly, the comment fails to understand that the proposal is not to redevelop, and thereby displace, the entire existing, successful retail development. The commenter's inherent claim that the project would never move forward because the owner/developer would not redevelop existing, successful retail spaces is false, as that's not the current proposal. Instead, the proposal is to redevelop a small portion of the site, about 10%, into a combination of affordable and market-rate residential units, replacing some underutilized elements of the site and a portion of the existing large parking lot.

- Site 12 is three different parcels, all of which present numerous challenges to development
  - 5034 Parkway Calabasas appears to be a large storage yard, multiple businesses, and a service entrance to the adjacent gated community, some of which lies on sloping terrain. The city provides no evidence regarding the discontinuation of use and the owner(s) desire to build housing

    Response: The owner of 5034 Parkway Calabasas has been in frequent contact with Community Development Department staff about redeveloping the property after the City annexes the territory, and the owner's intention has been to construct primarily housing, with some commercial – consistent with the Commercial Mixed Use pre-zoning. The existing improvements on this property hold little value (only 50% of the total assessed value per County Assessor records), and do not pose a substantial burden to redevelopment. Also, the topographic conditions present are not at all insurmountable; in fact, a similarly sloped property located only 500 feet to the west, within the same annexation territory, was successfully developed for multi-family housing within the last three years. Lastly, this site does not provide a secondary ("service") entrance to the adjacent Hidden Hills West neighborhood.

  - APN 2049-022-040 has significant grading and access issues, being significantly hilly and in some places totally inaccessible

Response: The APN 2049-022-040 property is not so severely constrained that development for multi-family housing is not feasible. Utilities are readily available, as is freeway proximity and access. Furthermore, the existing site is vacant with no improvements, and city planning staff periodically receive development inquiries about the property.

- 5124 Douglas Fir Road has significant grading and stormwater drainage issues and is at least two separate businesses. The city provides no evidence regarding the discontinuation of use and the owner(s) desire to build housing.

  Response: The 5124 Douglass Fir property likewise is not so severely constrained that development of the property is infeasible. Utilities are readily available, as is freeway proximity and access. Furthermore, the existing site improvements are functionally obsolete and fail to realize even ten percent of the allowable FAR for the property.

- The city assumes a 100% realistic capacity and likelihood of development, contrary to the Site Inventory Guidebook's guidance

  Response: This is an incorrect statement. For sites designated with the Affordable Housing Overlay, sites are assumed to develop at the base Overlay density of 40 units/acre, with property owners utilizing the Overlay automatically eligible for an 35% density increase to 54 units/acre under State density bonus law. Just one of the 8 sites designated with the Affordable Housing Overlay (AHO) is assumed to develop at the base Overlay density of 50 unit/acre permitted for 100% affordable senior housing, with property owners utilizing the senior housing AHO automatically eligible for an 80% state density bonus. For reference, the 100% affordable Canyon Creek senior apartments developed at a density of 75 units/acre, supporting the 50 unit/acre density assumption. Affordable housing projects typically build out to the top end of the permitted density range, and can be expected to take advantage of additional incentives and reduced parking standards available under State density bonus law. Development trends in nearby San Fernando Valley communities over the past several years indicate that developers are building multi-family projects at densities in excess of 40 units per acre. The San Fernando Valley Multi-family Projects Table in Appendix C provides a summary of multi-family projects built in the last several years in nearby communities. These projects have an average density of 95 units per acre. This analysis supports the assumption that development at higher densities is both feasible and preferable for residential developers.

  For sites not designated with the AHO, Site 1 is assumed at the density of the entitled project on the site; Site 2 is assumed at 8.8 du/acre (up to 12 du/ac permitted); Site 8 is assumed at 22 du/ac (up to 24 du/ac permitted); and Site 12 is assumed at 20 du/ac (up to 24 du/ac permitted).

- Regional trends

  - On the unnumbered page before Appendix D's title page, the city lists recent multifamily developments in neighboring cities but provides no analysis of those cities' development

standards and how the difference between it and those cities' development standards will impact the density and feasibility of potential multifamily developments in Calabasas

Response: As indicated on page V-14, the intent of showing development trends in nearby San Fernando Valley communities is to document the market for multi-family projects at densities in excess of 40 units per acre, as will be permitted by the new Affordable Housing Overlay. Additionally, the development standards under the AHO have been tested to ensure the ability to achieve the maximum 40 du/ac densities, as reflected in the series of site schematics included in Appendix C.

- ADUs

    - According to APR data, the city permitted 3 ADUs in 2018, 5 in 2019, and 7 in 2020, which averages to 5 per year. The city is estimating it will permit 12 ADUs per year, for a total of 96 ADUs. That's a 140% increase. Without this overestimation in ADU permitting, the city fails to meet its moderate income RHNA target and exactly matches its combined ELI/VLI/LI RHNA target. This fails to meet Site Inventory Guidebook guidance regarding the No Net Loss buffer.

      Response: The Planning Division currently processes more than 15 ADUs per year, but there is a lag time between Planning approval and Building Permit issuance. For example, there are currently 20 approved ADUs that have not yet been issued a building permit. As demonstrated in the table below, approvals of ADUs have been increasing each year since the implementation of recent ADU updates. Furthermore, Programs 2, 10a and 10b of the Housing Element expand the City's commitment to new programs and financial assistance to further encourage development of ADUs.

Year	No of New Planning Permit Applications Submitted	No of Planning Permits Approved	No of Building Permits Issued
2017	5	6 *	4
2018	4	3	4
2019	11	9	5
2020	17	11	8
2021	16	15	8

* NOTE: *One approved ADU in 2017 was from a 2016 application.*

- Affirmatively Furthering Fair Housing

    - The city's AFFH analysis is woefully inadequate, providing only a handful of maps but no comprehensive analysis of what the data in those maps reveal. The HCD data viewer map says Calabasas has several census tracts that are ≥80% white and that have median incomes greater than $125k per year, but the analysis in the housing element evaluates RCAAs for the city as a whole instead of by census tract and so doesn't act on this information. There is no analysis about the distribution of sites as it relates to income, racial demographics, or access to opportunity.

Response: The City's Affirmatively Furthering Fair Housing analysis provides a comprehensive analysis of contributing factors to fair housing issues in the community. Based on this analysis, it concludes that the biggest fair housing issues facing Calabasas are: fair housing outreach to lower income and disabled Calabasas residents; affordable housing throughout Calabasas to promote housing mobility; and protecting existing residents from displacement. Table B-6 presents a number of meaningful actions the City has committed to undertake to address these issues.

- Programs

    - The programs are extremely weak, not tethered to the QOs, and don't commit the city to do really anything except annex some land and count how many ADUs they permitted in the first four years of the planning period—but not take any specific actions related to a shortfall in ADU permitting

      Response: This statement is highly inaccurate. Table V-5 provides a summary of the 22 programs under the City's Housing Element, including goals, objectives, funding, responsible department, and time frames for implementation. Examples of specific program commitments to further housing and residential development opportunities include:

      Program 2. Home Repair/ADU Assistance – Provide funding assistance to modest income homeowners to add an ADU to their property

      Program 3. Rental Assistance Program – Provide ongoing, City-funded rental assistance to over 50 lower-income, senior and disabled households each year at-risk of displacement due to rising rents.

      Program 9. Affordable Housing Overlay – to be Adopted in conjunction with Housing Element, providing increased densities, increased height, increased FAR and reduced open space to facilitate affordable development

      Program 14. Affordable Housing Development Assistance - Allocate $1 million in Affordable Housing Funds towards construction of affordable senior housing, and issue an RFP for development on one of the AHO sites.

- Constraints

    - The element provides no analysis whatsoever on the city's compliance with the Permit Streamlining Act, CEQA deadlines, ADU deadlines, or HAA deadlines

      Response: The Background Report includes a discussion of the City's permitting process (pages G-48 to G-51) and compliance with CEQA, the Permit Streamlining Act, and other applicable state planning and zoning laws. Furthermore, the Background Report discusses the use of new technology to process permits efficiently, including the City's recent implementation of SmartGov, a web-based planning, permits, and entitlements software

package that includes automatic tracking of applicable deadlines, helping ensure the City meets all required planning project deadlines.

- There is no analysis of the cost of a permit to build a single-family home, a permit to build multifamily homes, or a comparison between the cost of those two permits

  Response: The Background Report includes a cost breakdown of permits for multi-family and single-family homes, as well as a sample cost of permit fees and development impact fees for a sample multi-family development project (pages G-46 to G-47).

  - There is no analysis of the cost of either of these permits with regional costs in neighboring jurisdictions

    Response: There is no statutory requirement to provide an analysis of regional costs.

- There is no analysis on the cost or feasibility of development standards, such as parking minimums, setbacks, minimum lot sizes, height restrictions, FAR, private and public open space requirements, etc.

  Response: The analysis of the City's land use controls begins on page G-28 of the Background Report. As indicated, as a means of establishing appropriate development standards for the new 20 unit/acre zoning established under the 2030 General Plan, the City's urban design consultant produced a site plan for a multi-family residential prototype utilizing the City's RM16 development standards, including height, setbacks, lot coverage, open space and parking. The outcome of this analysis demonstrated that the City's RM16 development standards could yield 20 units/acre. Therefore, with the exception of density (lot area per unit), the City's new RM20 development standards were modeled after the current RM16 standards.

  Furthermore, the development standards under the new AHO have been tested to ensure the ability to achieve the maximum 40 and 50 du/ac densities, as reflected in the series of site schematics included in Appendix C.

- There is no analysis on the effect of the city's growth management initiative and how it influences (re)development

  Response: The City does not have a growth management initiative.

September 13, 2021

City of Calabasas
Planning Commission
100 Civic Center Way
Calabasas, CA. 91302

Dear Planning Commissioners:
Thank you for the opportunity to comment on our city's Housing Element.

I understand the need for housing in California, but I believe that our state legislation, with its cookie-cutter push for growth at any expense, has not caught up with the "real world" circumstances that some California cities must contend with.

City leaders, staff and most residents realize that all of Calabasas is in a Very High Fire Hazard Severity Zone. We may not have to contend with a Woolsey-type fire every year, but it's a matter of "when", not "if" another fire threatens our city. Development, whether new or infill, in certain parts of Calabasas must be realistically weighed against the eventual need for emergency evacuation.

The Malibu Canyon area has very limited ingress and egress. Some basic facts appear to be ignored in the DEIR's Wildfire Analysis. Historically, in the event of a fire, Las Virgenes Road becomes gridlocked. We've had the 101 shut down in both directions during fires. Mureau Road is not necessarily a viable, safe alternative in a fire. The number of residential units north of Mureau Road that rely on Las Virgenes Road is about 1,900. This doesn't include parts of Mountain View Estates that might try to evacuate via Las Virgenes. Using the City's average household size of 2.8, that means about 5,400 residents would have to evacuate Malibu Canyon. Being mindful of density is not a NIMBY issue; it comes down to being able to safely evacuate residents. Organizations, such as Housing and Community Development, which push for increased density regardless of underlying issues are not from this area. They show a clear lack of understanding of the safety issue we face. They will not be the ones loading our cars with kids, animals and belongings, trying to evacuate the area in the next fire.

The Malibu Canyon tract is not the only part of Calabasas that faces similar issues. Las Virgenes Road is a lifeline to thousands of residents, including those in Monte Nido and Malibu. With the exception of a relatively small stretch in Calabasas, Las Virgenes Road is a two-lane road. It's a designated Disaster Route which means first responder vehicles will need access to one of those lanes. This makes Las Virgenes Road less than ideal for evacuation purposes; however, it is the safest or only choice for many people.

It's important to note that buildings which are constructed to code still burn; they are ignition-resistant, not ignition-proof. Residents of new/redeveloped buildings will still need to evacuate. Building to code is not mitigation for egress problems. We are deluding ourselves if we think that adding hundreds of people to an area will not impact evacuation. Having it be a "less than significant impact" is an impossibility when an evacuation problem *already exists*. The DEIR does not acknowledge the evacuation problems that have occurred historically. We are sticking our heads in proverbial sand if we

choose to ignore the problem. I'm very concerned that the end result will be that our General Plan will be approved based on a faulty premise that everything is "A-okay". Future development decisions will be based on this faulty premise solely because it's listed in the General Plan.

All that being said, the following comments should not be interpreted as a ringing endorsement of the available choices. In my opinion, neither Alternative 2 nor Alternative 3 work. I believe there are other combinations of sites that could meet the housing goal.

The existing commercial site at the northwest corner of Las Virgenes Road and Thousand Oaks Boulevard (listed as part of Alternative 3) is currently being wasted; it's essentially a ghost mall. Despite the site being only a few years old, I believe it's ripe for redevelopment because it has remained mostly vacant since its completion. Redevelopment of that parcel would have minimal environmental damage. The impact to be concerned about is emergency evacuation, as noted above.

I am opposed to the inclusion of the commercial space at the southwest corner of Las Virgenes and Thousand Oaks in redevelopment plans (Village Market, Green Basil and Santa Fe restaurants, etc.). The DEIR describes the businesses there as "under-performing". I don't know what criteria have been used to determine that. While the strip mall is dated, these businesses appear to have managed to succeed for many years. Let's not mess with them; instead, they need to be supported.

One site that did not make it into either Alternative 2 or 3 is the Downtown Offices on Calabasas Road. These offices should be a priority because they make the most sense to convert. They're not located near open space or hillsides; they're on a 4-lane road close to the 101 (much easier evacuation) and lastly, it would take pressure off of the higher fire hazard areas such as those near Mulholland Highway or Las Virgenes Road.

Lastly, we have a glut of vacant commercial space in Calabasas. It makes no sense to require that additional commercial space be built. In the event existing commercial development is completely razed so it can be converted for residential use, I believe it should be rezoned to Multi-family Residential, not Mixed-Use. If only part of an existing commercial development is redeveloped for residential use (retaining part of the existing commercial development), only then should Mixed-Use zoning be used. Aside from this single example, I believe the City should explore a temporary, five-year moratorium on the Mixed-Use zone. The space used for the commercial component of Mixed-Use zoning would be better used for housing instead.

Thank you for considering my comments.

Best regards,
Frances Alet
Calabasas

RECEIVED
By Michael Klein at 2:36 pm, Sep 02, 2021

Michael Klein

From: J Vanwater <vanwater09@yahoo.com>
Sent: Thursday, September 2, 2021 11:07 AM
To: Michael Klein
Cc: Jamie Francis
Subject: Re: Calabasas Apartment Complexes

To the planning commission I am Jamie Francis Wendell and I really want to encourage the city to know using section 8 as a recipient has been hard. You don't have a housing authority so the county payment standards are much lower Than what landlords charge. Please be it known I wasn't even aware of a housing lottery as a county resident. During COVID the city still has to apply and implore their staff to make things easier on people who can't or don't have access to city hall and the city website or publications don't post updates. The housing element is essential to know people on fixed income can't qualify for a moderate affordable unit apartments in calabasas renting for 2500.00 that is not feasible! Some of us on an income bracket need a low or very low income unit that will not cost beyond 1600.00 la county payment standard for 1 bedroom or 1400.00 for a studio. This is the necessity to put in your ordinance to follow SCAG and State mandates since many of your property developers need to know the laws as well and follow these guidelines! I can't easily move from one county city to another with my voucher without the jeopardy of losing it if a landlord backs out because they want the full amount or want more money in section 8 that the county will not payout. I've been in those situations. The price is set so affordable housing must have income contingencies so people who only earn 11,500 or less than 12,000 annually with social security and a section 8 voucher can qualify and won't get priced out a year after moving into a unit in Calabasas. I have been a county resident for over a decade with my anxiety and asthma and need of a quiet safe community. Thank you for your consideration of my situation as a county resident who wants to move into Calabasas.
Jamie Francis
323-900-9751
vanwater09@yahoo.com

Sent from my iPhone

> On Aug 31, 2021, at 1:27 PM, J Vanwater <vanwater09@yahoo.com> wrote:
>
> Thanks Michael, I'll have to look at the housing element you sent to me but I can try to come to city hall but not sure if I can make it by 12 noon but I'll ask a friend since we will be in Woodland Hills and maybe go before his car inspection at Vista Ford on Ventura at 11am. I'll ask him to go west of the motion picture foundation where he is a member as a movie studio teacher to City hall if we can get there but if not I'll email you too. I can try to compile a letter or at least write it out in ink, but the discouraging thing is rents are too high for section 8 that the county will not pay out that my choices are limited to qualifying for low income moderate affordable units if not selected by random lottery.
>
> Sent from my iPhone

Michael Klein

From: Mark Shear <markshear1@gmail.com>
Sent: Sunday, August 1, 2021 1:38 PM
To: HousingElement
Subject: Calabasas Housing Element

To Whom It May Concern:

I served on the Parks, Recreation and Education Commission for a number of years. There is a parcel of approximately 1 acre at the corner of Las Virgenes and Los Hills Road that we were not able to connect with or develop in conjunction with Juan Batista park due to the creek that separate the two and the below road grades creating a problem for access.

This property could be sold for development with road access allowing for parking to be built below an apartment building podium. This might be worth looking at to include in the housing element. Otherwise, I think the housing element draft plan makes sense. Bravo on the work on this.

Please feel free to contact me if I can be of help,
Mark Shear
3935 Bon Homme Road
Calabasas

From: Ross Johnson <ross@yesinmybackyard.org>
Sent: Friday, July 30, 2021 1:08:30 PM
To: mklein@cityofcalabasas.com <mklein@cityofcalabasas.com>; Housing Elements@HCD <HousingElements@hcd.ca.gov>
Subject: Calabasas Draft Housing Element Not in Compliance With State Law

Dear HCD and the Calabasas,

Thank you for allowing the public to comment on Calabasas's draft housing element, which is currently not compliant with state law. YIMBY Law's concerns are outlined below.

CALABASAS DOES NOT PROVIDE ENOUGH SITE CAPACITY FOR MODERATE INCOME HOUSING.

Calabasas has not provided sufficient site capacity to accommodate the state mandated minimum amount of very low income housing.

"[T]he share of a city or county of the regional housing need shall include that share of the housing need of persons **at all income levels**". "[A]ctions should be taken by local and regional governments to ensure that future housing production meets, **at a minimum**, the regional housing need" (emphasis added). Cal. Gov't Code § 65584(a)(1) - (2). The statute language makes it clear that regional housing needs are a mandated minimum, rather than a suggestion.

The 6th Cycle RHNA Plan requires that Calabasas provide enough site capacity to accommodate 70 moderate income housing units. However, Calabasas's housing element provides capacity for only 17 moderate income housing units. Thus Calabasas has not provided enough moderate income housing capacity.

To remedy this situation, the city should ensure that enough housing capacity is created to provide 15-30% capacity buffers at each level of income, including very low income, to avoid violating the No Net Loss requirement. *See* Cal. Gov't Code § 65863(c)(1). Otherwise, the County risks falling afoul of the No Net Loss requirement, making it vulnerable to mid-cycle rezoning, a costly process in terms of time, money, and political will.

CALABASAS DOES NOT MAKE MANDATORY FINDINGS THAT LOWER INCOME SITES WILL BE DEVELOPED

If a city assigns 50% or more of its lower-income RHNA to non vacant sites, the city must make "findings based on substantial evidence that the [existing] use [of the sites] is likely to be discontinued during the planning period." (Gov. Code § 65583.2(g)(2).)

Calabasas was allocated 201 lower income units. Appendix C of the draft housing element notes that only 56 of the sites listed in the site inventory are on vacant sites, meaning more than 50% of the parcels in the site inventory are non vacant. Thus the city is required to make findings that the non vacant lower income sites listed in Appendix C are likely to be discontinued. Calabasas does not make these findings, meaning the draft housing element is not in compliance with state law.

Calabasas's 201 lower income housing units is relatively low. For comparison, La Canada Flintridge, a nearby town with roughly the same population and much higher median income, was allocated 386 lower income units. We ask that Calabasas make a good faith effort to follow the law, since the city has been given a lenient allocation for lower income housing.

I respectfully request that Calabasas's housing element not be certified until they remedy the concerns mentioned in the letter.

Kind regards,
Ross Johnson
YIMBY Law

*YIMBY Law is a 501(c)(3) non-profit corporation. YIMBY Law is not a law firm. I am not a lawyer. Nothing in this letter should be construed as legal advice. Instead, I am a California resident reporting my concerns after reviewing publicly available information.

APPENDIX C7
HOUSING ELEMENT BACKGROUND REPORT

The Housing Element Background Report includes an analysis of demographic, economic, housing, and special needs characteristics and trends in Calabasas. The analysis is intended to identify issues that affect the City's existing and future housing needs. As the results of the 2020 U.S. Census were not available as of this writing, the 2014-2018 American Community Survey (ACS) and Southern California Association of Governments (SCAG) Pre-Certified Local Housing Data provides the basis for much of the data contained in the Report.

I. DEMOGRAPHIC PROFILE

Demographic changes can affect the type and amount of housing that is needed in a community. This section presents the population, age, race/ethnicity, and employment characteristics of Calabasas residents.

A. POPULATION GROWTH AND TRENDS

Table 1 presents population growth trends in Calabasas, and compares this growth to neighboring jurisdictions and the entire County of Los Angeles. Calabasas experienced an eight percent increase in population during the 1990s, fairly comparable to the seven percent growth evidenced Countywide, yet below the twelve percent growth level experienced in nearby Westlake Village and Thousand Oaks. Between 2000 and 2010, the Calabasas population increased by a robust fifteen percent to 23,058 residents, representing a net increase in approximately 3,000 new residents. This increase was significantly more than neighboring cities and the County as a whole.

During the most recent decade, Calabasas' population increased by five percent to almost 24,200 residents. This increase, while slower than in the 1990s and 2000s, is still greater than other Conejo Valley jurisdictions and slightly higher than the County (4%).

Table 1: Regional Population Growth Trends 1990-2020

Jurisdiction	1990	2000	2010	2020	Percent Change		
					1990-2000	2000-2010	2010-2020
Agoura Hills	20,390	20,537	20,330	20,566	1%	-1%	1%
Calabasas	**18,527**	**20,033**	**23,058**	**24,193**	**8%**	**15%**	**5%**
Thousand Oaks	104,352	117,005	126,683	126,484	12%	8%	-0.2%
Westlake Village	7,455	8,368	8,270	8,212	12%	-1%	-1%
Los Angeles County	8,863,164	9,519,338	9,818,605	10,172,951	7%	3%	4%

Source: U.S. Census 1990, 2000 and 2010; Dept. of Finance 2020 Population and Housing Estimates.

In terms of future trends, the Southern California Association of Governments' (SCAG) Demographics and Growth Forecast projects a modest 2.8 percent increase in Calabasas' population over the next 25 years, for an estimated 2045 population of 24,900 residents.

B. AGE CHARACTERISTICS

Housing need is impacted by the age characteristics of a community, with different age groups having different income levels and family types that influence housing needs.

Table 2 shows the age distribution of Calabasas residents in 2000 and 2020, and compares this to the age distribution Countywide. As indicated in the table, in 2020, 24 percent of Calabasas' residents were children under the age of 18, compared to 28 percent of the City's population in 2000. The decline in children is further evidenced by the decline in family households with children in Calabasas, which dropped from 43 to 35 percent over the past two decades (refer to Table 6 later in this chapter). Similarly, between 2009-2019, K-12 public school enrollment for schools within Calabasas decreased by six percent (source: Las Virgenes Unified School District).

The young adult (25-44 years) age group experienced a large shift over the last 20 years. Both the proportion and number of young adults declined significantly during the decade, decreasing from 29 to 21 percent of the population, and declining by over 675 residents. This trend is a reflection of the aging in place of young adults into middle age, and the limited number of new young adults moving into the community. Conversely, the middle age population increased by almost 1,800 residents since 2000 and saw their proportion of the City's population grow from 28 percent to 30 percent. This shift in growth from young adults to middle age is indicative of the area's high for-sale housing costs and limited rental opportunities.

Finally, the most dramatic change in age distribution in Calabasas over the last 20 years was in the senior population (65 years and older). The percentage of seniors more than doubled from 8 to 17 percent during this time and included an increase of approximately 2,350 residents. The population of Calabasas, as a whole, is aging. The American Community Survey puts the median age of Calabasas at 42.9 years, an increase of 4.4 years since 2000 and more than six years older than the median age of 36.7 years for the County. Calabasas has made significant progress in expanding housing options for seniors, with development of the 75 unit Canyon Creek Apartments and 60 unit Horizons 55 active senior housing communities, and entitlements for the 42 unit Calabasas Creekside Senior Apartments.

Table 2: Age Distribution 2000-2020

	2000		2020		
Age Group	**Persons**	**Percent**	**Persons**	**Percent**	**L.A. Co.**
Preschool (0-4 years)	1,223	6%	895	4%	6%
School Age (5-17 years)	4,346	22%	4,790	20%	16%
College Age (18-24 years)	1,323	7%	1,935	8%	9%
Young Adults (25-44 years)	5,832	29%	5,153	21%	30%
Middle Age (45-64 years)	5,593	28%	7,355	30%	25%
Seniors (65-74 years)	1,097	5%	2,589	11%	8%
Frail Elderly (75+ years)	619	3%	1,476	6%	6%
TOTAL	**20,003**	**100%**	**24,193**	**100%**	**100%**
Median Age	**38.5 years**		**42.9 years**		**36.7 years**

Source: U.S. Census 2000; ACS 2014-2018; Dept of Finance 2020 Population and Housing Estimates.

C. RACE AND ETHNICITY

Table 3 displays the racial/ethnic distribution of Calabasas' population and compares it to the Countywide distribution. The City experienced some change in ethnic composition over the decade, with Whites continuing to make up the largest majority of the City's population (76% in 2020 compared to 84% in 2000). In contrast, Whites comprise only 26% of the population Countywide.

The percentage of Asians (10%) and Hispanics (8%) increased slightly while African Americans (<1%), and American Indians (<1%) in Calabasas remained relatively constant from 2000 to 2020, showing relatively minor increases in number. The small size of the City's minority population stands in sharp contrast to the population of Los Angeles County as a whole.

Table 3: Racial and Ethnic Composition 2000-2020

	2000		2020		
Race/Ethnicity	**Persons**	**Percent**	**Persons**	**Percent**	**L.A. Co.**
White	17,898	84%	18,387	76%	26%
Asian/Pacific Islander	1,656	8%	2,419	10%	15%
Hispanic	1,004	5%	1,935	8%	48%
Other	513	2%	1,210	5%	3%
African American	256	1%	194	<1%	8%
Native American	29	<1%	48	<1%	<1%
TOTAL	**21,356**	**100%**	**24,193**	**100%**	**100%**

Source: U.S. Census 2000; ACS 2014-2018; Dept of Finance 2020 Population and Housing Estimates.

D. EMPLOYMENT

The Southern California Association of Governments' (SCAG) Demographics and Growth Forecast estimates there was a total of 20,500 jobs in Calabasas in 2016, and projects a modest 1.5 percent increase in Calabasas' employment by 2045, for an estimated 20,800 jobs[1]. SCAG's Local Profile for Calabasas further breaks down employment by sector (refer to Table 4). As of 2017, professional and management was the largest employment sector at 22 percent, followed by finance (16.5%), leisure (15.5%) and education (13.3%). While the percentage of jobs in the leisure and education sectors increased between 2007 and 2017, construction and manufacturing sectors saw decreases.

Table 4: Employment Sectors 2017

Industry Sector	% Total Jobs
Professional & Management	22%
Finance	16.5%
Leisure	15.5%
Education	13.3%
Retail	9.6%
Information	4.9%
Manufacturing	4.5%
Transportation	3.6%
Public Administration	3.4%
Other Services (excluding Public Administration)	2.4%
Construction	2.2%
Wholesale Trade	2.1%
TOTAL	**100%**

Source: SCAG, Profile of the City of Calabasas, May 2019.

Table 5 shows the top ten employers in Calabasas in 2020. As can be seen, a significant number of these jobs are in the education, finance, professional and retail sectors.

Table 5: Major Employers

➢ Harbor Freight Tools	➢ All Motorists Insurance Agency
➢ Las Virgenes Unified School District	➢ Alcatel Internetworkings, Inc.
➢ Cheesecake Factory, Inc.	➢ Ama Waterways
➢ Viewpoint Education Foundation	➢ Xperi
➢ Keysight Technologies	➢ Bob Smith BMW and Mini

Source: City of Calabasas, June 2020.

Over 90 percent of persons working in Calabasas commute in from outside the City, an indication of the shortage of local affordable housing opportunities for the community's workforce.[2] Similarly, Calabasas residents also face long commutes, with 35 percent of the City's employed residents commuting 25 miles or more to work (OnTheMap).

[1] SCAG. Connect SoCal Demographics and Growth Forecast Technical Report. Adopted on May 7, 2020.

[2] U.S. Census Bureau - 2017 OnTheMap Application. http://onthemap.ces.census.gov/.

E. HOUSEHOLD TYPE

A household is defined as all persons living in a housing unit. Families are a subset of households. They include persons living together who are related by blood, marriage, or adoption. A single person living alone is also a household. "Other" households are unrelated people residing in the same dwelling unit. Group quarters, such as dormitories or convalescent homes, are not considered households.

Table 6 illustrates household characteristics in Calabasas in 2000 and 2020, and compares it to the Countywide distribution. In 2020, Calabasas was home to 8,918 households. The City had an average household size of 2.71 persons and an average family size of 3.10 persons, indicating minimal change from 2000.

Families comprise the majority of households in Calabasas (75%), including families with children (35%), and those without children (40%). Over the past two decades, the proportion of families with children has decreased from 43 to 35 percent of all households. In contrast, the proportion of family households without children increased from 33 to 40 percent, and single-person households increased from 17 to 19. Nearly 70 percent of the City's household growth between 2000-2020 was due to an increase in childless family households, with 26 percent of this growth attributable to single person households. These trends reflect the aging in place of Calabasas' existing households and the limited number of new families with children moving into the community due in part to high housing costs.

Table 6: Household Characteristics 2000-2020

	2000		2020		
Household Type	**Households**	**Percent**	**Households**	**Percent**	**L.A. Co.**
Families	5,543	77%	6,675	75%	66%
With children	(3,129)	(43%)	(3,121)	(35%)	(27%)
With no children	(2,414)	(33%)	(3,567)	(40%)	(39%)
Singles	1,228	17%	1,662	19%	26%
Other non-families	458	6%	581	6%	8%
TOTAL	**7,229**	**100%**	**8,918**	**100%**	**100%**
Avg Household Size	**2.76**		**2.71**		**3.01**
Avg Family Size	**3.14**		**3.10**		**3.69**

Source: U.S. Census 2000; ACS 2014-2018; Dept of Finance 2020 Population and Housing Estimates

F. HOUSEHOLD INCOME

Household income is one of the most important factors affecting housing opportunity. It is also crucial in determining a household's ability to balance housing costs with the other basic necessities of life.

The State and Federal government classify household income into several groupings based upon the relationship to the County adjusted median income (AMI), adjusted for household size. The State of California utilizes the income groups presented in Table 7, which are thus used throughout the Housing Element.

Table 7: State Income Categories 2020

Income Category	% County Area Median Income (AMI)	2020 L.A. County Income Limits		
		1 person household	2 person household	3 person household
Extremely Low	0-30% AMI	$23,700	$27,050	$30,450
Very Low	0-50% AMI	$39,450	$45,050	$50,700
Low	51-80% AMI	$63,100	$72,100	$81,100
Moderate	81-120% AMI	$64,900	$74,200	$83,500
Above Moderate	120%+ AMI	>$64,900	>$74,200	>$83,500

Source: California Dept of Housing and Community Development, 2020 Income Limits.

Table 8 presents the distribution of household income in Calabasas by income category measured as a percentage of the County median. Above median income households (>100% AMI) comprise the vast majority of households in Calabasas, at 67 percent. Despite the City's overall affluence, however, over 2,300 Calabasas households earn lower incomes (<80% AMI). While relatively limited in number (8% of households), extremely low income (ELI) households (<30% AMI) have significant housing needs. According to CHAS Data compiled by HUD, nearly 90 percent of the City's ELI households are spending more than half their incomes on housing costs, and 55% of the City's ELI households are renters, a group particularly vulnerable to rising rents. The City of Calabasas funds a rental assistance program to assist extremely low and very low income senior and disabled renters to remain in the community, and provides ongoing monthly rental assistance to approximately 50 households through this program.

Table 8: Household Income Distribution 2016

Income Level	Households	Percent
Extremely Low Income (0-30% AMI)	684	8%
Very Low Income (31-50% AMI)	665	8%
Low Income (51-80% AMI)	1,025	12%
Median Income (80-100% AMI)	473	5%
Above Median Income (>100% AMI)	5,804	67%
TOTAL	**8,651**	**100%**

Source: SCAG Pre-Certified Local Housing Data, August 2020.
AMI – Area Median Income
Note: Household count differs from 2020 Dept of Finance count depicted in Table 6.

II. CALABASAS HOUSING NEEDS

Calabasas enjoys high quality residential neighborhoods, a strong local employment base, a high level of public services and a scenic natural setting, all of which contribute to the community's attractiveness as a place to live and work. However, the community's desirability has continued to place upward pressure on the housing market, making it increasingly difficult for key members of the community to live here – workforce, seniors, and grown children of current residents.

To help understand the nature and extent of housing needs in Calabasas, this section provides an overview of these needs as they relate to:

- Renter and Homeowner Affordability
- Housing Adequacy
- Seniors and Other Special Needs Groups
- Workforce Housing Needs
- Assisted Housing At-Risk of Conversion
- Regional Housing Needs

By way of background, Calabasas contained 9,230 housing units in 2020. The range of housing types reflects the City's largely hillside topography and peripheral suburban nature. Three-quarters of the City's housing is comprised of single-family units, either attached or detached, while multi-family apartments and condominiums account for almost one-quarter (23%) of the housing stock. The City's one mobile home park - Calabasas Village Mobile Estates with 210 units – comprises two percent of the housing in Calabasas.

Table 9: Housing Types 2020

Unit Type	Units	Percent
Single-Family (SF) Detached	6,223	67%
SF Attached	663	7%
Total Single-Family	***6,886***	**75%**
2 to 4 Units	500	5%
5 or more units	1,613	17%
Total Multi-Family	***2,113***	**23%**
Mobile Homes & Other[1]	***231***	***2%***
TOTAL	**9,230**	**100%**

Source: California Department of Finance, 2020, Population and Housing Estimates.

[1] The City's one mobile home park contains 210 units, indicating the Census counted 20 additional units in the "other" category which could be reflective of second units or guesthouses if they are occupied as someone's current place of residence.

A. RENTAL MARKET AND AFFORDABILITY

While Calabasas is predominately an ownership community, the percentage of renter households has increased over the last 20 years. In 2000, just 19 percent of households in the City were renters. In 2020, renter households had increased to 32 percent, reflective of several new multi-family rental complexes developed in the City in recent years, as well as condominiums and single-family homes that are being used as rentals.

Calabasas is home to six apartment complexes – Malibu Canyon Apartments (698 units), Avalon Bay (previously Archstone - 600 units), Malibu Creek Apartments (44 units), Horizons at Calabasas (60 units – age restricted 55+), Canyon Creek Apartments (75 units – rent restricted), and the new Paxton Calabasas Townhomes (78 units).

Table 10 shows the results of a June 2020 rent survey that was conducted on vacant units in the five market-rate apartment complexes (Canyon Creek Apartments was not included as rents are restricted to low income levels). Rent levels in Malibu Canyon, Avalon Calabasas and Malibu Creek Apartments generally average $2,028 to $2,179 for a one-bedroom, $2,445 to $2,771 for a two-bedroom and $3,063 for a three-bedroom unit. Rents at the Horizons at Calabasas are slightly higher than these averages and are also age restricted to residents 55 years and older. The new luxury Paxton Townhomes have rents that are significantly higher than the other properties, due to the large sizes of the units and range of amenities that are offered. The Paxton complex includes four very-low-income units in compliance with the City's inclusionary housing ordinance.

Table 10: Rental Rates June 2020

Apartment Name	Unit Type	Monthly Rent for Vacant Units	Average Rent for Vacant Units
Malibu Canyon Apartments 5757 Las Virgenes Rd *(698 Total Units)*	1 bdrm *(17 units)*	$1,888 - $2,135	$2,028
	2 bdrm *(31 units)*	$2,207 - $2,720	$2,445
	3 bdrm *(6 units)*	$2,968 - $3,168	$3,063
Avalon Bay (formerly Archstone) 3831 N. Orchid Lane *(600 Total Units)*	1 bdrm *(19 units)*	$2,024 - $2,345	$2,179
	2 bdrm *(23 units)*	$2,483 - $3,171	$2,771
Paxton Calabasas Townhomes Paxton Place *(78 Total Units)*	2 bdrm *(2 units)*	$5,355	$5,355
	3 bdrm *(10 units)*	$4,995 - $6,425	$5,655
Horizons at Calabasas (age 55+) 26705 Malibu Hills Rd (*60 Total Units)*	1 bdrm *(1 unit)*	$3,213	$3,213
	2 bdrm *(2 units)*	$3,390 - $3,490	$3,440
Malibu Creek Apts 5320 Las Virgenes Rd *(44 Total Units)*	2 bdrm *(1 unit)*	$2,550	$2,550

Source: Rental Survey conducted by Karen Warner Associates, June 2020.

Table 11 presents the maximum affordable rents in 2020 for very low, low and moderate income households by household size, and compares them with the 2020 average apartment rents for Malibu Canyon, Avalon Calabasas and Malibu Creek Apartments from Table 10. As indicated, average rents are well above the level of affordability for very low, low and even moderate income households. The affordability gap for two-bedroom units is $1,467 for very low income households, $707 for low income households and $647 for moderate income households.

Table 11: 2020 Maximum Affordable Rents* for Los Angeles County

Income Level**	1 Bedroom (2 person)	2 Bedroom (3 person)	3 Bedroom (4 person)
Very Low Income	$999	$1,122	$1,236
Low Income	$1,676	$1,882	$2,081
Moderate Income	$1,728	$1,942	$2,147
Calabasas Average Rents* **	**$2,104**	**$2,589**	**$3,063**

Source: Karen Warner Associates, 2020.
* Maximum rent reflects deduction of utility allowance per LACDC 2020 utility schedule: $127 for 1 bedrooms, $146 for 2 bedrooms, and $172 for 3 bedrooms.
**Income levels reflect the 2020 Official State Income Limits published by State HCD.
***Calabasas Average Rents are from market rate apartment complexes (excluding Paxton Townhomes and Horizons at Calabasas) from Table 10.

Rental Vacancy

The vacancy rate measures the overall housing availability in a community and is often a good indicator of how efficiently for-sale and rental housing units are meeting the current demand for housing. A vacancy rate of five percent for rental housing suggests that there is a balance between the supply and demand of housing, whereas vacancies well below this level may indicate that households are having difficulty finding available housing, which can lead to high competition for units and upward pressure on rents. The 2014-2018 American Community Survey measures a rental vacancy rate of four percent in Calabasas, indicating a less than optimal supply of vacant rental units for normal mobility.

Calabasas Village Mobile Estates

Calabasas Village Mobile Estates located on Mulholland Highway contains 210 mobile home spaces. Approximately one-third (60-70 households) of park occupants are senior citizens. The City's General Plan established a mobile home park land use designation and the City's Development Code now has a mobile home park zoning district. These designations help to preserve the property for long term mobile home park use. The Housing Element includes a program for continued preservation of the mobile home park, including providing information on the State's Mobile Home Park Rehabilitation and Resident Ownership Program (MPROP).

While historically the park has served as a source of relatively affordable housing, increases in space rents have rendered it less affordable to lower income tenants. The July 2019 space rents at the mobile home park were identified as $1,577,[3] a monthly

[3] Calabasas Rental Registration Program, February 2020.

increase of $134 (9.4% increase) from July 2018. In addition to space rents, some occupants may also have monthly mortgage payments on their mobile home coach.

In response to escalating rents, in January 2004, the City initiated a Rental Assistance Program for lower income tenants in the park, providing for a monthly subsidy for income-qualified tenants. The program has subsequently been expanded to include lower income seniors and disabled residents in the City's apartment complexes also impacted by rent increases. In December 2010, the City Council made the Rental Assistance Program permanent, expanding its capacity to 50 households and increasing monthly subsidy levels which are increased annually based on the Consumer Price Index. As of October 2020, this program was providing assistance to 50 households with 42 of these households residing in the mobile home park. The subsidy in 2020 was $250 a month.

Accessory Dwelling Units

Accessory dwelling units (ADU), also referred to as granny flats and secondary units, provide an affordable housing option and are seen as an important tool to help meet the housing needs in communities. The State enacted legislation in both 2017 and 2019 to further assist and support the development of ADUs, including "by right" approval for one-bedroom units less than 850 square feet and two-bedroom units less than 1,000 square feet. In January 2020, the City Council adopted an ordinance amending the City's Development Code to comply with the latest State laws governing ADUs and Junior ADUs. The City's ADU ordinance allows for units up to 1,200 square feet, or up to 50% the living area of the primary unit.

Calabasas recognizes that ADUs can provide housing opportunities for lower and moderate income households, including seniors and caregivers. The following describes recent activity related to ADUs in the City:

- Between the years 2014-2020, a total of 22 building permits were issued by the City for ADUs. In the first year since adoption of the City's updated ordinance (Jan-Dec 2020), the City has seen a dramatic increase in ADUs, with seven units approved and another nine units in process. These numbers well exceed the goal of 12 units set out in the previous Housing Element.
- In 2019, the City Council adopted a resolution expanding the City's Home Repair Program to include loans for the development of ADUs. Funds in the amount of $500,000 from the Affordable Housing Fund were designated for the program. The first $50,000 loan was issued in 2020 to assist a senior citizen homeowner convert an existing garage into an ADU.
- The updated Housing Element incudes a program for the City to incentivize and promote ADUs, including the creation of architectural prototypes.

ADU Affordability: In December 2020, the Southern California Association of Governments (SCAG) released a "Regional Accessory Dwelling Unit Affordability Analysis."[4] SCAG conducted this analysis to "provide local governments in the region with assumptions for ADU affordability that can be used to assign ADUs to income

[4] Southern California Association of Governments, "SCAG Regional Accessory Dwelling Unit Affordability Analysis", December 2020.

categories for the purpose of Sixth Cycle Housing Elements." The analysis consisted of five steps:

A. Calculate maximum rent limits for RHNA income categories for both one-person and two-person households by county;
B. Conduct a rent survey for ADUs in the SCAG region (a total of 150 existing ADUS were surveyed between April and June 2020);
C. Use regional survey to determine proportion of ADUs within each income category for both one-person and two-person households;
D. Make assumptions for what percentage of ADUs will be occupied by one-person and two-person households;
E. Use (D) to combine proportions from (C) into single breakdown of rented ADUs by income category.

The steps above apply to rented ADUs. However, one prevalent use of ADUs is for family members or others (such as caretakers) who are not charged rent. SCAG looked at other surveys and resources to determine the percentage of ADUs where people live rent free. Based on this review, SCAG estimated that 15% of ADUs are provided rent-free, and can therefore be assumed to be affordable to extremely low income households (0-30% AMI).

In order to account for differences in housing costs, the SCAG geography was divided into five subregions, including Los Angeles County which was divided into two areas – the coastal jurisdictions and the inland jurisdictions. Table 12 presents SCAG's affordability assumptions for ADUs in LA County's coastal jurisdictions, which includes the Las Virgenes subregion, providing the basis for assigning affordability to projected ADUs in Calabasas' Housing Element Update. As shown, 60 percent of all ADUs and 45 percent of rented ADUs are estimated by SCAG to be affordable to lower income households.

Table 12: Affordability Assumptions for ADUs

Category	Affordability Assumptions for Rented ADUs[1] (85% of Total)	Affordability Assumptions for Non-Rented ADUs[2] (15% of Total)	Affordability Assumption for all ADUs[3] (100% of Total)
Extremely Low Income	0%	100%	15%
Very Low Income	3%	0%	2%
Low Income	51%	0%	43%
Moderate Income	7%	0%	6%
Above Moderate Income	40%	0%	34%

Source: SCAG Regional Accessory Dwelling Unit Affordability Analysis, December 2020.
1. Used step D in analysis to combine proportions from step C into single breakdown of rented ADUs by income category.
2. Based on SCAG research of non-rented ADUs, it was determined that 15% of ADUS will be available at rents affordable to Extremely Low Income households.
3. Combined by multiplying rented ADUs by 85% and non-rented ADUs by 15%.

B. HOMEOWNER MARKET AND AFFORDABILITY

Housing Values

The real estate website Zillow.com has developed a home valuation model to estimate the market value of individual properties, and compiles this information to produce a median "Home Value Index" for any given geographic area. Table 13 presents the December 2019 median home value index for Calabasas and nearby communities, and shows the change in median home values from 2018.

Housing prices in Calabasas and the surrounding areas increased dramatically over the last decade. In 2010, Zillow identified the City's home value index at $856,500 (inclusive of both single-family homes and condominiums), whereas in 2019, the value index had increased to $1,235,500. As shown in Table 13, home values generally increased between one and three percent between 2018-2019, with the exception of Topanga, which had a loss of around three percent. Home values in the area are well above the County as a whole ($679,400 in December 2019).

Table 13: Regional Home Values 2019

Community	Zip Code	December 2019 Median Home Value Index	% Change from December 2018
Agoura Hills	91301	$883,000	1.0%
Calabasas	**91302**	**$1,235,500**	**0.4%**
Malibu	90265	$3,105,800	3.3%
Topanga	90290	$1,286,400	-3.0%
Thousand Oaks	91360	$722,300	2.3%
	91362	$846,600	1.4%
Westlake Village	91361	$1.068,200	1.2%
LA, Long Beach, Anaheim Metro Area	all	$679,400	1.6%

Source: Zillow Home Value Index from Zillow.com, Data through December 31, 2019;
LA County Area includes Los Angeles-Long Beach-Anaheim Metro Area.

Table 14 provides a further break down of housing values in Calabasas by number of bedrooms, and compares with home values throughout Los Angeles County. As shown, median home values for two-bedroom units in Calabasas are fairly comparable to values County-wide, whereas as unit size increases, the difference in values widens significantly.

Table 14: Median Home Values by Unit Size

Number of Bedrooms	December 2018 Value	December 2019 Value	% Change	Los Angeles County 2019*
2	$537,700	$548,200	2.0%	$547,400
3	$906,400	$922,400	1.8%	$646,100
4	$1,233,700	$1,238,300	0.4%	$794,700
5+	$2,197,800	$2,158,400	-1.8%	$1,171,000
Total	**$1,231,100**	**$1,235,500**	**0.4%**	**$679,400**

Source: Zillow Home Value Index from Zillow.com, Data through December 31, 2019.
*LA County Area includes Los Angeles-Long Beach-Anaheim Metro Area.

Another important data set is the sales listing price for homes on the market. In December 2019, Calabasas' median list price was $502 per square foot, while the list price in the greater LA/Orange County metro area was $444 per square foot. In June 2020, 60 homes and 11 townhomes were for sale in Calabasas on Zillow listing services. The price ranges are included below. It is important to note that nearly half of the single-family homes listed had five or more bedrooms, while only one of the listings was for a two-bedroom home.

- Single-family home listings
  - 60 homes total
  - One (1) two-bedroom home was listed at $1,500,000
  - Fifteen three-bedroom homes ranged from $915,000 to 1,199,000
  - Eighteen four-bedroom homes were listed, ranging from $915,000 to $2,779,000, with one home listed at $4,900,000
  - 26 five- and six-bedroom homes were listed, ranging between $1,499,000 and 4,599,000, with one six-bedroom home listed at over ten million dollars

- Townhome/Condo listings
  - 11 listings in total
  - One one-bedroom unit was listed at $389,950
  - Six two-bedroom townhomes/condos were listed between $549,000 and $655,000. One listing was $1,649,000
  - Three three-bedrooms were listed between $600,000 and $749,999

Homeowner Affordability

The affordability of housing in Calabasas can be assessed by comparing market sales prices with the amount that households of different income levels can afford to pay for housing. Compared together, this information can reveal who can afford what size and type of housing as well as indicate the type of households that would most likely experience overcrowding or overpayment.

Table 15 presents the maximum affordable purchase price for moderate income households (120% AMI), and compares this with median home values as previously documented in Table 14. As illustrated below, the maximum affordable purchase price ranges from $444,276 for a three-person household, $533,632 for a four-person household, and $545,881 for a five-person household, rendering home prices in Calabasas well beyond the reach of moderate income households.

Table 15: 2020 Los Angeles County Maximum Affordable Housing Cost

Moderate Income Affordable Housing Cost	2 Bedroom (3 Persons)	3 Bedroom (4 persons)	4 Bedroom (5 persons)
Household Income @ 120% Median	$83,500	$92,750	$101,500
Income Towards Housing @ 35% Income	$29,225	$34,462	$35,525
Maximum Monthly Housing Cost	$2,435	$2,871	$2,960
Less Expenses:			
Utilities[1]	($146)	($172)	($204)
Taxes (1.10% of sales price)	($406)	($488)	($500)
Homeowner Insurance (0.10% of sales price)[2]	($37)	($44)	($45)
HOA Fees & Other Maintenance	($250)	($250)	($250)
Monthly Income Available for Mortgage	$1,596	$1,917	$1,961
Supportable Mortgage @ 3.5% interest	$355,421	$426,906	$436,705
Homebuyer Downpayment (20%)	$88,855	$106,726	$109,176
Maximum Affordable Purchase Price	**$444,276**	**$533,632**	**$545,881**
Calabasas Median Home Value	**$548,200**	**$922,400**	**$1,238,300**

Source: Karen Warner Associates.
1. Utility costs based on 2020 HACoLA schedule and assumes gas appliances.
2. Estimated from quotes from Progressive Insurance
3. Median home prices (inclusive of both single-family and condominiums) based on Zillow Home Value Index from Zillow.com, Data through December 2019.

A vacancy rate of two percent for ownership housing is generally considered healthy. A low vacancy rate is an indicator of a particularly 'tight' housing market, which may lead to high competition for homes, raising housing prices. According to the 2014-2018 American Community Survey, the homeowner vacancy rate in Calabasas is 0.6 percent, indicating less than ideal vacancies and a pent-up demand for housing.

C. HOUSING PROBLEMS

A continuing priority of communities is enhancing or maintaining the quality of life for residents. A key measure of the quality of life in Calabasas is the extent of "housing problems," including housing overpayment and overcrowding.

Overpayment

Overpayment remains a critical issue for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing. Housing overpayment, as defined by the State and Federal government, occurs when a household spends more than 30 percent of its income on total housing costs, inclusive of rent/mortgage payments, utility costs, insurance, and any HOA fees; severe overpayment refers to spending greater than 50 percent of income on total housing costs. Table 16 shows the incidence of overpayment in Calabasas.

Table 16: Housing Overpayment 2018

Overpayment	Households	Percent	L.A. Co. (%)
Renters			
Overpayment *(30%-50% income on housing)*	575	21%	25%
Severe Overpayment *(>50% income on housing)*	1,089	41%	29%
Owners			
Overpayment *(>30% income on housing)*	2,176	47%	44%

Source: SCAG Pre-Certified Local Housing Data, August 2020.
Household count differs from 2020 Dept of Finance count depicted in Table 6.

The 2014-18 American Community Survey data compiled by SCAG identifies 21 percent (575 households) of renters in Calabasas as spending between 30 and 50 percent of their total income on housing, with an additional 41 percent spending more than half their income on housing. While total renter overpayment is fairly consistent with levels measured in the 2010 Census, severe overpayment increased substantially from 24 to 41 percent, and is well above the 29 percent severe overpayment Countywide. Among owner households, 47 percent (2,176) were overpaying, consistent with overpayment levels measured in the 2010 Census.

Among lower income renter households, overpayment is most pronounced. As shown in Table 17, all renter households earning less than $20,000 in Calabasas face severe overpayment and all renter households earning less than $50,000 face either overpayment or severe overpayment. As anticipated, as a household's income increases, the level of overpayment declines. The impact of housing overpayment on Calabasas' lower income households is significant, with the community's special needs populations – seniors, persons with disabilities, and female-headed households with children - most vulnerable to losing their housing due to an inability to pay. The high incidence of renter overpayment represents a significant housing need in Calabasas, and is addressed

through Housing Element programs for: Rental Assistance; Accessory Dwelling Units; Inclusionary Housing; and Affordable Housing Development Assistance.

Table 17: Lower Income Renter Overpayment 2018

Income Level	Overpayment *(30-50% income on housing)*		Severe Overpayment *(>50% income on housing)*	
	Households	% of renter income category	Households	% of renter income category
Less than $20,000	0	0%	350	100%
$20,000-$34,999	32	13%	217	87%
$35,000 to $49,999	67	20%	275	80%
$50,000 to $74,999	208	45%	223	48%
$75,000 to $99,999	65	31%	14	7%
$100,000 or more	203	19%	10	1%

Source: SCAG Pre-Certified Local Housing Data, August 2020.
Household count differs from 2020 Dept of Finance count depicted in Table 6.

Overcrowding

The State defines an overcrowded housing unit as one occupied by more than 1.01 persons per room (excluding kitchens, porches, and hallways). A unit with more than 1.51 occupants per room is considered severely overcrowded. The incidence of overcrowded housing is a general measure of whether there is an available supply of adequately sized housing units.

Table 18 shows the incidence of overcrowding in Calabasas and Los Angeles County as measured by the 2014-2018 American Community Survey compiled by SCAG. As indicated, less than three percent renters and less than one percent of owners in Calabasas have been identified as overcrowded (either overcrowded or severe overcrowded), in sharp contrast to the 16 percent of renters and six percent of owners identified Countywide as living in overcrowded conditions. In summary, household overcrowding is not a significant housing issue in the community.

Table 18: Overcrowded Households 2018

Overcrowding	Households	Percent	L.A. Co. (%)
Renters			
Overcrowding *(>1.0 ppl/room)*	47	1.6%	9%
Severe Overcrowding *(>1.5 ppl/room)*	33	1.2%	7%
Owners			
Overcrowding *(>1.0 ppl/room)*	10	0.2%	4%
Severe Overcrowding *(>1.5 ppl/room)*	0	0%	2%

Source: SCAG Pre-Certified Local Housing Data, August 2020.
Household count differs from 2020 Dept of Finance count depicted in Table 6.

D. HOUSING ADEQUACY

The vast majority of housing in Calabasas is in excellent condition. Throughout the community, homes are well maintained and evidence continued investment and upgrading. As presented in the prior section, less than three percent of rental housing in Calabasas is considered overcrowded, compared to 12 percent renter overcrowding Countywide. The high rate of owner-occupied units and relatively high household incomes contribute to the high quality of the housing stock in Calabasas.

The age of a community's housing stock can also provide an indicator of overall housing conditions. Typically housing over 30 years in age is likely to have rehabilitation needs that may include new plumbing, roof repairs, foundation work and other repairs. Table 19 displays the age of Calabasas' occupied housing stock as of 2020. With 73 percent of Calabasas' housing stock built prior to 1989, almost 6,500 units have reached the 30-year benchmark. Homes in the City's older neighborhoods were predominately built in the 1960s, 1970s and 1980s, and are now approaching the age at which more significant improvements could become necessary, such as new plumbing or roofing.

Staff conducted a windshield survey (Sept 2021) in the City's older single-family neighborhoods including the communities off Las Virgenes/Lost Hills, Mullholland Highway, and Calabasas Park, as well as the more rural communities of the Calabasas Highlands and Old Topanga. The survey did not include the communities with a homeowners' association as they all have strong aesthetic and maintenance standards. Multi-family complexes were also not included in the survey as these are all well maintained with strong property management. Of the 3,050 homes observed in the windshield survey, just 30 were identified as deteriorating, with the structure showing more than the normal signs of wear and tear. So while Calabasas' housing stock is aging, homes are very well maintained, with just one percent exhibiting signs of deferred maintenance.

Table 19: Age of Housing Stock

Year Built	Renter Occupied Housing	Percent Renter	Owner Occupied Housing	Percent Owner	Total Percent
2014 or later	17	<1%	61	1%	1%
2010-2013	34	1%	21	<1%	1%
2000-2009	114	4%	576	10%	8%
1990-1999	679	24%	919	15%	18%
1980-1989	1,104	39%	2,213	37%	37%
1970-1979	462	16%	1,019	17%	16%
1960-1969	391	14%	1,010	16%	16%
1950-1959	43	1%	146	2%	2%
1940-1949	0	0%	60	1%	<1%
1939 or earlier	10	<1%	39	<1%	<1%
Total	**2,854**	**100%**	**6,064**	**100%**	**100%**

Source: ACS 2014-2018; Dept of Finance 2020 Population and Housing Estimates.

The City's Residential Rehabilitation Program provides loan and grant assistance to lower income households to make needed repairs, with the majority of households taking

advantage of this program either mobile home park residents and/or senior citizens. Between 2014 and 2019, the City provided rehabilitation assistance to 33 lower income households. The City also offers a locally-funded Home Repair Program to assist low and moderate income property owners of severely dilapidated properties cited for code violations to make needed repairs to make the units safe and habitable.

E. SENIOR HOUSING NEEDS

As illustrated in Table 20 below, 17 percent of Calabasas' population were age 65 and above in 2020, with another 15 percent ("pre-seniors") turning this age over the coming decade. One-quarter of the City's households are headed by a senior, with the vast majority (86%) being owner households. Over 20 percent of elderly residents in Calabasas have some type of disability, which may limit their ability to live independently.

Table 20: Characteristics of Senior Population 2020

Population/ Household Category	Persons	Households	Percent
Seniors (65+)	4,064		17%
With a Disability	882		(22%)
Senior Households		2,265	25%
Renter		324	(14%)
Owner		1,941	(86%)
Senior Homeowners Living Alone		509	(26%)

Source: ACS 2014-2018; Dept. of Finance 2020 Population and Housing Estimates.

Of Calabasas' approximately 2,265 senior homeowners, one-quarter live alone. As these homeowners age, many may be unable to maintain their homes or perform minor repairs.

Given Calabasas' growing senior population, the City will continue to experience increases in the need for senior housing and services. Particularly those seniors age 75 and above begin to require housing with a supportive services component. Rising apartment and mobile home park rents, as well as ongoing homeowner maintenance costs are a particular concern for seniors, as many are on fixed incomes. The Calabasas Senior Center, which opened in 2016, is a gathering place for seniors that offers activities, classes, excursions and special luncheons and dinners. A broad range of support services are offered, including housing referrals to independent senior living, assisted living, board & care, and memory care facilities.

Calabasas has several specialized residential facilities for seniors, including:

- Silverado Senior Living - a 110-bed facility for persons with Alzheimer's Disease and related dementias
- Horizons 55 Senior Housing - provides 60 luxury rental units for seniors
- Canyon Creek - provides 75 rental units affordable to lower income seniors
- Calabasas Creekside Senior Apartments - 42 unit senior housing units, including five very low income units, coming on line in early 2022
- Belmont Village Senior Living (located just outside the city in Craftsman Corner) - a new 165-bed facility that offers assisted living and memory care options

F. WORKFORCE HOUSING NEEDS

Calabasas is considered "jobs rich", with approximately 2.2 jobs for every housing unit. As presented in the earlier section on Employment, over 90 percent of persons employed in Calabasas commute in from outside the City, indicative of the shortage of local affordable housing opportunities for the community's workforce. Recognizing this need, in 1998 the City commissioned a *Commercial/Industrial Development and Affordable Housing Nexus Study,* and subsequently established an affordable housing impact fee on commercial and industrial development. While somewhat dated, the 1998 study provides valuable insight on the housing needs generated by the community's workforce. For example, the study estimated that 40 percent of recent workers in Calabasas were low-to-moderate income, and over half these workers commute over 30 miles daily. Furthermore, the study indicated that 17 percent of recent employees attempted to find housing in Calabasas, and that less than a quarter of these were successful, citing high housing costs and lack of residential vacancies as major deterrents.

The limited supply of rentals in Calabasas, combined with escalating rents averaging $2,600 for a two-bedroom unit, has pushed rental housing out of reach for even moderate (120% AMI) income occupations.[5] And with for-sale housing prices averaging around $900,000 to well over a million dollars, homeownership within the City is unattainable for most of Calabasas' working professionals, including:

- Teachers
- Civic Employees
- Police Officers
- Firefighters
- Engineers

Employers are increasingly recognizing that recruitment and retention of employees is dependent upon the availability of local affordable housing options. With the majority of the local workforce commuting long distances, affordable housing opportunities near jobs are not only needed to assist the City in addressing workforce housing needs, but also to achieve General Plan goals for reduced vehicle trips and improved air quality. The Calabasas 2030 General Plan established a mixed- use land use category and designated three areas for transition to mixed use, providing expanded opportunities for multi-family, workforce housing.

[5] Based on an income-to-housing cost ratio of 30%, a household needs to earn at least $104,000 per year to afford a monthly rent of $2,600. The 2020 moderate-income (120% AMI) threshold for Los Angeles County for a single-person household is $64,900 and $74,200 for a two-person household, well below this level.

G. OTHER SPECIAL NEEDS GROUPS

State law recognizes that certain households have more difficulty in finding decent and affordable housing due to special circumstances including, but not limited to the following: economic status, age, disability, household size and household type. In addition to seniors described in the earlier section, other groups with special housing needs include persons with disabilities, female-headed households, large households and the homeless.

Table 21: Special Needs Households 2010

Special Needs Groups	Persons	Households	Percent*
Persons Living with Disabilities*	1,790		7%
Female-Headed Family Households*		1,034	12%
With children		590	(57%)
Large Households		565	6%
Renter		209	(37%)
Owner		356	(63%)

Source: ACS 2014-2018; Dept. of Finance 2020 Population and Housing Estimates.
Note: Numbers in ( ) reflect the % of the special needs group, and not the % of the total City population/households. For example, of the City's large households, 37% are renters and 63% are owners.

Persons with Disabilities

A disability is defined as a long-lasting condition (more than six months) that impairs an individual's mobility, ability to work, or ability to care for themselves. Persons with disabilities include those with physical, mental, or emotional disabilities. Disabled persons have special housing needs because of their fixed income, shortage of affordable and accessible housing, and higher health costs associated with their disability.

The 2014-2018 American Community Survey (ACS) identifies 1,790 Calabasas residents over the age of five as having one or more disabilities, representing seven percent of the City's population. Over forty percent of these residents are unable to live independently. The ACS documents the presence of following types of disabilities among Calabasas' disabled residents:

- Cognitive – 38%
- Ambulatory – 61%
- Hearing – 29%
- Vision – 17%

Of the City's senior population, 22 percent suffer from a disability. As Calabasas' population continues to age, the number of residents with disabilities will also increase.

Efforts to support the disabled in Calabasas include a Meals-on-Wheels program that delivers meals to individuals who are temporarily or permanently disabled. The City's Dial-a-Ride service also provides transportation around the Calabasas area to seniors over 55 years and to the disabled. Silverado Senior Living provides housing for 110 seniors with Alzheimer's and other dementias, and also includes an adult day care facility with capacity

for 30 persons. Belmont Village Senior Living is a new 165-bed facility that offers assisted living and memory care options for its residents.

The living arrangements for persons with disabilities depends on the severity of the disability. Many persons live at home in an independent environment with the help of other family members. To maintain independent living, disabled persons may require assistance. This can include special housing design features for the physically disabled, income support for those who are unable to work, and in-home supportive services for persons with medical conditions.

Developmental Disabilities: Due to the dramatic rise in autism spectrum disorders (ASD), in 2010 the California legislature passed SB 812 which requires the Housing Element to specifically analyze the housing needs of persons with developmental disabilities, and to identify resources available to serve this population. ASDs are the fastest growing developmental disability in California, and the state is projected to face a substantial number of persons with ASD maturing into adulthood, many of whom will want to live independently and need appropriate housing.

The Department of Developmental Services (DDS) provides community-based services to approximately 250,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The goal of these centers is to: 1) prevent/minimize institutionalization of developmentally disabled persons and their dislocation from family and community; and 2) enable this population to lead more independent and productive lives**.**

The North Los Angeles County Regional Center (NLACRC) serves the San Fernando, Santa Clarita and Antelope Valleys. The NLACRC serves over 28,000 individuals with developmental disabilities and their families. Within zip code 91302, which encompasses greater Calabasas, the Regional Center currently provides services to 159 residents with developmental disabilities, including 103 persons under the age of 18, and 56 persons 18 years of age and older. Among these residents, 97.5 percent (155 persons) live with a parent, family member or guardian, with the remaining 2.5 percent living in a foster/group home or an independent/supportive living program.[6] These percentages highlight the need for people with developmentally disabled family members to have a variety of housing options to provide ongoing care and support.

The regional centers have identified a number of community-based housing types appropriate for persons living with a developmental disability: licensed community care facilities and group homes; supervised apartment settings with support services; SB 962 homes (for persons with special health care and intensive support needs); and for persons able to live more independently, rent subsidized housing.

Calabasas supports the provision of housing for persons with disabilities, and has adopted provisions in its Zoning Code to enable community care facilities and supportive housing and ensure reasonable accommodation. Housing Element programs to facilitate affordable housing - including Inclusionary Zoning, Affordable Housing Fund, Affordable Housing Development Assistance, and Density Bonus Incentives – can also assist

[6] California Department of Developmental Services, Consumer County by California ZIP Code and Residence Type. Regional Center and Early Start Consumers, June 2020.

residents with developmental disabilities. The expansion of the City's Home Repair Program to include loans for the development of accessory dwelling units may provide another housing option.

Female-Headed Family Households

The 2014-2018 American Community Survey identifies 1,034 female-headed family households (no husband present) in Calabasas, comprising twelve percent of total households. Of these female-headed households, over half (57%) have children, and of those with children, fifteen percent experience poverty. Many of these households need assistance with housing subsidies, as well as accessible and affordable day care.

The Calabasas Community Tennis and Swim Center offers a variety of youth programs that can help supplement day care. Children and teens can participate in a variety of fitness activities and intramural sports leagues, arts and dance classes, after-school programs, and special camps and excursions. The Agoura Hills/Calabasas Community Center is also available for use by the City's young residents. This state-of-the-art recreational facility offers discounted memberships for students as well as a unique Child Watch Program that provides daycare for parents using the Community Center's facilities

Large Households

In Calabasas, large households with five or more members comprise six percent of the City's total households. Of the City's 565 large households, 37 percent (209 households) are renters. This percentage has increased since 2010, when less than 20 percent (143 households) of large households were renters. The 2014-2018 American Community Survey documents 960 rental units in Calabasas with 3 or more bedrooms, in general, the appropriate size for households with 5-6 members, indicating a more than adequate supply of units for the City's large renter households. However, given that the average rents for a three-bedroom apartment is over $3,000, affordable housing options may be limited. In contrast to many communities where a significant segment of large households may be lower income renters, the majority of Calabasas' large households are families who own their own homes and have relatively high incomes.

Homeless

Due to the relative inaccessibility and distance from urban centers, Calabasas does not attract many homeless individuals or families. The 2020 Greater Los Angeles Homeless Count, conducted by the Los Angeles Homeless Service Authority (LAHSA), included a count of homeless on the street, in shelters (emergency, transitional and safe haven), hidden homeless and youth. This count was done across the County on a single night in January 2020. Within Calabasas, the 2020 count identified two homeless (both unsheltered on the night of the PIT Count).[7]

LAHSA disperses funds to the eight Service Planning Areas (SPAs) in the County for coordinated responses to homeless issues (Calabasas is located in SPA 2). Los Angeles Family Housing, located in North Hollywood, provides services for SPA 2 including: outreach, housing placement assistance and a variety of supportive services.

[7] The Los Angeles Homeless Services Authority, 2020 Greater Los Angeles Homeless County, 2020.

In Calabasas, persons identified as homeless tend to be transient in nature rather than a long-term resident population (i.e., encampments) and are most often located in parks, public spaces, and undeveloped open space, both privately and publicly owned. When a homeless person is encountered, staff visits the individual and outreach materials and service information are provided. This is done by either the City's public safety staff or the homeless outreach coordinator for the Las Virgenes/Malibu Council of Governments (COG). Follow up visits are carried out by the COG coordinator to see if the individuals can access the services needed. Members of the public are also able to use the City's website to notify City staff of the presence of homeless individuals.

In August 2021, the City entered into a Professional Services Agreement with the San Fernando Valley Community Mental Health Center, Inc. (SFVCMHC) to provide interim housing and support services to unhoused persons in Calabasas. The scope of services covers a variety of items, including: offering stabilization services in an interim housing facility; assisting clients in accessing a variety of services to address immediate needs; providing educational opportunities; and coordinating with permanent housing providers. This service agreement will assist the City in continuing to provide homeless outreach and assistance in a timely and efficient manner.

Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural work. In many parts of southern California, agriculture production is an important contribution to local economies. The City of Calabasas has no agricultural land in active production nor do the adjacent cities of Westlake Village or Agoura Hills. According to SCAG's 2020 Housing Element dataset, none of the persons working in Calabasas are employed in farming occupations.

H. ASSISTED HOUSING AT RISK OF CONVERSION

State Housing Element law requires an analysis of the potential for currently rent-restricted low income housing units to convert to market rate housing, and to propose programs to preserve or replace any units "at-risk" of conversion. This section presents information on recent conversions of affordable housing in Calabasas as well as analysis of the current three assisted rental projects, and evaluates those units at risk of conversion during the nine year, 2013-2023 planning period.

2014-2021 Planning Period

The City had identified 140 affordable units at Malibu Canyon at risk of going to market rate because the associated bonds were set to expire in 2016. Subsequently, the City was informed in 2017 of Avalon Bay's (formerly Archstone Calabasas) intent to pay off their 2028 bond early, putting an additional 120 affordable units at risk of conversion. The City followed the steps outlined in the Housing Element program to work towards preservation, but was unsuccessful in both cases. Discussions with both the Los Angeles Community Development Commission (CDC) and California Housing Partnership (CHPC) informed the City that without significant financial resources, options to preserve these bond projects were quite limited.

The City undertook the following steps identified in the Housing Element to preserve the at-risk units:

- Conducted an economic analysis to determine the cost of buying down the rents which proved too costly as it would exhaust City's Affordable Housing Trust Fund in just two years.
- Staff researched outside funding opportunities, including from LA County, but was unable to identify adequate funds for long-term preservation. Because ownership of Avalon Bay is a Real Estate Investment Trust (REIT), they were unable to use tax credits to extend affordability commitments.
- Met with both property owners to discuss options for preservation. Malibu Canyon was not interested in preservation, but Avalon Bay subsequently submitted an initiative to construct 161 new apartments on the site, in exchange for preservation of 80 of the original 120 affordable units. The initiative was not approved by the voters at the March 3, 2020 election.
- City staff has been available to provide assistance to each tenant explaining their rights and conversion procedures, and has proactively updated the City's website to include resources for tenant rights and other affordable housing options within the City and the region.

Despite these actions, the program was not effective in preserving these affordable units.

2021-2029 Planning Period

The City does not have any affordable housing at-risk of conversion during this planning period. Canyon Creek apartments was financed using tax credits, which extend through 2066. The Paxton Calabasas project, which includes four very low income units, has affordability controls which extend to 2048. Avanti includes eight units for very low income tenants, which has deed restrictions until 2046. And Calabasas Creekside, projected to open in mid-2022, includes five very low income units with affordability controls that extend through 2077. Details about these projects are included in Table 22 which follows.

Table 22: Assisted Rental Housing Inventory

Project Name	Tenant Type	Source of Assistance	Total Project Units	Affordable Units	Potential Conversion Date
Canyon Creek Apartments 4803 El Canon Ave	Senior (age 62+)	City Housing Trust Funds; Tax Credits	75	74 Low Income	2066
Paxton Calabasas 4240 Las Virgenes	Family	Inclusionary Ordinance	74	4 Very Low Income	2048
Avanti 23500 Park Sorrento	Family	Inclusionary Ordinance; Density Bonus	80	8 Very Low Income	2046
Calabasas Creekside 23480 Park Sorrento	Senior (age 55+)	Inclusionary Ordinance; Density Bonus	42	5 Very Low Income	2077

Source: City of Calabasas, October 2020.

Any future affordable rental units provided through the City's inclusionary housing ordinance or subsidized through the Affordable Housing Fund would similarly carry long term affordability controls.

I. FUTURE HOUSING GROWTH NEEDS

California's Housing Element law requires that each city and county develop local housing programs to meet its "fair share" of existing and future housing needs for all income groups, as determined by the jurisdiction's Council of Governments. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that would have to be added to compensate for anticipated demolitions and changes to achieve an "ideal" vacancy rate.

The regional growth allocation process begins with the Department of Finance's (DOF) projection of statewide housing demand for the planning period, which is then apportioned by regional councils of government throughout the state. SCAG is responsible for assigning these regional housing needs, known as the Regional Housing Needs Assessment (RHNA) for Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties, and the jurisdictions within each county. The main determining factors in SCAG's methodology are: household growth (based on Connect SoCal growth forecast), job accessibility, and transit accessibility. After a RHNA total is calculated, a social equity adjustment is applied to determine the four income categories (very low, low, moderate, and above moderate-incomes).

The State has allocated 1.34 million new housing units to the SCAG regions as part of the 6th cycle RHNA. This level of housing growth represents the largest allocation the region has ever received, which results in much higher RHNA allocations for SCAG cities and counties. At its September 3, 2020 meeting, SCAG's Regional Council adopted the Connect SoCal on which the RHNA is based. On March 4, 2021, the Regional Council adopted the final RHNA allocations to local jurisdictions.

SCAG has forecast the housing needs by income category for each jurisdiction within the six-county region for the 2021-2029 Housing Element planning period of October 2021 through October 2029. The RHNA represents the minimum number of housing units each community is required to provide "adequate sites" through zoning and is one of the primary threshold criteria necessary to achieve HCD approval of the Housing Element. Calabasas' RHNA housing needs for the 2021-2029 planning period was forecast at 354 net units, distributed among the four income categories as shown in Table 23.

Table 23: Regional Housing Needs Assessment 2021-2029

Income Level	% Area Median Income	Units	Percent
Very Low**	0-50%	131	37%
Low	51-80%	71	20%
Moderate	81-120%	70	20%
Above Moderate	120%+	81	23%
Total		**354**	**100%**

Source: SCAG 6th Cycle Final RHNA Allocation Plan, March 4, 2021.

** An estimated half of the City's 131 very low income housing needs (66 units) units are for extremely low income households earning less than 30% AMI.

III. HOUSING CONSTRAINTS

This section assesses the various governmental, market, infrastructure and environmental factors that may serve as a potential constraint to housing development in Calabasas.

A. GOVERNMENTAL CONSTRAINTS

In addition to market factors, actions by the City can have an impact on the price and availability of housing. Land use controls, site improvement requirements, building codes, fees, processing procedures and other local programs intended to improve the overall quality of housing may serve as potential constraints to the development and improvement of housing. The following section evaluates potential and actual governmental constraints upon the maintenance, improvement and development of housing for all income levels, along with local efforts to address these constraints.

As a means of providing information and transparency to the public, all zoning and development standards and development fees are posted on the City's website, and can be accessed via the following websites:

| *Code of Ordinances* | *City of Calabasas, CA* | *Municode Library*

https://www.cityofcalabasas.com/government/community-development/planning-division/applications-review-bodies

https://www.cityofcalabasas.com/government/finance/related-links

1. Land Use Controls

The General Plan Land Use Element sets forth the City's policies for guiding local development, and establishes the amount and distribution of land to be allocated for different uses within the City. The General Plan land use categories provide for the following range of residential land use types in Calabasas.

Table 24: Residential Land Use Districts

General Plan Land Use District	Zoning	Maximum Density	Primary Residential Type(s)
Urban Residential and Mixed-Use			
Residential–Single Family (R-SF)	RS	6 du/acre (12 du/acre for senior projects)	Single-family detached housing units, including large lot estates, suburban tract developments, and small lot residences
Residential-Multiple Family (R-MF12)	RM	12 du/acre	Attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes
Residential-Multiple Family (R-MF16)	RM	20 du/acre*	Attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes
Residential-Multiple Family (R-MF20)	RM	20 du/acre	Attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes
Residential-Mobile Home (R-MH)	RMH	8 du/acre	Mobile home parks
Mixed Use (MU) MU 0.6 MU 0.95 MU 1.0	CMU	20 du/acre	Office, retail, and commercial services, and higher density residential uses. For MU 1.0, residential must constitute a min. 50% of overall floor area in each project.
Planned Development	PD	60 units total	An area under common ownership intended for a mix of uses that warrants detailed planning due to unique features.
Non-Urban Residential			
Hillside Mountainous (HM)	HM	1 du/10 acres or 1 du/existing lot	Single family detached housing in a very low intensity, rural setting
Residential Rural (RR)	RR	1 du/acre or 1 du/existing lot	Single-family detached housing in a low intensity, rural setting
Rural Community (RC)	RC	2 du/acre or 1 du/existing lot	Single family detached housing compatible with rural development patterns

Source: Land Use Element, City of Calabasas General Plan, October 2015.

* The General Plan R-MF16 land use designation allows for 20 du/acre, which prevails over the zoning designation which currently allows for a max. 16 du/acre.

Development Code

The City regulates the type, location, density, and scale of residential development through the Development Code. Code regulations are designed to protect and promote the health, safety, and general welfare of residents as well as implement the policies of the General Plan. The Development Code also serves to ensure the continued quality of development in the community. The Code sets forth residential development standards for each zoning district, summarized in Table 25 and evaluated in the following section.

Table 25: Residential Development Standards

Zone District	Permitted Uses	Setbacks	Height	Lot Coverage	Max. Density/ Intensity
Urban Residential					
Residential, Single-Family (RS)	Single-family hsg, ADUs, manufactured housing, small resid care homes, transitional & supportive housing	Front: 20' Side: 10' Street Side:15' Rear: 20'	35'	50% or 35% depending on lot size	Minimum: 2 du/acre Maximum: 6 du/acre
Residential, Multifamily (RM)	Multi-family hsg, ADUs, manufactured housing, residential care homes, senior hsg, single-family hsg, transitional & supportive housing	Front: 20' Side: 10' Street Side:15' Rear: 20'	35'	55%	Minimum: 2 du/acre Maximum: 20 du/acre
Residential, Mobile Home (RMH)	Mobile Homes, small residential care homes	Front: 30' Side: 10' Street Side:30' Rear: 10'	18' or 1 story, whichever is less	55%	8 mobile homes per acre
Mixed Use (CMU)	Multi-family housing, senior housing, large residential care homes, office, retail, and entertainment uses	Front: none Side: none Street Side:10' Rear: none (20' if adj resid)	35' (2 stories hsg above comm'l)	62%	20 du/acre, 0.5 - 1.0 FAR (depending on location)
Planned Development (PD)	Multi-family housing, senior housing, single-family housing, office, retail & restaurant uses	Determined by Development Plan Process	35'	Determined by Dev. Plan Process	60 mf dus/ project site, 150,000 sf commercial/ project site
Non-Urban Residential					
Residential, Rural (RR)	Single-family housing, ADUs, manufactured housing, small residential care homes	Front: 30' Side: 10' Street Side:20' Rear: 20'	18' or 1 story, which-ever is less	30%	Minimum: 1 du/10 acre Maximum: 1 du/acre
Rural Community (RC)*	Single-family housing, ADUs, manufactured housing, small residential care homes	Front: 30' Side: 10' Street Side:20' Rear: 20'	27' for pitched, 24' for parapet roof	35%	Minimum: 1 du/10 acre Maximum: 2 du/acre

Source: City of Calabasas, Development Code, July 2020
*Old Topanga and Calabasas Highlands setback standards supersede the underlying RC zone setbacks

Parking requirements are provided in Table 26 by residential uses. Multi-family parking requirements are fairly typical. To promote bicycle use and less reliance on the automobile for shorter trips, the City also imposes a minimum bicycle space requirement on multi-family units. This requirement is rather unique, but not overly burdensome to development.

In order to facilitate the provision of accessory dwelling units (ADUs), and consistent with State law, when a covered parking structure is demolished in conjunction with construction of an ADU, or is converted to an ADU, the required off-street parking for the primary unit is not required to be replaced. In addition, no additional parking is required for an ADU under any of the following circumstances: a) unit is located within one-half mile of a regularly scheduled public transit stop; b) unit is located within a City Council designated historic district; c) unit is part of the existing legal primary residence or an existing legal accessory structure; d) on-street preferential permits are required by the city but not offered to the occupant of the unit; or e) a publicly accessible car share vehicle parking facility is located within one block of the unit.

Table 26: Parking Requirements

Residential Uses	Vehicle Spaces Required	Bicycle Spaces Required
Single-family home	2 spaces within a garage	None
Condominium, small lot single-family home	As required for multi-family housing. Each drive-way with minimum dimensions of 20 ft. by 20 ft. outside of a public right-of-way or private street may be counted as 1 guest parking space	1 space per unit
Accessory Dwelling Unit	1 space	None
Junior Accessory Dwelling Units	None	None
Multi-family, and senior (not assisted living or convalescent home)	Studio: 1 covered space per unit	1 space per unit
	1-bedroom unit: 1.5 spaces per units (1 covered)	
	2+ bedrooms: 2 spaces per unit, plus 0.5 additional spaces for each bedroom over 2. 1 of every 2 required spaces shall be covered	
	Guest Parking: 1 space per 3 units	1 space per 10 units
Senior Assisted Living/ Congregate Care	.5 spaces per unit; plus 1 space/employee of largest shift plus 1 space per regular visiting doctor, or as determined by a parking study.	5% of vehicle spaces
Senior Convalescent Home/ Nursing Home	1 space for each 3 beds	
Mobile Home Park	2 covered spaces (may be in tandem) per unit; plus guest parking as required for multi-family housing	None
Emergency Shelter	1 space for each 250 sq.ft. gross floor area	None

Source: City of Calabasas, Development Code (Chapter 17.28), July 2020.

Subsequent to the 2030 General Plan Update (adopted in 2008), the City prepared an update of the existing Calabasas Development Code in 2010 to provide General Plan consistency, improve readability, and provide refinement of certain code provisions. The Development Code includes a Mixed-Use zone (CMU) to implement the Mixed-Use General Plan land use district, and accommodates residential densities of 20 units/acre. The majority of areas designated for Mixed-Use are characterized as underutilized and suitable for redevelopment, with several Mixed-Use sites included in the Housing Element sites inventory. Sites designated Mixed Use 1.0 require residential uses to constitute a minimum of 50% of the project's floor area.

The 2030 General Plan also established three distinct multi-family designations at 12, 16 and 20 units/acre, in contrast to the one prior 16 unit/acre multi-family designation. As a means of establishing appropriate development standards for 20 unit/acre zoning in Calabasas, the City's urban design consultant produced a site plan for a multi-family residential prototype utilizing the City's RM16 development standards, including height, setbacks, lot coverage, open space and parking. The outcome of this analysis demonstrated that the City's RM16 development standards could yield 20 units/acre. Therefore, with the exception of density (lot area per unit), the City's new RM20 development standards have been modeled after the current RM16 standards.

Recent approvals of projects with an affordable housing component illustrate how the General Plan land use designations facilitate housing development. In order to accommodate the Calabasas Creekside Senior Apartments, the City amended project's General Plan designation from Business-Professional Office to Mixed Use 0.95 and the zoning designation from Commercial Office (CO) to Commercial Mixed Use (CMU). These amendments will allow for conversion of an existing office building to accommodate 42 senior apartments (five deed restricted for very low income households) and 1,600 square feet of commercial use on the 1.92 acre site. Calabasas Creekside is anticipated to be available for occupancy in mid-2022.

For the 80 unit Avanti Townhomes, of which eight units are for very low income households, the City granted height concessions and reduced parking stall dimensions in compliance with the state density bonus law. The site was designated RM20, allowing for up to 90 units on the 4.5 acre site. However, the developer chose to build 80 larger (2,500 sf average), luxury units and did not seek a density bonus.

The City will continue to offer modified standards in support of affordable housing through its density bonus ordinance, described in the following section.

Local Ordinances

State law now requires jurisdictions to analyze in their Housing Elements any locally adopted ordinances that directly impact the cost and supply of residential development. The City of Calabasas has ordinances which set forth inclusionary housing and commercial impact fee obligations, provide for density bonuses, and regulate condominium conversions and short-term rentals, all of which are analyzed in the following section. The City does not have any growth control measures that could potentially limit housing supply.

Inclusionary Housing: The City has established an inclusionary housing program which requires new developments of five or more units to provide between 5 and 20 percent of the total number of units in a project at affordable rent/sales levels. Instead of requiring a fixed percentage of all units to be allocated for affordable housing, the City's program allows for a varying range of affordable units depending on the targeted income level:

- 20% of units for households with incomes up to 110% of AMI
- 15% of units for households with incomes up to 90% of AMI
- 10% units for households with incomes up to 75% of AMI
- 5% of units for households with incomes up to 50% of AMI

The City's ordinance also outlines the location of assisted housing units through the following requirements:

- The number of assisted housing units in any project, except for those designated for the elderly or disabled, should not exceed forty (40) percent of the total number of units in the project;
- Assisted housing should be located within reasonable proximity to public facilities, including public schools, transportation services and park and recreation facilities;
- Assisted units, except those for the elderly, should be distributed throughout the project site;
- When the above requirements are not feasible, affordable units may be developed and operated at an alternative development site. The resulting linked developments shall be considered a single housing development.

To meet the inclusionary requirements, developers have the option of:

- constructing the new affordable units on or off-site
- converting market rate housing to affordable housing through a "buy down" mechanism and restrictive covenants
- rehabilitating structures that currently do not comply with Uniform Building Code and/or Uniform Housing Code standards
- extending the lifetime of an existing restrictive covenant on affordable units that are "at risk" of conversion to market rate housing within 5 years
- pay an in-lieu fee that will be deposited into a designated fund to be used for the preservation and development of affordable housing

Because of the City's flexibility in implementing its inclusionary ordinance, the City's inclusionary provisions have not served as a constraint to development. Rather, the ordinance has been a tool to integrate affordable housing within market rate developments. During the 2014-2020 planning period, the following inclusionary projects have been developed or received entitlements:

- Avanti Calabasas – 80 condominiums, including 8 very low income rental units
- Paxton Calabasas – 78 townhome apartments, including 4 very low income units
- Calabasas Creekside (Raznick) Senior Apartments – 42 apartments, including 5 very low income units

Both Avanti and Calabasas Creekside were granted density bonus incentives to help offset the cost of providing affordable units. With 17 affordable units produced during the planning period, the inclusionary housing program has been an important tool to producing affordable housing in the community.

Affordable Housing Overlay: Affordable Housing Overlay (AHO) zones provide a package of incentives to developers who include a specified percentage of affordable units in their projects. Calabasas has drafted an AHO zone which was adopted in conjunction with the 6th cycle Housing Element in October 2021 as a key tool to increase the production of affordable housing beyond that currently being provided under the Inclusionary Housing Ordinance.

The City contracted with an economic consultant to confirm the proposed affordability requirements in the Overlay are adequately offset by the added density to ensure development projects are financially feasible (refer to Appendix D for the complete economic feasibility analysis). Based on the analysis, the Affordable Housing Overlay will allow for 20 - 40 units/ acre on designated sites in exchange for inclusion of the following amounts of affordable units:

- Rental projects: 25% lower income units (min. ¼ very low income)
- Ownership projects: 25% moderate income units

In addition, the Housing Overlay will include an option for affordable senior housing, allowing for densities of 20 - 50 units per acre for projects with 100% lower income units.

As an example, for any project that simply meets the City's inclusionary housing requirement of 5% of the units dedicated to very low income housing, a property owner would remain subject to the maximum allowable density of 24 dwelling units per acre for a parcel in the CMU or MF-24 zone. However, if the property owner proposes a project that includes at least 25% of the total units for very low and low income households, the AHO would allow an increase in density to 40 dwelling units per acre. It is the intent of the AHO to encourage development of more affordable housing by allowing greater density than would otherwise be permitted.

The AHO modifies certain development standards in order to accommodate the proposed higher density, including:

- Increased densities
- Increased height limits
- Increased floor area ratios
- Reduced project-specific open space standards

Table 27 on the following page outlines the changes to the Development Standards for properties within the AHO.

Table 27: Development Standards under Affordable Housing Overlay

The site development limits below apply to multi-family housing projects and commercial mixed-use projects providing affordable housing units consistent with either the Inclusionary Housing requirements specified in CMC 17.22.020.A, or the Affordable Housing Overlay (AHO) zone, as articulated in CMC sections 17.18.060 and 17.22.025 for properties within the AHO zone and where the owner/developer elects to apply the AHO. For projects in either category, the standards herein supersede the corresponding standards for the respective underlying zoning district.

	Zoning District(s)	Affordability Level	Min. % Affordable Units	Min. - Max. Allowable Density	Minimum Open Space		Max. Allowable F.A.R.	Max. Allowable Height
					Common	Private		
Inclusionary Housing	RM	Very Low, or	5%	20 - 24 d.u./ac.	400 s.f. per unit%	75 s.f. per BR, up to 225 s.f.	1.10	35'
	RM	Low, or	10%					
	RM	Moderate	15%					
	CMU	Very Low, or	5%	20 - 24 d.u./ac.	400 s.f. per unit%	75 s.f. per BR, up to 225 s.f.	1.10	35'
	CMU	Low, or	10%					
	CMU	Moderate	15%					
Affordable Housing Overlay (AHO)	RM - AHO (Rental)	Very Low and Low	6.25% 18.75%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.4	50'
	RM - AHO (Owner)	Moderate	25%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.4	50'
	RM - AHO (Senior)	Very Low and Low	50% 50%	20 - 50 d.u/ac	75 s.f. (combined average) per unit		1.4	50'
	CMU - AHO (Rental)	Very Low and Low	6.25% 18.75%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.5	50'
	CMU - AHO (Owner)	Moderate	25%	20 - 40 d.u./ac	75 s.f. (combined average) per unit		1.5	50'
	CMU - AHO (Senior)	Very Low and Low	50% 50%	20 - 50 d.u/ac	75 s.f. (combined average) per unit		1.5	50'

Eight sites in the Housing Element sites inventory have been included in the AHO, however, additional sites may be added via a General Plan Land Use amendment and Zone Change approved by the City Council.

Commercial Impact Fee: To mitigate the impact of new commercial development on the need for affordable housing, the City has also established an employment-housing linkage program. Under this program, the City requires new commercial developments to provide housing that is affordable to employees within the project site or to pay an in-lieu impact fee.

Impact fees are based on projected employment growth in Calabasas and the associated employee-generated demand for affordable units. Current fee amounts are $2.00 per square foot for retail developments and $3.00 per square foot for office and research/development (R&D) uses. The impact fees collected are placed in the Affordable Housing Fund to be used for affordable housing activities.

During the first six years of the planning period (2014-2019), approximately $147,000 in commercial impact fees were deposited into the Affordable Housing Fund, bringing the total Fund balance to $1.6 million (June 2020). City Council has directed $500,000 in Affordable Housing Fund revenues towards the Home Repair and Accessory Dwelling Unit Loan Program.

Density Bonus: Numerous amendments have been made to State density bonus law over the last several years. The recent changes to density bonus law deal primarily with reduced parking ratios and exemptions (for sites near transit), requirements for replacement housing, adoption of streamlined processing procedures, bonuses for special needs populations, and other changes designed to facilitate the use of density bonus incentives. Calabasas' Zoning Code Section 17.22 sets forth the City's density bonus incentives consistent with Government Code Sections 65915 through 65918. In summary, applicants of residential projects of five or more units may apply for a density bonus and additional incentive(s) if the project provides for one of the following:

- 10% of units for lower income households
- 5% of units for very low income households
- A senior citizen housing development or mobile home park that limits residency based on age requirements
- 10% of units in a condominium for moderate income households.
- 10% of units for transitional foster youth, disabled veterans, or homeless persons
- 20% of units for lower income students in a student housing development
- 100% of units for lower income households, except that up to 20 percent may be for moderate income households

The amount of density bonus varies according to the amount by which the percentage of affordable housing units exceeds the established minimum percentage, but generally ranges from 20-35 percent above the specified General Plan density. In addition to the density bonus, eligible projects may receive 1-3 additional development incentives, depending on the proportion of affordable units and level of income targeting.

Pursuant to State requirements and at the request of the developer, the City will also permit a reduced parking ratio for density bonus projects. To the extent the density bonus cannot be accommodated under Calabasas' development standards, the City will modify applicable standards to accommodate the bonus.

Projects which comply with Calabasas' inclusionary housing ordinance (and meet the requirements of Code Sections 17.22.020(A) and 17.22.020(B) are eligible for density bonuses and incentives. Staff provides information on density bonus incentives and inclusionary housing requirements to all project applicants. The Avanti mixed-use project and Calabasas Creekside Senior Apartments were both granted density bonuses during the planning period. In addition, the pending West Village project is also proposing use of density bonus incentives.

Condominium Conversions: As a means of maintaining the supply of rental units and preserving the affordable housing stock, the City requires the approval of a tentative map, and parcel or final map prior to any condominium conversion. The City also mandates a Relocation Assistance Program that will assist displaced tenants in finding equivalent or better housing. Under the Calabasas General Plan, the City will not approve any condominium conversion when the vacancy rate within the City for multifamily housing is less than four percent.

Between 2014 and 2019, there were no applications for condominium conversions. While the City has not received any condominium conversion requests, it may be appropriate to strengthen the City's current Ordinance to preserve the existing rental housing stock and require affordable units in any future projects approved for conversion. Similar to many jurisdictions with inclusionary housing ordinances, Calabasas may want to extend its inclusionary housing requirements to condominium conversions to provide affordable homeownership opportunities.

Short Term Rentals: A short-term vacation rental (also called a vacation rental or STR) is a rental of a residential dwelling unit or accessory building for periods of less than 30 consecutive days. Over the past few years, short-term rentals have become an increasingly popular form of lodging throughout the country.

The City recognizes the potential land use issues that can arise from operating short-term rentals in Calabasas' neighborhoods, such as parking, noise and trash. In addition, housing units that might otherwise provide long term rental housing for tenants are removed from the rental market, further impacting the shortage of available rental housing in the community. Due to these factors, in 2018, the City Council adopted 7.12.175 of the Calabasas Municipal Code, prohibiting short-term rentals except for lawfully approved hotels, motels, and bed and breakfast inns.

2. Provision for a Variety of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population, including multi-family rental housing, manufactured housing, mobile homes, accessory dwelling units, emergency shelters, transitional housing and single room occupancies. Table 28 summarizes the housing types permitted in Calabasas' zone districts.

Table 28: Housing Types by Residential Zone Category

Housing Types Permitted	Residential/Commercial Zone District									
	RS	RM	RMH	RR	RC	PD	HM	CMU	CT	CL
Single-Family	P	P		P	P	P	P			
Multiple-Family		P				P		C	C	
Manufactured Housing	P	P		P	P		P			
Accessory Dwelling Units	P	P		P	P	P	P			
Senior Residential Projects		P				P		C	C	
Residential Care Homes (≤6)	P	P	P	P	P		P			
Residential Care Homes (7+)		C						C	C	
Transitional and Supportive Housing	P	P								
Emergency Shelters										P
Single Room Occupancy (SRO)[1]								C		

P = Permitted Use **C** = Conditionally Permitted Use

[1]Similar to hotels, SROs are also permitted in the CO and CB zones, subject to a CUP.

Multi-Family Rental Housing

Multi-family dwelling units make up almost one-quarter (23%) of the housing stock in Calabasas. The majority of these units are in two large apartment communities: the 698-unit Malibu Canyon and the 600-unit Avalon Calabasas (formerly Archstone). The new Avanti project has 80 units, Paxton has 78 units and Calabasas Creekside has 42 units. The updated Calabasas Development Code now allows for multi-family housing in the RM (Multi-Family Residential) zone as a permitted use, eliminating the prior Conditional Use Permit (CUP) requirement. The City allows for densities of 2-20 units per acre in the RM zone, with additional densities achievable through density bonuses. In addition, the

following commercial zones conditionally permit multi-family and senior housing: CT (Old Town Commercial) and CMU (Mixed Use Commercial). The Calabasas Creekside Senior Apartment project (formerly the Raznick Mixed Use project) included changing project's General Plan designation from Business-Professional Office to Mixed Use 0.95 and the zoning designation from Commercial Office (CO) to Commercial Mixed Use (CMU).

A major focus of the City's 2010 Development Code was to establish clear, well-defined development standards, allowing for a greater range of uses "by right" without the requirement for a CUP. For example, multi-family development no longer requires a CUP in the RM or PD districts. Elimination of the CUP serves to facilitate development by providing greater certainty to developers. Also, the PD and CMU zones allow more flexibility in integrating residential uses within the community. CMU zoned sites developed under the new Affordable Housing Overlay would not be subject to a CUP and would only be subject to Site Plan review by the Planning Commission.

Manufactured Housing/ Mobile Homes and Mobilehome Parks

The City's Development Code considers mobile homes for permanent occupancy (defined as manufactured housing by the National Manufactured Housing Construction and Safety Standards Act of 1974) the same as single-family dwellings, and permits mobile homes (Section 17.12.020) in all zoning districts that allow single-family housing. Mobile homes are required to be placed on a foundation system in compliance with Section 18551 of the Health and Safety Code, and are required to be designed and constructed with roof eave and gable overhangs of not less than one foot.

Calabasas' prior Development Code permitted mobile home park subdivisions within the RM zone, subject to a Conditional Use Permit. As part of the 2030 General Plan Update, the City identified preservation of its existing mobile home park as a high priority, and developed a separate RMH mobile home park General Plan land use designation and zoning district to aid in maintaining the park in long-term mobile home park use.

This Housing Element includes a program for continued preservation of the mobile home park, including providing information on the State's Mobilehome Park Rehabilitation and Resident Ownership Program (MPROP). In January 2004, the City initiated a Rental Assistance Program for lower income tenants in the park, providing for a monthly subsidy for income-qualified tenants. In December 2010, the City Council made the Rental Assistance Program permanent and as of March 2020, this program was providing assistance to 42 residing in the mobilehome park.

Accessory Dwelling Units

Accessory dwelling units (also known as second units or "granny" flats) are complete independent housing units that can be either detached or attached from an existing single-family residence. Based on their relatively small size, and because they do not require paying for land or major new infrastructure, accessory dwelling units ("ADUs") are considered affordable by design. ADUs can provide affordable housing options for family members, seniors, students, in-home health care providers, and other small household types. ADUs can also be useful to generate additional rental income for the homeowner, making homeownership more financially feasible.

The State passed legislation in 2017 and 2019 to further assist and support the development of ADUs, including "by right" approval for units less than 850 square feet for a one-bedroom and 1,000 square feet for a two-bedroom unit. These projects must be approved at the staff level to help streamline the permit process. In January 2020, the City Council adopted an ordinance amending the City's Zoning Code to be compliant with the latest State laws. This included updated standards for ADUs and Junior ADUs. Highlights of the ordinance amendment include:

- ADUs are permitted in all residential zoning districts, with the exception of the RMH (mobile home park) zone.
- Standards added for junior ADUS, with a size limit of 500 square feet.
- Maximum square footage of attached and detached ADUs (Attached units – shall not exceed the lesser of 1,200 sq. ft. or 50% of the living area of the primary unit; detached units – maximum 1,200 square feet).
- Height limits set at 16 feet for one-story units. If the unit is located above the garage; the applicable zoning district's height standards apply.
- One off-street parking space for the ADU is required in accordance with State law (exceptions are detailed in the ordinance).

Calabasas recognizes that ADUs can be a housing opportunity for lower and moderate income households, including seniors and caregivers. The following describes recent activity related to ADUs in the City:

- Between the years 2014-2020, a total of 22 building permits were issued by the City for ADUs. In the first year since adoption of the City's updated ordinance (Jan-Dec 2020), the City has seen a dramatic increase in ADUs, with seven units approved and another six units in process. These numbers well exceed the goal of 12 units set out in the previous Housing Element.
- In 2019, the City Council adopted a resolution expanding the City's Home Repair Program to include loans for the development of ADUs. Funds in the amount of $500,000 from the Affordable Housing Fund were designated for the program. The first $50,000 loan was issued in 2020 to assist a senior homeowner convert a garage into an ADU.
- The updated Housing Element incudes a program for the City to incentivize and promote ADUs, including the creation of architectural prototypes and continued use of the Home Repair Program to provide funding income qualified households to add an ADU.

The City's website provides information about the ADU review process as well as the development standards.

Housing for Persons with Disabilities

Both the federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. Furthermore, pursuant to SB 520, State housing element

statutes now require jurisdictions to evaluate constraints upon the development, maintenance, and improvement of housing for persons with disabilities, and demonstrate local efforts to remove such governmental constraints. Housing for persons with disabilities encompasses a wide range of housing types, including: physically accessible housing for persons with mobility impairments; residential care facilities for persons with disabilities or the elderly; group homes; housing for persons with Alzheimer's and HIV/AIDS; housing with support services; and transitional housing that serves homeless with disabilities.

The City's provisions for housing for persons with disabilities includes:

- The Development Code permits residential care facilities[8] (for six or fewer residents) in the RS, RM, RMH, RR, RC, OS and HM zoning districts.
- Residential care facilities for seven or more residents are conditionally permitted in the RM, CMU and CT districts. The CUP establishes conditions to ensure compatibility of the use within the neighborhood context, and does not regulate the user or establish undue conditions that serve as a constraint. (While not explicitly required by State law, the CUP could be considered a fair housing issue. The Housing Element thus includes a program to review the Zoning Code requirements for larger care facilities and amend the Code as necessary to ensure State law requirements related to fair housing and care facilities are met).
- Assisted living and congregate care facilities are permitted with a CUP in the RM zone, as well as in most commercial zoning districts.
- Extended care and convalescent care facilities providing nursing and health-related care (such as skilled nursing facilities, extended care facilities, convalescent and rest homes, board and care homes) are conditionally permitted in all commercial zones, with the exception of the Old Town Commercial (CT) zone.
- The City does not impose any spacing requirements between residential care facilities or other special needs housing. The City has not adopted any occupancy standards that apply to unrelated adults or families.
- The Community Development Director maintains the authority, without a public hearing, to grant setback and other minor modifications to the Zoning Code to provide reasonable accommodation to persons with disabilities. For example, handicapped ramps or guardrails (up to 30" in height) are permitted to intrude into the standard setbacks required under zoning to allow first floor access for physically disabled residents.
- The City provides housing rehabilitation funds to income-qualified households for accessibility improvements.

The City adopted Development Code Chapter 17.38, Reasonable Accommodation consistent with federal and state laws regarding providing reasonable accommodations. The Ordinance creates a procedure for an individual with a disability to request a

[8] Residential care homes are defined as facilities providing residential social and personal care for children, the elderly, and persons with some limits on their ability for self-care, but where medical care is not a major element. Includes children's homes, halfway houses, rehabilitation centers, group homes and hospices.

reasonable accommodation from land use or zoning regulations, policies, and practices to provide that individual with an equal opportunity to use and enjoy a dwelling. A decision on whether to grant a reasonable accommodation is processed ministerially and made by the Director of Community Development, unless the project for which the request is made requires some other discretionary approval, in which case the request is handled concurrently with the application for discretionary approval, The written decision to approve, conditionally approve, or deny a request for reasonable accommodation shall be based on the following findings, all of which are required for approval:

1. The requested accommodation is requested by or on behalf of one or more individuals with a disability protected by federal or state law.

2. The requested accommodation is necessary to provide accommodation is requested by or on behalf of one or more individuals with a disability protected by federal or state law.

3. The requested accommodation is necessary to provide one or more individuals with a disability an equal opportunity to use and enjoy their dwelling or business.

4. The requested accommodation will not impose an undue financial or administrative burden to the city.

5. The requested accommodation will not result in a fundamental alteration of a neighborhood's character or will not substantially undermine any express purpose of the General Plan or any applicable specific plan.

6. The requested accommodation will not, under the specific facts of a case, result in a direct threat to the health and safety of other individuals or substantial physical damage to the property of others.

In making these findings, the review authority may approve alternative reasonable accommodations which provide an equivalent level of use and enjoyment.

Finding 5 could be considered a constraint on housing for persons with disabilities. Program 17 in the Housing Element directs the City to review and update findings for the Reasonable Accommodation Ordinance to remove any constraints to housing for persons with disabilities.

The North Los Angeles County Regional Center (NLACRC) serves over 28,000 individuals with developmental disabilities and their families in the San Fernando, Santa Clarita and Antelope Valleys. Within zip code 91302, which encompasses greater Calabasas, the Regional Center currently provides services to 159 residents with developmental disabilities. Of these residents, approximately 97.5 percent (155 persons) live with a parent, family member or guardian with the remaining 2.5 percent live in a foster/group home or an independent/supportive living program.[9] These percentages highlight the need for people with developmentally disabled family members to have a variety of housing options to provide ongoing care and support.

[9] California Department of Developmental Services, Consumer County by California ZIP Code and Residence Type. Regional Center and Early Start Consumers, June 2020.

Calabasas has conducted a review of zoning, permit processing and building code requirements, and has identified two potential barriers to the provision of accessible housing: a) the CUP requirement for community care facilities with more than six residents, and b) subjective reasonable accommodation findings regarding neighborhood character. Programs have been added to the Housing Element to address these potential constraints.

Transitional and Supportive Housing

SB 2, effective January 2008, amended Housing Element law regarding planning and approval for transitional and supportive housing. Specifically, SB 2 requires transitional and supportive housing to be treated as a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. For example, if the transitional housing is a multi-family use proposed in a multi-family zone, then zoning should treat the transitional housing the same as other multifamily uses in the proposed zone.

Transitional housing is defined as temporary housing (generally six months to two years) for a homeless individual or family who is transitioning to permanent housing. This housing can take several forms, including group housing or multi-family units, and typically includes a supportive services component to allow individuals to gain necessary life skills in support of independent living.

Supportive housing is generally defined as permanent, affordable housing with on-site services that help residents' transition into stable, more productive lives. Services may include childcare, after-school tutoring, career counseling, etc. Supportive housing can come in many different configurations, ranging from a small, service-intensive group home, to a multi-family development where tenants with disabilities live alongside other ambulatory tenants.

There are currently no supportive or transitional housing facilities within Calabasas. The City's Development Code has definitions of supportive and transitional housing and identifies these housing types as permitted uses within the R-SF and R-MF zone districts. As stated above, SB 2 requires transitional and supportive housing to be treated as a residential use of the same type in the same zone. These housing types can take the form of single or multi-family uses, or group housing. The City has included a program in the Housing Element to amend the Development Code to explicitly allow transitional and supportive housing in all zones where residential is permitted, including mixed use zones, subject to the same restrictions as similar residential uses in the same zone.

AB 2162 (effective January 2019), added additional provisions that jurisdictions must address in their regulation of supportive housing. These include:

- Allowance of supportive housing as a use by-right in all zones where multi-family and mixed-use is permitted, including non-residential zones permitting multi-family uses, if the proposed development meets specified criteria[10]

[10] Criteria include: 55 year affordability restriction; occupancy by lower income households receiving public funding to ensure affordability; min. 25% of units, or 12 units, whichever is greater, restricted to residents who meet criteria of target population; a written plan for providing supportive services.

- Approval of an application for supportive housing that meets these criteria within specified periods
- Elimination of parking requirements for supportive housing located within ½ mile of public transit

The Housing Element program described above to amend the Development Code allow transitional and supportive housing in all zones where residential is permitted will also address these new requirements.

Emergency Shelters and Low Barrier Navigation Centers

SB 2 also requires the Housing Element to address new planning and approval requirements for emergency shelters. Jurisdictions with an unmet need for emergency shelters for the homeless are required to identify a zone(s) where emergency shelters will be allowed as a permitted use without a conditional use or other discretionary permit. The identified zone must have sufficient capacity to accommodate the shelter need, and at a minimum provide capacity for at least one year-round shelter. Permit processing, development and management standards for emergency shelters must be objective and facilitate the development of, or conversion to, emergency shelters.

California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay."

As discussed previously in the homeless section of the Needs Assessment, due to the relative inaccessibility and distance from urban centers, Calabasas does not attract many homeless individuals or families. The 2020 Greater Los Angeles Homeless Count, conducted by the Los Angeles Homeless Service Authority (LAHSA) included a count of homeless on the street, in shelters (emergency, transitional and safe haven), hidden homeless and youth. This count was done across the County on a single night in January 2020. Within Calabasas, the 2020 count identified two homeless (both unsheltered on the night of the PIT Count).[11]

Pursuant to SB 2, Calabasas conducted a review of its zoning districts and determined the Business Limited Intensity land use district (Commercial Limited CL zoning) most conducive for location of an emergency homeless shelter. The City's Land Use Element designates West Calabasas Road as Business Limited Intensity, and the current land use survey identifies approximately 24 vacant acres. While much of this acreage is hilly, staff has identified flat, buildable pads on several parcels, totaling approximately 11 acres. Parcels along Calabasas Road are accessible to transit, both from the City's free Shuttle Bus with routes throughout the City, and from the MTA bus line that connects Calabasas with the rest of the San Fernando Valley and Thousand Oaks to the west. Services within a one-mile radius include a Ralph's grocery store, a gas station, the Civic Center and library, and access to the Ventura Freeway.

The 2010 Development Code modified the Zoning Ordinance to permit shelters in the CL zone subject to the same development and management standards as other permitted

[11] The Los Angeles Homeless Services Authority, 2020 Greater Los Angeles Homeless County, 2020.

uses in the zone, and without a Conditional Use Permit or other discretionary action. The City's CL development standards are appropriate to facilitate emergency shelters, and can be summarized as follows:

- Minimum lot size: 5,000 sq ft
- Minimum lot width: 50 ft
- Floor Area Ratio: 0.2
- Site coverage: maximum 72% of net site area
- Building height: 35 ft
- Front and rear yard setback: 20 ft
- Side yard setback: none, or 20 ft if adjacent residential zone
- Rear Yard Setback: none; 20' if adjacent to residential zone

In addition to application of CL development standards, as permitted under SB 2, the City has adopted the following standards to regulate emergency shelters to enhance compatibility:

- Maximum number of occupants is 20;
- A minimum distance of 1,000 feet shall be maintained between shelters[12]
- Maximum stay at the facility shall not exceed 180 consecutive days
- One off-street parking space shall be provided for every 250 square feet[13]
- An interior waiting area shall be provided which contains a minimum of 200 square feet
- Exterior lighting shall be provided for the entire outdoor area;
- Security personnel shall be provided during the hours the shelter is in operation

Low Barrier Navigation Centers are defined as "a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing." AB 101 requires cities to allow a Low Barrier Navigation Center development by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements, and sets a timeline for jurisdictions to act on applications for such Centers. The requirements of this bill are effective through the end of 2026, at which point they are repealed unless extended. If the City receives an application for these uses, it will process them as required by State law. A program has been included in the Element to develop by- right procedures for processing low barrier navigation centers.

[12] Pursuant SB 2, the Housing Element includes a program to reduce the current separation requirements between shelters from 1,000 to 300 feet.

[13] Pursuant to AB 139 (effective January 2020), the City has included a program in the Housing Element to amend the current parking standards for shelters from a ratio based on the size of the structure to a ratio based on to the number of shelter staff, and not in excess of parking required for other residential or commercial uses in the same zone.

Single Room Occupancy (SRO)

Single Room Occupancy (SRO) residences are small, one room units (generally 80-250 sq. ft.) occupied by a single individual, and may either have shared or private kitchen and bathroom facilities. SROs are rented on a monthly basis, typically without rental deposit, and can provide an entry point into the housing market for extremely low income individuals, formerly homeless and disabled persons. Calabasas classifies SRO uses the same as hotels and motels. SROs typically have individual bathrooms and thus similar to hotels, are permitted in the CR, CMU, CB and CO zone districts, subject to a conditional use permit.

3. Development Fees

The City collects various fees from development to cover the costs of processing permits, including fees for planning approvals, subdivision map act approvals, environmental review, plan check services, and building permits, among others. Table 29 provides a listing of residential development permit fees in Calabasas.

Table 29: Development Fees for Residential Projects

Fee Type	Fee Amount
Planning and Zoning Fees	
Pre-Application Review	$1,071
Administrative Plan Review	$964 – single unit; $1,927 – all other
Development Plan Review	$9,021
Site Plan Review*	$2,017 – single unit; $4,023 – all other
Conditional Use Permit	$1,939 – single unit; $3,877 – all other
Variance*	$1,277 – single unit; $2,555 – all other
Development Agreement	$6,847
General Plan Amendment	$6,298
Zone Change	$4,326
Specific Plan	$13,335
Oak Tree Permit	$1,613 – single unit; $3,227 – all other
Tentative Tract Map	$6,824
Tentative Parcel Map	$5,547
Scenic Corridor Permit	$426 – single unit; $607 all other
Community Development Forum Fee	$535
Impact Fees	
Park and Recreation Fee	Amount of parkland dedication = # project units x pop density/unit x .003 In-lieu fee based on fair market land value of park acreage dedication requirement.
Traffic Impact Fee	$1,230/unit
Bridge & Thoroughfare Fee (Westside of City)	$1,717 per townhome unit $1,971 per multi-family unit $3,179 per single-family unit
Inclusionary Housing In-Lieu Fee	$19,000 per apartment unit $48,100 per townhome/condo unit $66,900 per single-family unit
School District Fees	$3.20/sq.ft.
Environmental Fees	
Exempt Projects	$448
Negative Declaration	$1,333
Mitigated Negative Declaration	$7,866
Environmental Impact Report	$10,030
Environmental Consultant	Cost + 15%

Source: City of Calabasas, Planning Department Fee Schedule, Effective July 1,2020; Las Virgenes Unified School District.

As a means of assessing the cost that City fees contribute to the cost of development in Calabasas, the City has calculated the total Planning, Building, Pubic Works, and Impact Fees associated with development of a hypothetical 60-unit apartment project.[14] As indicated in Table 30, City development fees run approximately $13,750 per unit, exclusive of School District, Water District and County Public Works fees, and assuming on-site provision of required inclusionary housing units. Fees for condominium projects and single-family subdivisions would be somewhat higher as they would also be subject to parkland dedication requirements under the Quimby Act.

Table 30: City Development Fees for 60 Unit Apartment Project

Fee Type	Total Project Fees	Fees per Unit
Planning/Building Fees		
Community Development Forums	$535.00	$8.92
Pre-Application	$1,071.00	$17.85
Site Plan Review	$4,023.00	$67.05
Oak Tree Permit	$3,227.00	$53.78
Scenic Corridor Permit	$852.00	$14.20
Environmental (CEQA)	$100,000.00*	$1,666.67
Public Hearing Notification	$300.00	$5.00
Doc. Scanning & Archiving	$316.00	$5.27
CEQA - Environmental Impact Report	$10,030.00	$167.17
Building Permit (including inspection)	$250,558.00	$4,175.97
Electrical Permit	$18,860.00	$314.33
Mechanical Permit	$12,737.00	$212.28
Plumbing Permit	$25,427.00	$420.78
Sub-Total	**$427,756.00**	**$7,129.27**
Public Works Fees		
Traffic Mitigation Fee	$73,800.00	$1,230.00
Bridge & Thoroughfare Fee	$118,260.00	$1,971.00
Traffic and Parking Reviews	$2,251.00	$37.52
Engineering Review	$200,000.00	$3,333.33
Grading Permit	$2,889.00	$48.15
Storm Water Pollution Prevention Plan	$561.00	$9.35
Sub-Total	**$397,761**	**$6,629.35**
Total City Development Fees	**$825,517.00**	**$13,758.62**

Source: City of Calabasas Community Development Department, 2020.

Based on a $250/sf average development cost for a 1,200 sf low rise apartment (Metropolitan Policy Program at Brookings www.brookings.edu 5/5/20), Calabasas development fees constitute less than five percent of unit development costs. In summary, Calabasas' planning and development fees do not serve as a constraint to the production

[14] Table 29 presents those fees charged by the City of Calabasas, and do not include those charged by the School District, sewer and water connection fees charged by the Water District, or drainage fees charged by Los Angeles County Public Works.

housing**.** Furthermore, as an incentive for the provision of on-site affordable housing units, the City's inclusionary in-lieu fees reflect full cost recovery, and fee reductions are an eligible incentive for density bonus projects. And pursuant to AB 641, the City allows developers of affordable housing projects with a minimum of 49 percent lower income units to defer payment of development fees until issuance of a certificate of occupancy.

4. Processing and Permit Procedures

Calabasas' development process and permitting procedures are not a constraint to development. Before development can occur, it is necessary to obtain certain permits and approvals. These procedures, although necessary to ensure that the development is safe and in compliance with local regulations and building code requirements, can sometimes lead to delays in projects and subsequently increase costs. Moreover, excessive processing time may act as a constraint on the production of affordable housing, because it increases carrying costs to the developer for land, financing, and so forth.

Recognizing the complexity of the development process, the City offers easy-to-read brochures to help developers and homeowners better understand planning and development procedures. The City is also committed to an efficient review process. In particular, the City offers expedited CEQA (California Environmental Quality Act) review for residential developments with units affordable to lower and moderate-income households. Furthermore, projects located on a site consistent with the Table V-3 may be processed pursuant to the most appropriate CEQA streamlining provisions (CEQA Guidelines, Section 15152 [tiering]).

The City has eliminated the Conditional Use Permit requirement for multi-family projects in the RM (Multi-family Residential) and PD (Planned Development) zones. Multi-family projects on CMU zoned sites developed under the new Affordable Housing Overlay would not be subject to a CUP and would be subject only to site plan review before the Planning Commission. The following describes the different levels of review or decision-making bodies in Calabasas, and the responsibilities of each:

- The **Development Review Committee (DRC)** consists of a representative from relevant City Departments (Community Development, Public Works, etc.) and other agencies involved with the physical development of the City. The DRC reviews development/improvement proposals and provides applicants with technical design comments.
- The City's **Architectural Review Panel (ARP)** reviews projects for their aesthetic quality. The ARP makes advisory recommendations to the Planning Commission and the City Council in matters pertaining to site plan reviews, and evaluating the architectural designs of buildings, landscape plans and other site features. Projects are reviewed by the ARP prior to a completed application, thereby ensuring no delay in processing an application. The ARP is made up of three members and two alternate members appointed by the Planning Commission, with at least one member required to be a licensed architect. Due to its expertise, the ARP's input ensures a high-quality design that reduces the need for the decision makers to discuss architectural issues during the public hearing process. All multi-family and mixed-use projects constructed during the past two Housing Element cycles, inclusive of new affordable housing, have benefited from the ARP review process without delays or barriers to the process.

- The **Community Development Director** has decision-making authority on administrative plan reviews, minor use permits, sign permits, minor scenic corridor permits, temporary use permits and zoning clearances. For subdivisions, the Director has authority over lot line adjustments, lot mergers, conditional certificates, and certificates of compliance, and provides recommendations on tentative maps.
- For projects that require a conditional use permit, site plan review, scenic corridor permit, tentative map or variance, the **Planning Commission** serves as the decision-making body. Property owners within 500 feet of the proposed project are notified. A public hearing is scheduled at least 10 days and not more than 60 days after acceptance of the fully completed application.

The typical review process for a multi-family development application in Calabasas can be described as follows. As a means of saving time and costs, applicants are encouraged to request a **pre-application conference** with staff prior to completion of project design. The purpose of this conference is to inform the applicant of relevant Development Code requirements, explore possible modifications to the project, and to identify any technical studies that may be necessary for the environmental review process. The pre-application conference is conducted with the interdepartmental staff Development Review Committee (DRC), providing the applicant with early input from all relevant departments and external entities. The cost for the pre-application conference is currently $988, and is credited towards future application costs.

Prior to submittal of a formal development application, the applicant is required to hold a Community Development Forum, to inform the public of their intent to develop a site with a new multi-family or mixed-use project. The purpose of the Community Forum is for the applicant to engage the community early on, listen to any concerns, and to address as part of the formal application. City staff's experience has been that the Community Forum results in building better support for projects by allowing open dialogue early in the project design stage, rather than waiting for public input until the project is being decided before the Planning Commission.

Upon submittal of the **formal development application**, City staff conducts a completeness review, and informs the applicant in writing within 30 days of any missing information. Corrections and/or additions are made to the project application and supporting documents, and resubmitted to staff. Review includes distribution of the project to members of the Development Review Committee. If the DRC doesn't have any questions, staff maintains responsibility for review. To the extent members of the DRC do have questions or concerns with the application, a DRC meeting is scheduled with the applicant within 30 days. Once the application is revised and resubmitted to address identified issues, it is forwarded on to the Architectural Review Panel for review of project aesthetics.

Upon completion of project review by the Development Review Committee, and as necessary, the Architectural Review Panel, the City holds a second Community Development Forum in order to provide the public with information regarding a project that will soon be scheduled for a public hearing. The City hosts the second Community Forum, which occurs parallel to development review and thus does not add additional time to the process. After the second Community Development Forum is completed and story poles are installed, the application will be deemed complete. A staff report is prepared

summarizing the conclusions of the Department and each reviewing body. The staff report includes recommendations on the approval, approval with conditions, or disapproval of the application, and is provided to the applicant. In total, the average processing time for multi-family development in Calabasas ranges from six to twelve months, which is very reasonable and not considered an undue constraint on development. For example, the 80-unit Avanti mixed use project received project approval within 12 months of submittal of a complete application.

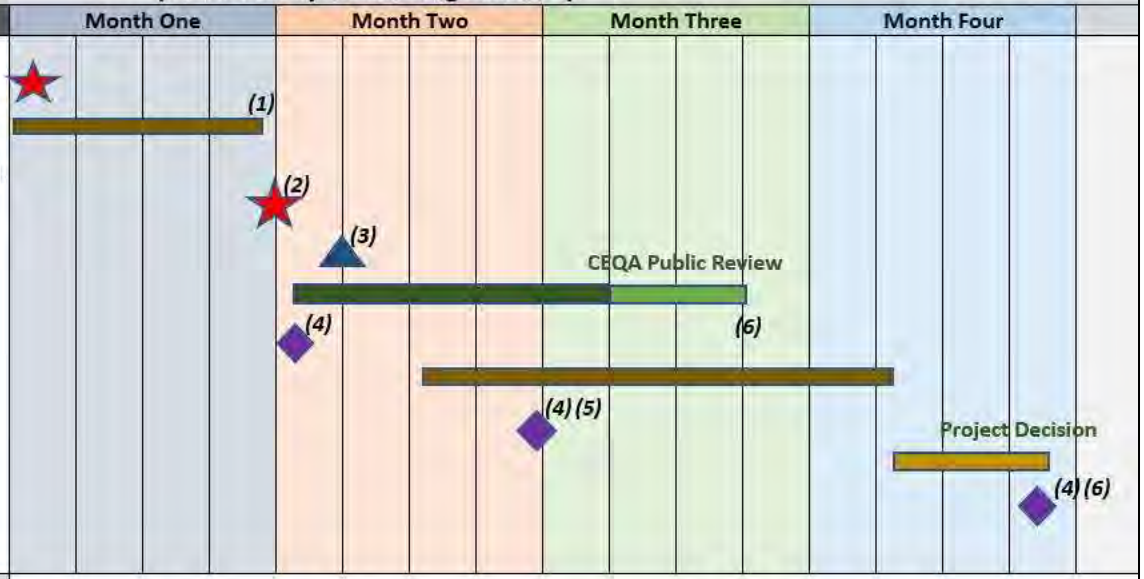
In their review of Calabasas' Housing Element, the State Department of Housing and Community Development (HCD) has identified the number of community meetings and approval hearings required by the City as a potential constraint on the supply and affordability of housing, and on the City's ability to accommodate its RHNA during the planning period. In order to address this concern, and because each of the sites included in the Housing Element has already been vetted through a public process, the City has included a program action in the Element to eliminate the requirement for two Community Forums on all 6th cycle Housing Element sites. Elimination of the Community Development Forums simplifies and shortens the overall timeframe for the project review and entitlement process. And consistent with the Housing Accountability Act, the City will conduct no greater than five public hearings, workshops, or similar meetings, including any appeal, on a housing development project once it is deemed complete. The chart on the following page illustrates the project review process as will apply to new multi-family housing developments proposed for any of the identified Housing Element sites, reflecting elimination of Community Development Forums.

Average processing times in Calabasas to obtain a permit to construct a new single-family residence on a legal lot is six months. Most remaining single-family parcels are either within scenic corridors or are hillside parcels, and would therefore fall within the parameters of the Architectural Review Panel and would require, at a minimum, a public hearing with the Planning Commission, thereby adding to the processing times.

In accordance with section 65913.4 of the California Government Code, also known as SB 35, a permit applicant may submit an application for a development that is subject to the streamlined, ministerial approval process and is not subject to a conditional use permit, if they meet the objective planning standards as outlined in the Government Code. Since the adoption of this section of the Government Code, the City has not yet received an application under these provisions. The City is prepared to act in accordance with the provisions of California Government Code Section 65913.4 and to provide streamlined, ministerial approval when it applies. The City has developed a Preliminary Application for projects seeking vesting rights pursuant to SB 330, the Housing Crisis Act of 2019.

Due to new laws like SB 330 and SB 35 that require ministerial review of qualifying multi-family housing development applications, the City will be developing Objective Design and Development Standards for review of ministerial applications (refer to Housing Element Program #19).

Zoning Review Process for Housing Element Sites
(6th RHNA Cycle Housing Element)



NOTES:

1. Permit Streamlining Act mandates 30-day review (or less) for completeness determinations.

2. Time frame for applicant to resubmit complete plans varies and is out of City's control.

3. Housing Element sites identified in prior planning periods not subject to CEQA if include min. 20% lower income units.

4. Housing Crisis Act requires five or fewer public hearings.

5. Story pole requirement may be waived by the Planning Commission if hardships and feasibility warrant.

6. Under CEQA, 30-day public review for draft MND; project decision required within 60 days of CEQA document completion.

New Technologies and Streamlined Processing

The City's Community Development Department adopted a new permit tracking system, SmartGov, in May 2019. SmartGov is a centralized, web-based land management system that links the City's Building and Safety, Planning, Code Enforcement, and Public Works Departments into one unified system that can efficiently manage the various tasks of the different departments. Activities such as permit issuance, inspections, and citizen inquiries are accessible to City staff through SmartGov. The system also allows residents to request inspections, find the status of their project, and achieve other simple tasks on-line. SmartGov is expected to dramatically increase the efficiency of the development review and permitting process and lessen internal administrative costs.

In the Fall of 2019, the City applied and was awarded an SB 2 planning grant from the State. The application for these funds included up to $100,000 to provide enhanced technology to expedite the building permit process. This effort has successfully been implemented, allowing applicants and homeowners to submit permit applications online, providing for electronic plan checks, and allowing for mobile building inspections with contemporaneous on-site report production.

5. Site Improvements

Before permits requiring discretionary action can be granted, it must first be determined that public facilities are adequate to accommodate any increased demand created by the proposed project. Residential developers are required to provide and/or fund infrastructure necessary for utility connections to the project, including water, electric and sewer, as well as funding their portion of any off-site system expansions or upgrades that are necessary to serve the project. The cost of off-site improvements varies depending on the nature of development (i.e., hillside or flatland development).

Developers of projects that will include streets are required to install the streets, curbs, gutters, sidewalks, utility systems and landscaping; these facilities are typically dedicated to the City. Subdivisions are designed to provide rights-of-way for pedestrian paths, bikeways and multiple use trails as identified in the General Plan Circulation Element. Calabasas' residential street standards are based upon the County of Los Angeles Subdivision Ordinance, and include the following street right-of-way widths:

Cul-de-sacs (up to 700 ft.)	58 ft.
Cul-de-sacs (> 700 ft)	60 ft.
Local streets (up to 1,400 ft)	58 ft
Local streets (> 1,400 ft)	60 ft.
Collector streets	64 ft.

Since Calabasas is a built-out community, most residential projects are small infill developments and not of a size that warrant a circulation system other than private driveways. Most future development will necessitate few site improvement requirements, and thus not add significant costs to development.

6. Building Code

State law requires that all jurisdictions in California enforce the building codes as mandated by the California Building Standards Commission. The State building codes establish construction standards necessary to protect public health, safety and welfare, and the local enforcement of these codes does not unnecessarily constrain the development of housing. The City has adopted by ordinance the following model codes, along with all required updates:

- California Residential Code (2019)
- California Building Code (2019)
- California Mechanical Code (2019)
- California Plumbing Code (2019)
- California Electrical Code (2019)
- County of Los Angeles Fire Code (2019)
- California Energy Code (2019)
- California Green Building Standards Code (2019)

The City of Calabasas, like most cities in California has adopted the Uniform Building Code (UBC). This code includes minimum standards for building materials, plumbing, electrical, fire, energy and other minimum standards. It is also intended to protect the public and provide a healthy and safe dwelling unit. These minimum standards cannot be revised to be less stringent without sacrificing basic safety considerations.

In terms of the local enforcement of the Building code, while staff monitors housing conditions, code enforcement in Calabasas is primarily complaint based. And as described under Housing Element Programs, the City will continue to offer a Home Repair Program to assist low and moderate income property owners of dilapidated units cited for code violations to make needed repairs to make the units safe and habitable.

B. MARKET CONSTRAINTS

Potential market constraints included within the provisions of the Housing Element requirements include issues of land costs, construction costs, availability of financing, and length of time for building permit issuance. Analysis of these issues can shed light on the private market forces, which affect housing availability and affordability.

1. Price of Land

A key component of the total cost of housing is the price of raw land. The diminished supply of land available for residential construction combined with a fairly high demand for such development has served to keep the cost of land relatively high in cities across Southern California. As an example, a 4.5 acre mixed use site cost $15 million, equating to $76/sf, whereas a 21 acre multi-family site with 5 flat, buildable acres cost $4.5 million, equating to $20/sf of buildable acreage. While Calabasas cannot control costs driven by market conditions, it can continue to offer increased densities and reduced parking requirements to effectively reduce the per unit cost of land.

Site improvements also contribute to the cost of land. Most remaining vacant single-family parcels in Calabasas have severe topographic constraints and necessitate significant grading to accommodate development. Infill parcels identified by the 2030 General Plan Update for multi-family and mixed-use development for the most part don't face the same topographic constraints, and are thus less costly to develop than the hillside areas.

2. Cost of Construction

In addition to land and site development costs, a major cost associated with the development of housing is the cost of building materials, which have increased faster than the rise in inflation in recent years. Over the past three years (2017-2020), the cost of raw materials (lumber, concrete, steel, etc.) have increased by 20 percent, compared to a 7.5 percent rise in inflation. This particularly impacts the cost of high-density, Type V construction which requires costly non-combustible steel-frame construction materials. Labor costs have also risen dramatically, and are compounded by a shortage of qualified construction workers.

A reduction in amenities and the quality of building materials (above a minimum acceptability for health, safety, and adequate performance) can result in lower development costs. As part of the City's density bonus program, the City may allow affordable units to be slightly smaller in size (maintaining the same number of bedrooms) and have different interior finishes than market rate units, provided all project units are comparable in construction quality and exterior design. Another factor that can reduce construction costs is the economies of scale realized with a greater number of units built at one time; this is of particular benefit when density bonuses are used for the provision of affordable housing.

3. Availability of Mortgage and Rehabilitation Financing

The availability of financing in a community depends on a number of factors, including the type of lending institutions active in the community, lending practices, rates and fees charged, laws and regulations governing financial institutions, and equal access to those institutions. Through analysis of Home Mortgage Disclosure Act (HMDA) data on the disposition of residential loan applications, an assessment can be made of the availability of residential financing within a community.

Table 31 summarizes HMDA data for both Calabasas and Los Angeles County, providing information on the approval status of all home purchase, refinance and home improvement loan applications during 2019.

- Of the total 457 completed applications for home purchase loans in Calabasas, 86 percent were approved and 14 percent were denied, comparable to the approval rate County-wide. Review of mortgage loan denial rates by Calabasas' census tracts does not identify any tract with denial rates ten points or above the 14 percent citywide average.
- The volume of applications for refinance loans in Calabasas was more than double that of home purchase loans, with 80 percent of the total 1,094 applications receiving approval and 20 percent denied. This approval rate is higher than the regional average.
- The number of applications for home improvement loans in Calabasas was 132, with 55 percent of applicants receiving approval and 45 percent being denied, a higher denial rate than County-wide. Home improvement loans typically have higher denial rates because homeowners may already have high debt-to-income ratios on their home mortgage or refinance loans.

Table 31: Status of Home Purchase and Home Improvement Loans 2019

Loan Type	Completed Loan Applications	Loans Approved		Loans Denied	
		Calabasas	L.A. County	Calabasas	L.A. County
Conventional Home Purchase Loans					
# Applications	457	395		62	
% Approval/Denial		86%	87%	14%	13%
Refinancing					
# Applications	1,094	871		223	
% Approval/Denial		80%	73%	20%	27%
Home Improvement Loans					
# Applications	132	73		59	
% Approval/Denial		55%	69%	45%	31%

Source: Home Mortgage Disclosure Act Data, 2019. Compiled by Karen Warner Associates.
Note: Approved loans include: loans originated and applications approved but not accepted. Denial rate based on applications that went through complete underwriting process, and exclude applications withdrawn or files closed for incompleteness.

4. Requests to Develop at Densities Below Those Permitted

New State Housing Element law now requires the non-governmental constraints analysis to evaluate developer requests to build at densities below the density identified in the Housing Element sites inventory. Calabasas' recent experience has been that townhome projects tend to build at below maximum densities, while apartment and mixed-use projects develop at the upper end of the density range. The following presents the developed densities in recent multi-family projects in the City, all of which were zoned to permit densities up to 20 units/acre:

- Avanti Townhomes – 17.8 units/acre
- Calabasas Creekside Senior Apartments – 22 units/acre
- Paxton Apartments – 3.7 du/acre gross (15.6 units/acre net)

The Avanti townhome project provided large, 2,500 sf units, resulting in densities approximately 10% below the maximum. In contrast, Calabasas Creekside will provide smaller senior citizen apartments and was granted a density bonus to exceed the maximum 20 unit/acre density. The majority of the 21 acre site the Paxton project was built on is sloped and not developable, resulting in a 3.7 unit/acre overall density, though calculating density based on the site's five buildable acres results in a net density of 15.6 units per acre.

In order to incentivize development which better implements densities planned in the Housing Element sites inventory, the City adopted an affordable housing overlay zone in conjunction with the Housing Element. Parcels designated with an affordable housing overlay receive significant density increases above the base density, along with a variety of development incentives, in exchange for development of a greater percentage of affordable units than required by the City's inclusionary ordinance or State density bonus law. The City also established a new minimum 20 du/acre land use designation (RM 24) with associated development standards to support achievement of these densities.

5. Length of Time between Application Approval and Building Permit Issuance

New Housing Element law now also requires an examination of the length of time between receiving approval for a housing development and submittal of an application for building permits. The time between application approval and building permit issuance is influenced by a number of factors, none of which are directly impacted by the City. Factors that may impact the timing of building permit issuance include: required technical or engineering studies; completion of construction drawings and detailed site and landscape design; securing construction and permanent financing; and retention of a building contractor and subcontractors.

The majority of residential permits in Calabasas are for single-family homes, with building permit issuance generally taking six to twelve months after Planning approvals. Hillside properties may take a few months longer due to the need for technical and engineering studies. The 80 unit Avanti mixed use project provides an example of the time frame for a recent multi-family project. This project received entitlements in July 2013 and grading

permits were issued in April 2014. The project consisted of phased construction of eight buildings, with the first occupancy issued in April 2016.

In Calabasas, most approved projects are constructed in a reasonable time period. As of October 31, 2020 only four units approved over one year ago had not yet pulled building permits.

On March 4, 2020, Governor Newsom proclaimed a state of emergency due to COVID-19. The Legislature observed that the pandemic slowed the processing of approvals, permits, and entitlements for housing development projects, resulting in the premature expiration of some entitlements. AB 1561, effective January 1, 2020 finds, "A uniform statewide entitlement extension measure is necessary to avoid the significant statewide cost and allocation of local government staff resources associated with addressing individual permit extensions on a case-by-case basis." Under this legislation, any housing entitlement that would expire between March 4, 2020 and December 31, 2021 is to be extended by 18 months. Additionally, Calabasas issued its own Executive Order to extend planning entitlements for an additional 180 days after the expiration of a state of emergency due to COVID-19.

C. ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

1. Environmental Constraints

Hillside and Ridgeline Areas

Many areas in Calabasas consist of slopes where the topography acts as a limitation to various types of development. Moderately sloped areas present minor limitations due to the need for excavation and grading. Steeper slopes present severe limitations, requiring extensive excavation and possibly blasting during construction. In addition, development potential in some steeply sloped areas is limited due to lack of access and utilities.

The City has established Hillside and Ridgeline development standards to protect the public health and safety with regard to fire hazards and slope stability and to ensure that buildings are located in the most accessible, least visually prominent, and most geologically stable portions of the hillside or ridgeline. These standards apply to proposed developments on sites with a natural slope greater than ten percent or that include a designated ridgeline, which are located along the western, central, and southern portions of the City. The City requires buildings to be sited where they will be screened by existing vegetation, rock outcroppings, or depressions in topography. In wooded areas, dispersed buildings are preferred because they save trees and minimize visual impacts. The City also requires structures placed on or near ridgelines to be situated so that they do not appear silhouetted against the sky when viewed from any roadways designated as a scenic corridor. Ridgeline buildings are to be located in a way that maintains the natural appearance of the ridge. Hillside and ridgeline developments are required to provide two off-street parking spaces for guests in addition to the parking normally required for a residence.

Consistent with Calabasas' commitment to foster environmentally responsible development, the City's 2030 General Plan Safety Element includes the following policy:

> *Policy VII-4 Discourage development within potential landslide areas with severe soil limitations as the City's preferred management strategy, and a higher priority than attempting to implement engineering solutions.*

Significant Ecological Areas

Other constraints to development include Los Angeles County Significant Ecological Areas (SEAs) in the City and surrounding areas. SEAs contain unique or unusual plant and/or species assemblages, or areas or habitat that are rapidly declining in the Los Angeles area. While development within the City is not subject to the County's restrictions or limitations on developments within SEAs, these Los Angeles County SEAs may not be feasibly developed or may require extensive mitigation to ensure that plant and animal species are preserved. Currently, there is one Los Angeles County SEA in and around Calabasas, the Santa Monica Mountains SEA, which are located along the southern and western portions of the City.[15]

[15] Los Angeles Department of Regional Planning. 2019. Figure 9.3 Significant Ecological Areas and Coastal Resources Areas Policy Map. https://planning.lacounty.gov/site/sea/maps/

Earthquakes and Seismic Hazards

The City's geology and close proximity to the Malibu Coast Fault, San Fernando Fault, and Simi-Santa Rosa Fault, as well as other active regional faults, such as the San Andreas Fault, may pose some concerns for development.[16] These faults could produce strong earthquakes which would generate substantial ground shaking, and potentially trigger liquefaction, landslides, mud, and debris flow during a period of heavy rain. Although it is not possible to prevent earthquakes, their destructive effects can be minimized though comprehensive hazard-mitigation programs and efforts. As identified in the 2030 General Plan Safety Element, the City requires building design to be commensurate with the expected level of ground shaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with the potential damage to the building. For all buildings, once environmental protection policies are met, construction techniques are regulated according to the latest edition of the California Building Code (CBC) with City of Calabasas amendments or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

Soils with a high clay content found in the natural portions of the City, such as in the Santa Monica Mountains, may present limitations to urban development due to their shrink-swell potential. Areas with expansive soils can cause problems such as damage to building foundations if not properly mitigated prior to construction. However, the City requires geologic studies prior to development to evaluate the potential for geologic and soil hazards, and requires these conditions to be corrected during construction. Typical measures to treat expansive soils involve removal, proper fill selection, and compaction. The 2030 General Plan EIR concludes that expansion should not be a significant constraint to development of individual sites provided that adequate soil and foundation studies are performed prior to construction.

As identified in the 2030 General Plan Safety Element, potential liquefaction hazard zones are located in portions of Calabasas. In particular, areas in the western portion of the City in the vicinity of Las Virgenes Creek may be subject to seismically induced liquefaction. Prior to approval of development projects in liquefaction or landslide hazard zones, site-specific engineering studies are required to analyze the feasibility or most appropriate design and construction techniques to mitigate potential problems. The 2030 General Plan EIR concludes that liquefaction impacts are less than significant with implementation of the Calabasas Building Code and policies contained in the Safety Element.

Floodplains

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

[16] California Department of Conservation. n.d. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/

The City requires a development permit for any structure being built within a designated special flood hazard area, and the Municipal Code calls for all new buildings in the flood hazard area to be constructed with materials resistant to flood damage. New construction is required to be adequately anchored in order to prevent flotation, collapse or lateral movement of the structure. Equipment and other service facilities must also be designed to prevent water from entering or accumulating within its components during a flood.

Wildfire Hazards

Large areas of southern California are particularly susceptible to wildfire due to the regions' weather, topography, and native vegetation. The California Department of Forestry and Fire Protection (CalFire) ranks fire hazard of wildland areas of the state using four main criteria: fuels, weather, assets at risk, and level of service. According to CalFire, the entire City of Calabasas is in a Very High Fire Hazard Severity Zone and the historical record indicates that wildfire risk in and around the City is high.[17] Most notably, the Woolsey Fire, which began on November 8, 2018 and was contained on January 1, 2019, burned 96,949 acres in Ventura and Los Angeles counties. The fire destroyed 1,643 structures, damaged an additional 341 structures, and caused three fatalities total.[18] In Calabasas, at least nine single-family homes were destroyed, two commercial buildings were badly damaged, and dozens of commercial and residential buildings were damaged. In addition to wildfire, the City could also experience structural fires, which occur in buildings, and industrial fires, which generally result from the ignition of flammable materials.

As identified in the 2030 General Plan EIR, a number of fire safety requirements and regulations apply to new development in the City. These include, but are not limited to, driveway width requirements, sprinklers, alarms, and maintaining adequate pressure and supply for hydrants. The 2030 General Plan Safety Element includes the following policies to specifically address wildfire hazards and development in the City:

> *Policy VII-12 Emphasize prevention of physical and economic loss associated with wildland fire through early identification of potentially hazardous conditions prior to project approval.*
>
> *Policy VII-14 Discourage development and encourage sensitive siting of structures within hazardous fire areas as higher priorities than attempting to implement fuel modification techniques that would adversely affect significant biological resources.*
>
> *Policy VII-15 Require design and siting of new development within areas subject to wildfires in a manner that minimizes the threat of loss from wildland fire.*
>
> *Policy VII-16 Ensure that new development is designed so as to facilitate access by firefighting equipment and to maintain adequate evacuation routes.*
>
> *Policy VII-17 Do not permit development within areas that do not have adequate water pressure or fire flows until sufficient pressure and fire flows can be reliably provided.*

[17] The California Department of Forestry and Fire Protection (CalFire). 2008. Calabasas Very High Fire Hazard Severity Zones in LRA. https://osfm.fire.ca.gov/media/5809/calabasas.pdf
[18] The California Department of Forestry and Fire Protection (CalFire). 2019. Woolsey Fire. https://www.fire.ca.gov/incidents/2018/11/8/woolsey-fire/

2. Infrastructure Constraints

Another consideration for new development is the cost of providing adequate infrastructure, major and local streets, curbs, gutters, sidewalks, water and sewer lines, and street lighting, which must be built or installed in new development. In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is borne by developers, adding to the cost of new housing units, and eventually passed on to the homebuyer or property owner. Maintaining adequate evacuation routes throughout the City is of particular concern in the community. As described in the 2030 General Plan, new development must facilitate access by firefighting equipment and maintain adequate evacuation routes.

The Las Virgenes Municipal Water District (LVMWD) provides both water and wastewater service in Calabasas. In accordance with State mandates, LVMWD has developed an Urban Water Managements Plan (UWMP), which is updated every five years. The UWMP is a planning tool that generally guides the actions of water management agencies, providing managers and the public with a broad perspective on a number of water supply issues. Based on conservative water supply and demand assumptions out to 2040, the 2015 LVMWD UWMP identifies sufficient water supply to meet demand.[19] Analysis of the potable water system in the Integrated Water System Master Plan in 2014 resulted in recommended improvements to enhance system operations and reliability. Recommendations include piping, storage and pumping improvements. Implementing these projects would improve LVMWD's potable water infrastructure and optimize recycled water use to meet the existing and projected demand but do not change the availability of existing supplies or result in new supplies. The UWMP does not identify any wastewater treatment capacity issues.

[19] Las Virgenes Municipal Water District. 2016. 2015 Urban Water Management Plan Final. https://www.lvmwd.com/home/showdocument?id=6877

IV. REVIEW OF PROGRAM ACCOMPLISHMENTS

State Housing Element law requires communities to assess the achievements under their adopted housing programs as part of the update of the Housing Element. The 2014 Calabasas Housing Element contains a set of goals, policies and programs for the eight-year time frame of the housing element (2014-2021). Table 32 reviews each of the twenty programs in the Housing Element, including progress in implementation, effectiveness and continued appropriateness for the updated Housing Element. The results of this analysis will help to shape the comprehensive housing program strategy developed for the 2021-2029 Housing Element update.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
1. Single-family Rehabilitation Program ***Action:*** Assist 5 households annually, for 40 units over the planning period.	***Progress:*** Between 2014-2020, the City assisted 28 households rehabilitate their homes using CDBG funds. ***Effectiveness:*** The program has been effective in providing financial assistance to lower income homeowners to help improve their homes. While the City assisted an average of four households annually rather than its goal of five, it assisted a far greater number of extremely low and very low income households than anticipated. ***Continued Appropriateness:*** With the ongoing need to maintain the city's older housing stock, and mobile homes in particular, this program remains appropriate to the 2021-2029 Housing Element.
2. Home Repair Program ***Action:*** Coordinate with code enforcement to identify low/mod homeowners and provide loans on as needed basis.	***Progress:*** This program was initiated in 2012 to assist low and moderate income homeowners of severely dilapidated units cited for code violations to make needed repairs. In 2019, the City expanded the program to also offer loans for the development of accessory dwelling units (ADUs) to help meet the City's housing needs. The first $50,000 loan was issued in 2020 to assist a senior homeowner convert a garage into an ADU. ***Effectiveness:*** As currently structured, this program has had limited success. Refining the program to better assist low and moderate income homeowners add an ADU to their property could be a more effective use of funds. ***Continued Appropriateness:*** Evaluate refocusing this program on providing financial assistance to support the creation of ADUs, and include the revised program in the updated Element.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
3. Rental Assistance Program ***Action:*** Provide ongoing assistance to 50 households, contingent on funding.	***Progress:*** The City has continued to provide rental assistance to lower income, senior and disabled households. Rental payments are adjusted annually based on CPI, and have increased from $190 to $250/month during the planning period. As of October 2020, this program was providing assistance to 50 households with 42 of these households residing in the mobile home park. ***Effectiveness:*** The program is effective in addressing one of Calabasas' primary affordable housing needs – rental overpayment – and encompasses assistance to those most in need, senior households earning lower incomes. ***Continued Appropriateness:*** The program assists households at-risk of displacement due to rising rents, and remains appropriate to the Housing Element update.
4. Rental Registration Program ***Action:*** Continue to maintain the rental database.	***Progress:*** Annual rent information provided by apartment owners is entered into the City's rental database in July every year, and reported to the City Council. ***Effectiveness:*** The program provides an effective tool to monitor rent levels in the community, and to ensure 60-day notification of any rent increase in excess of 5%. ***Continued Appropriateness:*** AB 1482 (effective 1/2020) provides additional tenant protections, including limits on annual rent increases and prohibition of evictions and non-renewals of leases without just cause. The Rental Registration program should be updated in the Housing Element to reflect these new tenant protections offered under State law.
5. Mobile Home Park Preservation ***Action:*** Should tenants indicate interest in purchasing their mobile home park, provide information on the State's MPROP (Mobile Home Park Rehabilitation and Resident Ownership Program) funding and assist with the subdivision map waiver process.	***Progress:*** The City maintains the mobile home park designation for Calabasas Village Mobile Estates under both the General Plan and Development Code, and provides rental assistance to many of the park's residents. The City has had meetings with both the mobile home park property owner and HOA to assist with negotiating the park's long-term lease. ***Effectiveness:*** The City's actions have been effective in preserving the mobile home park. Space rents have however been increasing, pursuant to the terms of the lease agreement. ***Continued Appropriateness:*** This program remains appropriate to the Element. The City will provide the HOA with information on funding available through the State's MPROP program to assist in mobile home park purchase, as well as long-term loans to individuals to ensure continued affordability.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
6. Preservation of Assisted Housing ***Action:*** Preserve 140 at-risk units. Conduct economic analysis; meet with property owner; explore outside funding/ program options; provide technical assistance to tenants.	***Progress:*** The City had identified 140 affordable units at Malibu Canyon at risk of going to market rate because the associated bonds were set to expire in 2016. Subsequently, the City was informed in 2017 of Avalon Bay's (formerly Archstone Calabasas) intent to pay off their 2028 bond early, putting an additional 120 affordable units at risk of conversion. The City followed the steps outlined in the Housing Element program to work towards preservation, but was unsuccessful in both cases. Discussions with both the Los Angeles Community Development Commission (CDC) and California Housing Partnership (CHPC) informed the City that without significant financial resources, options to preserve these bond projects were quite limited. ***Effectiveness:*** The City undertook the following steps identified in the Housing Element to preserve the at-risk units: ➢ Conducted economic analysis to determine the cost of buying down the rents which proved too costly as it would exhaust City's Affordable Housing Trust Fund in just 2 years. ➢ Staff researched outside funding opportunities, including from LA County, but was unable to identify adequate funds for long-term preservation. Because ownership of Avalon Bay is a Real Estate Investment Trust (REIT), they are unable to use tax credits to extend affordability commitments. ➢ Met with both property owners to discuss options for preservation. Malibu Canyon was not interested in preservation, but Avalon Bay subsequently submitted an initiative to construct 161 new apartments on the site, in exchange for preservation of 80 of the original 120 affordable units. The initiative was not approved by the voters at the March 3, 2020 election. ➢ City staff has been available to provide assistance to each tenant explaining their rights and conversion procedures, and has proactively updated the City's website to include resources for tenant rights and other affordable housing options within the City and the region. Despite these actions, the program was not effective in preserving these affordable units. ***Continued Appropriateness:*** With the loss of these two bond projects, the City no longer has any affordable housing at-risk of conversion. Canyon Creek apartments was financed using tax credits, which extend through 2066, and units produced through the City's inclusionary ordinance require 30 year affordability covenants (future inclusionary units will require 55 year covenants). Nonetheless, an ongoing preservation program remains appropriate to the Element, and will include provisions established under AB 1521 for increased tenant noticing requirements and required owner reporting to HCD.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
7. Condominium Conversion Ordinance ***Action:*** Implement the City's current ordinance. Evaluate strengthening to require inclusionary units in projects approved for conversion.	***Progress:*** Between 2014 and 2019, there were no applications for condominium conversions and no inclusionary housing requirements imposed on condominium conversions. ***Effectiveness:*** Calabasas's condominium conversion regulations are designed to help mitigate the impacts on tenants of the units undergoing conversion by regulating noticing procedures and mandating relocation payments to cover the costs of moving. ***Appropriateness:*** The City's condominium conversion regulations remain an appropriate mechanism to ensure the safety and quality of units and to help mitigate the impacts on displaced tenants.
8. Residential Sites Inventory ***Action:*** Maintain current inventory of residential sites, and provide to interested developers in conjunction with information on incentives. Monitor impact of max 20 du/acre densities on feasibility, report on in annual Housing Element Report to HCD, and modify maximum density as appropriate.	***Progress:*** The Community Development Department staff continues to maintain a current inventory of residential sites for potential development. Three mixed income projects received planning entitlements during the planning period with densities ranging from 15 to 22 units/acre. ***Effectiveness:*** The City has been highly effective in providing information to the development community on site opportunities. ***Continued Appropriateness:*** Maintaining an inventory of suitable sites to address the City's regional housing needs (RHNA) remains an appropriate program for the Housing Element. The City will consider allowing higher residential densities at select locations as part of the updated Element.
9. Second Units ***Action:*** Re-evaluate second unit standards and educate public on availability. Prepare design guidelines and sample site plans. Seek to achieve 12 new second units.	***Progress:*** The City updated its second unit ordinance (now referred to as accessory dwelling units, or "ADUs") in January 2020, consistent with the most recent changes in State law governing ADUs and Junior ADUs. During the first seven years of the planning period (2014-2020), a total of 22 building permits were issued for ADUs, with an additional nine applications in process at the end of 2020, well exceeding the eight-year goal for 12 units. ***Effectiveness:*** The City's new ADU regulations have been effective in producing new units. The City has begun collecting information on anticipated rent levels as part of the ADU application, providing information on the affordability of these units in the community. ***Continued Appropriateness:*** ADUs provide housing opportunities for seniors, caregivers, and other modest income households, and thus a continuation of the program remains appropriate to the Element. Pursuant to new Housing Element requirements, the current program will be augmented to incentivize and promote ADUs, such as through creation of architectural prototypes and funding assistance offered through the City's Home Repair Program.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
10. Annexation of Unincorporated Areas ***Action:*** Pursue phased annexation of adjacent unincorporated areas.	***Progress:*** The City initiated annexation proceedings for two areas: West Agoura Road and Craftsman Corner. The West Agoura Road annexation was ultimately denied by LAFCO, but the Craftsman Corner annexation is still in process, this area recently added to Calabasas' sphere of influence annexation and the Tax Exchange Agreement currently being developed with the County. ***Effectiveness:*** The City has been diligently working towards annexation of the 145 acre Craftsman's Corner into Calabasas. The City's 2030 General Plan includes a vision to revitalize Craftsman's Corner as part of the City's "East Village" area, offering additional sites for mixed use development. ***Continued Appropriateness:*** Annexation of Craftsman Corner is in process and remains appropriate to the updated Element.
11. Inclusionary Housing Program ***Action:*** Provide developers with information on available options and incentives to fulfill inclusionary requirements. Identify specific projects and programs for expenditure of in-lieu fee revenues.	***Progress:*** The City continues to utilize the Inclusionary Housing Ordinance as a tool to integrate affordable housing within market rate developments. During the planning period, the following projects have been developed or received entitlements: ✓ Avanti Calabasas – 80 condominiums, including 8 very low income rental units ✓ Paxton Calabasas – 78 townhome apartments, including 4 very low income units ✓ Calabasas Creekside (Raznick) Senior Apartments – 42 apartments, including 5 very low income units Both Avanti and Calabasas Creekside were granted density bonus incentives to help offset the cost of providing affordable units. ***Effectiveness:*** With 17 affordable units produced during the planning period, the ongoing use of the mandatory inclusionary housing program has been key to Calabasas' success in producing affordable housing. ***Continued Appropriateness*:** The inclusionary program remains appropriate for the updated Housing Element.
12. Commercial/ Industrial Impact Fee Program ***Action:*** Provide affordable housing opportunities to Calabasas' workforce. Identify specific projects and programs for expenditure of impact fee revenues.	***Progress:*** During the first six years of the planning period (2014-2019), approximately $147,000 in commercial impact fees were deposited into the Affordable Housing Fund, bringing the total Fund balance to $1.6 million (June 2020). ***Effectiveness:*** While the City has had limited commercial development, funds generated nonetheless assist in addressing affordable housing needs. City Council has directed $500,000 in Affordable Housing Fund revenues towards the Home Repair and ADU Loan Program. ***Continued Appropriateness:*** As one of the City's few sources of funds to support affordable housing, the Commercial/Industrial Impact Fee program remains appropriate to the Element.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
13. Affordable Housing Development Assistance ***Action:*** Provide financial, regulatory and site identification assistance in support of affordable housing, with the goal to achieve one project in planning period.	***Progress:*** As discussed under the Inclusionary Program above, three mixed income projects were entitled and/or constructed during the planning period, providing 17 very low income units. The City provided density bonus incentives and concessions on two of these projects. In addition, the City provided a $50,000 low interest loan to a low/mod household for conversion of a garage into an ADU. ***Effectiveness:*** The City's regulatory and financial incentives have been effective in producing affordable units. ***Continued Appropriateness:*** Providing assistance in support of affordable housing remains appropriate to the Housing Element.
14. Green Building ***Action:*** Implement Green Initiative and promote the City's Green Building Program.	***Progress:*** The City has adopted the 2019 California Building Standards Code, including the California Energy Code and the CALGreen Code. Each of these codes have increased measures for energy efficiency, resource conservation, green building, and sustainability. The City's comprehensive Green Initiative encompasses numerous programs aimed at reducing greenhouse gas emissions, using finite natural resources more efficiently, and improving the quality of the environment. Programs which fall under this initiative include: Property Assessed Clean Energy (PACE) Retrofit Program; Recycling Program; Polystyrene and Single-Use Plastic Straw & Cutlery Ban; Secondhand Smoke Control Ordinance; Alternative Fuel Vehicle Fleet; and Watershed Management Programs. ***Effectiveness:*** The City has implemented CALGreen and provides information to the public about green building and the City's Green Initiative via the website. ***Continued Appropriateness:*** Promoting energy conservation and sustainable design in new and existing development remains appropriate to the updated Housing Element.
15. Density Bonus Program ***Action:*** Promote density bonus incentives via dissemination of the Affordable Housing brochure.	***Progress:*** Staff provides information on density bonus incentives and inclusionary housing requirements to all project applicants. The Avanti mixed-use project and Calabasas Creekside Senior Apartments were both granted density bonuses during the planning period. In addition, the pending West Village project is also proposing use of density bonus incentives. While the City did not prepare an Affordable Housing brochure, the City includes information on affordable housing incentives on its website. ***Effectiveness:*** This program has been effective in facilitating the production of mixed income housing in the City. ***Continued Appropriateness:*** Providing density and other incentives to facilitate the production of affordable housing remains appropriate to the Element.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
16. Development Code Amendment ***Action:*** Amend the Code to reduce separation requirement between shelters to 300 feet.	***Progress:*** The City has not yet amended the Development Code to reduce the minimum distance between emergency shelters from 1,000 to 300 feet. The City has not, however, had any inquiries or applications for an emergency shelter. ***Effectiveness:*** This program has not been implemented. ***Continued Appropriateness:*** Amendment of the Code to reduce shelter separation requirements consistent with SB 2 remains appropriate to the Element. Pursuant to AB 139, the amendment will also encompass changes to the parking standards for shelters from a ratio based on shelter size to a ratio based on the number of shelter staff.
17. Fair Housing Program ***Action:*** Contract with the Housing Rights Center (HRC) to promote open and fair housing practices, and to facilitate communication between tenants and landlords. Assist in program outreach through referrals and distribution of educational info.	***Progress:*** Calabasas continues to contract with the Housing Rights Center (HRC) to provide housing discrimination assistance and tenant/landlord information. The City provides information on its website regarding fair housing services offered through HRC. ***Effectiveness:*** The City's fair housing program is effective in providing services and education regarding housing discrimination and tenant/landlord rights and responsibilities. ***Continued Appropriateness:*** Fair housing services remain appropriate to the updated Element.
18. Universal Design/ Visitability ***Action:*** Develop Universal Design and Visitability brochure, and provide to residential builders.	***Progress:*** The City has adopted reasonable accommodation procedures as part of the Development Code, and offers grants to qualified low income households for needed accessibility improvements. The City did not however implement a Universal Design program. ***Effectiveness:*** The program was not implemented. ***Appropriateness:*** Ensuring persons with disabilities continue to have fair access to housing remains important and will be implemented through reasonable accommodation policies as well as through the fair housing program. A Universal Design program is not viewed as appropriate for the updated Housing Element.
19. Senior Housing Opportunities ***Action:*** Actively pursue senior housing opportunities and housing support services. Consult with senior housing and gerontology experts to assist in adequately planning for the community's senior citizens.	***Progress:*** The new Senior Center opened in 2016 on the Civic Center property, and offers a variety of recreational and support services to seniors. The City granted planning entitlements to a new senior housing facility, Calabasas Creekside Senior Apartments, which will provide 42 apartments, including 5 very low income units. ***Effectiveness:*** With the opening of the new Senior Center, a broad range of support services are offering to Calabasas' seniors, including housing referrals to independent senior living, assisted living, board & care, and memory care facilities. ***Continued Appropriateness:*** Senior citizens continue to represent a growing segment of Calabasas' population. Providing a variety of housing opportunities and support services remains an appropriate program for the Element.

Table 32: 2014-2021 Housing Element Accomplishments

Program/Action	Accomplishments
20. Housing Opportunities for Persons Living with Disabilities ***Action:*** Work in cooperation with the NLACRC to publicize information on available resources for housing and services. Pursue State and Federal funds available for supportive housing and services in future affordable housing projects.	***Progress:*** Within zip code 91302, which encompasses greater Calabasas, the North Los Angeles Regional Center (NLACRC) currently provides services to 159 residents with developmental disabilities, indicative that NLACRC's resources are well publicized. Among these residents, approximately 97 percent live with a parent, family member or guardian and three percent live in a foster/group home or an independent/supportive living program. a community care facility. These percentages highlight the need for people with developmentally disabled family members to have a variety of housing choices to provide ongoing care and support. ***Effectiveness:*** The City provides a link to the North Los Angeles Regional Center on its housing resources webpage on the City website, and has been effective in providing information on services available through the Regional Center for persons with developmental disabilities. ***Appropriateness:*** This program remains appropriate to the Housing Element.

Summary of Progress and Continued Appropriateness of 2014-2021 Goals, Polices and Programs

The goals and policies of the 2014-2021 Calabasas Housing Element remain appropriate to the updated element, and all of the Element's housing programs remain appropriate for continuation.

The Table below summarizes the quantified objectives contained in the City's 2014-2021 Housing Element, and compares the City's progress in fulfilling these objectives:

Table 33: Progress Towards 2014-2021 Quantified Objectives

Income Level	New Construction (2014-2020)		Rehabilitation (2014-2020)		Conservation	
	Goal	Progress	Goal	Progress	Goal	Progress
Extremely Low	44		1	8	50	50
Very Low	44	15	1	7		
Low	54		38	13	140	0
Moderate	57	8				
Above Moderate	131	184				
Total	330	207	40	28	190	50

New construction goal reflects Calabasas' 2014-2021 RHNA. Of allocation for 88 very low income units, half is allocated to extremely low income and half to very low income households. Progress includes
Rehabilitation goal and progress reflects the Residential Rehabilitation Program.
Conservation goal and progress reflects the City's Rent Subsidy Program, and Preservation of low income at-risk housing.

New Construction: The City's 2014-2021 Housing Element was adopted on December 11, 2013. A major focus of the General Plan on which the Housing Element is based was to provide expanded sites for multi-family and mixed-use development at appropriate densities to address the City's regional housing needs (RHNA), along with a comfortable sites buffer. And while the Element provided sufficient sites capacity, the actual number of units constructed during the 2014-2020 period (207) represents just 63 percent of the City's RHNA (330). Through the City's inclusionary ordinance, the City was able to achieve twelve very low income units integrated within market rate developments, with entitlements for an additional five very low income units. In addition, the City issued building permits for 22 accessory dwelling units (ADUs), and based on information collected by the City on units to be occupied family members or household staff rent-free, along with review of rent levels on Zillow, three of these ADUs are affordable to households earning very low incomes and eight are affordable to moderate income households.

Rehabilitation: In terms of rehabilitation, the City's goal was to assist five households per year, for a total of 40 households. During 2014-2020, the City was successful in assisting 28 lower income households rehabilitate their homes using CDBG funds. While the City assisted an average of four households annually, it assisted a far greater number of extremely low and very low income households than anticipated.

Conservation: The City's conservation goal included continued provision of monthly rental subsidies to 50 households via the Rental Assistance Program, which the City has continued to maintain, as well as increasing the subsidy amount. The second component of the conservation goal was for preservation of the 140 at-risk bond units in Malibu Canyon Apartments at risk of going to market rate because the associated bonds were set to expire in 2016. Subsequently, the City was informed in 2017 of Avalon Bay's (formerly Archstone Calabasas) intent to pay off their 2028 bond early, putting an additional 120 affordable units at risk of conversion. A described earlier in Section II.H, the City followed the steps outlined in the Housing Element program to work towards preservation of both these projects, but was unfortunately unsuccessful in both cases.

Special Needs Households: In terms of special needs households, Calabasas provided monthly rental assistance to 50 senior, disabled and other lower income households who may otherwise be at risk of homelessness; provided rehabilitation assistance to 28 lower income households, primarily benefiting seniors and persons with disabilities residing in the City's mobile home park; approved and granted a density bonus for a 42 unit senior housing complex, inclusive of five units affordable to seniors earning very low incomes; adopted an accessory dwelling unit (ADU) ordinance to facilitate the addition of ADUs which can benefit seniors, persons with disabilities and female-headed households; and opened a new Senior Center which offers a variety of recreational and support services to seniors, including housing referral services.

V. ENERGY CONSERVATION OPPORTUNITIES

"Green buildings" are structures that are designed, renovated, re-used or operated in a manner that enhances resource efficiency and sustainability. These structures reduce water consumption, improve energy efficiency and lessen a building's overall environmental impact. The City of Calabasas is committed to securing its long-term sustainability by implementing a green initiative to improve the quality of the environment, reduce greenhouse gas emissions and use finite natural resources efficiently. The City's green initiative is aimed at promoting environmentally responsible development, upgrading existing city facilities, and educational outreach.

Calabasas adopted its first green building ordinance in January 2004, requiring all new and substantially renovated non-residential buildings greater than 500 square feet in size to utilize environmentally efficient site and building design, sustainable construction practices, and rapidly renewable or recycled building materials. On September 23, 2009, City Council adopted the California Green Building Standards Code which establishes mandatory Statewide green building standards and applies to all projects within the City, including residential. This Code was last updated in 2019 consistent with updates by the State, and will again be updated in 2022 pursuant to Statewide changes, at which time the City will prepare an updated Green Building Checklist and provide to building applicants upon inquiring about project development.

Calabasas' green initiative encompasses numerous activities summarized on the City's Green City webpage, with numerous links to outside resources. The following highlights some of the City's green projects and programs:

- **Property Assessed Clean Energy (PACE) Program** - City of Calabasas is working with Los Angeles County to provide energy efficient retrofits to its residents. The County is investing approximately $11 million in federal grant funds to develop a PACE program to serve the county's 88 cities. The program is designed to encourage private property owners to invest in energy efficiency retrofits and is key part of a broader home retrofit program for LA County. The LA County PACE program is authorized under California's AB 811, which enables municipalities to provide private property owners with the ability to finance energy efficiency and renewable energy improvements through a voluntary property tax assessment that is paid back over 20 years.

- **Calabasas Civic Center** -In July 2008, the City of Calabasas completed construction of a high performance, resource-friendly Civic Center consisting of a City Hall and Public Library. Both buildings were designed to meet a "Gold" standard from the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Rating System for new construction. Sustainable design features include the use of energy and water efficient HVAC and plumbing systems, recycled and locally manufactured materials, use of a "cool" energy star rated roof, drought tolerant landscaping, low flow irrigation system, use of recycled water for landscape, use of natural daylight, increased views, systems to monitor and provide healthy indoor air quality and much more. Both the City Hall and Public Library were awarded a LEED Gold Certification by the United States Green Building Council (USGBC) on January 20, 2010.

- **Recycling Program** – With the passage of AB 939, Calabasas has set up a number of recycling programs to ensure it meets and exceeds the State's goal of a 50 percent diversion rate including programs for curbside recycling, construction waste recycling, electronic waste recycling, and household hazardous waste round-ups. In addition, staff provides outreach and technical assistance to residents, businesses and the schools to maximize waste prevention and recycling.

- **Alternative Fuel Vehicle Fleet** – The City's vehicle fleet consists of automobiles, trucks, and vans for City employees and public transit shuttles and old-fashioned trolley cars to serve the public. Recognizing that standard gasoline using automobiles consume considerable energy and contribute significantly to air pollution, the City continues to build a vehicle fleet consisting of alternative fuel vehicles that run off of compressed natural gas (CNG) or involve hybrid gas/electric engines to improve fuel efficiency. Recently, the City added nine hybrid vehicles to the City's fleet for use by inspectors, saving gallons of gas from being consumed each year.

- **Green Rebates and Incentives** – The City's Green City webpage includes a comprehensive listing of available financial incentives for use of green appliances and utilities in single-family homes, multi-family structures, and commercial properties. The webpage also provides detailed information for residents on how to retrofit their homes to make them greener.

- **Polystyrene Ban** – In 2007, the City Council adopted an ordinance banning the use of Polystyrene (Styrofoam) by retail food establishments, nonprofit food providers and City facilities. The ordinance requires food establishments to use environmentally acceptable packaging.

- **Second-Hand Smoke Ordinance** – The City enacted a comprehensive second-hand smoke ordinance in 2006 which restricts smoking in all public places, including parks, sidewalks, parking lots, patios and outdoor balconies.

The Calabasas 2030 General Plan is predicated on creating a more sustainable community for existing and future residents. The Land Use Element establishes a new Mixed Use designation where people can live, work and shop without getting in their cars, and continues to permit the integration of residential uses in most commercial districts. The Conservation Element establishes numerous policies in support of sustainable development, including:

- Promote neighborhood designs that minimize energy use – e.g., mixed-use development to allow residents to live where they work and shop

- Promote site design to minimize energy use – e.g., maximize solar access by use of non-reflective glass on south facing walls
- Promote building designs that minimize energy use – e.g., design buildings to maximize internal lighting
- Promote incorporation of energy conservation measures in existing and new developments

CITY *of* CALABASAS

2030 General Plan

Appendix D:
Safety Element Appendices

D1. Wildfire Assessment

D2. Emergency Evacuation Traffic Assessment

APPENDIX D1
WILDFIRE ASSESSMENT

Appendix D Safety Element

Appendix D-1 Wildfire Assessment

prepared by

City of Calabasas
100 Civic Center Way
Calabasas, California 91302
Contact: Tom Bartlett, AICP, City Planner

prepared with the assistance of

TSS Consultants
5430 Carlson Drive, Suite 100
Sacramento, California 95819

and

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

February 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Introduction D-1
Wildfire Fundamentals D-1
Wildfire Hazard Designations D-3
Post-fire Slope Instability and Drainage Pattern D-4
Citywide Conditions D-5
Emergency Response Facilities D-8
Wildfire Risk in the Regional Planning Area D-10
Regional and Local Plans D-13
References D-17

Tables

Table 1 Vegetation and Land Use Types – Risk Factor and Boundary Distances D-7
Table 2 Wind Data D-8
Table 3 Emergency Response Facilities Serving Calabasas D-8

Figures

Figure 1 Calabasas Fire Hazard Severity Zones D-4
Figure 2 Calabasas Topography D-5
Figure 3 Calabasas Vegetation and Existing Land Use Categories D-6
Figure 4 Emergency Response Facilites Serving Calabasas D-9
Figure 5 Regional Planning Area D-10
Figure 6 Northern Regional Planning Area Wildfire Risk D-11
Figure 7 Southern Regional Planning Area Wildfire Risk D-12
Figure 8 Dangerous Vegetation Types Located Adjacent to Calabasas D-13

This page intentionally left blank.

Introduction

This technical appendix to the General Plan Safety Element describes wildfire conditions present in the City of Calabasas. It includes a description of wildfire fundamentals, identifies wildfire hazard designations for Calabasas, describes citywide conditions related to slope and aspect, vegetation, weather and atmosphere, and wind pattern, presents existing emergency response facilities, and identifies areas of varying wildfire risk in the areas surrounding Calabasas. Information throughout this appendix is supported by the Wildfire Assessment prepared for the General Plan Update by TSS Consultants (see City of Calabasas General Plan Update Final Program Environmental Impact Report, Appendix E).

Wildfire Fundamentals

A wildfire is an uncontrolled fire in an area containing combustible fuel types, primarily vegetation formations and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas, such as landscaping zones parks and conservation areas, that provide combustible materials. Buildings may become involved if a wildfire spreads into developed areas in Calabasas or surrounding communities. The land uses in Calabasas include rural-residential, high density residential, commercial, industrial, services, and community facilities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions.

A significant part of western Los Angeles County is developed urban area situated near rugged topography with highly flammable vegetation. The County of Los Angeles experiences wet winters and warm, dry summers that dry out vegetation. During the fall, Santa Ana winds, known for the dry air and high wind speeds originating in the deserts north and east of Los Angeles County, sweep west into the county and further desiccate vegetation. Historically, fires that burn more than 1,000 acres have occurred in the County about every one to three years, with the most recent being the Woolsey Fire (November 2018) which burned 96,949 acres (County of Los Angeles 2019).

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks.

Wildfire has three basic elements that need to be considered when determining its associated risk level: how and where its ignition occurred; how and why it moves across a landscape from its point of ignition; and what is the fire's nature upon arrival at a location important to the City. In general, a fire's nature is defined by eight behavioral characteristics:

1. Direction of the advance of the fire front
2. Speed of the advance of the fire front (rate of spread)
3. Mechanism causing the advance
4. Duration at any one location
5. Fuelbed structure-related consumption of fuels

6. Flame length
7. Intensity
8. Gaining control

A fire front's direction of travel is primarily determined by wind direction (long-term prevailing winds more temporal variations), geographic aspect, and condition of the fuels in the advance direction. The speed of a fire front's advance is typically a result of combinations of conditions including wind speed, terrain slope percentage and the nature of combustible fuels at the site of the currently burning material and on lands in the advance direction of the fire.

Wildfires advance by two principal mechanisms, combustion resulting from radiant heating, and remote ignition resulting from ember production. The length of time a wildfire stays at one location is primarily determined by the size classes of the material being consumed. Grass formations are dominated by low volumes of very "fine" fuels (small size classes) and, depending on the level of dryness, can be consumed, with the fire advancing, in a matter of minutes. In grassland situations fires tend to have lower intensities and can advance by radiant heating effectively only through vegetation types with similar fuel sizes. Grassland fires are generally not aided significantly by the ember process as the small fuel particles are completely consumed before traveling significant distances. On the other hand, tree-dominated formations have significantly greater volumes of available fuel and a far greater quantity of larger-sized pieces. Fires can remain at these locations for days, often weeks, and sometimes months (on heavily wooded conifer sites). These fires burn with very high intensities (in the realm of 1,800°F) and can effectively advance through adjacent vegetation characterized by all fuel size types. Fires burning in these more heavily wooded types can also produce larger ignited fuel particles that can travel significant distances before being completely consumed, and if the still-burning particle lands in a location with available fuels, it can start another fire (referred to as a "spot" fire) well in advance of the original fire front.

Fires burn where fuels are available. Fires in grasslands burn at one level set by the height of the grass, while fires in brushlands can burn surface fuels and typically consume the stems and leafy crowns to the full height of the plants. Fires in tree formations have a much more complex pattern of movement based primarily on the continuity (or "connectedness") of the fuels. In these stands there are typically three distinct layers of fuels, arranged vertically, surface, stems and trunks, and the crown composed of branches, twigs, and leaves. The continuity of fuels is important to consider in both horizontal and vertical directions. If a fire enters a stand and is advancing only as a surface fire it will continue this manner of advance if there is high horizontal fuel connectivity. However, if there is also a high degree of vertical continuity (provided by fuels referred to as "ladder fuels") then a fire can move into the crown as well as involving the entire stand structure.

Flame lengths are generally determined by the volume of fuels burning, the amount of time to total consumption, and the height of the species comprising the formation. Grassland produces flame lengths typically ranging from one to three feet as they are composed of low volumes of fine materials that are consumed quickly. Flame lengths are at their maximum when the material is dry. Brush formations can produce flame lengths from 4 to 10 feet. Native oak-dominated hardwood formations can generate 20- to 40-foot flame lengths and stands of exotics, such as *Eucalyptus globulus* or *E. cinerea,* or dense conifer stands, over 100 feet. Flame length is important as it sets the distance over which radiant heating-related combustion can occur.

The temperature achieved in a wildfire is directly related to the amount of cellulosic material available for consumption. Grasslands have very low amounts and attain lower temperatures but

woodland, characterized by large amounts of highly concentrated cellulosic material, can attain temperatures on the order of 1,800 degrees Fahrenheit.

Gaining control over a wildfire's behavioral character is the objective of response efforts. Grassland fires, burning in low fuel volume, rapid consumption, and at a single level are the easiest to bring under control. On the other end, fires that are burning in high fuel volumes, full spectrum size classes, and entire stand structure involvement, can require days, weeks, even months, to bring under complete control.

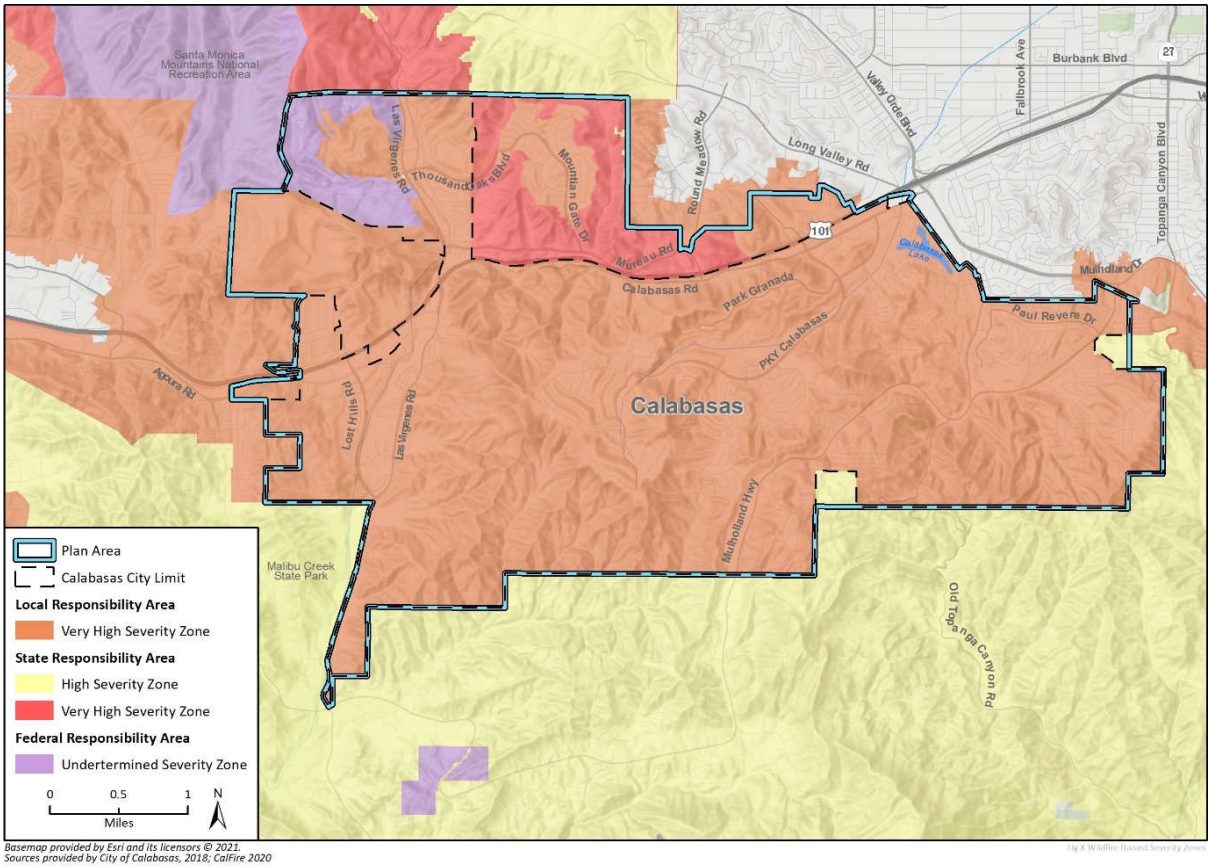
Wildfire Hazard Designations

In California, responsibility for wildfire prevention and suppression is shared by local (cities and counties), state, and federal agencies depending on jurisdiction. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). CAL FIRE manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs. Only the Very High FHSZs are mapped for LRAs. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. However, none of the fire zones specifically prohibit development or construction. To reduce fire risk under State regulations, areas within Very High FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas. Figure 1 illustrates the entirety of Calabasas is designated as a Very High FHSZ (City of Calabasas 2015).

CAL FIRE's Fire and Resource Assessment Program (FRAP) has classified the surrounding areas of Calabasas as being a High and Very High FHSZ within an SRA, as well as Cheseboro and Palo Comado Canyon being within an FRA (CAL FIRE 2020).

Figure 1 Calabasas Fire Hazard Severity Zones



Post-fire Slope Instability and Drainage Pattern

The topography of Calabasas contains multiple hillsides, significant ridgelines, as well as vertical slopes and steep canyons (City of Calabasas 2015). Landslides in these areas may result from heavy rain, erosion, removal of vegetation, seismic activity, wildfire, or combinations of these and other factors.

Wildfire can affect drainage and soil stability in two different ways:

1. Removal of the portions of vegetation which grow above ground which causes a loss of evapotranspiration capacity, and
2. Alteration of the nature of surface soils.

Without vegetation cover, water that enters the soil will not be removed via transpiration, resulting in increased potential for soil liquefaction and mass rotational movement (landslides). These landslides generally reach the drainage system which lead to flow blockages and deposition of sediments.

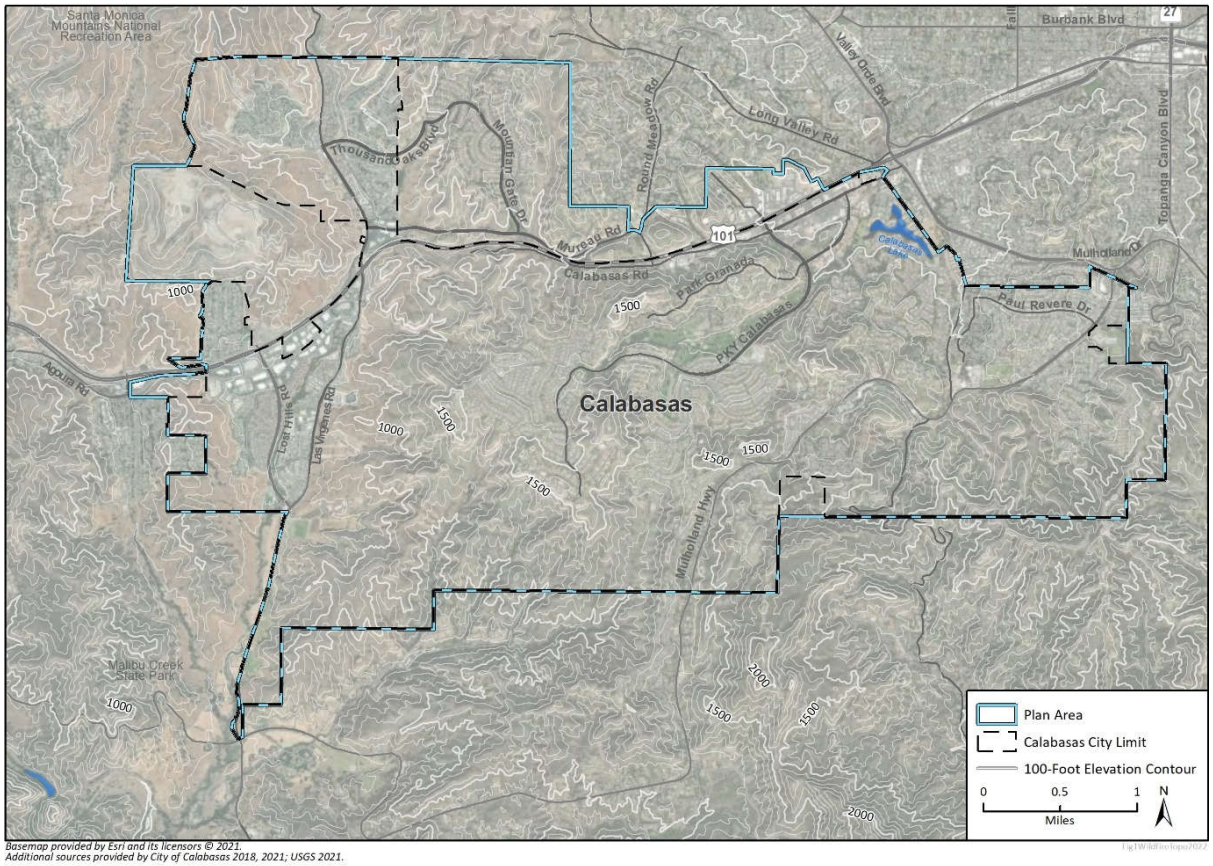
Depending on a wildfire's heating intensity and residence time, the chemistry of the soil surface can be altered to significantly restrict permeability and infiltration into the lower portions of the profile. The result is increased surface runoff that can result in undesirable changes to a stream's hydrograph and increased levels of sediment deposition.

Citywide Conditions

Hillside Slope and Aspect

Calabasas lies at the base of the northern facing slope of the Santa Monica Mountains. The City is located approximately five miles north of the east-west oriented primary ridge line of the mountain range as shown in the topography in Figure 2. The portions of the City located on the northern-facing slope of the Santa Monica Mountains are characterized by highly dissected branching drainage patterns with a wide range of slopes (0 -90 percent). Elevation changes within the City limits, on a north-to-south trend line, start at approximately 1,000 feet (AMSL) along U.S. 101 to 1,500 feet AMSL along the southern City limits. The soil resource across the City is comprised of five principal soils series: Balcom ,Gazos, Linne, Nipolomol, and Topanga. In terms of soil slippage rating the key factor is slope; Balcom silty clay loam, Linne-Los Ossos Association, and Xerorthents-Urban-Balcom, and Xerorthents-Urban-Gazos. Associations are rated as “high” when slopes exceed 30 percent. In addition, there are occurrences of fluvaquents (un-consolidated fluvial deposits) and Xerorthents (soils with a dominantly xeric moisture regime) in and around the city. The Xerorthents are generally located on low slope classes and have been, historically, the sites of urban development. The City is largely developed and aims to avoid building on hillsides and slopes to prevent wildfire and seismic related hazards (City of Calabasas 2015).

Figure 2 Calabasas Topography



Basemap provided by Esri and its licensors © 2021.
Additional sources provided by City of Calabasas 2018, 2021; USGS 2021.

Vegetation

The City of Calabasas includes predominantly developed areas such as commercial and residential buildings, roads, and parking lots, situated among rolling hills and thousands of acres of open space. Eleven different vegetation and existing land use categories are present surrounding the Plan Area and shown in Figure 3. The two highest land use categories that make up the Plan Area boundary include grassland (approximately 42 percent) and grassland/brush/oak woodland (approximately 27 percent). Each vegetation and existing land use category has different wildfire behaviors characterized by susceptibility to ignition; rates of fire-front advance across surfaces occupied by a particular land use; nature (surface, crown, full structure involvement); intensity; and residence time. A comparative wildfire risk index associated with each of the vegetation and land use category is provided in Table 1.

Figure 3 Calabasas Vegetation and Existing Land Use Categories

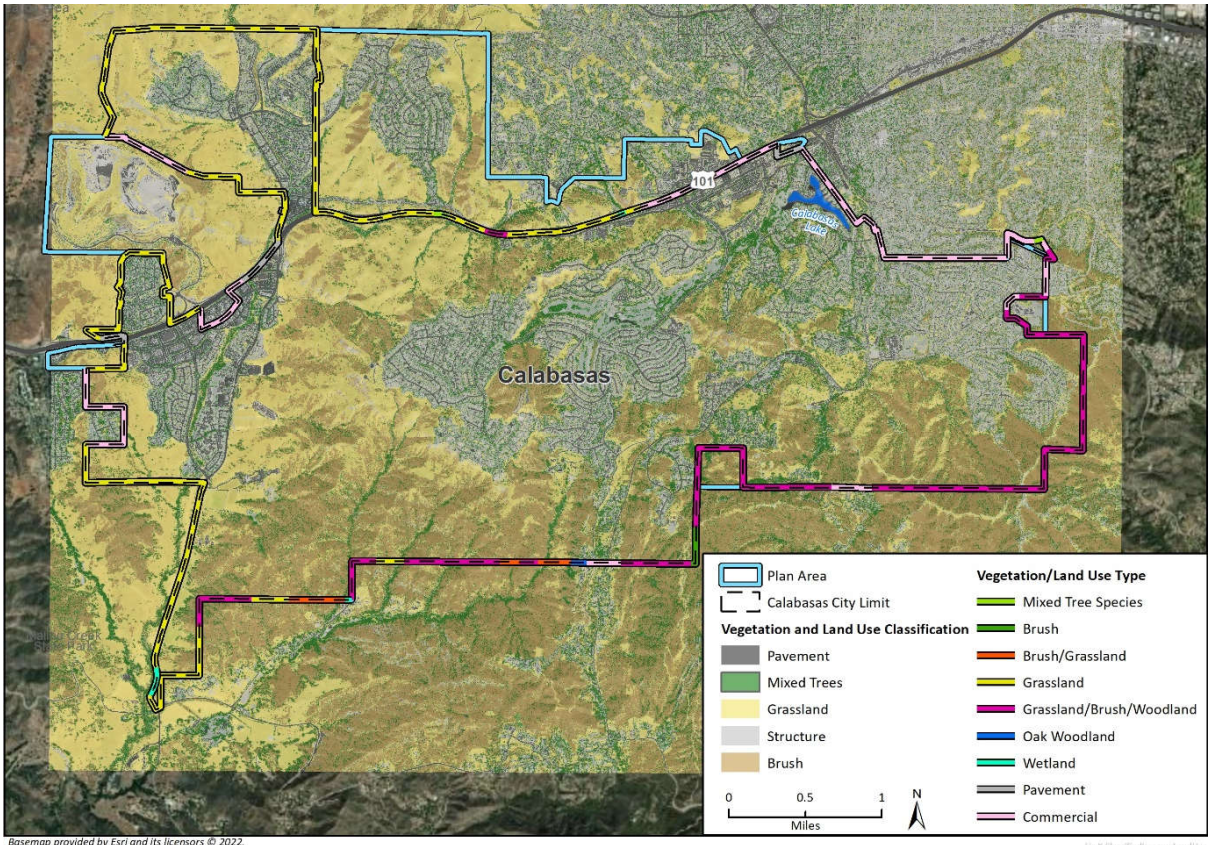


Table 1 Vegetation and Land Use Types – Risk Factor and Boundary Distances

Vegetation/Land Use Type	Risk Factor	Percent of Boundary Distance
Pavement	1	2%
Residential Development	1	11%
Commercial/Institutional	1	11%
Agriculture	1	1%
Grassland	2	42%
Brush/Grassland	3	2%
Wetland	3	1%
Brush	4	0.9%
Oak Woodlands	5	0.4%
Grassland/Brush/Oak Woodlands	5	27%
Mixed Tree Species	5	0.6%

Weather and Atmosphere

The Western Regional Climate Center maintains a weather monitoring station in Thousand Oaks, approximately 10.3 miles west of Calabasas. According to data collected at this weather station, most precipitation is received from November through March, with an average annual rainfall of approximately 16.5 inches (U.S. Climate Data 2021). May through September is the driest part of the year and coincides with what was traditionally considered the fire season in California. However, increasingly persistent drought and climatic changes in the state have resulted in drier winters. Fires during the autumn, winter, and spring months are becoming more common (Western Regional Climate Center 2021).

Wind Pattern

A significant influencer of wildfire behavior is wind; its direction of flow, speed, temperature, and degree of aridity. There are four weather stations that provide wind data for Calabasas. Table 2 presents data from the four stations and includes the primary wind source directions (PWD) and average wind speed (AWS). The data has been further broken out into two seasonal periods: March to October (which roughly corresponds to the fire season) and the wetter months between November and April.

The Plan Area is subject to Santa Ana winds, which are strong dry offshore winds that affect southern California in autumn and winter. They can range from hot to cold, depending on the prevailing temperatures in the source regions, the Great Basin, and upper Mojave Desert (Tufts University 2018). The winds are known for the hot dry weather (often the hottest of the year) that occur in the fall and are infamous for fanning regional wildfires. Wildfire smoke produced from combustion of natural biomass contains thousands of individual compounds, including particulate matter, carbon dioxide, water vapor, carbon monoxide, hydrocarbons and other organic chemicals, nitrogen oxides, and trace minerals that can be carried in the wind. As shown in Table 2, prevailing winds ranging east to northwest could push a potential wildfire and wildfire smoke through areas of low fuel volumes and to areas with substantial development.

Table 2 Wind Data

	Seasonal Period			
	March – October		November – April	
Station	PWD	AWS (mph)	PWD	AWS (mph)
Simi Valley	East/Northeast	5-10	East	7-10
Malibu Canyon	South	10-20	South	10-20
Calabasas-Stunt Ranch	West/Northwest	2-5	West/Northwest	1-5
Topanga Raws	South	7-15	North	7-10

PWD = wind source direction, AWS = average wind speed, mph = miles per hour

Emergency Response Facilities

Calabasas is served by three LACFD stations and the Los Angeles County Sherriff's Department (LACSD) Malibu/Los Hills Sheriff's Station, which provide immediate emergency assistance to the Plan Area. In addition, three more LACFD stations are within distance of the Plan Area to provide assistance during a wildfire event. Table 3 includes a list of emergency response facilities that serve the Plan Area, including their distance to the center of the City, and Figure 4 shows locations of the facilities.

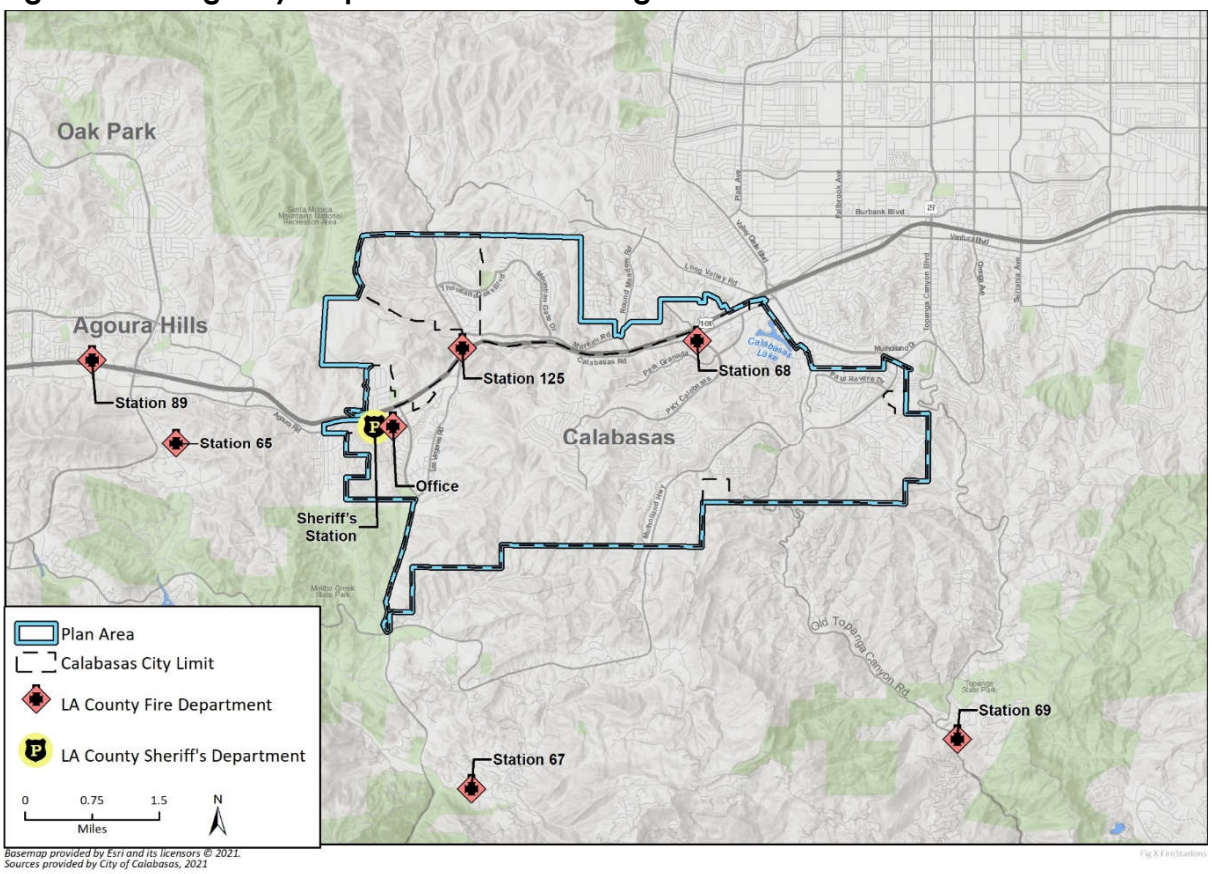
Table 3 Emergency Response Facilities Serving Calabasas

Station Number	Physical Address	Distance to Center of City (miles)	Roads Utilized
125	5215 Las Virgenes Road Calabasas	3.0	Las Virgenes Road; VFW; Mureau Road; Calabasas Road
68	24130 Calabasas Road, Calabasas	0.5	Calabasas Road
67	25801 Pluma Road, Calabasas	8.8	Pluma Rd; Las Virgenes Road, VFW, Mureau Road; Calabasas Road
89	29575 Canwood Street, Agoura Hills	7.7	Canwood Street; VFW, Las Virgenes Road; Mureau Road; Calabasas Road
69	401 S. Topanga Boulevard, Topanga	9.0	S. Topanga Canyon Boulevard; Mulholland Drive; Calabasas Road
65	4206 Cornell Road, Agoura Hills	8.1	Cornell Road; Kanan Road; VFW; Las Virgenes Road; Mureau Road; Calabasas Road
LACSD	27050 Agoura Road, Calabasas	4.2	Agoura Road; Las Virgenes Road; VFW; Mureau Road; Calabasas Road

VFW = Ventura Freeway

Source: TSS Consultants 2021, Appendix E

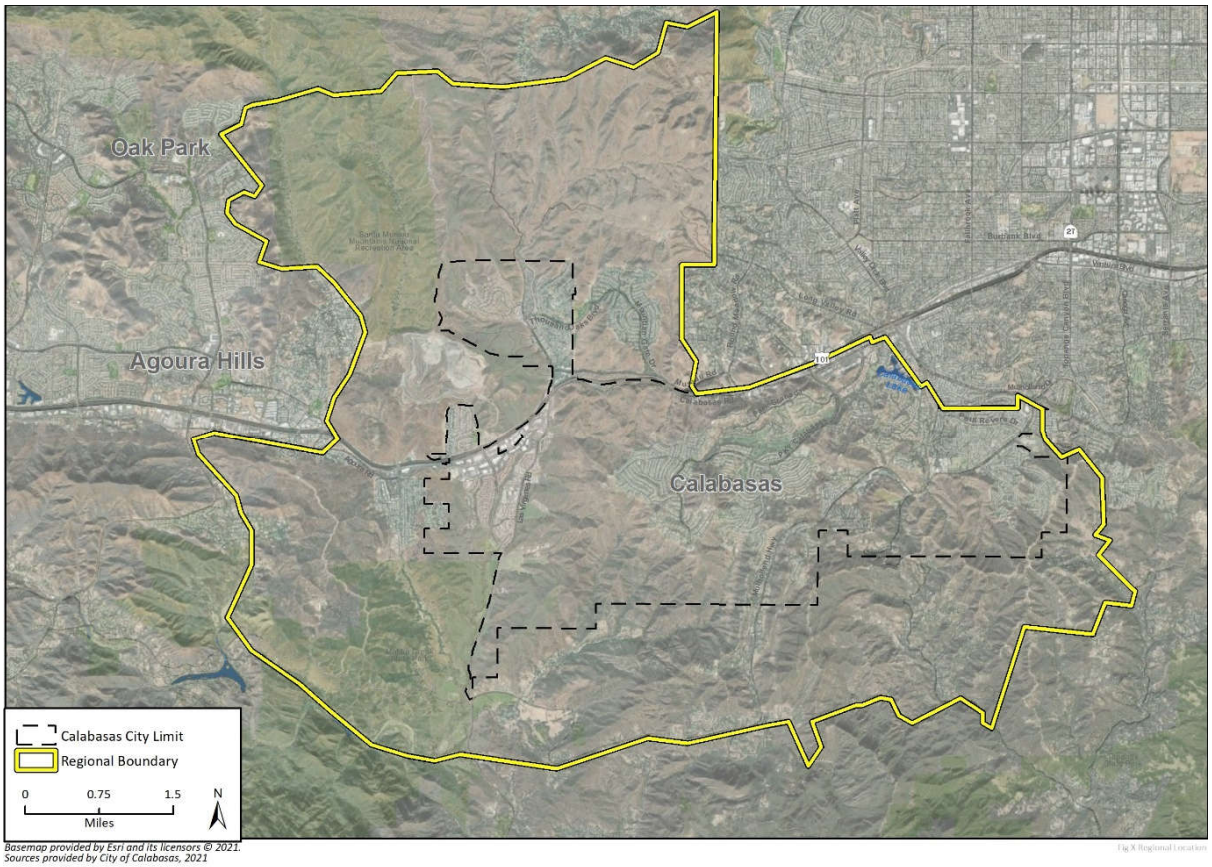
Figure 4 Emergency Response Facilites Serving Calabasas



Wildfire Risk in the Regional Planning Area

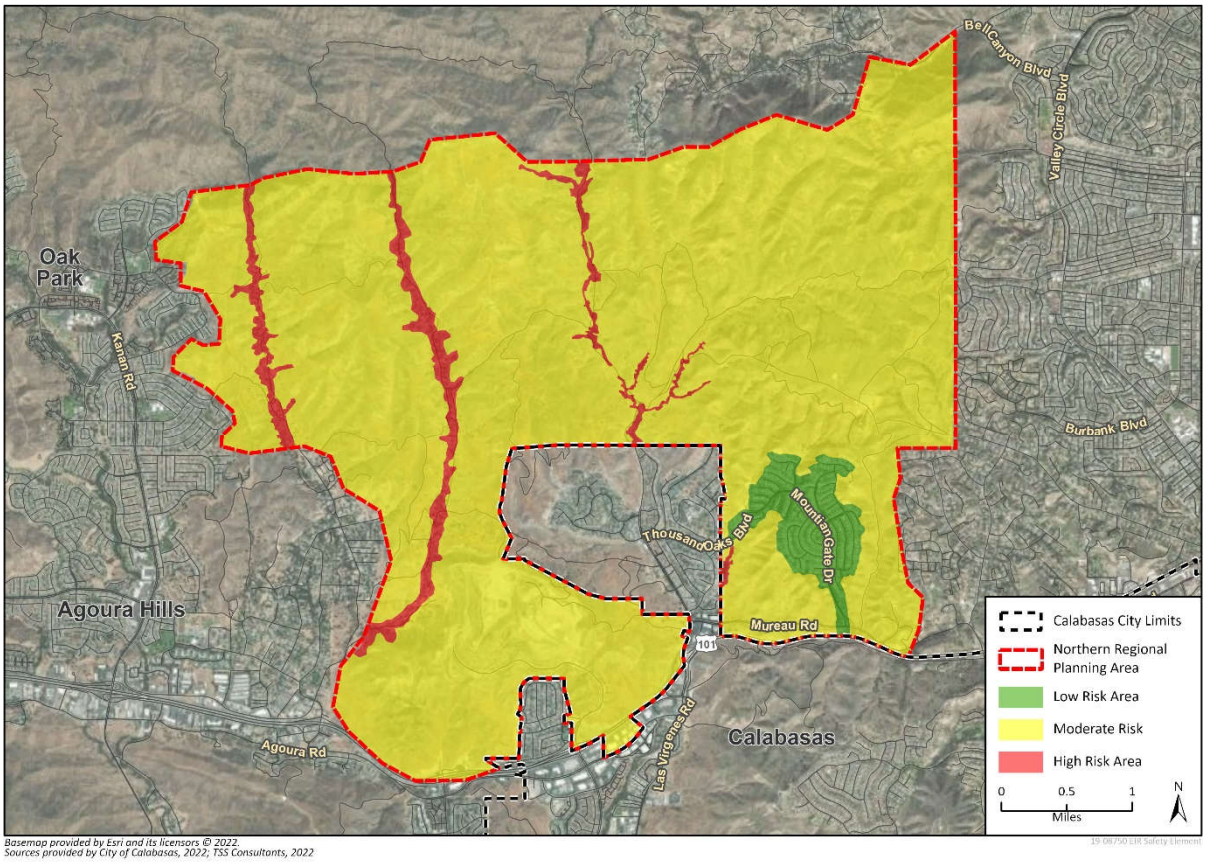
A 18,577-acre Regional Planning Area, as shown in Figure 5, was analyzed to examine wildfire risk to Calabasas resulting from regional wildfire behavior conditions to help the City prioritize wildfire mitigation activities, such as fuel modification. The Regional Planning Area includes lands adjacent to approximately three quarters of the City limits. The northeastern quadrant surrounding the City was excluded from analysis because it has been fully developed as part of the City of Los Angeles. The examination was completed using satellite imagery and it was determined that the Regional Planning Area includes slopes ranging from 5 to 90 percent with an average slope of 25 percent. In addition to slope, wind speed and direction, and vegetation type contribute to wildfire risk in Calabasas. Wind direction for Calabasas is north, southwest, northeast, and southeast. Vegetation types surrounding the City susceptible to wildfire include: annual grasses and forbs, chapparal, scrublands, oak dominated woodlands, oak savannah, and mixed tree formations in drainages.

Figure 5 Regional Planning Area



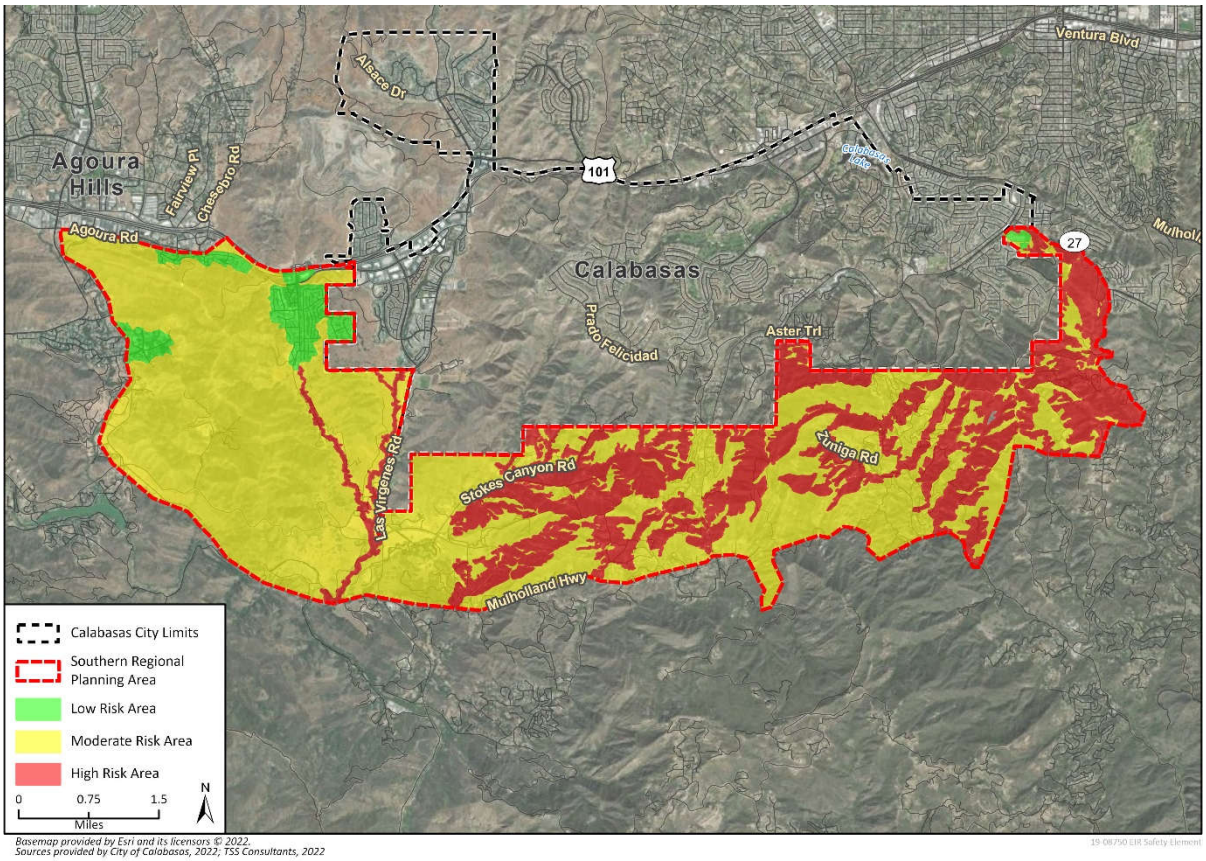
Based on this evaluation, the northern portion of the Regional Planning Area, located above the Ventura Freeway, has a low-to-moderate wildfire risk level with watercourses that have high risk levels. As shown in Figure 6 Northern Regional Plan Area Wildfire Risk, high risk areas are depicted in red, moderate risk areas are depicted in orange, and low risk areas are depicted in green.

Figure 6 Wildfire Risk Associated with Slope, Wind Speed and Direction, and Vegetation Type, including Fuel Load, in Northern Regional Planning Area



Located below the Ventura Freeway on its western end, and below the southern City limits boundary, the southern portion of the Regional Planning Area is characterized by areas of low, medium, and high wildfire risk levels. Figure 7 shows low risk areas with green shading, areas posing moderate risk levels in yellow shading, and high risk areas shaded in red.

Figure 7 Wildfire Risk Associated with Slope, Wind Speed and Direction, and Vegetation Type, including Fuel Load, in Southern Regional Planning Area

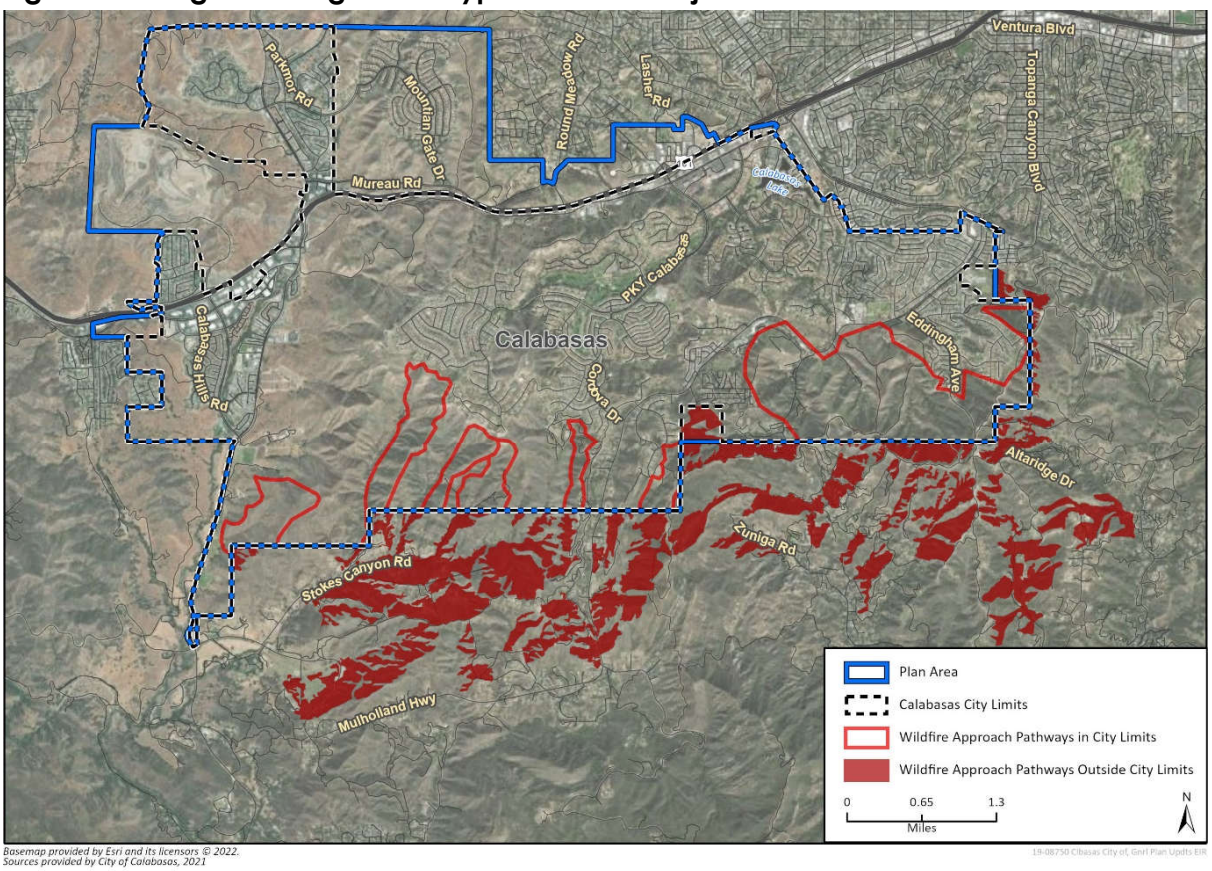


Additional analyses were conducted to identify potential pathways that wildfire could follow to reach the City boundary in the area to the south and southeast of the City. These areas were identified in consideration of the following aspects:

- These lands have a relatively high percentage of ground cover by vegetation types that once ignited could produce dangerous fire behavior.
- The predominant direction of prevailing winds during fire season is from the south.
- Fire history maps show a majority of the wildfires in recent history (except Woolsey fire) ignited to the south of the City and advanced north.

Vegetation types that could play a role as wildfire moves from the south toward the City were mapped. Vegetation units mapped were typically comprised of dense-to-moderately dense mixed oak stands and brush, with minor areas of grassland. Figure 8 shows the locations of dangerous vegetation types to the south and southeast of the City.

Figure 8 Dangerous Vegetation Types Located Adjacent to Calabasas



Regional and Local Plans

Emergency Response and Evacuation Plans

Los Angeles County Operational Area Emergency Response Plan

The County of Los Angeles developed an Emergency Response Plan (ERP) to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address day-to-day emergencies or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in the ERP focus on potential large-scale disasters such as emergency situations associated with natural and man-made disasters and technological incidents that can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the ERP is to incorporate and coordinate all the facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid, and other appropriate response procedures. The goal of the ERP is to take effective life safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery (County of Los Angeles 2012).

County of Los Angeles Disaster Route Maps

Disaster routes in Los Angeles County are defined as freeway, highway or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. Disaster Routes are not evacuation routes. Although an emergency may warrant a road be used as both a disaster and evacuation route, they are completely different. An evacuation route is used to move the affected population out of an impacted area. Generally, Interstate and State highways are designated as Primary Disaster Routes and major arterials as Secondary Disaster Routes (Los Angeles County Department of Public Works 2008; 2021).

Malibu/Lost Hills Sherriff's Station Natural Disaster and Evacuation Plan

The Lost Hills Sherriff's Station Evacuation Plan describes the operational procedures, personnel responsibilities, and administrative instructions associated with a safe and successful evacuation of Calabasas and the surrounding mountainous area in the event of a disaster or wildfire hazard event. The Plan describes the roles of Sheriffs personnel and local and regional agencies, including the Los Angeles County Fire Department, in the evacuation process (Lost Hills Sherriff's Station, Undated).

School Disaster Preparedness Plans

Each school within the Las Virgenes Unified School District has developed a disaster preparedness plan which identifies the process to evacuate staff and students due to an emergency event, including a potential natural disaster such as a wildfire event. Protocols regarding transport, aid, supplies, communications, student release, and overall safety procedures are identified, including responsible personnel and operational procedures to ensure a safe and efficient evacuation process (Bay Laurel Elementary School 2021) (Calabasas High School Undated).

City of Calabasas Emergency Preparedness Guide

The City of Calabasas' Emergency Preparedness Guide serves as a handbook for resident's individual awareness, family preparedness, and self-sufficiency for potential catastrophes or emergencies. The guide covers how to develop a family plan for emergencies, what to pack in emergency kits, and basic first aid. To prevent fires and react to wildland fires the Emergency Preparedness Guide outlines fire hazard reduction requirements, brush clearance guidelines, a preparedness checklist for wildfire, and evacuation information. Sector maps include in the Emergency Preparedness Guide indicate first aid unit locations during an emergency (City of Calabasas 2019).

Hazard Mitigation Plans

County of Los Angeles All Hazard Mitigation Plan

The All Hazard Mitigation Plan (AHMP), updated in 2019, for the County of Los Angeles assesses risk posed by natural hazards and develops a mitigation action plan for reducing those risks. The AHMP provides an overview of the planning process, outlines public involvement in that planning, and incorporates existing plans. The AHMP identifies the community it impacts before identifying eight hazards, including wildfire, and their given risks. Those hazards and associated risks are addressed in the AHMP's mitigation strategy (County of Los Angeles 2019

Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan 2018

The Las Virgenes-Malibu Council of Governments (LVMCOG) developed the Multi-Jurisdictional Hazard Mitigation Plan to ensure a more thorough Hazard Mitigation Plan (HMP) among the cities of Westlake Village, Agoura Hills, Hidden Hills, Calabasas, and Malibu. The HMP provides a framework for pre-emptive planning of hazards by combining efforts, identifying common threats, and establishing regional mitigation strategies that allows for mutual participation and more effective use of resources. The LVMCOG aims to accomplish the HMP's main goal of protecting life, property, and environment through the following:

- Implementing activities that assist in protecting lives by making homes, businesses, infrastructure, critical facilities, and other property more resistant to hazards;
- Reducing losses and repetitive damages for chronic hazard events while promoting insurance coverage for catastrophic hazards; and
- Encouraging preventative measures for existing and new development in areas vulnerable to hazards (LVMCOG 2018).

The LHMP is updated on a five-year cycle to maintain eligibility for funding through FEMA. The next anticipated update to the LHMP is 2023 (Las Virgenes-Malibu Council of Governments 2018).

Wildfire Mitigation Plans

Los Angeles County Fire Department 2021 Strategic Fire Plan

The Los Angeles County Fire Department (LACFD) 2021 Strategic Fire Plan outlines goals and strategies to improve fire protection throughout Los Angeles. The Plan outlines pre-fire management strategies, tactics, and projects centering around fuel reduction and vegetation management. Notably, the Plan identifies a critical area adjacent to Calabasas for a possible fuel reduction project. The project would require collaboration between public agencies and private landowners to implement wildfire mitigation strategies near Las Virgenes Road and the 101 Freeway, where many wind-driven fires have jumped the freeway and continued towards the Pacific Ocean (County of Los Angeles 2021).

Santa Monica Mountains Community Wildfire Protection Plan

The Santa Monica Mountains Community Wildfire Protection Plan provides guidance to local fire safe councils, private landowners, land management agencies, and local emergency service providers on strategies to reduce wildfire risks and mitigate the impacts wildfire hazards have on communities, developments, and wildlands in the Santa Monica Mountains. The Plan focuses identifying and prioritizing wildfire mitigation and prevention efforts that reduce long-term threats of wildfire on the communities in the Santa Monica Mountains. The Plan describes opportunities for public engagement and community collaboration between neighborhoods, community partners, agencies, and service providers (County of Los Angeles & Ventura County 2013).

The Plan consolidates a collection of community recommended hazard mitigation projects within the planning area. The following objectives and project descriptions were specifically proposed for the City of Calabasas:

- Improve evacuation success
  - Develop a comprehensive plan for the evacuation of large animals during wildfire events
- Improve house-out defensible space
  - Initiate a community-wide fire hazardous tree removal program

Resilience Plans

Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface

The Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface is a climate vulnerability assessment and resilience plan developed by the Malibu Foundation. The Malibu Foundation engaged a project advisory committee of stakeholders from local agencies, representatives from NGOs and private organizations, local and regional agencies, and residents. The Report includes an assessment of local climate hazards of concerns, critical infrastructure vulnerabilities, and social vulnerabilities, and identifies emergency communications and climate resilience strategies. The Report specifically evaluates the Santa Monica Mountains wildland-urban interface cities of Malibu, Agoura Hills, Calabasas, Hidden Hills, Westlake Village, Topanga, the Pacific Palisades, Sunset Mesa, and adjacent unincorporated communities.

The Malibu Foundation evaluated and mapped the following assets and their vulnerabilities to climate hazards, including wildfire risk: community assets, emergency response resources, swimming pools, housing, building heat performance index, evacuation routes, and roadways and debris flows. The Report assessed vulnerabilities for the following populations, communities, and sites: older adults, day laborers/domestic workers/caregivers, mobile home communities, the business community, the unhoused community, and sacred Native American sites (The Malibu Foundation 2022).

References

Bay Laurel Elementary School. 2021. Emergency Preparedness Drills and Procedures.

Calabasas High School. Undated. Disaster Preparedness Procedures.

City of Calabasas. 2019. City of Calabasas Emergency Preparedness Guide.

County of Los Angeles. 2019. County of Los Angeles All Hazard Mitigation Plan.

_____. 2021. Los Angeles County Fire Department 2021 Strategic Fire Plan.

_____. 2012. Los Angeles County Operational Area Emergency Response Plan.

_____. 2020. Santa Monica Mountains North Area Community Standards District.

County of Los Angeles & Ventura County. 2013. Santa Monica Mountains Community Wildfire Protection Plan.

Las Virgenes-Malibu Council of Governments. 2018. Multi-Jurisdictional Hazard Mitigation Plan.

Los Angeles County Department of Public Works. 2008 & 2021. County of Los Angeles Disaster Route Maps.

Los Angeles County Department of Regional Planning. 2021. Santa Monica Mountains North Area Plan.

Lost Hill Sherriff's Department. Undated. Malibu/Los Hills Station Natural Disaster and Evacuation Plan.

The Malibu Foundation. 2022. Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface.

This page intentionally left blank.

APPENDIX D2
EMERGENCY EVACUATION TRAFFIC ASSESSMENT

Emergency Evacuation Traffic Assessment

Prepared for:
City of Calabasas

February 2023

LA20-3212.00

FEHR PEERS

Table of Contents

Executive Summary **1**
Emergency Evacuation Scenarios 2
Findings and Recommendations 4
Introduction **6**
Limitations and Restrictions 6
Background 7
Legislative Requirements 7
Report Organization 7
Approach and Methodology **8**
Identify Emergency Evacuation Scenarios 8
Identify Emergency Evacuation Routes 14
Emergency Evacuation Operations Analysis 14
Emergency Evacuation Assessment **20**
Scenario 1: Regional Fire Evacuation 20
Scenario 2: Calabasas Citywide Fire Evacuation (Night-time) 20
Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction 21
Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period) 22
Scenario 4 Alternative (Scenario 4B) 22
Recommendations **28**
Safety Element of the Calabasas 2030 General Plan 28
Demand-Side Policies 28
Supply-Side Policies 29
Information-Side Policies 30
Circulation Element of the Calabasas 2030 General Plan 31

Appendices

Attachment A: Senate Bill 99 Analysis – Map of Single Point of Entry Communities
Attachment B: City of Calabasas Public Safety & Emergency Preparedness Evacuation Route Map

List of Figures

Figure 1 – Emergency Evacuation Analysis Process 8
Figure 2 – Scenario 1: Regional Fire Evacuation 10
Figure 3 – Scenario 2: Calabasas Citywide Fire Evacuation with US-101 North Closed (Night-time) 11
Figure 4 – Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction 12
Figure 5 – Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period) 13
Figure 6 – Temporal Distribution of Background Traffic in the SCAG Model 17
Figure 7 – Temporal Distribution of Evacuation Trips 18
Figure 8 – Liquefaction Zones in the Las Virgenes Malibu Council of Governments Region 21
Figure 9 – Results for Scenario 1: Regional Fire Evacuation 23
Figure 10 – Results for Scenario 2: Calabasas Citywide Fire Evacuation (Night-time) 24
Figure 11 – Results for Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction Evacuation 25
Figure 12 – Results for Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period) 26
Figure 13 – Results for Scenario 4B: Calabasas Citywide Fire Evacuation (Morning Commute Period) with Restricted Upstream and Downstream Freeway Access 27

List of Tables

Table E.1 – Emergency Evacuation Scenarios 3
Table 1 – Emergency Evacuation Scenarios 9
Table 2 – Temporal Distribution of Evacuation Trip Initiation for Evacuation Scenarios 18
Table 3 – Calabasas Evacuation Destinations 19
Table 4 – Emergency Access Considerations for Circulation Element Transportation Projects 31

Executive Summary

This emergency evacuation traffic assessment evaluates traffic operations during various potential emergency evacuation scenarios to identify key evacuation roadways, operational constraints, and policy recommendations for the City of Calabasas Safety Element Update and Circulation Element Update. The methodology and recommendations are consistent with the requirements outlined in Assembly Bill (AB) 747[1], AB 1409[2], and Senate Bill (SB) 99[3]. The purpose of the assessment is to identify bottlenecks in the roadway network, inform policy development, and meet State requirements.

The emergency evacuation study does not recreate past evacuation events or predict future evacuation events. The potential evacuation scenarios analyzed in this study are intended to stress test the roadway network in the City of Calabasas and determine where congestion bottlenecks may occur during emergency evacuation events. Since the City of Calabasas is located in the foothills of the Santa Monica Mountains, the city is bound by topographic constraints and has limited options to manage evacuation demand for the key roadways during an emergency scenario. The findings of the study showed that the roadway network in Calabasas is constrained during emergency evacuation events and evacuating all residents within a narrow time window is not possible due to a variety of factors, such as the time needed to relay evacuation orders, for residents to begin evacuating, and congestion on roadways.

Given the importance of the US-101 freeway in evacuating residents from the City, coordinating with State agencies such as Caltrans and the California Highway Patrol (CHP), adjacent cities, and Los Angeles County is critical in planning for future emergency events in the City and region. Other strategies like exploring early evacuation orders, reconfiguring roadways to add temporary vehicular capacity (painted medians), designating safety zones or local evacuation shelters, and releasing evacuees by pre-designated zones to manage roadway congestion are also critical in the event that the US-101 is unavailable or is experiencing limited capacity.

The findings from the evacuation study have been used to inform the policies in the City of Calabasas Safety Element Update and Circulation Element Update. The remainder of this Executive Summary provides additional information on the methodology and findings of this study.

[1] CA Government Code Section 65302.15(a)
[2] CA Government Code Section 65302.15(a)
[3] CA Government Code Section 65302(g)(5)

Emergency Evacuation Scenarios

A wide range of potential emergency scenarios, with varying levels of complexity, could occur in Calabasas. Four evacuation scenarios were developed with City of Calabasas staff (many who are local residents) and LA County emergency services providers, such as the County Fire Department, Sheriff's Department, and Office of Emergency Management. The scenarios incorporate details from past emergency planning efforts, such as the City of Calabasas Safety Element and the Las Virgenes-Malibu Council of Governments (LVMCOG) Local Hazard Mitigation Plan. While the scenarios also incorporate details from recent events, such as those documented in the Woolsey Fire After Action Report, the potential emergency evacuation scenarios analyzed are not intended to recreate past evacuation events or predict future evacuation events. The four evacuation scenarios do not reflect every potential type of emergency scenario but are intended to reflect a range of potential emergency scenarios.

Each evacuation scenario assumes a two-hour evacuation period to illustrate traffic operations with full demand in a concentrated time period. The two-hour evacuation period reflects the time window in which residents are leaving their homes to evacuate the City. Once residents leave their home, it takes additional time to actually evacuate the area. The likelihood of all residents evacuating (i.e., leaving their homes) within two hours is unrealistic, as some people would need extra preparation time, may delay evacuating until a later time, or may avoid evacuating altogether and remain in their home. However, consistent with California law, the purpose of analyzing traffic operations over a two-hour evacuation window is to highlight key intersections and roadways that are critical for evacuation in the City. Table E.1 on the following page summarizes each evacuation scenario analyzed in this assessment.

Table E.1 – Emergency Evacuation Scenarios

Evacuation Criteria	Scenario			
	Scenario 1: Regional Fire Evacuation	**Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)**	**Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction**	**Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)**
Description	Large wildfire requiring a regional evacuation.	Wildfire requiring local evacuation with heavy smoke limiting visibility.	Earthquake causes liquefaction* along Las Virgenes Road, and the intersection of Las Virgenes Road & Agoura Road is closed. A sub-set of Malibu residents evacuate north on Malibu Canyon Road to Las Virgenes Road due to a tsunami hazard.	Wildfire requiring local evacuation.
Purpose	Assess impact of regional evacuation on local roads and evacuation routes.	Assess impact of closing key regional evacuation route.	Assess impact of closing key local evacuation route.	Assess impact of background commute traffic on local evacuation.
Area	Woolsey Fire footprint, including Calabasas, Agoura Hills, Thousand Oaks, and Malibu	Calabasas	Neighborhoods along Las Virgenes Road and Malibu Canyon Road in Calabasas and Malibu	Calabasas
Time**	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	7:00 AM – 9:00 AM
Population	122,000	31,000	13,000	31,000
Households	43,000	11,000	4,000	11,000
Vehicles	79,000	22,000	8,000	22,000
Routes	Area north of Mulholland Highway evacuates along US-101, which has 50% capacity to reflect limited visibility due to darkness and smoke. Area south of Mulholland Highway (e.g. Malibu) evacuated along Pacific Coast Highway	All vehicles travel east on US-101 South due to smoke restricting ability to travel west on US-101 North. US-101 has 50% capacity to reflect limited visibility due to darkness and smoke.	Agoura Road & Las Virgenes Road intersection closed due to landslide. Vehicles use Lost Hills Road to evacuate along US-101, which has 50% capacity to reflect limited visibility due to darkness.	Vehicles can travel east or west on US-101. US-101 has full capacity in order to isolate effects of peak period commute travel.
Distribution	40% westbound, 60% eastbound	100% eastbound	30% westbound, 70% eastbound	40% westbound, 60% eastbound

*Liquefaction occurs when soil grains in loose, saturated silty, sandy, or gravel soils attempt to rearrange themselves in a denser configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.

** Time reflects the window in which residents are evacuating their homes. Driving to leave the evacuation zone requires additional time.

Findings and Recommendations

The four emergency evacuation scenarios analyzed as part of this emergency evacuation assessment highlight the significance of the US-101 as a key regional evacuation route and the importance of protecting local roadways for people in Calabasas to evacuate as vehicles on the US-101 may utilize local parallel roads as alternative routes to avoid freeway congestion. The following roadways are designated as key evacuation routes by the City:

- Las Virgenes Road
- Mulholland Drive/Valley Circle Boulevard
- Topanga Canyon Boulevard
- US-101

In addition to these roadways, the following roadways would serve as key evacuation routes if the US-101 were not available:

- Agoura Road
- Mureau Road
- Calabasas Road
- Ventura Boulevard
- Mulholland Highway

The Circulation Element identifies the following intersections and roadways as critical to overall vehicle movement in Calabasas, which are also key intersections and roadways for either accessing evacuation routes or evacuating out of the City:

- Old Topanga Canyon Road/Mulholland Highway
- Calabasas Road/Parkway Calabasas
- Lost Hills Road
- Las Virgenes Road
- Agoura Road
- Thousand Oaks Boulevard
- Mureau Road

Since the City of Calabasas is located in the foothills of the Santa Monica Mountains, the city is bound by topographic constraints and has limited options to manage evacuation demand for the key roadways during an emergency scenario. Despite these constraints and challenges, the City can build on the local and regional coordination that has been led by local agencies and residential groups to incorporate additional strategies that improve the efficiency of evacuation operations. These strategies can be organized into three categories:

1. Demand-side: when, how, and where people evacuate in an emergency.
2. Supply-side: the physical and operational infrastructure that facilitate an emergency evacuation.
3. Information-side: how information is shared and received in an emergency.

The Safety Element has been updated to incorporate policies that address demand-side, supply-side, and information-side strategies to improve emergency evacuation operations based on the findings of this emergency evacuation analysis, lessons learned from previous evacuation events, and best practice research. The Circulation Element includes a table of potential circulation enhancements for critical intersections and roadway corridors (Circulation Element Table VI-1). These potential enhancements could consider evacuation capacity and design treatments that could facilitate additional capacity in an evacuation scenario. Lastly, the City can also develop a catalog of sample roadway cross sections of best practice treatments with emergency access considerations. Although the sample cross sections will not be applicable in every scenario, they can serve as a framework and resource for the City to balance their Complete Streets goals with their emergency evacuation needs.

Introduction

This emergency evacuation traffic assessment evaluates traffic operations during various emergency evacuation scenarios for the City of Calabasas as part of the City's Safety Element Update, Circulation Element Update, and on-going emergency evacuation planning efforts. The assessment identifies key evacuation roadways, operational constraints, and policy recommendations for the Safety Element, Circulation Element, and local and regional coordination for emergency evacuation. The methodology and recommendations are consistent with the requirements outlined in Assembly Bill (AB) 747[4], AB 1409[5], and Senate Bill (SB) 99[6].

Limitations and Restrictions

This document is intended to provide an assessment of roadway capacity during various evacuation scenarios. Please note that emergency evacuation can occur due to any number of events. Additionally, any emergency movement is unpredictable because it has an element of individual behavior related to personal risk assessment for each hazard event as the associated evacuation instructions are provided. As such, this assessment is intended to provide the City with a broad understanding of the capacity of the transportation system during an evacuation scenario; it does not provide a guarantee that evacuations will follow modeling that is used for analysis purposes, nor does it guarantee that the findings are applicable to any or all situations.

Moreover, as emergency evacuation assessment is an emerging field, there is no established standard methodology. Fehr & Peers has adopted existing methodologies in transportation planning that, in our knowledge and experience, are the most appropriate. Nevertheless, such methodologies are necessarily limited by the tools and data available and the budgetary and time constraints in the scope of work, and by current knowledge and state of the practice.

While this assessment should help the City better prepare for hazard related events and associated evacuations, the City should take care in planning and implementing any potential evacuation scenario. Fehr & Peers cannot and does not guarantee the efficacy of any of the information used from this assessment as such would be beyond our professional duty and capability.

[4] CA Government Code Section 65302.15(a)
[5] CA Government Code Section 65302.15(a)
[6] CA Government Code Section 65302(g)(5)

Background

A variety of events can cause the need for evacuation. In the City of Calabasas, the most likely hazards requiring evacuation include:

- Earthquake
- Flooding
- Hazardous Material Spillage
- Landslide
- Wildfire

These hazards, and several other hazards not directly linked to emergency evacuation, are identified in the City's Safety Element and the Las Virgenes-Malibu Council of Governments (LVMCOG) Multi-Jurisdictional Hazard Mitigation Plan, of which the City is a participating jurisdiction.

Legislative Requirements

The State recently passed legislation that requires additional review of accessibility and evacuation routes when specific elements of the General Plan or other emergency planning documents, such as a Hazard Mitigation Plan, are completed or updated by a local agency. The three legislative requirements specific to emergency evacuation and the transportation system are described below:

- ***SB 99 (2019) –*** Requires review and update of the safety element to include information to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. In essence, this legislation assists in identifying neighborhoods and households within a hazard area that have limited accessibility. This analysis was conducted separately as part of the Safety Element Update. The results are included in Attachment A of the report for reference.
- ***AB 747 (2019) –*** Requires that the safety element be reviewed and updated to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This analysis is the focus of this report.
- ***AB 1409 (2021) –*** Requires that the safety element be reviewed and updated to identify evacuation locations under a range of emergency scenarios. Although this requirement was passed as the evacuation analysis was already in progress, evacuation locations were considered in the analysis.

Report Organization

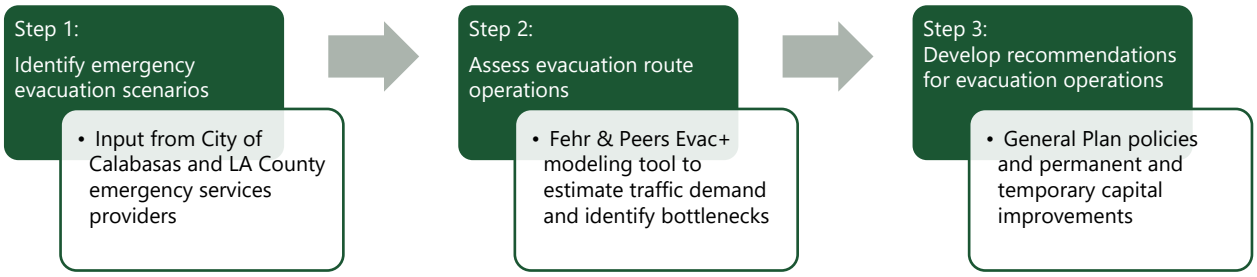
The remainder of this report is organized as follows:

- Approach and Methodology
- Scenario Development and Modeling
- Conclusions and Recommendations

Approach and Methodology

This analysis focused on evaluating evacuation operations during several emergency scenarios in accordance with AB 747 and AB 1409. The methodology outlined in Figure 1 was applied to analyze four emergency scenarios intended to reflect a range of potential evacuation events.

Figure 1 – Emergency Evacuation Analysis Process



Identify Emergency Evacuation Scenarios

There is a wide range of potential emergency scenarios with varying levels of complexity that could occur in Calabasas. Four evacuation scenarios were identified and analyzed to reflect a range of potential emergency scenarios. The scenarios were developed by referencing existing documents, such as the Safety Element and LVMCOG Local Hazard Mitigation Plan, recent events, such as the Woolsey Fire After Action Report, and input from City of Calabasas staff and LA County emergency services providers, such as the County Fire Department, Sheriff's Department, and Office of Emergency Management. All scenarios were analyzed with a horizon (future) year of 2030 to include the Calabasas 2021 – 2029 Housing Element update housing opportunity sites. The remaining evacuation area reflects growth forecasted in the Southern California Association of Governments (SCAG) travel demand model, which is described in further detail in the Emergency Evacuation Operations Analysis section below. Table 1 describes the four evacuation scenarios and Figures 2 – 5 illustrate the four evacuation scenarios analyzed as part of this assessment.

Table 1 – Emergency Evacuation Scenarios

Evacuation Criteria	Scenario			
	Scenario 1: Regional Fire Evacuation	**Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)**	**Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction**	**Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)**
Description	Large regional fire, such as the Woolsey Fire, requiring a regional evacuation.	Wildfire requiring local evacuation with heavy smoke limiting visibility.	Earthquake causes liquefaction* along Las Virgenes Road, and the intersection of Las Virgenes Road & Agoura Road is closed. A sub-set of Malibu residents evacuate north on Malibu Canyon Road to Las Virgenes Road due to a tsunami hazard.	Wildfire requiring local evacuation.
Area	Woolsey Fire footprint, including Calabasas, Agoura Hills, Thousand Oaks, and Malibu	Calabasas	Neighborhoods along Las Virgenes Road and Malibu Canyon Road in Calabasas and Malibu.	Calabasas
Time	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	7:00 AM – 9:00 AM
Population	122,000	31,000	13,000	31,000
Households	43,000	11,000	4,000	11,000
Vehicles	79,000	22,000	8,000	22,000
Routes	Area north of Mulholland Highway evacuates along US-101, which has 50% capacity to reflect limited visibility due to darkness and smoke. Area south of Mulholland Highway (e.g. Malibu) evacuated along Pacific Coast Highway	All vehicles travel east on US-101 South due to smoke restricting ability to travel west on US-101 North. US-101 has 50% capacity to reflect limited visibility due to darkness and smoke.	Agoura Road & Las Virgenes Road intersection closed due to landslide. Vehicles use Lost Hills Road to evacuate along US-101, which has 50% capacity to reflect limited visibility due to darkness.	Vehicles can travel east or west on US-101. US-101 has full capacity in order to isolate effects of peak period commute travel.
Distribution	40% westbound, 60% eastbound	100% eastbound	30% westbound, 70% eastbound	40% westbound, 60% eastbound

*Liquefaction occurs when soil grains in loose, saturated silty, sandy, or gravel soils attempt to rearrange themselves in a denser configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.

Figure 2 – Scenario 1: Regional Fire Evacuation

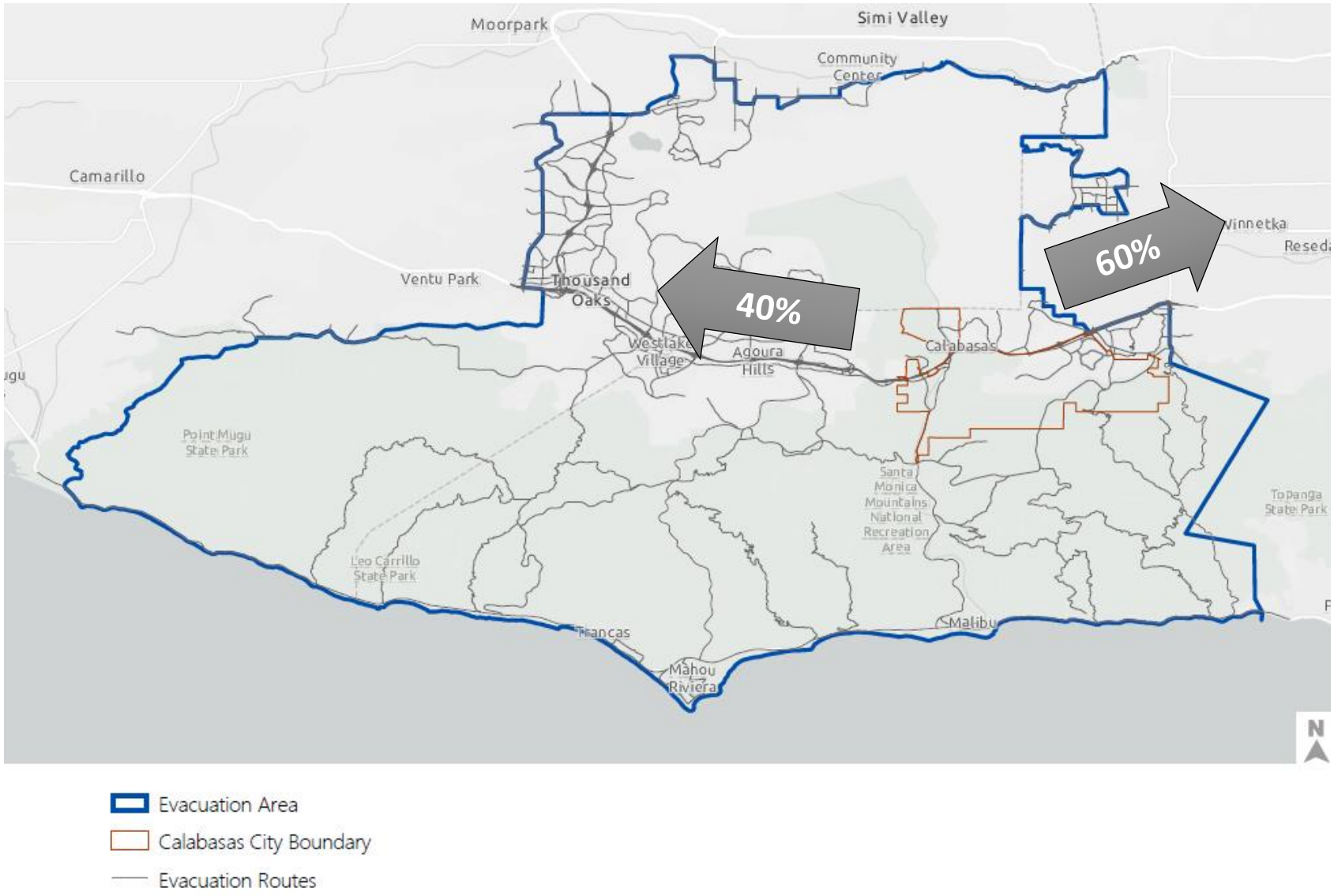


Figure 3 – Scenario 2: Calabasas Citywide Fire Evacuation with US-101 North Closed (Night-time)

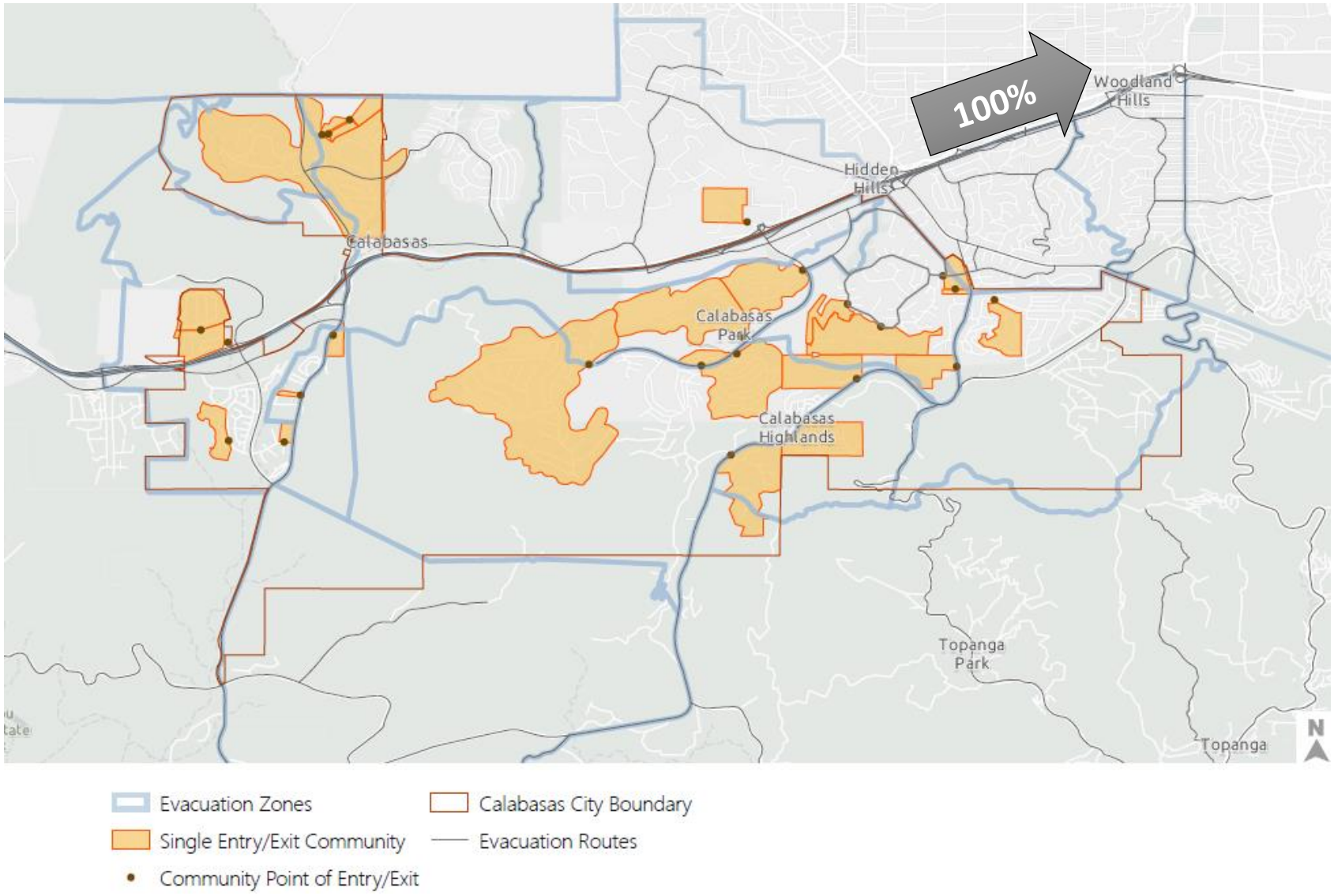


Figure 4 – Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction

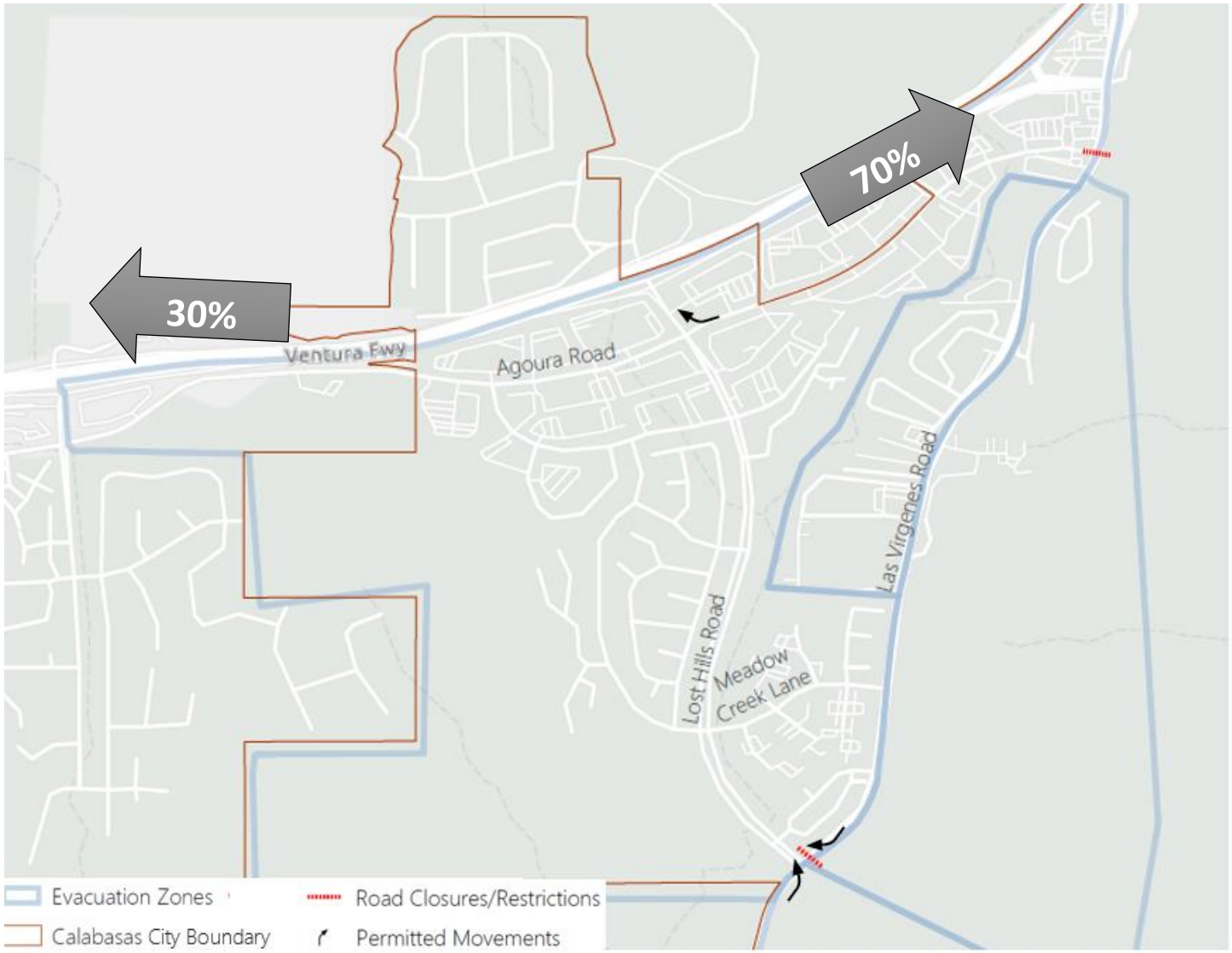
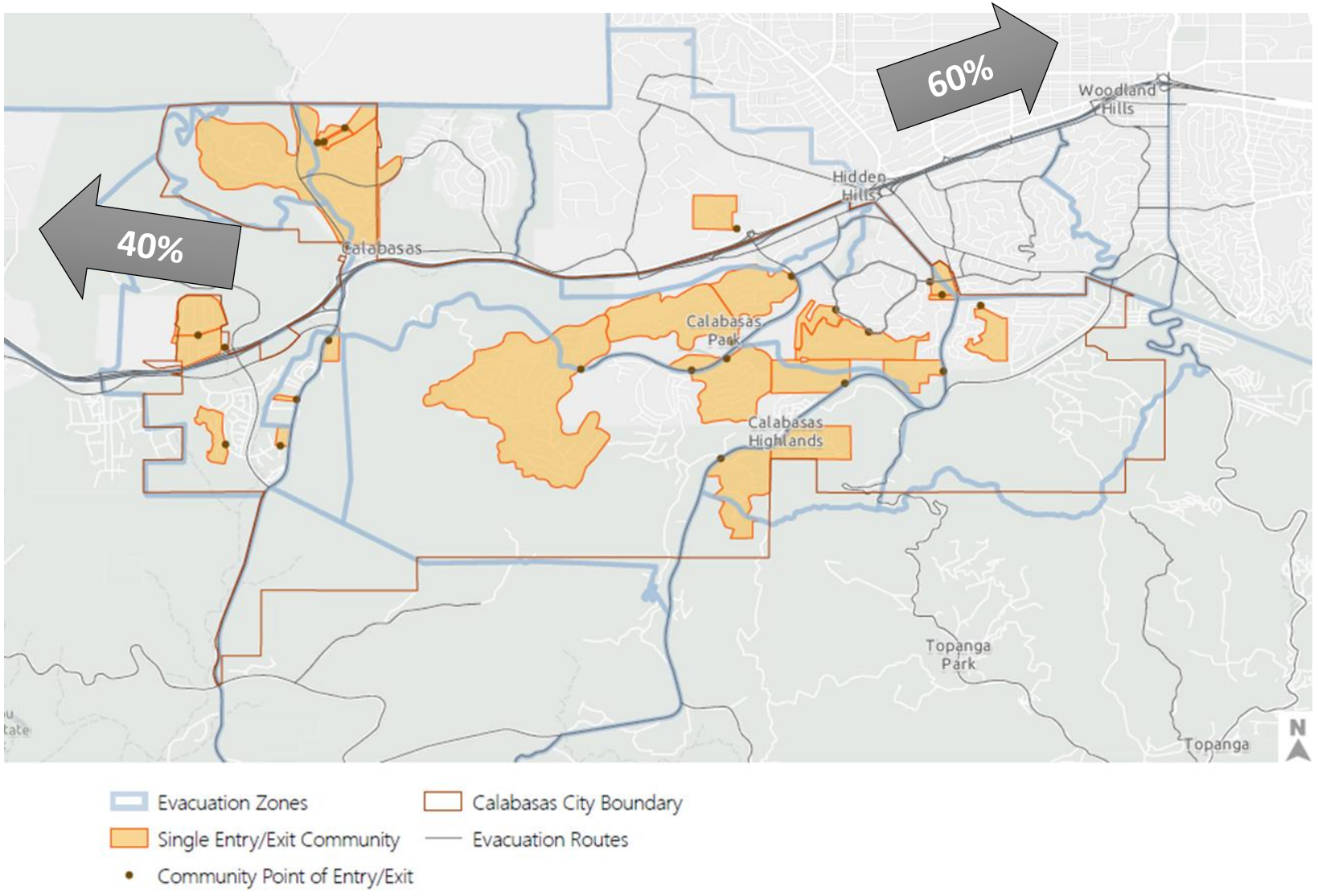


Figure 5 – Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)



Identify Emergency Evacuation Routes

Since the City of Calabasas is located in the foothills of the Santa Monica Mountains, the city is bound by topography with a limited number of evacuation routes to the US-101 freeway. The City of Calabasas provides an evacuation route map with key evacuation routes as part of their Public Safety & Emergency Preparedness information (see Attachment B for the City's Evacuation Route Map):

- Las Virgenes Road
- Mulholland Drive/Valley Circle Boulevard
- Topanga Canyon Boulevard
- US-101

The Calabasas Circulation Element identifies seven intersections and roadway corridors that are critical to overall vehicle movement in Calabasas:

- Old Topanga Canyon Road/Mulholland Highway
- Calabasas Road/Parkway Calabasas
- Lost Hills Road
- Las Virgenes Road
- Agoura Road
- Thousand Oaks Boulevard
- Mureau Road

These roadway corridors were the focus of the evacuation analysis as critical roadways to access the US-101 and evacuate the City and adjacent areas.

Emergency Evacuation Operations Analysis

The emergency evacuation operations analysis was conducted using the Fehr & Peers Evac+ tool, which is a modeling workflow that extracts the study area from the SCAG travel demand model to estimate vehicle demand and levels of congestion on 15-minute intervals during an evacuation window. The Evac+ workflow can be broken down into three steps:

1. Prepare the sub-area network representing the study area and the associated background trip tables.
2. Estimate evacuation trips during the evacuation event.
3. Dynamically assign trips, based on congestion, to the sub-area network in 15-minute intervals.

The following sections discuss each of these steps.

EVAC+ Step 1: Sub-Area Network and Trip Tables

Supply and demand are two major aspects of any travel demand modeling exercise. In a travel demand model, the demand is usually derived from people having to perform some activity, for example going to work or evacuating during a wildfire. The resulting travel demand can be estimated from socioeconomic data of the individuals whose travel constitutes such demand. Supply is based on roadway capacity and travel speeds that determine how many vehicles can go through a certain section of the roadway per unit of time. The total travel taking place during an evacuation period is estimated as the sum of background travel, the kind that will happen irrespective of an evacuation, and evacuee vehicles that will enter the roads because there has been an evacuation order creating the need to travel. To obtain anticipated background travel for the analysis year (2030), the SCAG model was run with the Calabasas Housing Element Update opportunity sites. Since the entire SCAG area is too large to work with for the purposes of this analysis, a subset of the SCAG model area that covers the Woolsey Fire footprint, which is the largest geography covered in the evacuation scenarios, was extracted to analyze evacuation operations. The sub-area spans from the northern end of State Route 23 to the north, the western border of Thousand Oaks to the west, Pacific Coast Highway to the south, and Topanga Canyon Boulevard to the east.

The sub-area extraction includes roadways, trip tables, and transportation analysis zones (TAZs). The trip tables contain all the vehicular trips by trip purpose (e.g. work) between each of the TAZs and external gateways, which are primarily freeways and large arterials at the edge of the sub-area network that serve as a proxy for trips that start in and depart the sub-area. A conventional travel demand model looks at trip patterns aggregated in time periods. The SCAG model includes the following time periods: AM peak hour (AM: 6 AM to 9 AM), Midday (MD: 9 AM to 3 PM), PM peak hour (PM: 3 PM to 7 PM), Evening (EVE: 7 PM – 9 PM), and Night (NT: 9 PM to 6 AM). These standard time periods are too large to assess travel patterns and roadway operations during an evacuation with a large number of trips entering the roadway network at once. Therefore, the trip tables were disaggregated into 15-minute time periods to allow traffic assignment in 15-minute intervals.

EVAC+ Step 2: Estimate Evacuation Trips

Vehicle Travel Demand

TAZs were used to represent neighborhoods and estimate evacuation travel demand with the number of trips per household. Each TAZ includes socioeconomic information based on census data, such as population, household size, number of employees, auto-ownership, and other factors that could affect the number of vehicles per household used during an evacuation. Since the SCAG model does not provide granular information regarding driver's license holders in a household, an Auto Utilization Factor was calculated based on the household size and number of vehicles ownership that is reflected in the socioeconomic data within the SCAG dataset (which is derived from household census data). It was assumed that some households with more than two vehicles would not be able to utilize all vehicles during an evacuation event (e.g., homes with three or four vehicles but only two licensed drivers).

Due to the nature of the SCAG model, travel by public transit, other shared modes (i.e., vanpool), or walking/biking were not considered in the operations analysis. This estimate also assumes that the zero vehicle households would require outside assistance. Evacuation needs for people without access to a vehicle were incorporated as part of the recommendations.

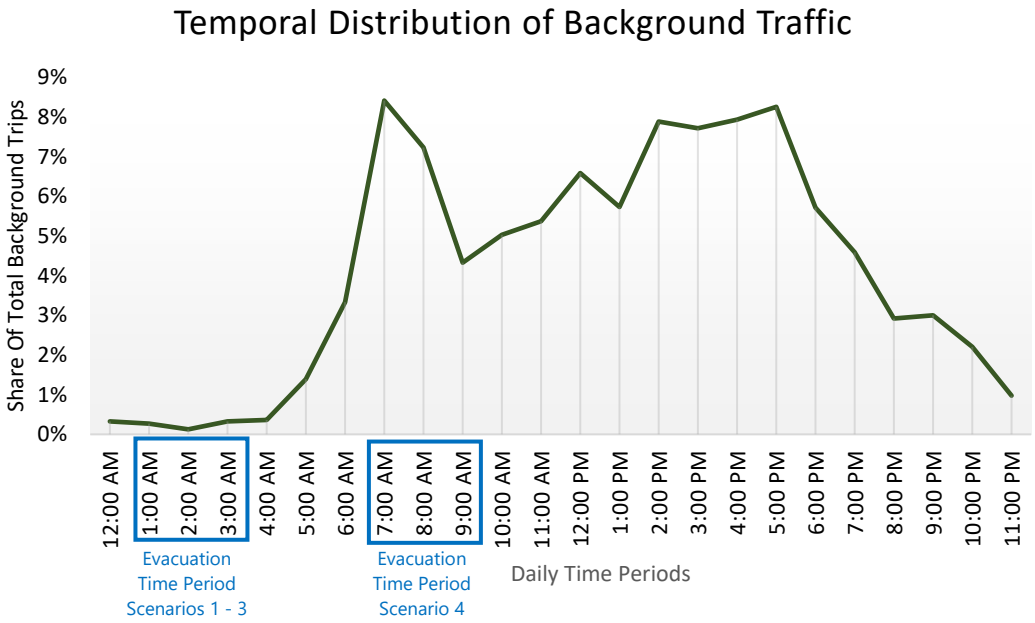
Evacuation Traffic

The SCAG model is a 24-hour model with travel behavior changing depending on the time of day. When an evacuation order is issued, the starting point for evacuees is based on the estimated travel for typical daily activity. For example, an evacuation event during the middle of the night would create an evacuation trip for most that would begin at their residence and end at an evacuation destination either within or external to Calabasas. Conversely, an event that occurs during the middle of the day (when children are in school) could add trips (a trip home to pick up pets or belongings, a trip to pick up children at school or a school evacuation site, and then a trip to the ultimate evacuation destination). This analysis assumed residents were evacuating directly from their home without making any return trips.

Background Traffic

Background traffic is associated with trips traveling to or from evacuation zones and is taken directly from the travel model for a typical day, then distributed over each hour of the day. Trips that do not end in evacuation zones go about their normal activity regardless of if the evacuation order has been given. Trips that would have traveled to the evacuation zone after the evacuation order is given do not travel and stay in the original zone. This assessment assumed an evacuation event during the middle of the night (1:00 – 3:00 AM) for Scenarios 1 - 3 to replicate the Woolsey Fire and minimize the number of variables between the three scenarios. Scenario 4, Calabasas Citywide Fire Evacuation, assumed an evacuation event during the morning commute period (7:00 – 9:00 AM) to maximize the population evacuating from residential neighborhoods and to also capture commute background traffic on the area roadways associated with typical commute travel patterns including heavy travel demand on US-101. Figure 6 illustrates the temporal distribution of background traffic for the evacuation scenarios.

Figure 6 – Temporal Distribution of Background Traffic in the SCAG Model



Evacuation Departure Time

The departure time leaving the evacuation zones varies by the time and type of the event. For events where ample notice is given or a household/family unit is already together, less time is needed to prepare for the evacuation. On the other hand, where little notice of an event or when the household/family unit is not together, the time required to prepare for an evacuation is typically longer as residents may need to pack belongings, collect their animals, and conduct other coordination before beginning their evacuation trip.

Evacuation Time Window

The evacuation time window is the time between when the evacuation starts and how many hours the evacuation zones will require to be fully evacuated, based upon the evacuation order. This assessment assumed that residents were evacuating within a two-hour evacuation window with the majority of trips evacuating in the second hour of the evacuation period as shown in Table 2. Although this is the assumed distribution for the EVAC+ model, emergency scenarios are often unpredictable, and driver behavior can be disorderly. Additionally, evacuation events are not linear (e.g., even distribution during the evacuation time period), and it is anticipated that evacuees would vacate at a rate that more closely resembles a bell curve from the time that the evacuation order is issued (as shown in Figure 7 and Table 2). This is consistent with other research on short-notice evacuation events as documented in the Approach to Modeling Demand and Supply for a Short-Notice Evacuation (Noh, Chiu, Zheng, Hickman, and Mirchandani, Transportation Research Record No. 2091) and the Florida Statewide Hurricane Evacuation Model / TIME (Roberto Miguel, AICP, December 9, 2015) presentation (although that distribution was for a much longer evacuation time window due to advanced warnings of hurricanes).

The capacity assessment of the network also changes the time needed for an evacuation. For example, scenarios where a 2-hour time window is assumed for evacuation (generally representing the time from evacuation order to the time most people begin their trip to leave the area), the total time needed for complete evacuation can be longer due to congestion and total distance traveled through and out of the area.

Figure 7 – Temporal Distribution of Evacuation Trips

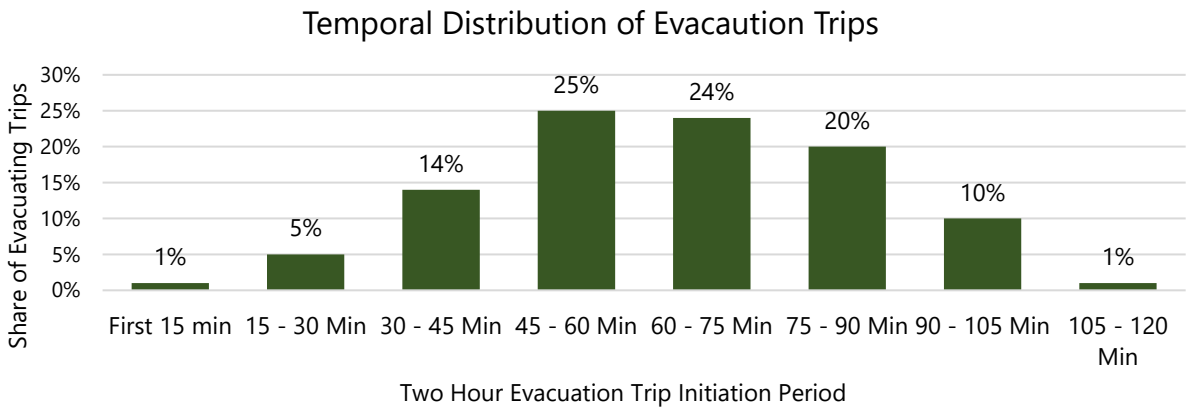


Table 2 – Temporal Distribution of Evacuation Trip Initiation for Evacuation Scenarios

Evacuation Analysis Period		Share of Evacuation Trips
Scenario 1 – 3	Scenario 4	
1:00 AM – 1:14 AM	7:00 AM – 7:14 AM	1%
1:15 AM – 1:29 AM	7:15 AM – 7:29 AM	5%
1:30 AM – 1:44 AM	7:30 AM – 7:44 AM	14%
1:45 AM – 1:59 AM	7:45 AM – 7:59 AM	25%
2:00 AM – 2:14 AM	8:00 AM – 8:14 AM	24%
2:15 AM – 2:29 AM	8:15 AM – 8:29 AM	20%
2:30 AM – 2:44 AM	8:30 AM – 8:44 AM	10%
2:45 AM – 2:59 AM	8:45 AM – 8:59 AM	1%

Evacuation Destination

Trips departing evacuation zones are allocated to shelters (i.e., hotels or large gathering spaces) or model gateways representing the destinations outside of the model area. The capacity of each shelter within the model area and the shelter opportunities represented at the gateways are used to determine the destinations of evacuation trips. An iterative process is used to assign evacuation trips to shelters without resulting in the shelters being overcapacity. If overcapacity, the additional trips are assigned to shelters outside of the model areas represented by the gateways. Table 3 describes the evacuation destination distribution for Calabasas under each scenario.

Table 3 – Calabasas Evacuation Destinations

Evacuation Destination	Scenario 1: Regional Fire Evacuation	Scenario 2: Calabasas Citywide Fire Evacuation (Night)	Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction	Scenario 4: Calabasas Citywide Fire Evacuation (AM)
Hotels (Internal to study area)	0% Destination hotels are external to study area.	0% Destination hotels are external to study area.	5% Hotels in Calabasas and Agoura Hills	0% Destination hotels are external to study area.
Shelters & Stadiums (internal to study area)	0% Destination shelters and stadiums are external to study area	0% Destination shelters and stadiums are external to study area	25% Calabasas: AC Stelle Middle School, Calabasas High School, and Civic Center Agoura Hills: Agoura High School and residential neighborhoods near Agoura High School as a proxy for evacuating to local family/friends	0% Destination shelters and stadiums are external to study area
East Gateway	60%	100%	40%	60%
West/North Gateway	40%	0%	30%	40%
South Gateway	0%	0%	0%	0%

EVAC+ Step 3: Dynamic Trip Assignment

Trips were assigned using the EVAC+ tool. The EVAC+ tool relies on the Transportation Analysis Zones (TAZs) and existing roadway network extracted from the Southern California Association of Governments (SCAG) travel demand model. Where needed, additional roadway details were added to the network model to better reflect the possible routes people would take to evacuate. The tool references trip tables for areas outside of the study area to form the "background" traffic estimates on the roadways not affected during an evacuation event. Areas affected by the evacuation event are then processed through the EVAC+ tool trip estimator to forecast the number and sequencing of trips that occur due to the event.

The sub-area extracted network and new trip tables are then input into a Dynamic Traffic Assignment (DTA) model. A DTA model estimates traffic and levels of congestion on 15-minute intervals and, as linkcongestion builds (roads fill with cars), it dynamically reassigns traffic to less congested routes. This process helps identify congested locations on the network that should be considered during an evacuation event.

Emergency Evacuation Assessment

The EVAC+ tool, as described in the Approach and Methodology section, was used to estimate traffic conditions and operations during each of the four evacuation scenarios. The results of each scenario are described in the following sections.

Scenario 1: Regional Fire Evacuation

Scenario 1 was modeled after the Woolsey Fire, which was documented in the *County of Los Angeles After Action Review of the Woolsey Fire Incident*[7]. The After Action Report notes that the City of Calabasas received a voluntary evacuation on November 8, 2018 at 3:30 PM followed by a mandatory evacuation notice on November 9, 2018 at 1:35 AM. This analysis scenario defined an evacuation window of 1:00 – 3:00 AM to simulate the study area evacuating on short notice.

Evacuation distribution was estimated using StreetLight data, which is a data platform that provides origin-destination patterns, traffic count estimates, and other mobility metrics using data from location-based services, such as mobile devices and GPS units. A StreetLight data origin-destination analysis was conducted for the Woolsey evacuation period (November 9, 2018 from 1 to 4 AM). The origin-destination analysis assessed the number of trips originating from Calabasas TAZs and traveling to TAZs in the SCAG region. The destination TAZs were aggregated to calculate an approximate distribution of 40% of trips traveling westbound on the US-101 North and 60% of trips traveling eastbound on the US-101 South.

Figure 9 illustrates the results for Scenario 1. As illustrated by the changing thickness (volumes) of the roadway segments, the evacuation activity follows the bell curve of the two-hour evacuation period with 45 percent of evacuees departing in the first hour and 55 percent of evacuees departing in the second hour. This scenario also demonstrates the sensitivity of the US-101 freeway as the main exit route for Calabasas and the surrounding region. Agoura Road, Mureau Road, and Calabasas Road are roadways within Calabasas that are parallel to the US-101 and may be seen as an alternative route to bypass traffic and congestion on the freeway.

Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)

Scenario 2 modeled a citywide evacuation due to a localized fire with evacuation traffic limited to traveling eastbound on the US-101 south to the Los Angeles area due to hazardous conditions on the US-101 North (locally westbound). Figure 10 illustrates the results for Scenario 2. Similar to Scenario 1, Scenario 2 illustrates the importance of US-101 and parallel routes to facilitate evacuation out of the city. Given that the number of evacuating vehicles is lower than Scenario 1, the demand on US-101 builds up slower and dissipates faster in this scenario.

[7] County of Los Angeles, *After Action Review of the Woolsey Fire Incident*, November 17, 2019.

Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction

Scenario 3 modeled a localized evacuation on the US-101 after an earthquake for Calabasas communities along Las Virgenes Road due to liquefaction and for Malibu residents along Malibu Canyon Road due to a tsunami hazard warning[8]. Figure 8 illustrates the liquefaction zones in the region identified in the LVMCOG Local Hazard Mitigation Plan. In some cases, Malibu residents would not be able to travel north on Malibu Canyon Road and Las Virgenes Road due to hazardous road conditions or closures. However, Scenario 3 accounted for evacuees from Malibu to capture the potential for additional evacuation demand on roadways in the City of Calabasas. This scenario assumed that the intersection of Las Virgenes Road & Agoura Road would be closed due to liquefaction. Therefore, vehicles traveling north on Malibu Canyon Road/Las Virgenes Road would be directed to turn left at the Las Virgenes Road & Lost Hills Road intersection. Communities along Las Virgenes Road between Agoura Road and Lost Hills Road would be directed to travel south and turn right on Lost Hills Road to then travel north towards the US-101. Lastly, communities along Agoura Road between Las Virgenes Road and Lost Hills Road would be directed to travel west on Agoura Road and turn right at Lost Hills Road. These road closures/restrictions and permitted turn movements are illustrated in Figure 4 under the Approach and Methodology section (Page 7).

Figure 8 – Liquefaction Zones in the Las Virgenes Malibu Council of Governments Region

Map 49: Liquefaction Zones

Figure 11 illustrates the results for Scenario 3. As congestion on Las Virgenes Road builds, some of the vehicles traveling north on Malibu Canyon Road turn on Piuma Road to connect to Mullholland Highway via Cold Canyon Road. Given that this evacuation scenario is even more localized than Scenario 2, the US-

[8] Liquefaction occurs when soil grains in loose, saturated silty, sandy or gravel soils attempt to rearrange themselves in a dense configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.

101 freeway does not have congestion until around 2:00 AM. Although access to the US-101 is also important in this scenario, the key challenge is managing evacuation traffic when there are limited evacuation routes for a localized evacuation due to topography.

Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)

Scenario 4 modeled a citywide evacuation due to a localized fire during the AM peak hour (7:00 AM – 9:00 AM). This scenario had no capacity reductions or travel restrictions on the US-101 to isolate the effects of peak period commute travel on evacuation travel. The AM peak hour was analyzed because most residents would still be at home resulting in a high evacuation demand compared to a PM peak hour where many residents would be away from home.

Figure 12 illustrates the results for Scenario 4. Unlike the other three scenarios, Scenario 4 has roadway congestion on local roads and the US-101 before the citywide evacuation notice is issued as vehicles are already on the road traveling to work and other destinations as part of a "normal" weekday. As the evacuation period begins, local roadways become increasingly congested and the US-101 is heavily impacted with congestion given the significant influx of vehicles evacuating Calabasas. Similar to Scenario 1, given the high number of vehicles on the road, the congestion does not dissipate until after the evacuation period is over.

Scenario 4 Alternative (Scenario 4B)

Given that Calabasas is heavily dependent on the US-101 for not only typical travel but also evacuation travel, Scenario 4 was also modeled without regional through traffic to test how evacuation operations would improve if upstream and downstream traffic on the US-101 was restricted in response to an evacuation event/order. This modified scenario had an approximate 35 percent reduction in the number of vehicles traveling on the US-101. With the reduction in regional through traffic on US-101, this scenario still shows the US-101 experiencing heavy traffic and congestion. However, the local roadways in Calabasas do not get as congested because evacuating vehicles can get on the US-101 more efficiently. Restricting pass-through travel for vehicles that do not need to evacuate would require coordination with neighboring jurisdictions and with Caltrans on how to best manage traffic flows on US-101.

Figure 9 – Results for Scenario 1: Regional Fire Evacuation

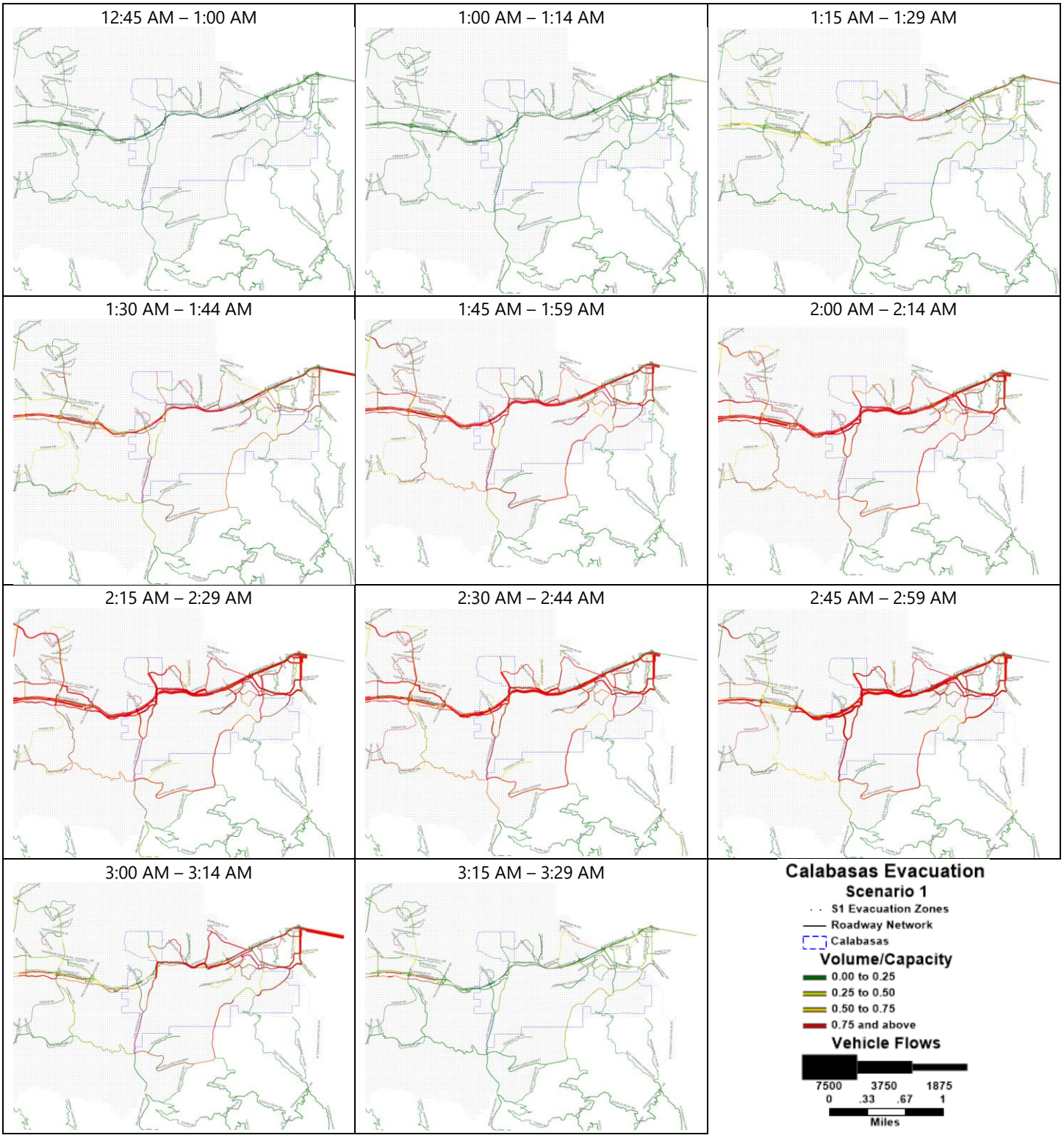


Figure 10 – Results for Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)

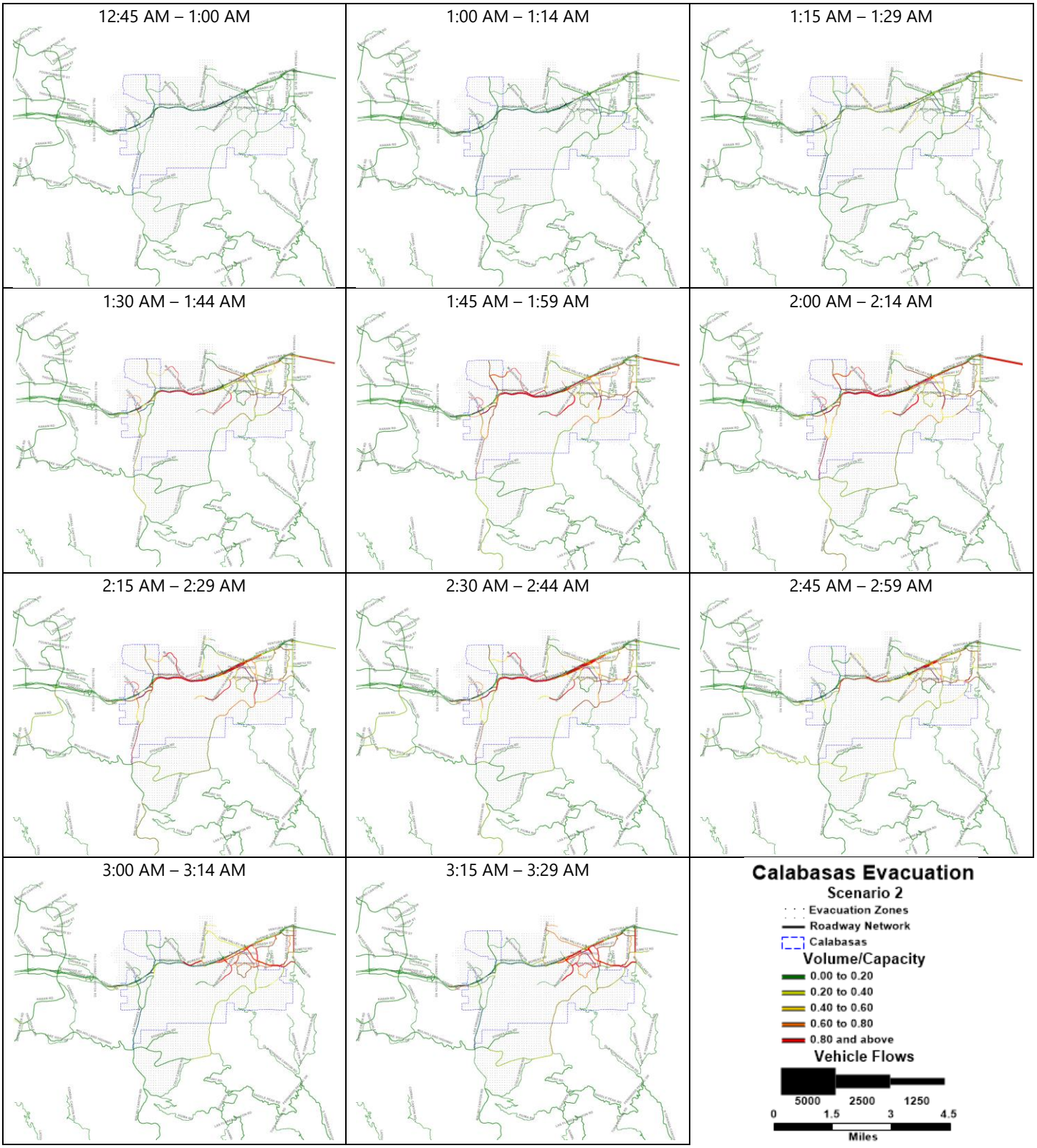


Figure 11 – Results for Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction Evacuation

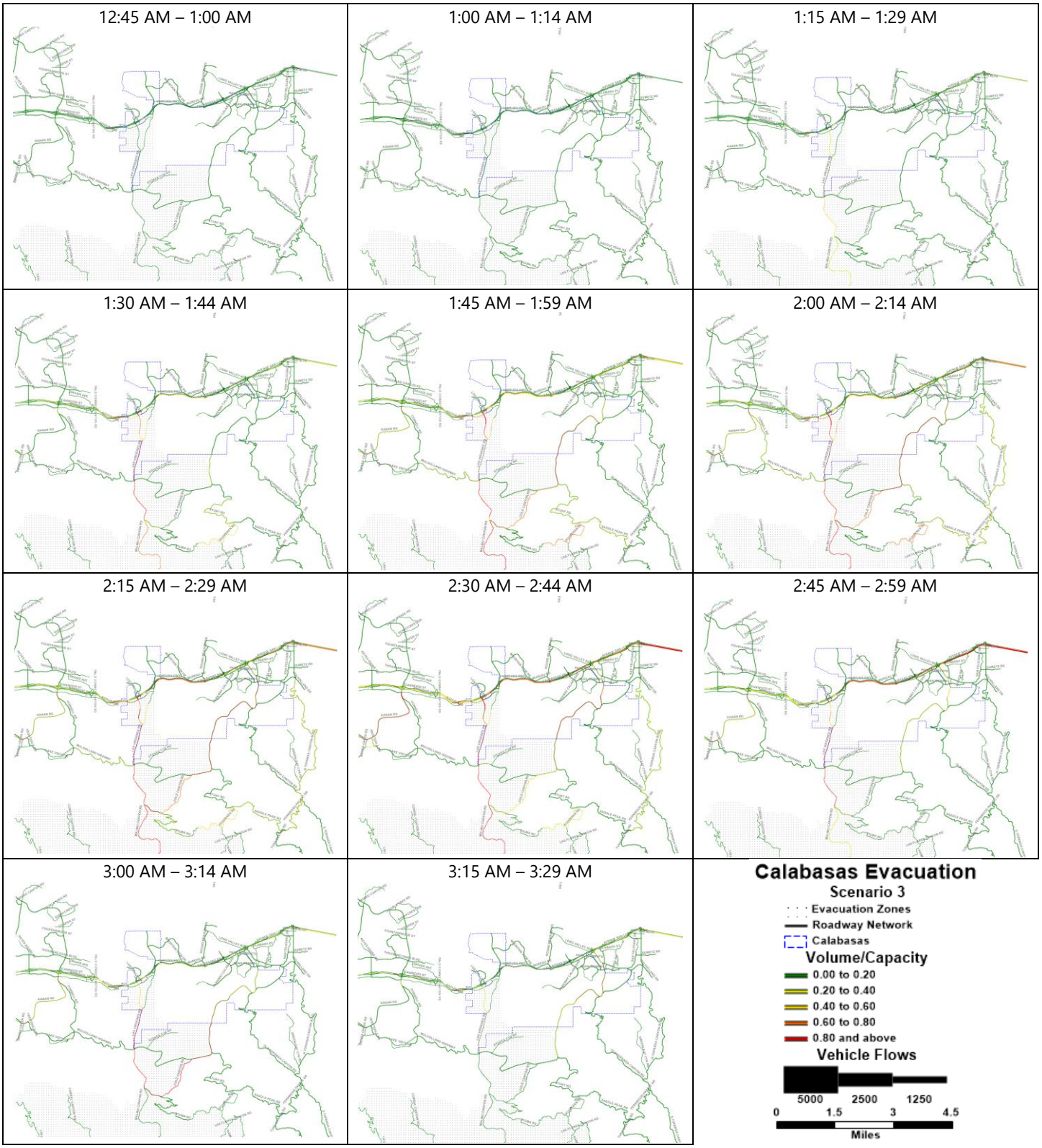


Figure 12 – Results for Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)

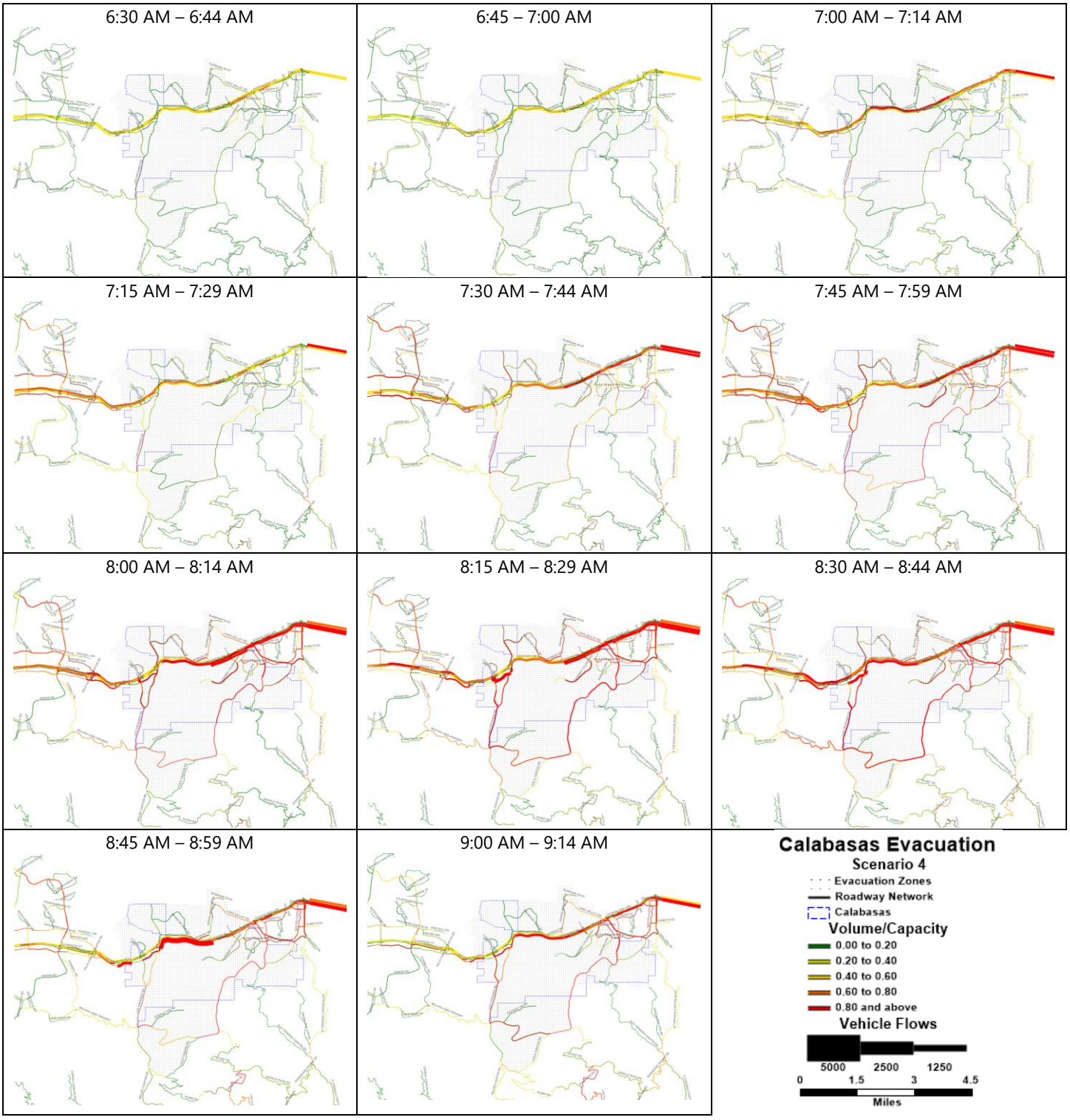
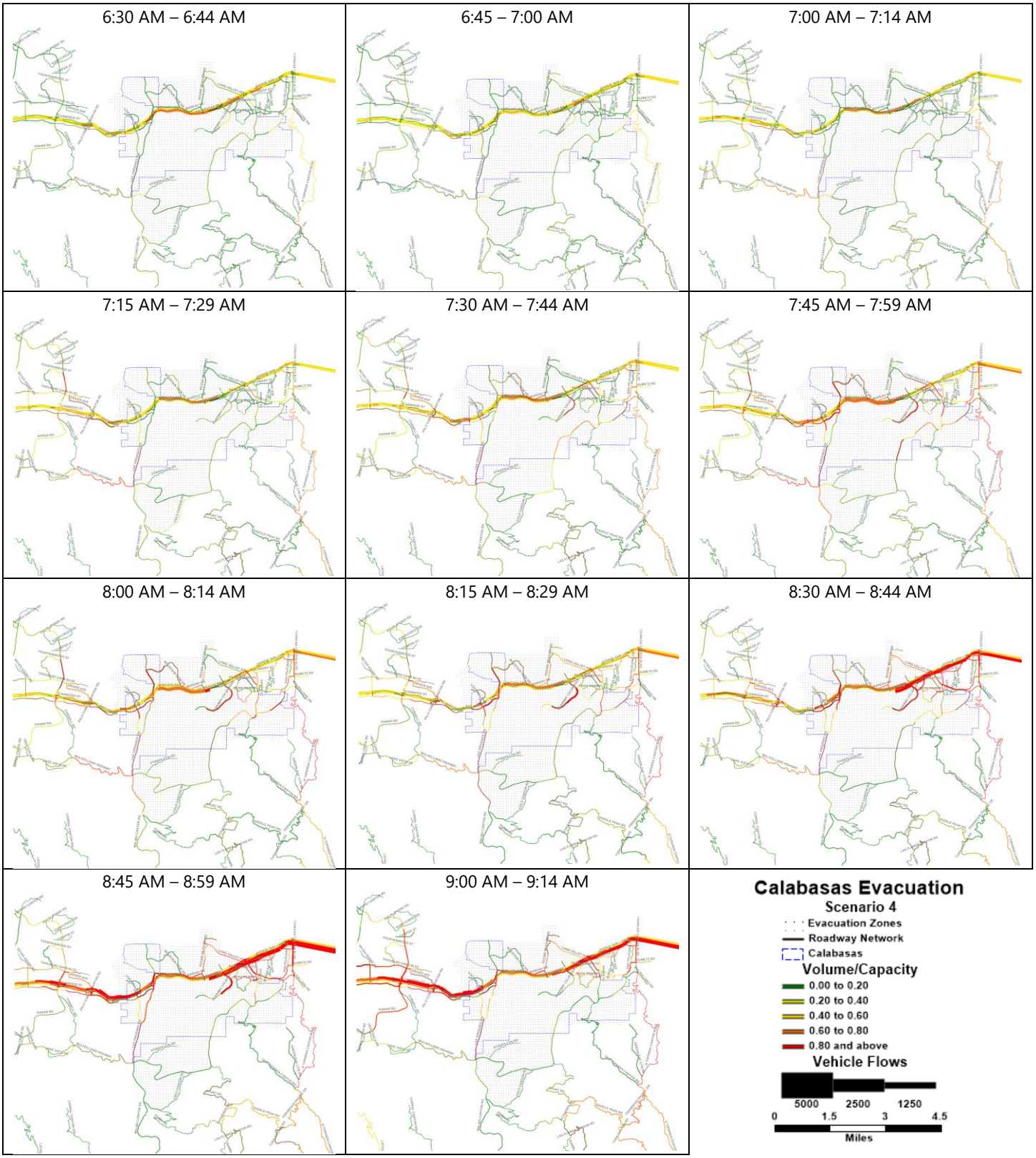


Figure 13 – Results for Scenario 4B: Calabasas Citywide Fire Evacuation (Morning Commute Period) with Restricted Upstream and Downstream Freeway Access



Recommendations

Given topographic constraints, the City of Calabasas has limited options to manage evacuation demand during an emergency scenario. The four emergency evacuation scenarios analyzed as part of this emergency evacuation assessment highlight the significance of the US-101 as a key regional evacuation route and the importance of protecting local roadways for people in Calabasas to evacuate as vehicles on the US-101 may see local parallel roads as alternative routes to avoid congestion.

Despite these constraints and challenges, the City can build on the local and regional coordination that has been taking place by local agencies and residential groups to incorporate additional strategies that improve the efficiency of evacuation operations. These strategies can be organized into three categories:

4. Demand-side: when, how, and where people evacuate in an emergency.
5. Supply-side: the physical and operational infrastructure that facilitate an emergency evacuation.
6. Information-side: how information is shared and received in an emergency.

Safety Element of the Calabasas 2030 General Plan

Based on the findings of the evacuation assessment, the City's Safety Element has been updated to incorporate policies that address demand-side, supply-side, and information-side strategies to improve emergency evacuation operations.

Demand-Side Policies

- Policy VII-55: Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers or designated cooling or smoke relief center during emergencies. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for evacuation centers and other critical facilities in the event of power outages.
- Policy VII-69: Consider the needs of vulnerable populations in the city, such as senior housing facilities and schools, and others without access to a personal vehicle in City evacuation plans.
- Policy VII-70: Encourage residents to evacuate in a timely manner to reduce last-minute evacuations and concentrated demand on the roadway network. Coordinate with the school district to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.
- Policy VII-71: Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Anticipate school district evacuation needs as part of evacuation orders.
- Policy VII-72: Issue mandatory evacuation orders based on characteristics of the hazard, such as fire spread characteristics.

- Policy VII-73: Encourage residents to take only one or two vehicles (based on household size) to reduce the number of evacuating vehicles. Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.
- Policy VII-74: Close routes upstream from the hazardous area to decrease demand on key evacuation routes.
- Policy VII-75: Coordinate with Caltrans to manage freeway lanes restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway.
- Policy VII-78: Use high-capacity public transit vehicles to reduce the use of single occupancy vehicles and increase the number of evacuees.

Supply-Side Policies

- Policy VII-56: Ensure that the LACFD has completed access to all locations in the City, including gated communities and critical infrastructure.
- Policy VII-59.a: Develop and employ evacuation alternatives and/or alternative emergency access routes in neighborhoods that have single ingress/egress.
- Policy VII-59.b: Develop and maintain evacuation options for vulnerable populations, including residents with mobility challenges.
- Policy VII-59.d: Designate safety zones or shelter-in-place locations as potential places of refuge when evacuation routes become blocked.
- Policy VII-60: Require new development to provide adequate access (ingress, egress) and a minimum of two roadways with widths and lengths in compliance with California Building Code Chapter 7A requirements.
- Policy VII-64: Maintain emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability.
- Policy VII-66: Future roadway design, especially in areas that have less accessibility and on key evacuation routes, should consider evacuation capacity and consider design treatments such as painted medians (instead of raised medians) or other treatments that could assist in creating reversible lanes and facilitate additional capacity in an evacuation event scenario.
- Policy VII-67: Evacuation event signal timing should be periodically reviewed and updated to provide additional evacuation capacity. Incorporate Caltrans in the City's emergency operations center protocol to develop emergency evacuation signal timing for freeway on and off-ramps.
- Policy VII-68: Continue coordinating with nearby jurisdictions, the Las Virgenes-Malibu Council of Governments (LVMCOG) and Los Angeles County Office of Emergency Management on developing strategies to address freeway congestion on the US-101 freeway which functions as the main evacuation route in the region.
- Policy VII-79: Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.

- Policy VII-85: Coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways.

Information-Side Policies

- Policy VII-46: Provide bilingual (English and Spanish) public health, emergency preparedness, and evacuation information and signage to citizens through libraries, the City website, radio, schools, and other social media platforms.
- Policy VII-47: Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as senior, young children, and individuals with physical disabilities.
- Policy VII-49: Provide Community Emergency Response Training (CERT) to increase disaster preparedness training to the community at the neighborhood level.
- Policy VII-59.c: Designate and publicize evacuation routes; include existing pedestrian pathways.
- Policy VII-61: Conduct regular evacuation trainings with single-access community HOAs and residents; encourage residents in single-access communities to maintain emergency supplies for at least 3 - 10 days.
- Policy VII-63: Improve coordination between frontline emergency personnel, CERP, EPIC, media sources, and the school district to ensure accurate and clear information is being disseminated.
- Policy VII-80: Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems).
- Policy VII-81: Monitor traffic using intelligent transportation system (ITS) technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as needed.
- Policy VII-82: Establish a redundant and resilient communications system to ensure uninterrupted emergency operations and communications such as through solar photovoltaic systems and battery storage, phone/text alerts, radio, sirens/loudspeaker, and signage.

Circulation Element of the Calabasas 2030 General Plan

Safety Element Policy VII-66 recommends that future roadway design should consider evacuation capacity and consider design treatments that could facilitate additional capacity in an evacuation scenario. The Circulation Element includes a table of potential circulation enhancements on critical intersections and roadway corridors (Table VI-1). As those projects are implemented, the City can take emergency access into consideration. Examples of emergency access considerations are noted in Table 4.

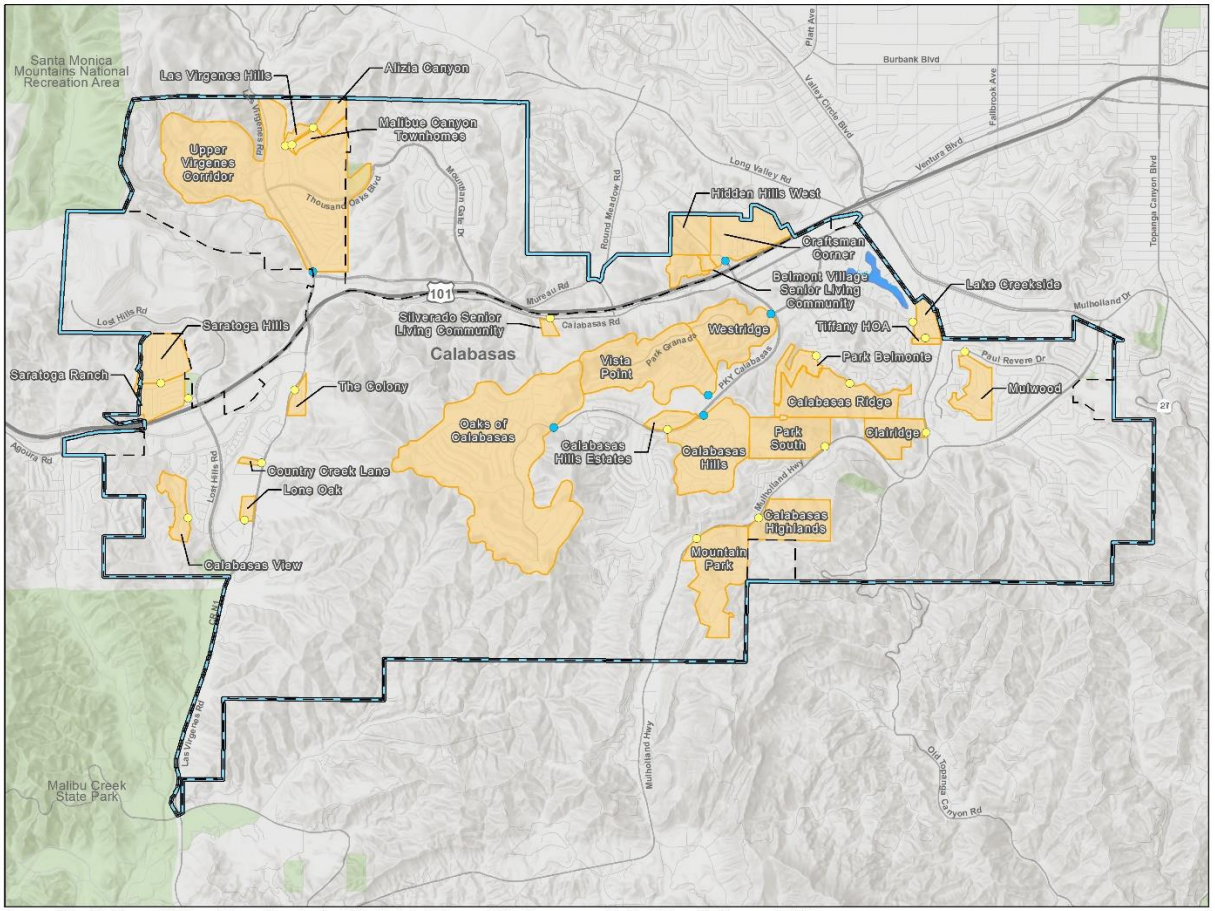
Table 4 – Emergency Access Considerations for Circulation Element Transportation Projects

Potential Enhancement	Emergency Access Consideration
No widening of Mulholland Highway to create additional through travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary except to provide for active transportation facilities.	Explore bicycle facility or shoulder design that can accommodate an additional (temporary) vehicle travel lane during an evacuation.
Consider a reduction in vehicle lanes on Lost Hills Road, south of Malibu Hills Road, to improve active transportation opportunities, improve crossing safety, and reduce through vehicle traffic and speeds.	
Provide active transportation only connectivity to Las Virgenes Road from the end of Calabasas Road (i.e. near the Juan Bautista de Anza East Trailhead).	Explore bicycle/pedestrian corridor design that can facilitate emergency vehicle access during an evacuation.

The City can also develop a catalog of sample roadway cross sections of best practice treatments with emergency access considerations. Although the sample cross sections will not be applicable in every scenario, they can serve as a framework and resource for the City to balance their Complete Streets goals with their emergency evacuation needs.

Attachment A: Senate Bill 99 Analysis – Map of Single Point of Entry Communities

Single Entry and Exit Communities in Calabasas



Source: City of Calabasas, 2018, and Rincon Consultants, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

2030 General Plan
Safety Element Update

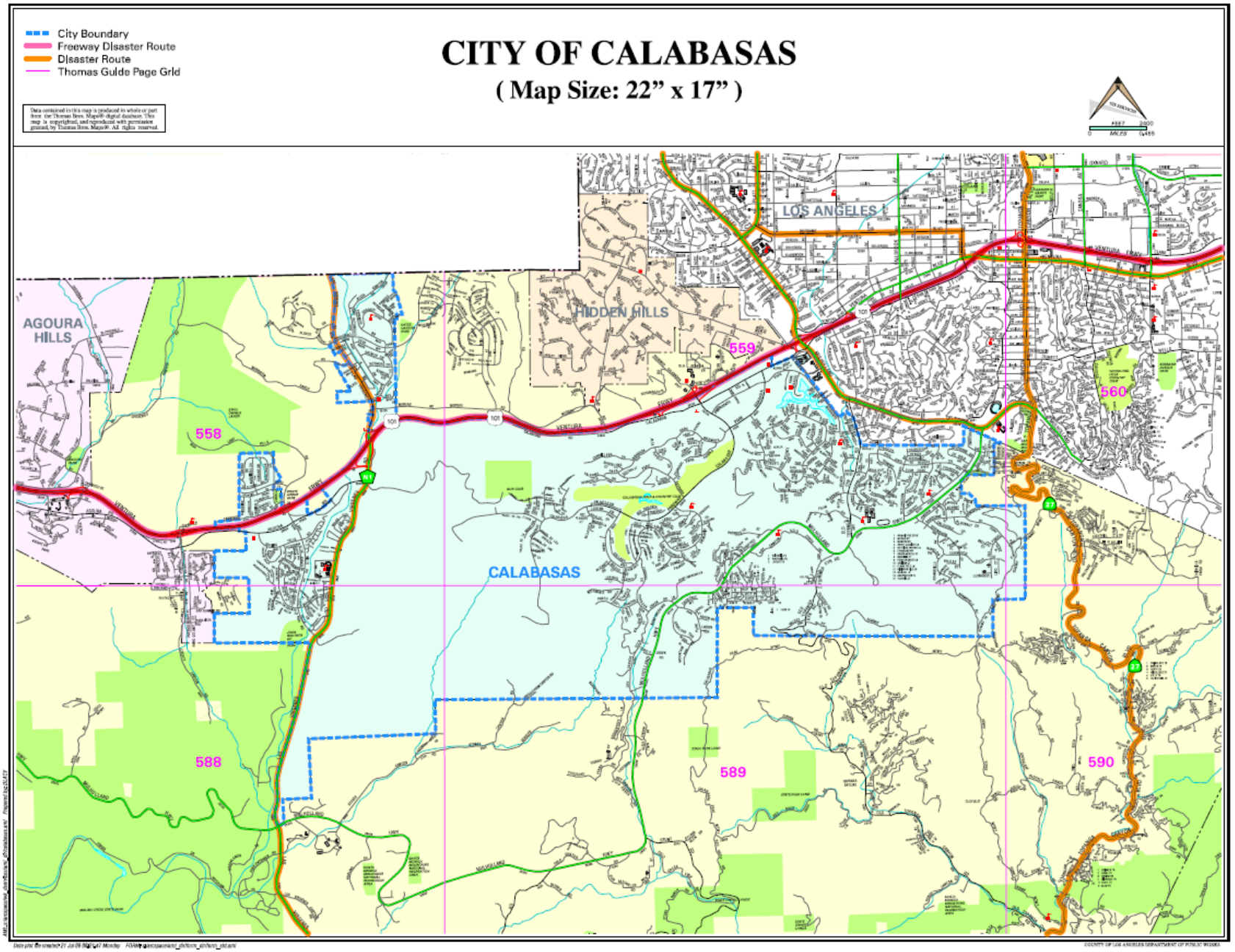
Figure VII-9
Single-Access Route Residential Neighborhoods

CITY of CALABASAS

FEHR PEERS

Attachment B: City of Calabasas Public Safety & Emergency Preparedness Evacuation Route Map

FEHR PEERS



Source: https://www.cityofcalabasas.com/government/public-safety-emergency-preparedness/evacuation-route-maps