CITY *of* CALABASAS



2030 GENERAL PLAN

FINAL
ENVIRONMENTAL IMPACT REPORT
SCH # 2008041030

DECEMBER 2008

rincon

City of Calabasas
2030 General Plan

Final
Environmental Impact Report

State Clearinghouse No. 2008041030

Prepared by:

City of Calabasas
Planning Division
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December 2008

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Notice of Determination

Appendix D

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Street Address:
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DEAN C. LOGAN
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Lead Agency (if different from above):
Address:
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Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2008041030

Project Title: City of Calabasas 2030 General Plan

Project Location (include county): City of Calabasas (citywide), County of Los Angeles, State of California

Project Description:

The proposed project involves the update of the 1995 General Plan, which currently serves as the blueprint for the development of the City. Each of the General Plan elements was updated with goals, objectives and policies that reflect the current needs and preferences of the community. The land use map was also updated. For the most part, the goals, objectives and policies of the updated General Plan are similar to those of the 1995 General Plan, with only minor revisions to reflect current conditions in and around Calabasas.

This is to advise that the City of Calabasas has approved the above described project on
☒ Lead Agency or ☐ Responsible Agency

December 10, 2008 (Date) and has made the following determinations regarding the above described project:

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: http://www.cityofcalabasas.com/general-plan.html

Signature (Public Agency) _____ Title Planning Manager

Date 12-11-08 Date Received for filing at OPR _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

08 0032738

THIS NOTICE WAS POSTED
ON DEC 17 2008
UNTIL JAN 16 2009
REGISTRAR-RECORDER/COUNTY CLERK

Revised 2005

City of Calabasas
2030 General Plan

Environmental Impact Report

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SUMMARY

This section summarizes the characteristics of the final 2030 General Plan, project alternatives, and the project's environmental impacts.

PROJECT SYNOPSIS

Project Proponent

City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

General Plan Synopsis

The "proposed project" is a comprehensive update of the City of Calabasas General Plan (hereinafter "General Plan" or "final General Plan" or "2030 General Plan"). The current General Plan, adopted in 1995, was the City's first General Plan following incorporation. The final General Plan identifies the community's vision for its development through the year 2030.

The General Plan is the fundamental land use policy document of the City of Calabasas. The City's existing General Plan was developed in accordance with the provisions of state law in effect at the time. The 2030 General Plan contains all of the State-mandated elements and four optional elements. The seven mandated elements are: Land Use, Open Space, Conservation, Housing, Circulation, Safety, and Noise. The optional elements are: *Community Design*, *Parks, Recreation & Trails*, *Cultural Resources*, and *Services, Infrastructure & Technology*.

The following key themes frame the 2030 General Plan:

- ***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*

Policies and implementation actions contained in the various General Plan elements reflect these themes. The updated General Plan also defines allowable land uses, programs to facilitate the provision of needed housing, and guidance with respect to the development of circulation system improvements needed to enhance citywide mobility. The land use and circulation system maps are shown on figures 2-5 and 2-9, respectively, of Section 2.0, *Project Description*.

Land uses allowed under the General Plan are largely the same as those allowed under the current (1995) General Plan. No land use designation changes are proposed for more than 97% of the land within the City's corporate limits. Comparison of the 1995 General Plan land use map, shown on Figure 6-1 in Section 6.0, *Alternatives*, to the 2030 land use map, shown on Figure 2-5, reveals the following general differences:

- *The 2030 land use map includes an increase in the maximum allowable density in the Residential-Multiple Family (R-MF) designation from 16 units per acre to 20 units per acre.*
- *The 2030 land use map increases the acreage within the City boundaries devoted to open space (OS-R and OS-RP) use as compared to the 1995 map from 3,117 acres to 3,413 acres (a 296-acre increase).*
- *The 2030 land use map establishes a new "Planned Development" designation that applies to two sites on either side of Las Virgenes Road. This designation would allow for the development of unique mixes of land uses on these two sites in recognition of unique conditions and constraints that are present in both locations. For the "Las Virgenes 2" site, this new designation would allow for the development of roughly 16 acres, while re-designating about 60 acres currently designated for residential and commercial use to OS-RP.*
- *The 2030 land use map designates additional areas both inside and outside the current City limits as "Mixed Use" with varying allowable densities. The 1995 General Plan includes one 48-acre Mixed Use district with a maximum FAR of 1.0, while the 2030 General Plan includes three Mixed Use designations totaling 168 acres within the City (plus the 65-acre Craftman's Corner area currently outside the City), with maximum FARs of 0.5, 0.75, and 1.0.*
- *The 2030 land use map redesignates a 74-acre site immediately north of the current City limits that is currently designated HM (Hillside Mountainous) OS-R in order to facilitate the possible development of sports fields on part of the site.*

ALTERNATIVES

As required by CEQA, this section evaluates a range of alternatives to the proposed project. Alternatives analyzed in Section 6.0 include the following:

- *No Project (no further development)*
- *No Project (1995 General Plan)*
- *16 Units/Acre Maximum for R-MF Designation*
- *No Housing Requirement in Mixed Use Districts*
- *Alternative R-MF Sites*
  - *R-MF Designation for 2.5 Acres of Las Virgenes 1*
  - *R-MF Designation for Driving Range Site*

Each of the alternatives discussed in Section 6.0 has certain advantages and disadvantages as compared to the 2030 General Plan, as summarized below.

- *The **No Project (no further development)** alternative could be considered environmentally superior because it would result in no increase in traffic, air pollution or noise, and no increase in demand for utilities or services. It would result in no physical impacts. On the other hand, this alternative would not meet many of the 2030 General Plan objectives.*
- *The **No Project (1995 General Plan)** alternative would allow roughly the same amount of development to occur as would be allowed under the 2030 General Plan. Since this alternative does not include the new Mixed Use districts, it could reduce the potential for land use compatibility conflicts as compared to the 2030 General Plan. On the other hand, it could have somewhat greater impacts to "natural" areas since it includes less overall open space acreage.*

- *The **16 Units/Acre Maximum for R-MF Designation** alternative could incrementally reduce impacts at Rancho Pet Kennel site, but would not avoid any significant impacts associated with the proposed project. Impacts would generally be similar under this alternative as those of the 2030 General Plan.*
- *The **No Housing Requirement in Mixed Use Districts** alternative could still facilitate residential components within Mixed Use districts, but simply would not require a residential component in every project. Any assumptions for the expected mix of commercial and residential uses in the MU districts would be speculative. Impacts would generally be similar to those of the 2030 General Plan.*
- *The **Alternative R-MF Sites** alternative considers two possible alternative sites (2.5 Acres of the Las Virgenes 1site and the Driving Range site) for multiple family housing rather than the Rancho Pet Kennel site. Neither alternative would avoid any significant project impacts, nor would either create any new significant impacts. Overall, the Las Virgenes 1 site alternative would have the least overall impact since it would generally avoid steeply sloped areas, locate development adjacent to development of similar intensity, and facilitate the fewest overall housing units.*

AREAS OF KNOWN CONTROVERSY

There are no areas of known widespread controversy with respect to the 2030 General Plan. The primary area of discussion for citizens and members of the General Plan Advisory Committee (GPAC) over the course of the development of the final General Plan has been how to meet the City's Regional Housing Needs Assessment allocations, particularly for low and very low income families. To that end, this EIR discusses various alternatives relating to this issue, including two alternative sites where development meeting the State's criteria for very low or low income units could be facilitated.

ISSUES TO BE RESOLVED

As noted above, there are no areas of known widespread controversy with respect to the 2030 General Plan. Based on citizen, GPAC, Planning Commission, and City Council input during the preparation of the final General Plan, the primary issue to be resolved is how to meet the City's RHNA housing allocation for low and very low income families.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts, and Class IV impacts are beneficial or neutral.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
Impact AES-1 The 2030 General Plan would facilitate new development and possibly place sound walls along view corridors within Calabasas. However, adherence to policies included in the 2030 General Plan would reduce potential impacts to view corridors to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact AES-2 Development that could be facilitated by the 2030 General Plan would introduce new sources of light. However, the City's LUDC regulates lighting in regards to all lighting in the City. Therefore, potential impacts to existing development would be Class III, *less than significant.*	None required as existing regulations and General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact AES-3 The 2030 General Plan emphasizes both reuse of existing urbanized lands, infill development on vacant parcels, and new development on urban fringe parcels. The development of such areas would result in visual changes to character of the community. However, the General Plan protects the City's visual features through plan review and policies. Therefore, impacts that would occur from development would be Class III, *less than significant.*	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
AIR QUALITY		
Impact AQ-1 Development facilitated by the 2030 General Plan would result in an increase in air pollutant emissions within the Los Angeles County portion of the South Coast Air Basin. Although maximum buildout of the General Plan could accommodate up to about 4,777 new residents, the City is largely built out and policies contained in the 2030 General Plan aimed at limiting future growth in population, traffic, and energy consumption would be expected to limit emissions to levels consistent with regional forecasts. Impacts would therefore be Class III, *less than significant.*	None required as growth within Calabasas is anticipated to be within regional growth parameters upon which the Air Quality Management Plan is based.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact AQ-2 Individual development projects facilitated by the 2030 General Plan would generate construction-related emissions. Such emissions may result in temporary adverse impacts to local air quality. However, these emissions can be mitigated on a specific development basis and impacts would be Class III, *less than significant.*	None required as existing regulations and General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact AQ-3 Increased traffic congestion associated with growth facilitated by the 2030 General Plan would potentially increase carbon monoxide (CO) concentrations at congested intersections. Several intersections meet the criteria to require a CO hotspot analysis. However, modeling of CO concentrations indicates that CO levels would remain within Federal and State standards. Therefore, impacts relating to CO "hot spots" would be Class III, *less than significant.*	None required as exceedance of state and federal CO standards is not anticipated.	Less than significant without mitigation.
Impact AQ-4 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 General Plan does not include policies or actions to address such risks, impacts associated with placement of residential development near the freeway would be Class II, *significant but mitigable*.	**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.	Less than significant.
BIOLOGICAL RESOURCES		
Impact BIO-1 Development facilitated by the 2030 General Plan land use plan generally avoids direct impacts to riparian, wetland, and open water habitats. Development could adversely affect the quality of riparian and wetland habitat in certain areas. However, implementation of General Plan policies would reduce potential impacts to a Class III, *less than significant,* level.	None required as proposed General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact BIO-2 Development facilitated by the 2030 General Plan land use plan would	None required as proposed General Plan policies would	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
largely avoid impacts to sensitive habitats and mature native trees by emphasizing intensification/reuse of already urbanized areas. Implementation of General Plan policies that aim to protect sensitive habitats and mature trees would reduce potential impacts to a Class III, *less than significant*, level.	address potential impacts.	
Impact BIO-3 Development facilitated by the 2030 General Plan would largely avoid impacts to special-status plant and animal species by emphasizing intensification/reuse of already urbanized areas rather than developing native habitats. Potential impacts could occur in certain locations, but would be addressed through implementation of proposed General Plan policies. Implementation of General Plan policies and actions that aim to protect sensitive plants and animals would reduce potential impacts to a Class III, *less than significant*, level.	None required as proposed General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact BIO-4 Development facilitated by the 2030 General Plan would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. General Plan policies require preservation of wildlife corridors and support acquisition of additional lands near wildlife corridors for open space preservation. Therefore, impacts to wildlife movement would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
CULTURAL RESOURCES		
Impact CR-1 Development facilitated by the 2030 General Plan could adversely affect identified and previously unidentified pre-historic archaeological resources. However, General Plan policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.	None required as proposed General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact CR-2 Existing historic resources within Calabasas are located in areas unlikely to accommodate future development. In addition, implementation of the 2030 General Plan policies would protect these resources. Therefore, impacts to historic resources would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
GEOLOGY		
Impact GEO-1 Future seismic events could produce ground shaking within the Calabasas plan area that could damage structures and/or create adverse health and safety effects. However, with implementation of General Plan policies and required building codes, impacts would be Class III, *less than significant*.	None required as existing Code requirements and General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact GEO-2 Future seismic events could result in liquefaction and lateral spreading of soils in portions of the Calabasas plan area. Development in these areas could be subject to liquefaction hazards. Compliance with the CBC would generally address liquefaction hazards, but the 2030 General Plan does not include any specific policy requirements relating to liquefaction and lateral spread. Impacts would therefore be Class II, *significant but mitigable*.	**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.	Less than significant.
Impact GEO-3 The Calabasas plan area contains numerous steep slopes, which present a moderate to severe 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 CBC would generally address landslide hazards. Project-specific mitigation measures should ensure that the site is remediated in accordance with City requirements to raise the factors of safety to the appropriate levels. In addition, site mitigation will also require than no adverse impacts to the site and surrounding sites. However, because the 2030 General Plan does not include specific requirements to address landslide hazards, impacts would be Class II, *significant but mitigable*.	Measure **GEO-2** under **Impact GEO-2** 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.	Less than significant.
Impact GEO-5 Radon is a contaminant that affects indoor air quality. Radon gas from	None required as General Plan policies would address potential	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
natural sources can accumulate in buildings and reportedly is the second most frequent cause of lung cancer, after cigarette smoking. However, compliance with the UBC and applicable policies of the Safety Element would ensure that impacts would be Class III, *less than significant*.	impacts.	
HAZARDS AND HAZARDOUS MATERIALS		
Impact HAZ-1 Potential development that could be facilitated near known hazardous material users could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. However, compliance with existing regulatory requirements, as well as 2030 General Plan policies would reduce impacts to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact HAZ-2 The transportation of hazardous materials could potentially create a public safety hazard for new development that could be accommodated along major transportation corridors under the General Plan Update. However, compliance with existing regulations and 2030 General Plan policies would reduce impacts to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact HAZ-3 The City may seek acquisition of the Calabasas Landfill for future recreational use. The current site activities may potentially create a future public safety hazard of exposure to hazardous materials. However, existing regulatory requirements would ensure that potential hazards are addressed and other landfills have been successfully converted to recreational facilities. Therefore, impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
HYDROLOGY/WATER QUALITY		
Impact HWQ-1 New residential development within the 100-year flood plain could be subject to flooding. However, with implementation of General Plan policies, impacts related to flooding would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact HWQ-2 Development facilitated by the 2030 General Plan would incrementally increase the amount of impervious surfaces within the City, resulting in an increase in	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
watershed runoff and decrease in percolation to the Calabasas Groundwater Basin. However, with implementation of General Plan policies, impacts related to the increase in impervious surfaces would be Class III, *less than significant*.		
Impact HWQ-3 Point and non-point sources of contamination could affect water quality in the Las Virgenes Creek, Dry Canyon Creek, McCoy Creek and groundwater in the City of Calabasas. However, with implementation of General Plan policies, water quality impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
LAND USE AND PLANNING		
Impact LU-1 No boundary adjustments are being sought at this time and the General Plan emphasizes intensification and reuse of already developed areas of the City. Annexation adjustments could be sought at some point in the future. Because any conflicts with LAFCo policies would need to be resolved prior to LAFCo approval of any boundary adjustment, impacts would be reduced to a Class III, *less than significant*, level.	None required as compliance with applicable LAFCo policies would address potential impacts.	Less than significant without mitigation.
Impact LU-2 Buildout under the 2030 General Plan could be found to be consistent with SCAG Regional Comprehensive Plan (RCP) Growth Management, Air Quality, Recreation, and Water Quality policies. Impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact LU-3 The 2030 General Plan could be found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact LU-4 The 2030 General Plan could be found to be consistent with the Southern California Association of Governments' Growth Visioning Report. Impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
NOISE		
Impact N-1 Development facilitated by the 2030 General Plan would increase traffic and associated noise levels along area roadways in and around Calabasas, thus exposing existing land uses to increased noise. With maximum development facilitated by the General Plan, one plan area roadway could experience a noise level increase that exceeds adopted thresholds. However, implementation of General Plan policies would reduce impacts to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact N-2 New development facilitated by the 2030 General Plan Update could result in exposure of future residences and other noise-sensitive land uses to noise levels exceeding the "normally acceptable" range. However, implementation of noise attenuation features on new development, as required by General Plan policies, would reduce impacts to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact N-3 Construction of individual projects facilitated by the 2030 General Plan could produce noise levels ranging from 75 to 95 dBA at 50 feet from the source potentially affecting adjacent land uses. Such noise could cause temporary disturbance to nearby receptors, but General Plan policies would address potential impacts relating to construction. Therefore, this would be a Class III, *less than significant*, impact.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
POPULATION AND HOUSING		
Impact PH-1 Implementation of the 2030 General Plan would not result in the displacement of substantial numbers of people or housing. To the contrary, the 2030 General Plan would facilitate the development of new housing in accordance with state and local housing requirements. Impacts would be Class III, *less than significant*.	None required as the 2030 General Plan would not displace substantial numbers of people or housing.	Less than significant without mitigation.
Impact PH-2 Implementation of the 2030 General Plan would facilitate the construction of new housing in Calabasas, which would increase the City's population over time. However, the City is almost completely built out and various General Plan policies are specifically intended to control population growth. Exceedance of SCAG population	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
forecasts is not anticipated and impacts would be Class III, *less than significant.*		
Impact PH-3 Development facilitated by the 2030 General Plan would add both jobs and housing, which would affect the jobs/housing balance. Objectives and policies included in the General Plan encourage a mix of commercial and residential uses and districts. Therefore, impacts relating to jobs/housing balance are considered Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
PUBLIC SERVICES		
Impact PS-1 Development facilitated by the 2030 General Plan would increase the City's population and density of development, and could introduce new development into high fire hazard areas. This would increase demand for fire protection services and potentially create the need for new fire protection facilities. However, compliance with General Plan policies and other City programs would reduce impacts related to fire protection services to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact PS-2 Development facilitated by the 2030 General Plan would increase demand for police protection service, but would not result in the need to construct new police facilities. Impacts would be Class III, *less than significant.*	None Required.	Less than significant without mitigation.
Impact PS-3 Enrollment growth at LVUSD schools that could result from development under the 2030 General Plan could further the exceedance of capacities at LVUSD elementary schools and Calabasas High School. However, the payment of State-mandated school impact fees is deemed adequate mitigation by the State of California. Therefore, impacts to schools would be Class III, *less than significant*.	None required as collection of state-mandated school impact fees would address potential impacts under CEQA pursuant to state law.	Less than significant without mitigation. It should be noted, however, that area schools are already over capacity and continued development would further exacerbate this exceedance.
Impact PS-4 The new Calabasas Library, scheduled to open July 2008, will meet the City's library needs through 2030. Therefore, impacts related to City library system would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
RECREATION		
Impact REC-1 Development facilitated by the 2030 General Plan would increase City population and proportionate demand on parks and recreation facilities. The current inventory of parks would not meet the City's target of 3 acres of active parkland per 1,000 residents. However, development of park sites identified under the General Plan would provide sufficient park acreage and is not expected to create significant environmental effects. This is considered a Class III, *less than significant*, impact.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact REC-2 Development facilitated by the 2030 General Plan could increase the City's population and demand for open space. The current inventory of open space does not meet the City's new target of 4,000 acres. However, sufficient land is available to enable the City to meet this target. This is considered Class IV, *no impact*.	None required as General Plan policies would address potential impacts.	No impact without mitigation.
TRANSPORTATION AND CIRCULATION		
Impact TC-1 Development facilitated by the 2030 General Plan could result in deficiencies to the local circulation system based on recommended level of service standards. Mitigation options are available to address all projected deficiencies for intersections within the City. However, the traffic increase at the Calabasas Road/Valley Circle Boulevard intersection could exceed City of Los Angeles thresholds and feasible mitigation is not available. Therefore, the impact at that location would be Class I, *unavoidably significant*.	**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	Less than significant for all intersections except Calabasas Road/Valley Circle Boulevard. 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 feasible due to the high costs and because this intersection is located in the City of Los Angeles. The impact at that location would be unavoidably significant.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	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	

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	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	

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	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(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	

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	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. **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.	
Impact TC-2 The 2030 General Plan would not accommodate design features that would create traffic hazards. While the placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians, implementation of General Plan policies relating to traffic calming and improving walkability would reduce such impacts to a Class III, *less than significant*, level.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact TC-3 Implementation of the 2030 General Plan would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, *beneficial.*	None required as General Plan policies would address potential impacts.	Beneficial without mitigation.
Impact TC-4 Buildout of the 2030 General Plan would be incrementally increase traffic at the Ventura Freeway interchanges and on the Ventura Freeway. However, implementation of planned improvements and General Plan policies would reduce	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
impacts to a Class III, *less than significant*, level.		
UTILITIES AND SERVICE SYSTEMS		
Impact U-1 Maximum development facilitated by the 2030 General Plan would generate a net increase in water demand estimated at 1.01 mgd. Although water supply conditions are always subject to uncertainties, water providers have consistently concluded that available water supplies would be sufficient to meet regional and local demand. Therefore, water supply impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact U-2 Development facilitated by the 2030 General Plan would increase wastewater generation above existing conditions. Maximum development would generate a net increase of 518,281 gpd, or 0.05 mgd, at the LVMWD's wastewater treatment plant. The Tapia Water Reclamation Facility currently has 16 mgd of excess capacity. Therefore, wastewater impacts would be Class III, *less than significant*.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.
Impact U-3 Development that may occur during the lifetime of the General Plan would incrementally reduce the lifespan of the Calabasas landfill. However, the City has adopted a 75% diversion rate to be implemented by 2012, which would limit the City's contribution to the landfill. This rate would significantly reduce solid waste directed toward the landfill. Therefore, the increase in solid waste generated by new development would be a Class III, *less than significant,* impact.	None required as General Plan policies would address potential impacts.	Less than significant without mitigation.

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1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) that evaluates the potential environmental effects associated with implementation of the final City of Calabasas 2030 General Plan. The 2030 General Plan includes goals, objectives, and policies that will guide the development of Calabasas through 2030.

This section: (1) provides an overview of the background behind the 2030 General Plan; (2) summarizes the process involved in developing the 2030 General Plan; (3) describes the purpose of and legal authority of the document; (4) summarizes the scope and content of the EIR; (5) lists lead, responsible, and trustee agencies for the EIR; (6) describes the intended uses of the EIR; and (7) provides a synopsis of the environmental review process required under CEQA.

The contents of other EIR sections are as follows:

- *Section 2.0, Project Description, provides a detailed discussion of the 2030 General Plan.*
- *Section 3.0, Environmental Setting, describes the general environmental setting for Calabasas.*
- *Section 4.0, Environmental Impact Analysis, describes the potential environmental effects associated with each of six development scenarios.*
- *Section 5.0, Other CEQA Requirements, discusses issues such as growth inducement and significant irreversible environmental effects.*
- *Section 6.0, Alternatives, discusses alternatives to the General Plan, including the CEQA-required "no project" alternative.*
- *Section 7.0, References and Preparers, lists informational sources for the EIR and persons involved in the preparation of the document.*

1.1 OVERVIEW OF THE GENERAL PLAN

The City of Calabasas has undertaken a comprehensive update of its General Plan. Though many of the goals, objectives and policies of the 1995 General Plan remain, the 2030 General Plan has been reorganized to include the seven elements required by state law (Land Use, Open Space, Conservation, Housing, Circulation, Safety, and Noise) as well as four additional optional elements (Community Design, Parks/Recreation/Trails, Cultural Resources, and Services/Infrastructure/Technology).

The 2030 General Plan guides future development within the existing City limits as well as within areas adjacent to the City that may be considered for future annexation. The "study area" evaluated in this EIR consists of areas within current City Limits and these potential annexation areas.

State law (Government Code Section 65300) requires that each city and county adopt a comprehensive general plan. The proposed project fulfills this requirement by updating the City's existing General Plan, which was last comprehensively updated in 1995. The General Plan defines the framework by which the City's physical and economic resources are to be managed and used in the future. The General Plan's planning horizon is the year 2030. City decision-makers will use the plan as a blueprint for:

- *Choices about the use of land*
- *Protection of environmental resources*
- *Conservation and development of new housing*
- *Provision of supporting infrastructure and public and human services*
- *Protection of people and property from natural and man-made hazards*
- *Possible future expansion of City boundaries*

The 2030 General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the community, including residents, property owners, and businesses. Through the General Plan, the City informs these groups of its goals, policies, and standards, thereby communicating expectations of the public and private sectors for meeting community objectives.

Since the General Plan is the constitution for all future development, any decision by a city affecting land use and development must be consistent with the General Plan. This includes any development projects proposed in the future. An action, program, or project would be considered consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the General Plan or not obstruct their attainment.

Each of the General Plan Elements contains objectives and policies to implement the City's overarching goals. Objectives are statements that provide direction and state the desired end condition. Policies are specific statements that guide decision-making. They indicate a clear commitment by the City and generally serve as mandatory criteria.

1.2 2030 GENERAL PLAN PROCESS

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 used to develop the General Plan included:

- *Establishment of the GPAC by the City Council (Resolution No. 2006-1050)*
- *A series of 17 meetings with the GPAC to obtain input on the issues of concern and preferred approaches to resolving these issues, as well as the identification of deficiencies in the original General Plan and ideas an input for improving the General Plan*
- *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*
- *Workshops with Planning Commission and City Council*
- *Development and maintenance of a web page providing information to the community about the General Plan process and work products*

In association with the update of the General Plan, Calabasas is also updating its Development Code. The Code update will ensure consistency of the Development Code with the new General Plan. It will also incorporate the performance standards currently contained in the General Plan Implementation Guide, which is a companion document to the current General Plan. This update will be finalized and adopted upon adoption of the 2030 General Plan.

1.3 LEGAL AUTHORITY

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), the *State CEQA Guidelines*, and the City's Rules for the Implementation of CEQA. In accordance with Section 15121 (a) of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

> *Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the *CEQA Guidelines*, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a Program EIR considers the "macro" effects associated with implementing a program (such as a General Plan) and does not, and is not intended to, examine the specific environmental effects associated with specific projects that may be implemented under the guise of the General Plan.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (*CEQA Guidelines* Section 15168(c)). When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (*CEQA Guidelines* Section 15168(c)(3)). If a subsequent activity would have effects not within the scope of the Program EIR, the Lead Agency must prepare a new Initial Study leading to either a Negative Declaration, Mitigated Negative Declaration, or a project level EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The *CEQA Guidelines* (Section 15168(h)) encourage the use of Program EIRs, citing five advantages:

1. *Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR*
2. *Focus on cumulative impacts that might be slighted in a case-by-case analysis*
3. *Avoidance of continual reconsideration of recurring policy issues*
4. *Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them*
5. *Reduction of paperwork by encouraging the reuse of data (through tiering)*

It should be noted that as a "macro" level environmental document, the General Plan EIR uses macro level thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. In other words, determination that implementation of the 2030 General Plan as a "program" would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the General Plan.

1.4 SCOPE AND CONTENT OF THE EIR

In accordance with the *CEQA Guidelines*, a Notice of Preparation (NOP) of a Draft EIR was circulated to potentially interested parties on April 4, 2008. The NOP, included in Appendix A, indicated that all issues on the City's environmental checklist would be discussed in the EIR. These include:

- *Aesthetics*
- *Agriculture Resources*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Geology/Soils*
- *Hazards & Hazardous Materials*
- *Hydrology/Water Quality*
- *Land Use/Planning*
- *Mineral Resources*
- *Noise*
- *Population/Housing*
- *Public Services*
- *Recreation*
- *Transportation/Traffic*
- *Utilities/Service Systems*
- *Mandatory Findings of Significance*

This EIR evaluates potential impacts in each of these areas.

The focus of this EIR is to:

- *Provide information about the General Plan Update and different growth scenarios (no growth beyond the existing General Plan, minimum growth, moderate growth, and maximum growth) for consideration by the Planning Commission and the City Council in its selection of an alternative or a combination of various elements from each alternative for approval;*
- *Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the General Plan Update and different growth scenarios;*
- *Identify feasible mitigation measures that may be incorporated into the project in order to reduce or eliminate potentially significant effects;*
- *Disclose any potential growth-inducing and/or cumulative impacts associated with the General Plan; and*
- *Examine a reasonable range of alternative growth scenarios (including "no growth"/growth according to the existing General Plan, minimum growth, and moderate growth) that could feasibly attain the basic "project" objectives, while eliminating and/or reducing some or all of the potentially significant adverse environmental effects.*

The City received five written responses to the NOP. The responses, included in Appendix A, are addressed, as appropriate, in the analysis contained in the various subsections of Section 4.0, *Environmental Impact Analysis*. The City also held an EIR scoping meeting on May 1, 2008 at Calabasas City Hall, but no individuals attended the meeting.

1.5 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The City of Calabasas is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the 2030 General Plan.

"Responsible Agencies," are other agencies that are responsible for carrying out/implementing a specific component of the General Plan or for approving a project (such as an annexation) that implements the goals and policies of the General Plan. Section 15381 of the *State CEQA Guidelines* defines a "responsible agency" as:

> *A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.*

The **California Department of Housing and Community Development (HCD)** is the only responsible agency for the 2030 General Plan. HCD is responsible for the review and certification of the Housing Element.

Although not responsible agencies under CEQA, several other agencies have review authority over aspects of the General Plan or approval authority over projects that could potentially be implemented in accordance with various General Plan objectives and policies. These agencies and their roles are listed below.

- *The **State Geologist** is responsible for the review of the City's program for minimizing exposure to geologic hazards and for regulating surface mining activities.*
- *The **California Department of Transportation (Caltrans)** has responsibility for approving future improvements to the state highway system, including Highway 101.*
- *The **Local Agency Formation Commission (LAFCO)** of the County of Los Angeles Annexation has responsibility for approving any annexations to the City that might occur over the life of the General Plan.*
- ***California Department of Fish and Game (CDFG)** has responsibility for issuing take permits and streambed alteration agreements for any projects with the potential to affect plant or animal species listed by the State of California as rare, threatened, or endangered or that would disturb waters of the state.*
- ***The Las Virgenes Municipal Water District (LVMWD)** provides water and sewer service to Calabasas and would therefore be responsible for approving and implementing needed improvements to water and sewer infrastructure.*

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies: The California Department of Fish and Game with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission, with regard to state-owned "sovereign" lands, such as the beds of navigable waters and state school lands; the California Department of Parks and Recreation, with regard to units of the state park system; and, the University of California, with regard to sites within the Natural Land and Water Reserves System. The CDFG is the only trustee agency for the General Plan EIR.

1.6 INTENDED USES OF THE EIR

This EIR is as an informational document for use in the City's review and consideration of the 2030 General Plan. It is to be used to facilitate creation of a General Plan that incorporates environmental considerations and planning principles into a cohesive policy document. The General Plan will guide subsequent actions taken by the City in its review of new development projects and its establishment of new and/or revised citywide programs.

This EIR discloses the possible environmental consequences associated with the 2030 General Plan. The information and analysis in this EIR will be used by the Calabasas Planning Commission and City Council, responsible and trustee agencies, and the general public.

1.7 EIR PROCESS

The environmental review process, as required under CEQA, is summarized below and illustrated generally on Figure 1-1.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. For projects of regional significance, the lead agency holds a scoping meeting during the 30-day NOP review period.
2. **Draft EIR.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** Upon completion of a Draft EIR, the lead agency must file a Notice of Completion with the State Clearinghouse and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*CEQA Guidelines* Section 15087). In addition, public notice of the availability of the Draft EIR must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off of the project site; or c) direct mailing to owners and occupants of contiguous properties and others who have requested such notification. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days (Public Resources Code Section 21091).
4. **Final EIR.** Following the close of the Draft EIR review period, a Final EIR is prepared. The Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.
5. **Final EIR Certification.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead

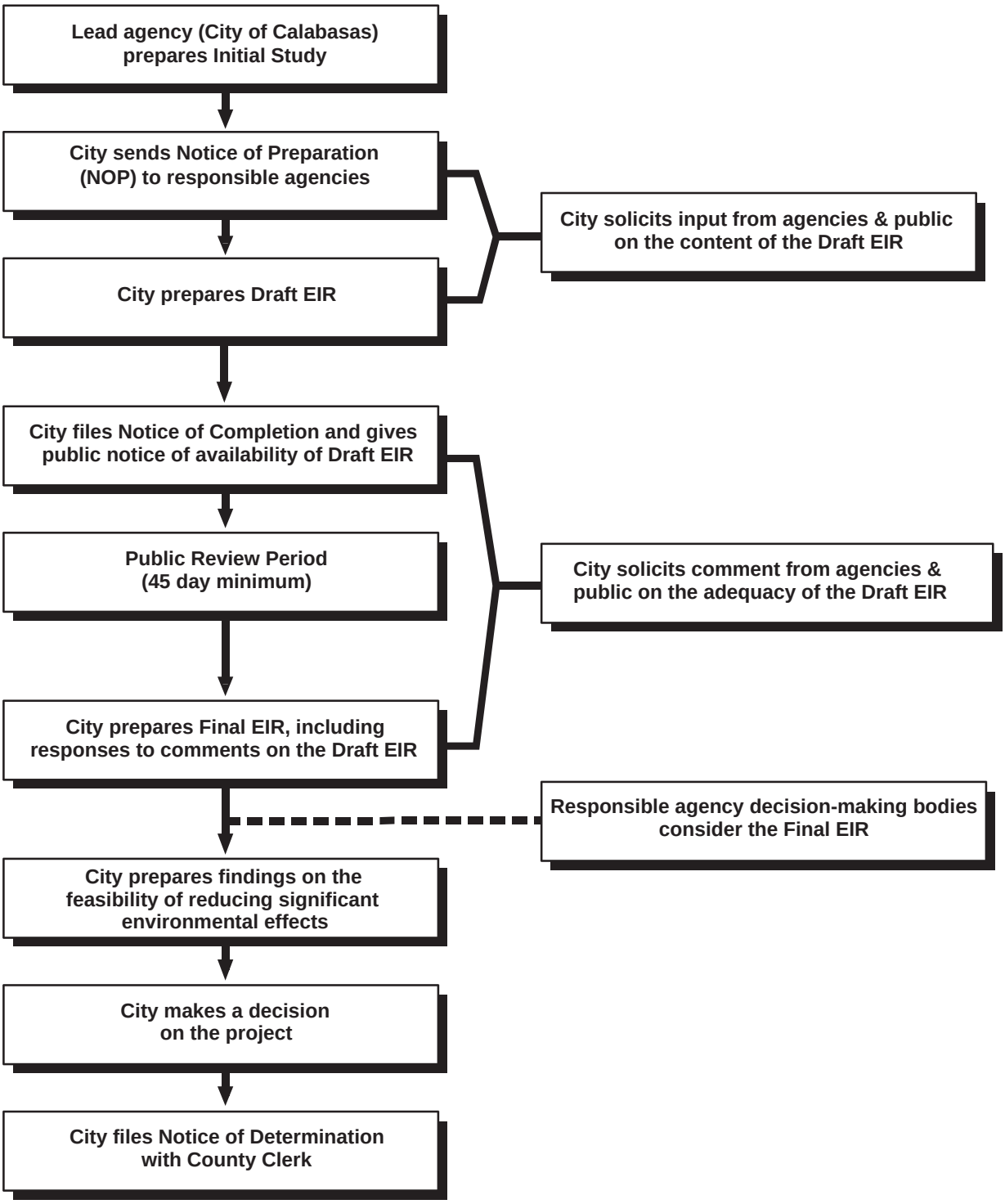


Figure 1-1
CEQA Environmental Review Process

agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving the project (*CEQA Guidelines* Section 15090).

6. **Lead Agency Project Decision.** Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible *(CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explaining why the project's benefits outweigh the significant environmental effects.

8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

2.0 PROJECT DESCRIPTION

The proposed project is an update of the City of Calabasas General Plan (hereinafter referred to as the "2030 General Plan"). The 2030 General Plan, which updates the 1995 General Plan, establishes the community's vision for the development of Calabasas through the year 2030 and will serve as the fundamental land use policy document for the City.

This section of the EIR describes the key characteristics of the 2030 General Plan, including the project proponent, the geographic extent of the plan, project objectives, required approvals, and development forecasted for the plan area. This section also summarizes the key policy statements from the various General Plan elements that have the potential to result in physical environmental effects.

2.1 PROJECT PROPONENT

City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

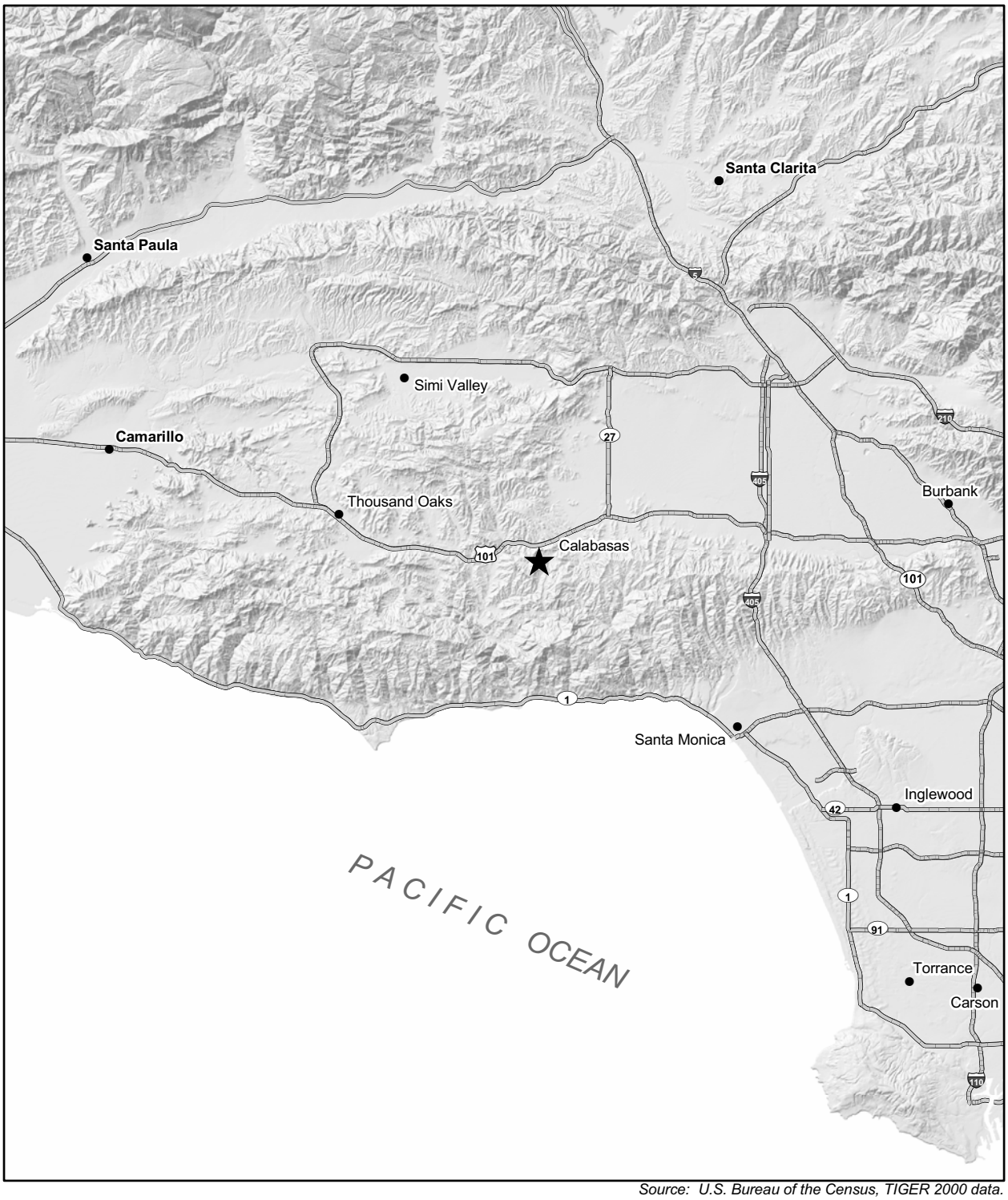
2.2 GEOGRAPHIC EXTENT OF THE PLAN AREA

Calabasas is located in western Los Angeles County along the Ventura Freeway, approximately 25 miles from downtown Los Angeles (see Figure 2-1). Neighboring cities include Los Angeles, Agoura Hills, Hidden Hills, Malibu and Oak Park. In addition, a portion of the City's northern boundary borders the Ventura County line. The key plan boundaries for the community – city boundary and plan area boundary – are illustrated on Figure 2-2 and described below. An aerial photograph of the plan area is presented on Figure 2-3.

a. Corporate Limits. As of 2008, Calabasas' corporate boundaries encompass approximately 12.9 square miles, or 8,512 acres of land. The City is not seeking annexation of any lands outside the current City limits as part of the 2030 General Plan. However, the City may seek annexation of unincorporated islands as well as urbanized areas adjacent to the current City limits (such as along Mulholland Highway) over the life of the General Plan. Any annexations would be sought only at such time as the area to be annexed is contiguous with the current (at that time) City limit.

b. Unincorporated Portions of the Plan Area. The plan area for the 2030 General Plan encompasses all areas within and outside the City's boundaries that bear a relation to the City's planning as contemplated by State Government Code Section 65300. In addition, to the areas within the Calabasas corporate boundaries, the General Plan addresses unincorporated areas surrounding the City that may be considered for future annexation. These unincorporated areas total about 3.9 square miles (2,514 acres) and include residential neighborhoods, commercial areas, open space, and a public school. The municipal and plan area boundaries are illustrated on Figure 2-2.

It should be noted that the plan area boundary represents a substantial reduction in the size of the City's plan area as compared to that considered in the 1995 General Plan, which considered unincorporated areas stretching south of Mulholland Highway. The plan area considered in the 1995 General Plan included these areas because of concerns about development that could be facilitated in this area by the County of Los Angeles. Since the



Source: U.S. Bureau of the Census, TIGER 2000 data.

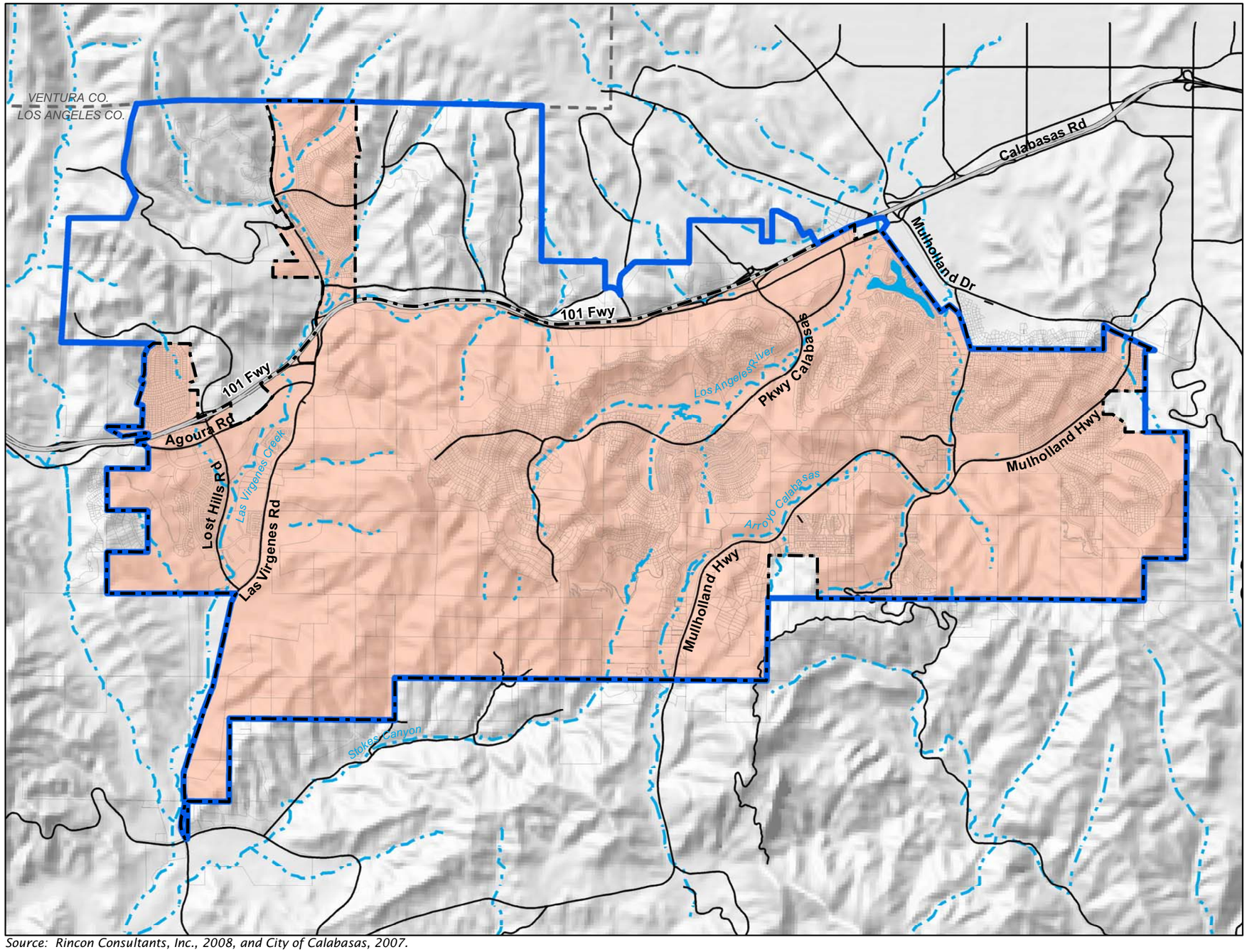
★ Project Locations

N

0 5 10 Miles

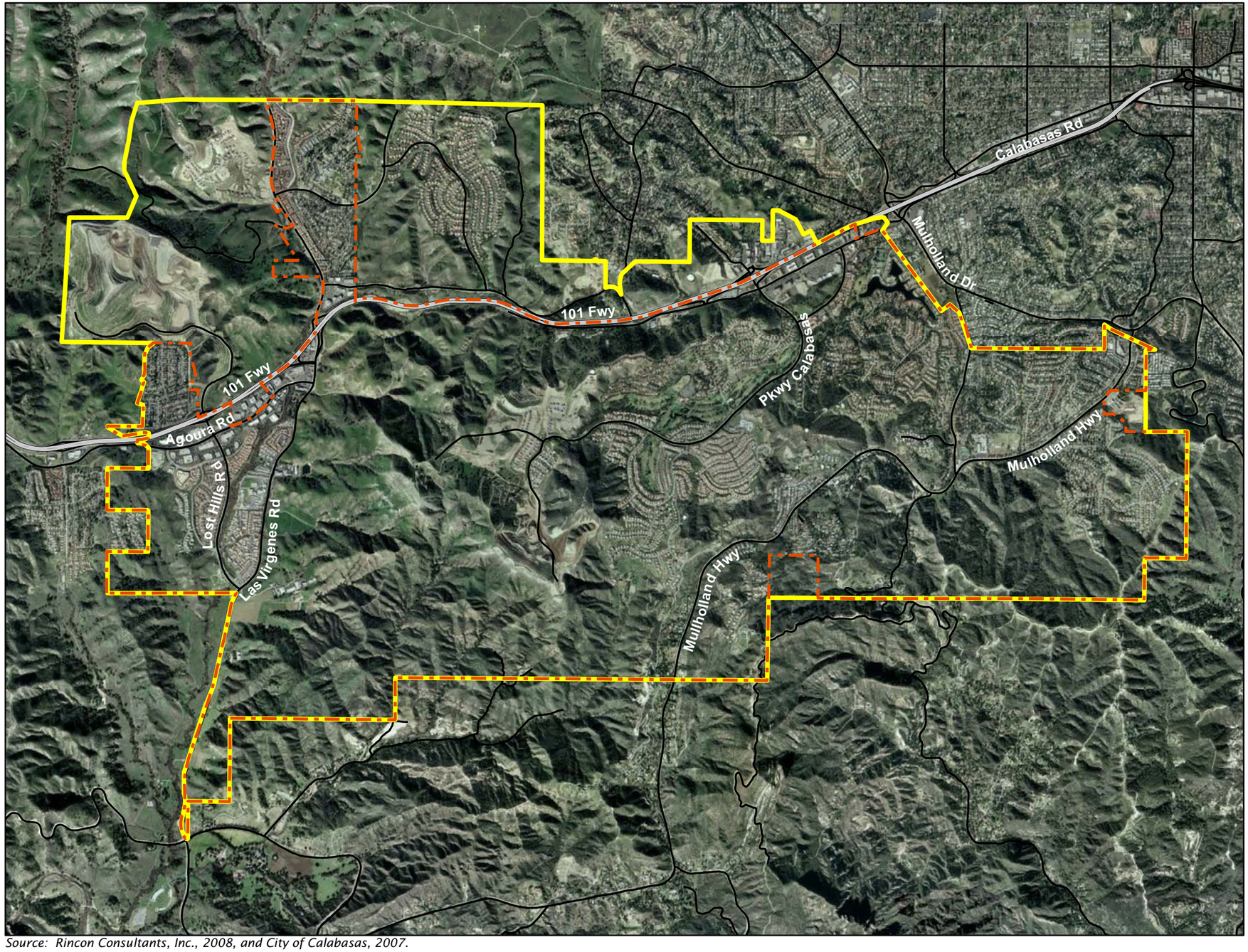
Figure 2-1

Regional Location



Source: Rincon Consultants, Inc., 2008, and City of Calabasas, 2007.

Figure 2-2
Municipal and
Plan Area Boundaries



Source: Rincon Consultants, Inc., 2008, and City of Calabasas, 2007.

Figure 2-3
Aerial Photograph
of Plan Area

adoption of the 1995 General Plan, the County adopted the Santa Monica Mountains North Area Plan, which largely reflects the land patterns envisioned in Calabasas' 1995 General Plan. Consequently, there is no longer a compelling reason to include these areas within the plan area boundary given that the City does not intend to annex these areas.

2.3 1995 GENERAL PLAN

The City Council adopted the current General Plan 1995. The 1995 General Plan has since served as a policy document that guides land use decisions in the City.

The current (1995) Calabasas General Plan consists of four separate, but related documents: Community Issues, Community Profile, Agenda for the 21st Century and Consistency Review Program. A description of each of these documents is provided below.

Community Issues defines significant issues and identifies community needs and desires. It serves as the groundwork for the City's General Plan program, clarifying the issues that are addressed in the General Plan and identifying alternative policy choices.

Community Profile presents the research material and factual background necessary to understand the physical, natural, and economic environments of the City of Calabasas.

Agenda for the 21st Century contains all of the elements required by State law (Land Use, Circulation, Housing, Open Space, Conservation, Safety, Noise), as well as several additional issues (Growth Management, Fiscal Management, Educational Facilities, Municipal Services and Facilities, Responsible Regionalism). *Agenda for the 21st Century* meets the implementation requirements of State General Plan Guidelines and serves as the basis for the mitigation monitoring program for the General Plan EIR.

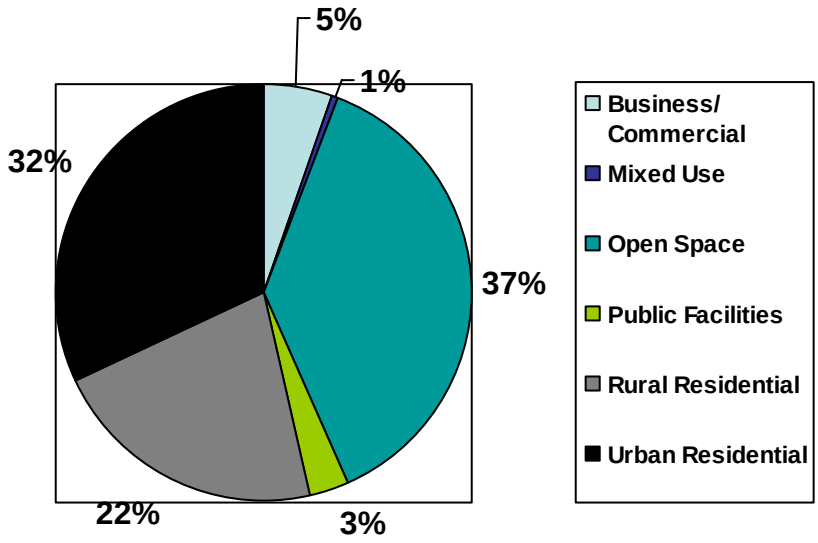
Consistency Review Program outlines the development and environmental review processes that the City of Calabasas will undertake to implement the General Plan. This section outlines the manner in which General Plan implementation will be integrated with implementation of the City's CEQA guidelines and presents a comprehensive definition of performance standards for new development within Calabasas.

The 1995 General Plan land use map includes 17 individual land use designations. The area within the current City limits is designated for a mix of residential, commercial and open space designated land. Figure 2-4 on the following page shows the current breakdown of land use designations within the City.

2.4 2030 GENERAL PLAN

The EIR analysis focuses on two primary components of the d2030 General Plan: (1) physical development potential; and (2) goals and policies with the potential to result in physical environmental effects. The potential physical development of the City is reviewed and evaluated for each of the areas of environmental impact. As appropriate, the environmental effects of the goals, policies, and actions included in the 2030 General Plan are also reviewed and evaluated for each area of potential impact. Because many of the goals, policies, and actions are specifically intended to mitigate the environmental effects associated with future growth in the City, they are discussed as part of an overall mitigation strategy, where applicable, for a given issue.

Figure 2-4
Current Distribution of Land Uses



2.4.1 General Plan Goals

The 2030 General Plan is intended to function as a policy document to guide land use decisions within the City's planning area through the year 2030. The Plan includes goals, objectives, policies, and implementation programs adopted from the 1993 General Plan and input from the General Plan Advisory Committee (GPAC), Planning Commission, City Council, and community received over the course of the development of the Plan.

Based on the vision statements and input from the community, GPAC, and Planning Commission, the 2030 General Plan includes the key themes listed in Table 2-1 on the following page to guide General Plan policies and City decision-making.

2.4.2 General Plan Organization

The Calabasas General Plan is organized into 13 chapters, which include the 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 General Plan provides a long-term action agenda to follow in achieving the vision of Calabasas residents. The 11 General Plan elements encompass all of the elements required by California General Plan law as well as several optional elements. The elements are listed in Table 2-2. The table also shows how the elements correlate to the required and optional General Plan elements and the types of topics covered in each chapter.

Each of the General Plan elements listed in Table 2-2 includes specific policies and action items intended to meet the overall goals discussed under subsection 2.4.1, *General Plan Goals,* above. Most of the policies either do not involve physical environmental changes or are intended to reduce the potential environmental changes associated with future development within the City. For example, Chapter VIII, *Noise*, includes policies and actions intended to minimize potential conflicts relating to noise. Consequently, the policies themselves generally would not create

Table 2-1
Community Vision

Key Themes That Frame the 2030 General Plan

- **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 Goals

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

Community Character Goals

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

- Encourage a high level of citizen involvement in shaping the community's future.
- Provide municipal infrastructure and services that are responsive to the community's needs and priorities.
- Preserve and enhance areas of visual, cultural, historical, archaeological, and urban design significance.
- Provide recreational and cultural activities and facilities that meet community needs and preferences.
- 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.
- 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.

**See Chapter I, Introduction, of the 2030 General Plan for more information of the Community Vision.*

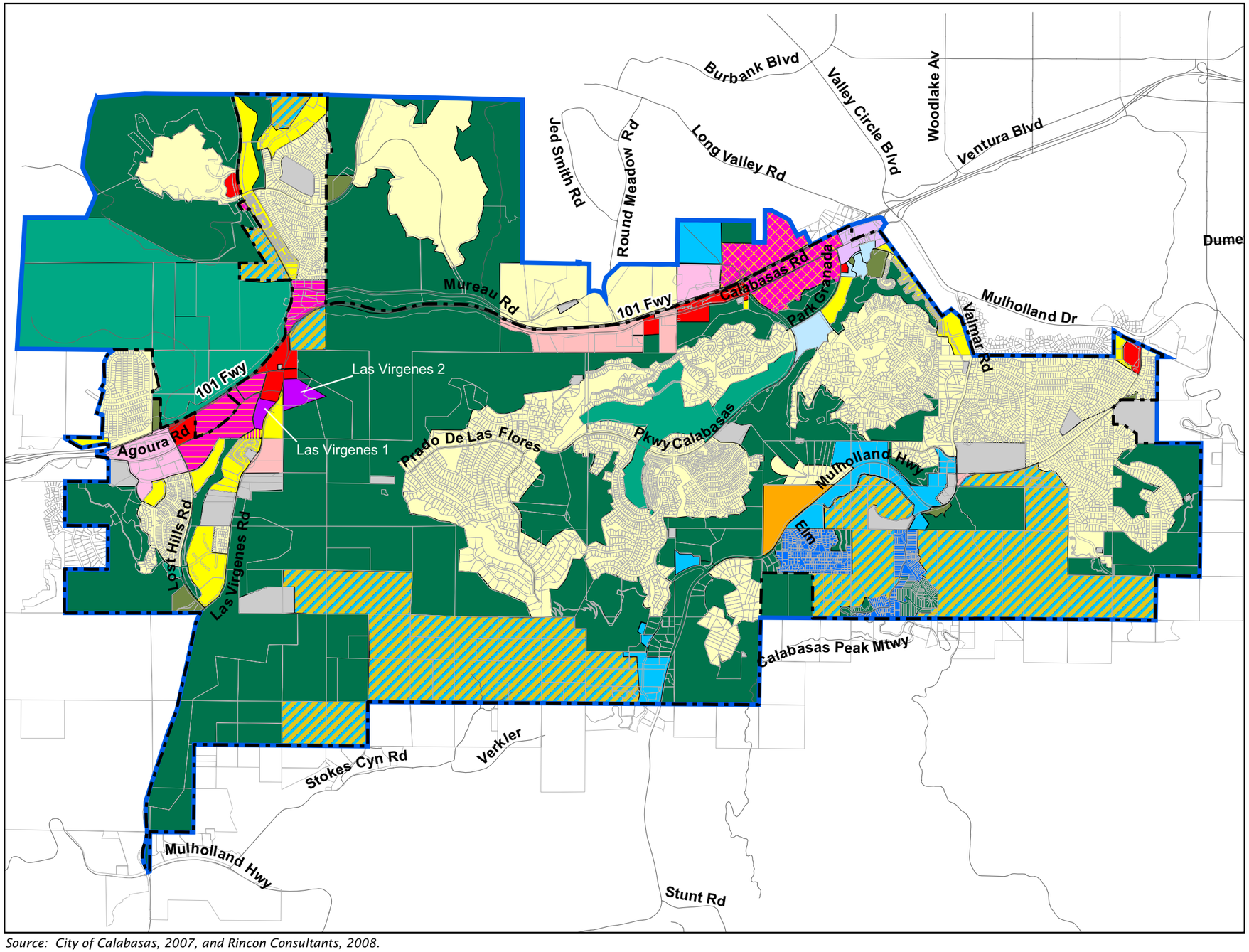
Table 2-2
2030 General Plan Elements

2030 General Plan Elements	Required/*Optional* Elements	Examples of Topics Covered
Land Use	Land Use	Land use designations
Open Space	Open Space	Preservation of open space, hillside management
Conservation	Conservation	Biotic resources, energy resources, air quality, solid waste management, water resources, mineral resources, soil conservation and preservation
Housing	Housing	Development patterns, neighborhoods, visual character, urban design, demographics, housing needs, affordability, constraints on production
Circulation	Circulation	Traffic, street network, parking, transit services, bike routes
Safety	Safety	Development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, Brownfields, public facilities, utilities
Noise	Noise	Noise contours, noise standards
Community Design	*Community Design*	Development patterns, neighborhoods, visual character, urban design,
Parks, Recreation, and Trails	*Parks, Recreation, and Trails*	Park and recreation facilities, youth and senior programs, arts, events, community programs
Cultural Resources	*Cultural Resources,* Conservation	Schools, libraries, cultural and historic resources, participation in governance
Services, Infrastructure, and Technology	*Services, Infrastructure, and Technology*	Public wireless areas, communication towers

significant environmental impacts and, therefore, are not listed in this project description. The complete 2030 General Plan is available for review at Calabasas City Hall and on the City's website (www.cityofcalabasas.com). Individual policies and actions with the potential to either create or address physical environmental impacts are discussed as appropriate in the individual impact discussions in Section 4.0, *Environmental Impact Analysis*.

2.4.3 General Plan Land Use Map

The purpose of the General Plan land use map, shown on Figure 2-5, is to guide the general distribution, location and extent of the various types of land uses in the City. The 2030 General Plan includes 17 land use designations in five categories, as shown in Table 2-3. Specific land use



Major Roads
Calabasas City Boundary
Plan Area Boundary
Residential-Single Family
Residential-Multiple Family
Residential-Mobile Home
Business-Old Town
Business-Professional Office
Business-Retail
Business-Business Park
Business-Limited Intensity
Mixed Use 1.0
Mixed Use 0.75
Mixed Use 0.5
Planned Development
Public Facilities- Recreational
Public Facilities- Institutional
Rural Residential
Rural Community
Hillside Mountainous
Open Space- Recreational
Open Space-Resource Protection

N
0 0.5 1 Mile

Source: City of Calabasas, 2007, and Rincon Consultants, 2008.

Note: This figure represents the map included in the Draft 2030 General Plan that was the subject of this EIR. Please refer to the Final 2030 General Plan for the adopted version of this map, which is slightly different than this version.

Figure 2-5
Land Use Map

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
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 Residential - Multiple Family	The R-MF 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: 20 du/ac; 0.2 FAR for visitor-serving uses* *Anticipated Maximum Population Intensity: 36.8 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 $\leq$ 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.

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
	Basic Land Use Intensity: FAR of ≤ 0.2 *Maximum Land Use Intensity: FAR of 0.4; 20 du/ac for multiple family residential*
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 Mixed Use	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 20% of the overall project floor area (renovations or additions to existing developments that retain the site in its current use are not subject to the residential component requirement). *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.5, 0.75 or 1.00 depending on location; 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.

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
	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 accommodated on each property subject to the Planned Development designation. Maximum allowable development on PD sites are as follows: <u>Las Virgenes 1</u> 30 single family residences 2.5-acre park <u>Las Virgenes 2</u> 160 multiple family residences 175,000 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*

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
	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. *Basic Land Use Intensity: 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du/160 ac or 1 du per legal lot*
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 Residential - Multiple Family	The R-MF 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: 36.8 persons/ac*
R-MH Residential - Mobile Home	The R-MH designation accommodates mobile home parks.

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
	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; 16 du/ac for multiple family residential*
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*

Table 2-3
2030 General Plan Land Use Designations

Land Use Designation	Allowed Uses and Intensities
	Maximum Land Use Intensity: FAR of 1.0; 16 du/ac for multiple family residential
Urban-Mixed Use	
MU Mixed Use	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 20% of the overall project floor area. *Basic Land Use Intensity: FAR of ≤ 0.2* *Maximum Land Use Intensity: FAR of 0.5, 0.75 or 1.00 depending on location; maximum residential density of 20 du/ac*
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 accommodated on each property subject to the Planned Development designation, including maximum allowable development totals.
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	
HM Hillside Mountainous	The HM designation accommodates single family detached housing in a very low intensity, rural setting.

Table 2-3
2030 General Plan Land Use Designations

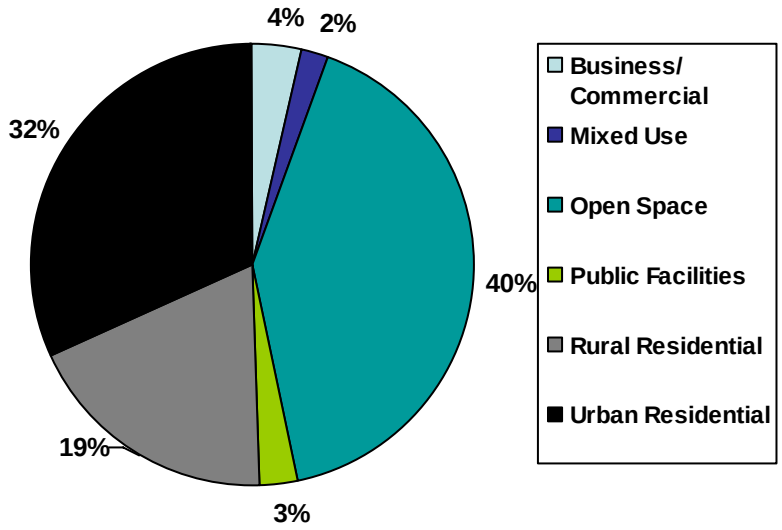
Land Use Designation	Allowed Uses and Intensities
	Basic Land Use Intensity: 1 du/40 ac or 1 du per existing legal lot *Maximum Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot* *Anticipated Maximum Population Intensity: 0.28 persons/ac*
RR Residential Rural	The RR designation accommodates 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. *Basic Land Use Intensity: 1 du per existing legal lot* *Maximum Land Use Intensity: 1 du/160 ac or 1 du per legal lot*

regulations for parcel development will continue to be defined in the Development Code, which will be updated following adoption of the 2030 General Plan.

For the most part, land use designation descriptions are not different than those contained in the 1995 General Plan. The key differences are: (1) an increase in the maximum allowable density in the Residential-Multiple Family (R-MF) designation from 16 units per acre to 20 units per acre; and (2) expansion of the Mixed Use designation to include three designations with differing maximum floor-to-area ratios (FARs). The 1995 General Plan includes one Mixed Use designation with a maximum FAR of 1.0, while the 2030 General Plan includes three Mixed Use designations, with maximum FARs of 0.5, 0.75, and 1.0.

The land use map specifies land uses for all areas of the City. The EIR analysis considers three potential "annexation areas" that may be considered for future development. Figure 2-6 shows the proposed breakdown of land uses under the 2030 General Plan. Note that there is little change between the current breakdown of land use designations (see Figure 2-4 on page 2-8) and the proposed breakdown of land use designations, with the primary differences being a slight increase in open space and commercially-designated lands being re-designated to Mixed Use. Discussions of areas where intensification and reuse of urbanized lands is to be emphasized follow.

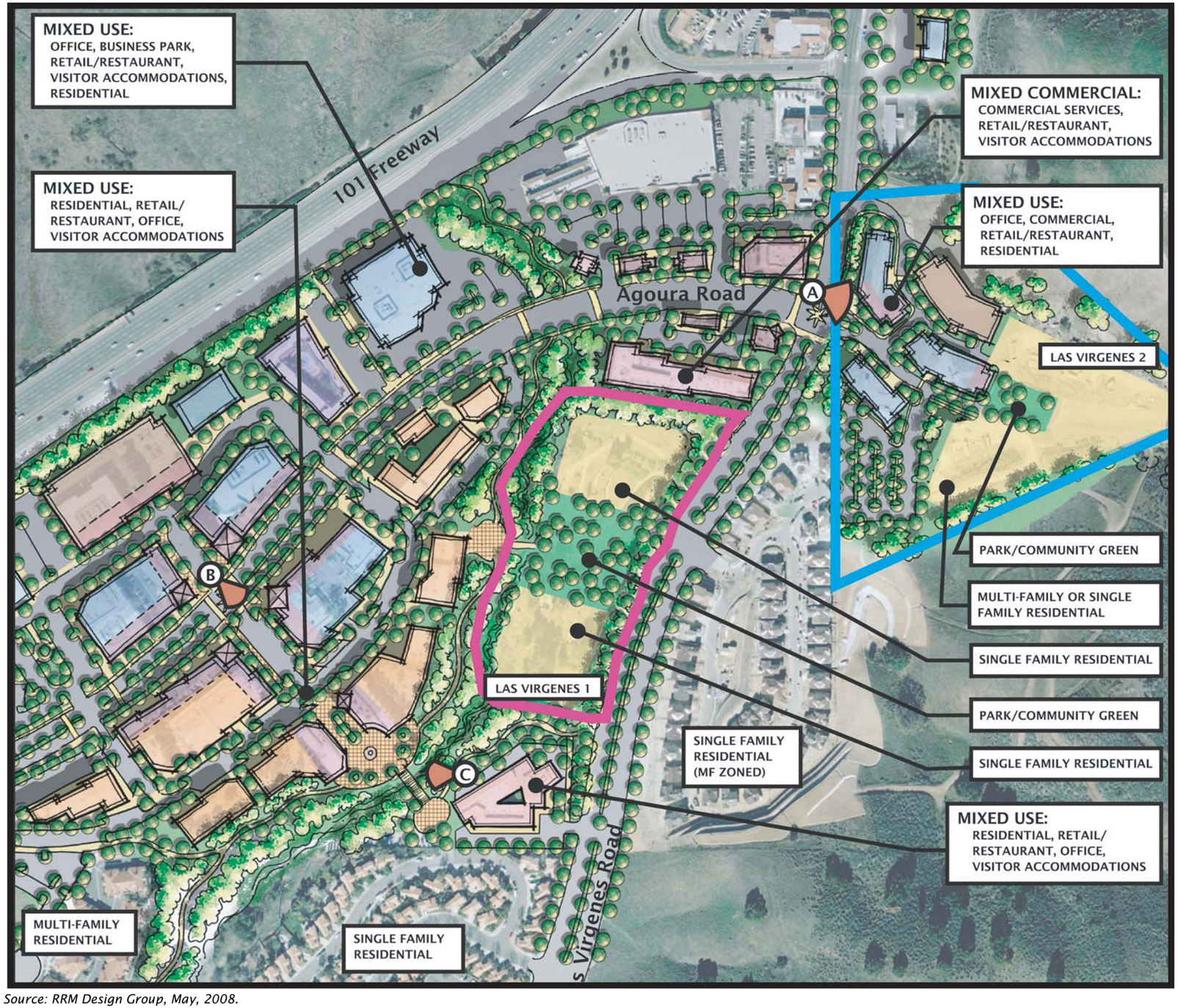
Figure 2-6
Proposed 2030
General Plan Land Use Distribution



- ***West Village*** *– This is an approximately 80-acre area located between Las Virgenes Road and Agoura Road that is partially developed with business park uses. It is envisioned that this mixed-use district would be developed with residential, retail and office space to create a village feel. Enhanced streetscapes and public gathering spaces would help to create the overall village feeling. Figure 2-7 shows the likely mix of uses in the West Village area.*

- ***Las Virgenes/Mureau*** *– This is an approximately 28-acre area located northeast of the U.S. 101 on- and off-ramps at Las Virgenes Road that consists of business park uses and vacant land. The City's vision for the development of this mixed-use area would be to transition from business park uses to a mix of office, retail, and multi-family residential uses that are compatible with the area's biological sensitivity, and that would not dominate views from the Ventura Freeway.*

- ***East Village*** *– An approximately 146-acre area consisting of business park uses, commercial uses and vacant land. Future development in this area is to create an expanded "village" environment. This area is comprised of the following sites:*



Source: RRM Design Group, May, 2008.

Note: This figure represents the map included in the Draft 2030 General Plan that was the subject of this EIR. Please refer to the Final 2030 General Plan for the adopted version of this map, which is slightly different than this version.

Figure 2-7
West Village

- ***North of Calabasas Road*** *– This is an approximately 32-acre area located south of the Ventura Freeway and north of Calabasas Road, between Parkway Calabasas and the Ventura Freeway southbound on- and off-ramps at Calabasas Road. Potential development on this site would be infill development along Calabasas Road with retail at street level, office on the upper floor level(s) and a screened parking structure. To increase connectivity and access, a vehicle/pedestrian bridge spanning U.S. 101 from Craftsman's Corner to this site may be constructed. Figure 2-8 illustrates the general manner in which this area may be redeveloped over time.*

- ***South of Calabasas Road*** *– This is an approximately 49-acre area located south of Calabasas Road between Parkway Calabasas and Park Granada. This area is already designated Mixed Use on the1995 General Plan land use map. As illustrated on Figure 2-8, it is anticipated that the re-development of this area could include retail on the ground floor with office and residential on the upper level(s) north of the Commons shopping Center and an informal passive park in the southern portion of the site that connects to the Civic Center.*

- ***Craftsman's Corner*** *– This is an approximately 65-acre area located immediately north of Ventura Boulevard and east of Parkway Calabasas. This area is currently within unincorporated Los Angeles County and within the City of Hidden Hills' sphere of influence. As shown on Figure 2-8, redevelopment of this area may include professional offices, retail commercial uses, visitor accommodations, cultural arts facilities, and residential development connected with pedestrian spaces, plazas, and parks. 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.*

Table 2-4 shows maximum buildout of these three areas. Potential maximum buildout (existing development + maximum potential new development) of the proposed mixed-use areas would total 875 multi-family residential units, about 5.5 million square feet of office/business park development and just under 800,000 square feet of retail space. Therefore, the potential maximum buildout of these areas would result in a net increase of 875 multi-family units, 2.1 million square feet of office/business park space and nearly 650,000 square feet of retail space.

The land use map also includes a new Planned Development designation, which would include the Las Virgenes 1 and the Las Virgenes 2 sites, located south of the Ventura Freeway, on the west and east sides of Las Virgenes Road, respectively. Figure 2-5 shows the locations of these sites and Figure 2-7 illustrates the development that is generally contemplated for these sites. The potential development under the proposed Planned Development land use designation for each of these sites is discussed below.

Las Virgenes 1. This site measures approximately 7.5 acres and is relatively flat with some gradual slopes. Under the proposed Planned Development designation, the Las Virgenes 1 site would consist of single-family residential development centered around a 2.5-acre park/community green. A maximum of 30 single-family residential units could be developed on this site.

Table 2-4
Estimated Maximum Buildout Potential for Proposed Mixed Use Areas

Development Area	Potential Development at Buildout [a]			Existing Development			Net Increase		
	MFR (units) [b]	Office/ Business Park (sf)	Retail (sf)	MFR (units)	Office/ Business Park (sf)	Retail (sf)	MFR (units)	Office/ Business Park (sf)	Retail (sf)
West Village	229	1,443,430	206,204	0	1,225,023	0	229	218,407	206,204
Las Virgenes/ Mureau	81	511,717	73,102	0	361,132	0	81	150,585	73,102
East Village									
North of Calabasas Road	123	776,448	110,921	0	548,020	25,891	123	228,428	85,030
South of Calabasas Road	191	1,202,604	171,801	0	263,993	108,698	191	938,611	63,103
Craftsman's Corner	250	1,576,314	225,188	0	1,015,821	8,574	250	560,493	216,614
Total [c]	**875**	**5,510,514**	**787,216**	**0**	**3,413,989**	**0**	**875**	**2,096,525**	**644,053**

Notes:
[a] Assumes 20% residential, 10% retail and 70% office uses; Average multi-family residential unit = 1,800 square feet
[b] Multi-family Residential
[c] In some cases, numbers may not appear to add correctly due to rounding.

See Table 1 in Appendix B for the complete maximum buildout projections, including acreage, assumptions and development associated with individual projects.

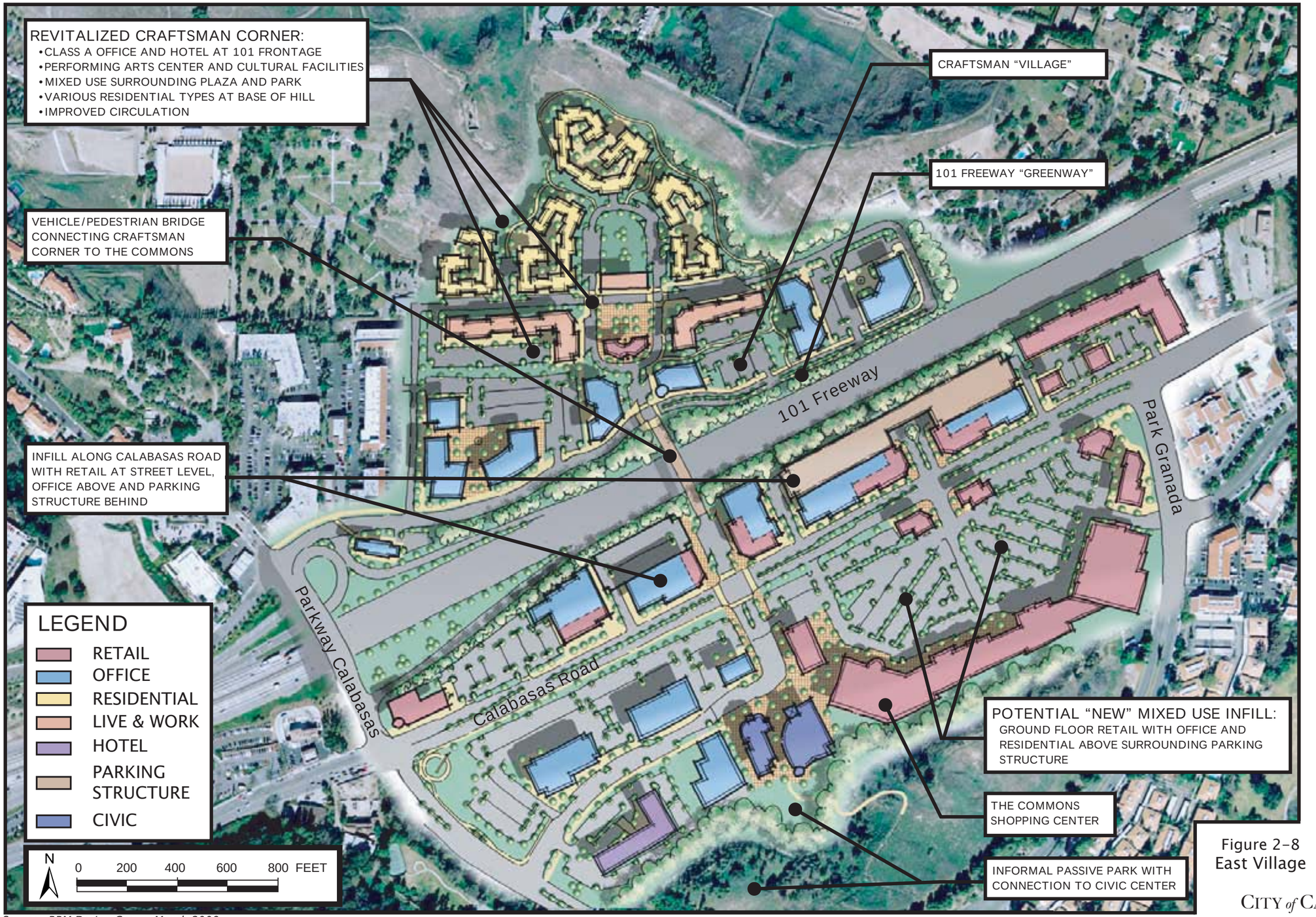


Figure 2-8
East Village

Source: RRM Design Group, March 2008.

Las Virgenes 2. This site consists of two hillside parcels measuring approximately 77 acres. Under the proposed Planned Development designation, the buildable area of the Las Virgenes 2 site would be reduced from approximately 77 acres to about 16 acres. The Planned Development designation would accommodate a mix of residential, retail and office uses, providing for overall densities of 20 units/acre and land use intensities of 0.5 FAR. The General Plan establishes a maximum dwelling unit capacity of 160 units on the Las Virgenes 2 site, with both stand-alone residential and residential above commercial permitted.

Although the 2030 General Plan would not facilitate development of vacant parcels or undeveloped hillside properties that could not already be developed under the 1995 General Plan, it carries forward the land use designations for many of these parcels. Consequently, it would continue to facilitate the development of vacant parcels located throughout the City. The estimated buildout potential of vacant parcels, including approved/pending projects, is shown in Table 2-5. Table 2-6 shows the maximum projected development in the City through 2030.

Table 2-5
Estimated Maximum Buildout of Vacant Lands in Calabasas

Development Area	Potential Development at Buildout				
	Residential (units)			Office/ Business Park (sf)	Retail (sf)
	SFR[a]	MFR[b]	Sr. MFR[b]		
Approved/Pending Development	--	165	135	--	70,100
Other Vacant Residential	185	132	--	--	--
Planned Development	30	160	--	150,000	25,000
Business Park (BP)	--	--	--	31,363	--
Vacant Business Limited-Intensity (BLI)	--	--	--	166,643	41,661
Total	**215**	**457**	**135**	**348,006**	**136,761**

Notes:
[a] Single-family residential; includes Rural Community (RC), Residential Rural (RR) and Hillside Mountainous (HM) and Residenital Single-Family (R-SF)
[b] Multi-family residential; includes Residential Multiple Family (R-MF)
[c] Senior Multi-family residential; includes Residential Multiple Family (R-MF)

See Table 1 in Appendix B for the complete maximum buildout projections, including acreage, assumptions and development associated with individual projects.

Table 2-6
Maximum Potential Growth through 2030

Development Area	Residential Development			Commercial Development	
	Single Family Residential (units)	Multi-Family Residential (units)	Senior Multi-Family Residential (units)	Office/ Business Park (sf)	Retail (sf)
Vacant Land	215	457	135	348,006	136,761
Proposed Mixed-Use Areas (Maximum Buildout)[a]	0	875	0	2,096,525	644,053
Total	**215**	**1,332**	**135**	**2,444,531**	**780,814**

Notes:
[a] Assumes 20% residential, 10% retail and 70% office uses; Average multi-family residential unit = 1,800 square feet
[b] Numbers may not appear to add correctly due to rounding.

See Table 1 in Appendix B for the complete maximum buildout projections, including acreage, assumptions and development associated with individual projects.

It should be emphasized that Tables 2-4 through 2-6 show the estimated maximum development potential if all vacant parcels are built out to the extent allowed under the General Plan land use designations and all mixed use districts were completely redeveloped. In reality, this level of development almost certainly will not occur by 2030, if ever.[1]

b. Potential Annexation Areas. A number of areas outside the 2008 City limits are included in the plan area and may be contemplated for future annexation. For the most part, land uses in the areas being considered for future annexation would not be expected to change upon annexation. For example, several existing residential neighborhoods and open space lands outside, but adjacent to the City could potentially be annexed. However, land use changes could occur in three areas considered for future annexation. These include:

- ***County Site*** *– The 74-acre property is located in unincorporated Los Angeles County north of U.S.101 and east of Lost Hills Road. Under the 2030 General Plan, this site would be designated Open Space-Recreational. The site is a possible near-term location for limited development of sports fields. This site could accommodate 1-2 sports fields, while the remainder of the site could facilitate passive recreational activities.*

[1] *In actuality, additional parcels beyond those considered in this EIR that are currently developed could be redeveloped over the life of the 2030 General Plan. For example, a parcel designated Business-Retail (B-R) that is currently developed at a floor-to-area ratio (FAR) of 0.3 could potentially be redeveloped at an FAR of up to 0.4 based on the maximum allowable intensity under the B-R designation. This EIR does not contemplate such redevelopment since no such sites are known to be "ripe" for redevelopment. Nevertheless, by considering maximum redevelopment of the mixed use districts, the analysis provides a "conservative" estimate of maximum development potential.*

- ***Calabasas Landfill Site*** *– The 400-acre Calabasas Landfill is located northeast of the County Site. Under the 2030 General Plan, this site would be designated Open Space-Recreational. This site could accommodate a sports complex. However, the landfill is not scheduled for closure until 2022 and would require time for post-closure procedures. 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.*

- ***Craftsman's Corner*** *– This is an approximately 65-acre area located immediately north of Ventura Boulevard and east of parkway Calabasas and is currently within the City of Hidden Hills' sphere of influence. Under the 2030 General Plan, this site would be designated Mixed-Use and could accommodate a mix of residential, retail, and office development.*

2.4.4 Circulation Element

The Circulation Element addresses the City's vehicular circulation, bikeway system, pedestrian circulation and public transit. Each of these circulation systems is described below.

a. **Roadway System.** The proposed circulation system map is shown on Figure 2-9 on page 2-33. For the most part, the map reflects the current roadway network. Six 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 lntersections and Roadway Corridors" include:

- *Old Topanga Road/Mulholland Highway*
- *Calabasas Road/Parkway Calabasas*
- *Lost Hills Road*
- *Las Virgenes Road*
- *Agoura Road*
- *Mureau Road*

For each of these critical locations, specific provisions have been formulated to enhance the roadway's capacity while protecting significant environmental features and adjacent neighborhood areas. Table 2-7 illustrates potential improvements to the specific "Critical Intersections and Roadway Corridors."

Table 2-7
Potential Improvements to the
Specific "Critical Intersections and Roadway Corridors"

Roadway/Intersection	Potential Improvements
Old Topanga Road/ Mulholland Highway	Incorporate improvements contained in the Mulholland Highway Master Plan for Capital Improvements.
Calabasas Road/ Parkway Calabasas	• Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. • Construct turnaround at the western terminus of Calabasas Road.

Table 2-7
Potential Improvements to the Specific "Critical Intersections and Roadway Corridors"

Roadway/Intersection	Potential Improvements
	• Enhance vehicular, bicycle and pedestrian circulation. • Improve City-owned parcels along the corridor with theme setting landscaping, hardscaping and furniture. • Restripe Calabasas Road west of Mureau Road to provide a continuous two-way left turn lane where geometrically possible.
Lost Hills Road	• Bridge & Thoroughfare (B & T) – Partial Cloverleaf Interchange: Widen the Lost Hills Road bridge to five travel lanes and a two-lane (one right-turn lane, one shared right-through-turn lane) partial cloverleaf interchange to provide access to U.S. 101 NB from the northbound approach. Relocate the NB off-ramp north of the cloverleaf to provide one left-turn lane and a shared left-through-right turn lane. • Modify existing median along Lost Hills Road to accommodate dual southbound left-turn lanes at the Lost Hills Road/Agoura Road intersection. The dual left-turns would help reduce congestion at the bridge and off ramp area north of the intersection.
Las Virgenes Road	• Widen the two-lane road between Lost Hills Road and Agoura Road to provide four 12-foot travel lanes, a 15-foot landscaped median with left-turn pockets at intersections, and Class II bike lanes. • Restripe the Las VIrgenes Road/Oak Glen Street intersection to include 2 travel lanes and separate left-turn pockets on the northbound and southbound approach and a separate right-turn lane on the southbound approach. • Install traffic signal at the Las Virgenes Road/Oak Glen Street intersection. • Restripe the southbound approach of the Lost Hills Road/Las Virgenes Road intersection to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will also be re-striped to provide one left + through lane and dual right-turn lanes. • Restripe the northbound approach of the Las Virgenes Road/US 101 Southbound Ramp intersection to provide for two through lanes and a shared through-right lane. The through movements using the shared through/right-turn lane would be restricted to vehicles accessing the 101 SB ramp.
Agoura Road	• A new westbound approach at the Las Virgenes Road/Agoura Road intersection is anticipated for future development on the Messenger property east of the Agoura Road/Las Virgenes Road intersection.
Mureau Road	• Construct Class II Bike Lanes both sides of Mureau Road. • Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. • Relocate the present bridge over the Ventura Freeway with a new, four-lane bridge to be located west of the present bridge. If construction of such a bridge is feasible, both Mureau Road west of the bridge and Calabasas Road to the east will be

Table 2-7
Potential Improvements to the Specific "Critical Intersections and Roadway Corridors"

Roadway/Intersection	Potential Improvements
	extended as a four-lane route to the new bridge, thereby providing a four-lane through route alternative to the freeway between Parkway Calabasas and Las Virgenes Road. The new overpass will likely connect to Calabasas Road midpoint between the existing overpass and the western terminus. This long-term circulation improvement would change a significant portion of Calabasas Road west of the existing Mureau Road overpass (Zone A) to a four-lane arterial, and extend the Mureau Road/Calabasas Corridor bicycle route to the new overpass. It is recommended that the ultimate roadway layout west of the existing Mureau Road overpass incorporates sufficient width to provide left-turn lanes or a median two-way left-turn lane.

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

b. Bikeway System. The City identifies bicycle facilities as important forms of transportation and recreation. 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. The City's vision is to establish a system of bicycle routes along major north-south and east-west routes within the City as shown in the Bicycle Master Plan. This system has been designed to encourage bicycle travel as an alternative when:

- *Commuting to school or work*
- *Riding for recreation or fitness along roadways*
- *Riding off-road in the hills and mountains of Calabasas*

To facilitate the use of bicycles in Calabasas, the General Plan specifies that the City will:

- *Continue to develop and expand the system of bicycle facilities in order 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 parking, security, and shower facilities (where feasible) at key destinations*
- *Facilitate ongoing bicycle education and safety programs*

c. Pedestrian Circulation. The existing pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, overpasses, and tunnels. 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. Under the 2030 General Plan, the City would 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 would be made over time as properties redevelop.

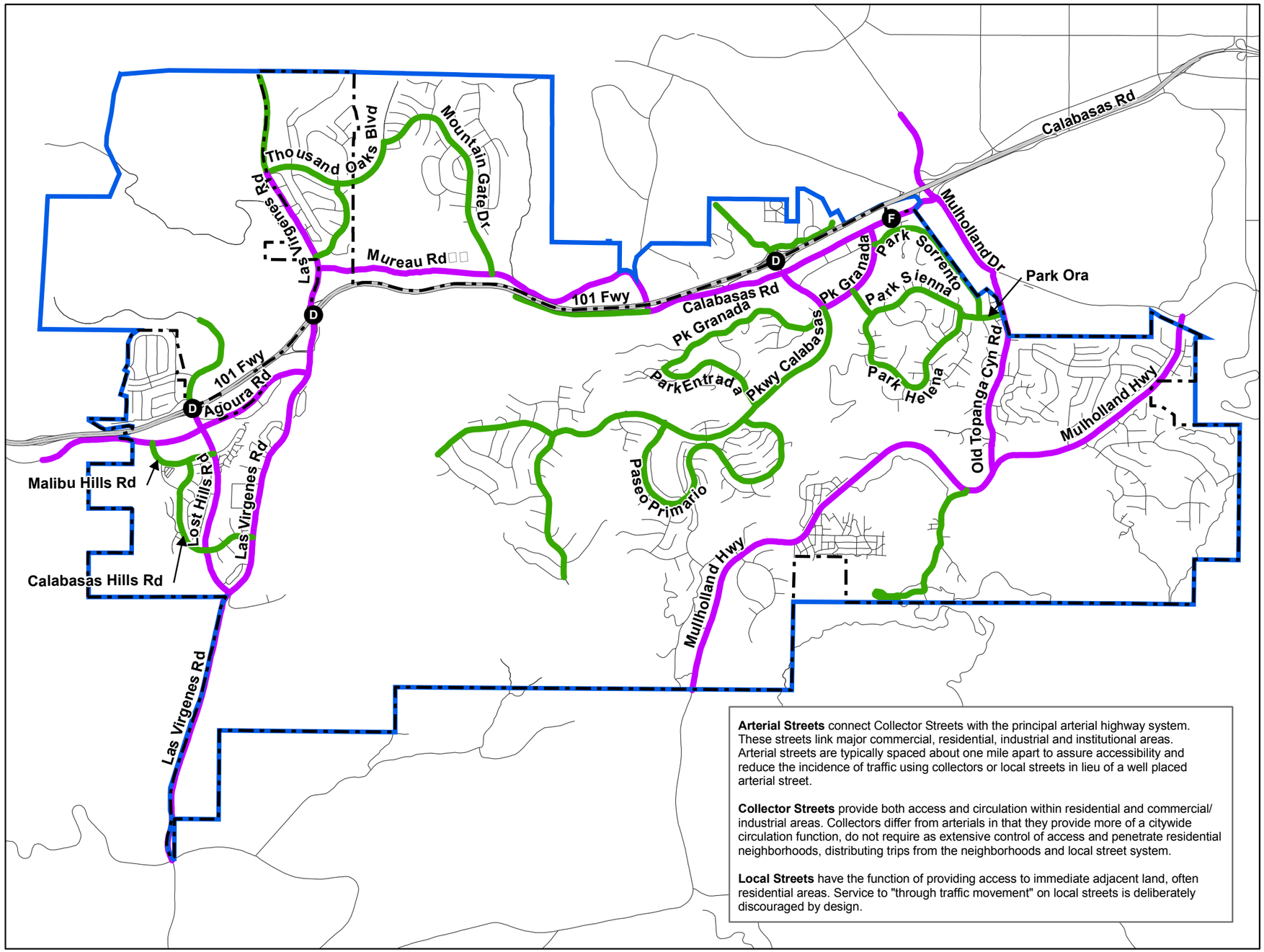
d. Public Transit. Calabasas has a well-developed transit system, given the City's suburban setting. No major deficiencies in the transit system have been identified. The City's Transportation Department provides a free shuttle service with lines operating throughout the City. The City also runs the 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 and Los Angeles.

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. Under the 2030 General Plan, the City would continue to monitor the established transit system and adjust transit programs to meet changing needs.

2.4.5 Housing Element

The Housing Element describes a variety of policies and programs intended to conserve the existing supply of housing in Calabasas, including affordable housing, as well as to provide capacity for the development of new housing in accordance with the City's Regional Housing Needs Assessment (RHNA) allocation. Calabasas' RHNA allocation for the 2008-2014 period, per the Southern California Association of Governments, is 521 new units. This total includes 223 units in the "very low" and "low" income categories. According to Department of Housing and Community Development (HCD) policy, capacity for these very low and low income units can be met by allowing for densities of 20 units per acre.

The current land use map provides for ample capacity to develop residential units in the "moderate" and "above moderate" categories based on the number of remaining vacant lots in the City. However, the current map does not provide any sites allowing for densities of 20 units per acre. Therefore, the Housing Element includes a rezoning program to provide for development of housing at this density. Specifically, as described above, the maximum allowable density Residential-Multiple Family (R-MF) designation is proposed to be increased from 16 units per acre to 20 units per acre and a new "Planned Development" designation has been created that would allow residential density of 20 units per acre on the Las Virgenes 2 site east of the Las Virgenes Road/Agoura Road intersection. The Las Virgenes 2 site could accommodate up to 160 residential units, while a 6.6-acre site known as the Rancho Pet Kennel site (north of the Ventura Freeway at the west end of Canwood Street) could accommodate up 132 units. With these two sites, the General Plan land use map would meet the RHNA allocation for low and very low income units. The mixed use districts would also allow for residential development at up to 20 units per acre, while residential development at up to 20 units per acre would be conditionally allowed within the Business-Retail (B-R) designation.



LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Arterial
- Collector
- Local Street
- Level of Service Standard

Except where indicated, the level of service standard for all roads and intersections in the City is C. The LOS F on Calabasas Road applies to the Old Town Segment.

N

0 0.5 1 Mile

Source: City of Calabasas, 2007, and Rincon Consultants, 2008.

Figure 2-9
Calabasas Roadway System

2.5 REQUIRED DISCRETIONARY ACTIONS

With recommendations from the Planning Commission, the City of Calabasas City Council will need to take the following discretionary actions in conjunction with the 2030 General Plan:

- *Certification of the Final EIR on the 2030 General Plan*
- *Approval of the proposed 2030 General Plan*

The Housing Element has been submitted to the California Department of Housing and Community Development (HCD) for review and comment. The City will seek certification of the Housing Element from the HCD.

The City is not seeking annexation of lands or adjustments to the SOI at this time. However, implementation of the 2030 General Plan may require future approval of annexations to the City, as described above. Annexations would be sought as appropriate at such time as developments are proposed for the areas in question. Any annexations would require approval from the Los Angeles Local Agency Formation Commission (LAFCO).

The California Department of Conservation, Division of Mines and Geology, has no discretionary authority over the 2030 General Plan, but will review the plans and policies relating to seismic safety for compliance with state regulations.

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3.0 ENVIRONMENTAL SETTING

This section describes the current environmental conditions in and around Calabasas. More detailed setting information is included within the impact analysis for each issue area.

3.1 REGIONAL OVERVIEW

Calabasas is located in western Los Angeles County, about 25 miles northwest of downtown Los Angeles and 8 miles east of the Ventura County line. A portion of the City's northern boundary also borders Ventura County. Los Angeles County covers approximately 4,061 square miles, and contains approximately 10,363,850 residents (California Department of Finance, 2008). The County is topographically diverse, with mountains, valleys, agricultural land, and distinct urban areas, all within relatively close proximity of the Pacific Ocean. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, landslides, and wildfires.

3.2 PHYSICAL SETTING

3.2.1 General Geographic Setting

Calabasas is located in the foothills of the Santa Monica Mountains National Recreation Area and adjacent to San Fernando Valley. The City is bounded to the north by the City of Hidden Hills and unincorporated Los Angeles County, to the east by the City of Los Angeles, to the south by unincorporated Los Angeles County (Santa Monica Mountains), and to the west by unincorporated Los Angeles County and the City of Agoura Hills.

The City straddles the Calabasas Grade, which separates the San Fernando and Conejo valleys. As such, the community is divided into two distinct areas: one east of the Calabasas Grade and the other west of the Grade. The primary links between the two halves of the City are the Ventura Freeway and Mureau Road.

Calabasas has historically been and continues to be a largely residential community. As indicated on Figure 2-4 in Section 2.0, *Project Description*, about 54% of the City is designated for residential uses of varying densities. By contrast, only about 5% of the City's land area is designated for business and commercial uses. About 37% of the City's land area is designated as open space, reflecting the community's desire to maintain its relatively low density character and preserve both scenic views and biological resources.

The Ventura Freeway (U.S. Highway 101) is the primary circulation link between Calabasas and points both east and west. Major roadways that connect points within the City include Mulholland Highway, Calabasas Road, Parkway Calabasas, Mureau Road, Las Virgenes Road, and Lost Hills Road. Both Mulholland Highway and Las Virgenes Road also provide access to the Santa Monica Mountains to the south.

3.2.2 Topography and Drainage

Calabasas is located in the Santa Monica Mountains. As such, the topography of the City is characterized by rugged, steeply sloped terrain. The elevation of the City ranges from approximately 600 to 2,000 feet above mean sea level (msl).

Three main creeks flow through Calabasas: Las Virgenes Creek in the Malibu Creek watershed; Dry Canyon and McCoy Creeks in the Los Angeles River watershed. These three creeks serve to convey storm water flows to the lower watershed during the wet season. Smaller flows associated with rare summer storm runoff, irrigation runoff, industrial/ commercial runoff, and natural seeps and springs, pass through the creeks on the way to Malibu Creek and the Los Angeles River.

3.2.3 Climate

Calabasas enjoys a Mediterranean climate characterized by warm, dry summers and mild winters. Daytime summer temperatures in the area average from the high 70s to mid 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperature tends to be in the 60s. Winter low temperatures are in the 40s. Annual average rainfall in Agoura Hills (adjacent to Calabasas) ranges from about 14 to 16 inches, nearly all of which occurs between October and April.

3.3 DEMOGRAPHICS

Basic data regarding population, housing, and jobs in Calabasas are provided below. More detailed discussion of these topics can be found in Section 4.10, *Population and Housing*.

Calabasas' 2008 population is estimated at 23,725. This represents about a 33% increase since incorporation in 1992, when the population was 17,801. As of January 2008, the City has 8,605 dwelling units, including 6,814 single-family dwelling units, 1,538 units within multi-family buildings, and 253 mobile homes.

The Southern California Association of Governments (SCAG) estimates employment in Calabasas at 15,000 jobs. Although the City is tied to the economy of the San Fernando Valley (SFV), it differs from both the SFV and Los Angeles County in having noticeably higher proportions of resident-workers in "knowledge economy" jobs. Approximately 27% of the local workforce consists of self-employed, work-from-home employees. Despite a heavy reliance on these types of jobs, there are also more manufacturing, wholesaling, administrative, and food service jobs in Calabasas than residents to fill those jobs.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study process as having the potential to experience significant impacts.

"Significant effect" is defined by *CEQA Guidelines* §15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with an italicized introduction that summarizes the environmental effects considered for that issue area. This is followed by the setting and impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds", which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

> ***Class I – Unavoidably Significant**: An impact that cannot be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.*
>
> ***Class II – Significant but Mitigable**: An impact that can be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.*
>
> ***Class III – Not Significant**: An impact that may be adverse, but does not exceed the significance threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> ***Class IV – No Impact or Beneficial**: No impact would occur or the project would have a beneficial effect.*

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

Please refer to the Executive Summary for this EIR, which clearly summarizes all impacts and mitigation measures that apply to the project.

Because the proposed project is a General Plan update, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. Section 15130 of the *CEQA Guidelines* provides the following direction relative to cumulative impact analysis:

> *Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact…*

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis and this EIR does not contain a separate analysis of cumulative impacts. In addition to cumulative development within the Calabasas plan area, the analysis of traffic and related impacts (such as noise) considers the effects of regional traffic growth.

4.1 AESTHETICS

This section analyzes the City of Calabasas' 2030 General Plan's potential impacts with respect to aesthetics and community design. Specifically, changes in visual character, impacts to viewsheds, and light and glare are discussed.

4.1.1 Setting

a. General Visual Character. The visual character of the Calabasas area is characterized by a mix of natural and built environments. The terrain includes rolling hills and rugged mountainous areas, with few level areas. Calabasas' landscapes are derived from its natural environment including: hillsides, oak woodlands, canyons, wildlife, and overall suburban and semi-rural character. Many of the ridgelines in-and-around the City are covered with expanses of natural vegetation, providing a break from the largely built environments of the San Fernando and Conejo valleys. The changes in elevation within the City, presence of public roads through the canyons, and open space along the valleys and in the foothills and mountains afford residents and visitors wide vistas from various vantage points throughout the community. The major visual components of the community are described below.

Hillsides. Calabasas is located within the Santa Monica Mountains, and ranges in elevation from about 600 to 2,000 feet above sea level, with an average elevation of approximately 796 feet. The scenic character of Calabasas is largely a function of the hillsides that occur within and surround the City. The hillsides range from gently rolling terrain to steep slopes covered with a variety of vegetation. The majority of the hillsides are vegetated with chapparal, coastal sage scrub, and grasslands, with pockets of woodlands and riparian habitats.

Ridgelines. Ridgelines in Calabasas are main components of the area's visual character, providing picturesque California landscaping covered with trees or native vegetation. The City has designated a number of major ridgelines as significant aesthetic resources. Locations of the significant ridgelines present within the City limits are located on Figure 4.1-1. Calabasas Ridge is the highest ridgeline in the City along the southern border of upper Topanga Canyon. It includes rich riparian areas with heritage oak groves along the base of the ridge.

Creeks and Canyons. A number of creeks and canyons traverse the City of Calabasas. The streams and drainages are important resources to the City of Calabasas for their ability not only to provide aesthetic scenes, but to provide habitat corridors for fish and wildlife. The City of Calabasas capitalizes on its streams and drainages for aesthetic purposes by placing trails near them and protecting them as Open Space. Major drainages can be seen on Figure 4.7-1, FEMA Flood Zones in Section 4.7, *Hydrology and Water Quality*.

Canyons are formed by the existing mountainous terrain features. The canyons provide an aesthetic resource in carrying a mix of views, including natural vegetation and drainages. Canyons often carry a mix of biological resources that are preserved by City.

Two creeks are noted as visual resources in the Calabasas plan area; Calabasas Creek and Malibu Creek and its tributaries. Calabasas Creek has headwaters and tributaries in the Old Topanga and Mulholland Scenic Corridors. It is a year-round stream that cuts across the City south to north, flowing through various park-like areas and outflowing to the Los Angeles River. Malibu Creek and tributaries include headwaters and tributaries in the Las Virgenes Valley. This Creek cuts through the City in a north/south direction and outflows to Malibu Lagoon.

b. Primary View Corridors. Principal travel corridors are important to an analysis of aesthetic features because they define the vantage point for the largest number of viewers. The City of Calabasas General Plan designates four roadways as scenic corridors within the City. Roadways that serve as important view corridors are shown on Figure 4.1-2 and described below.

Ventura Freeway. This scenic corridor is a heavily traveled, high-density corridor that encompasses much of Old Town Calabasas, Calabasas Road, and the Calabasas Grade. This corridor is often the first visual impression that many visitors receive. Beautification of the existing corridor and preservation of significant ridgelines, rolling hills, and oak woodlands are of concern here. The Calabasas Grade is visible to a high number of people due to its visibility from the Ventura Freeway. Views from the Calabasas Grade are characterized with having large open expanses of rolling hills and valleys with no perceptible development. Figure 4.1-3 illustrates views of this area. East of the Grade, existing obstructions along the Ventura Freeway corridor include freeway-oriented signs and residential and commercial development.

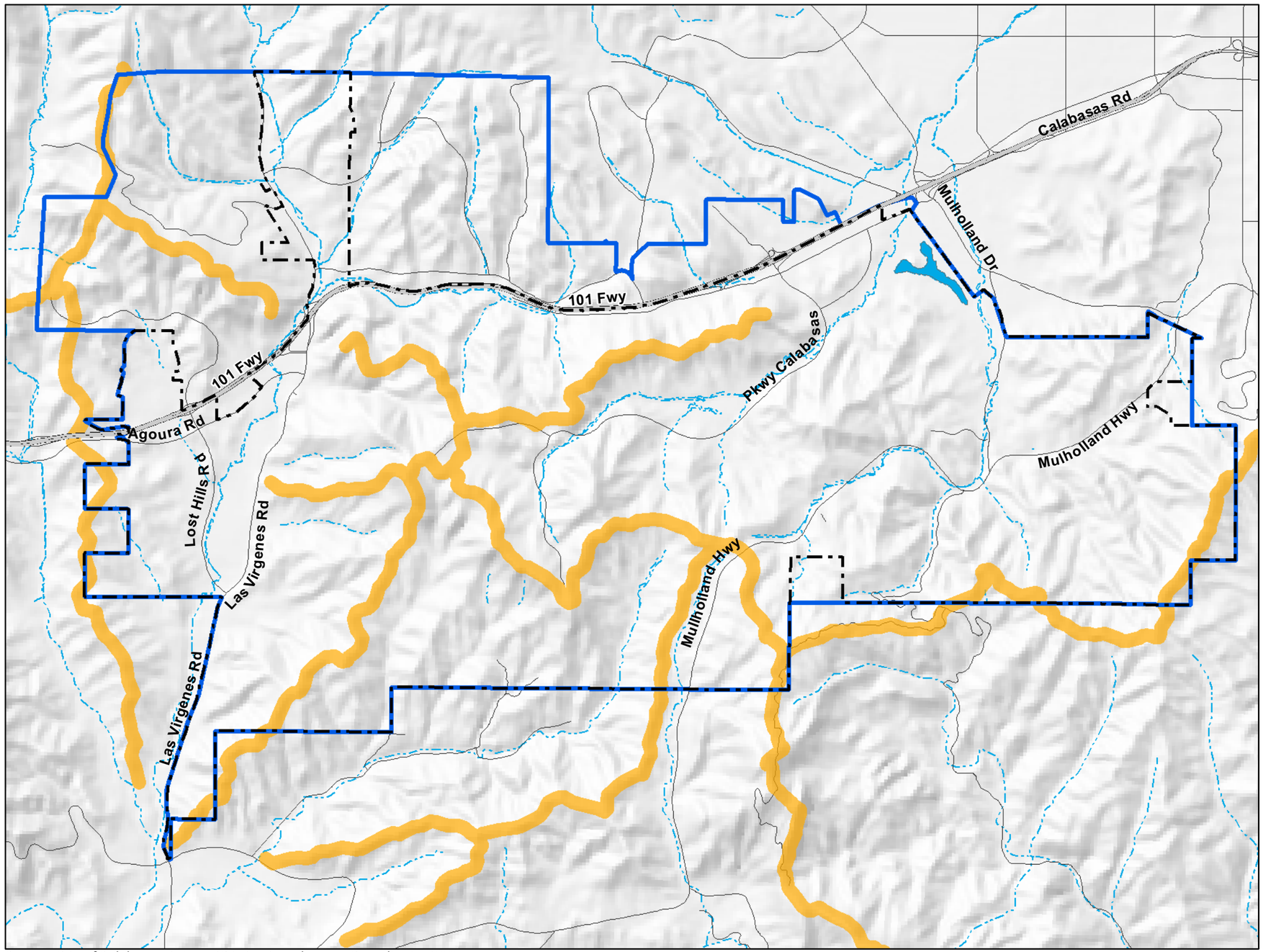
Las Virgenes Road. This scenic corridor is a key cross-mountain roadway that provides primary access to the Malibu Creek State Park area and the Pacific Coast (see Figure 4.1-3). Dominant features include rolling hills, oak woodlands, and primary wildlife linkages along Malibu Creek and its riparian habitat. Though residential development has occurred along Las Virgenes Road over the past years, it has been concentrated in the low-lying areas; consequently, views of ridgelines, open hillsides, and other natural areas remain along much of the corridor.

Mulholland Highway. This scenic corridor extends from Mulholland Drive through the unincorporated territory to Las Virgenes Road. 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. Development along this corridor is varied with spans of sparse single family residences in a largely natural setting to 6,000 square foot residential lots.

Old Topanga Canyon Road. This 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, including steep canyon walls and oak canopies within riparian settings leading into Dry Canyon at its intersection with Mulholland Highway. As with Mulholland Highway, development along this corridor consists primarily of scattered single family residences in a largely natural setting.

c. Neighborhoods. Calabasas neighborhoods exhibit a wide variety of design characteristics and themes. The major commercial/business and residential neighborhoods of the City are generally characterized below.

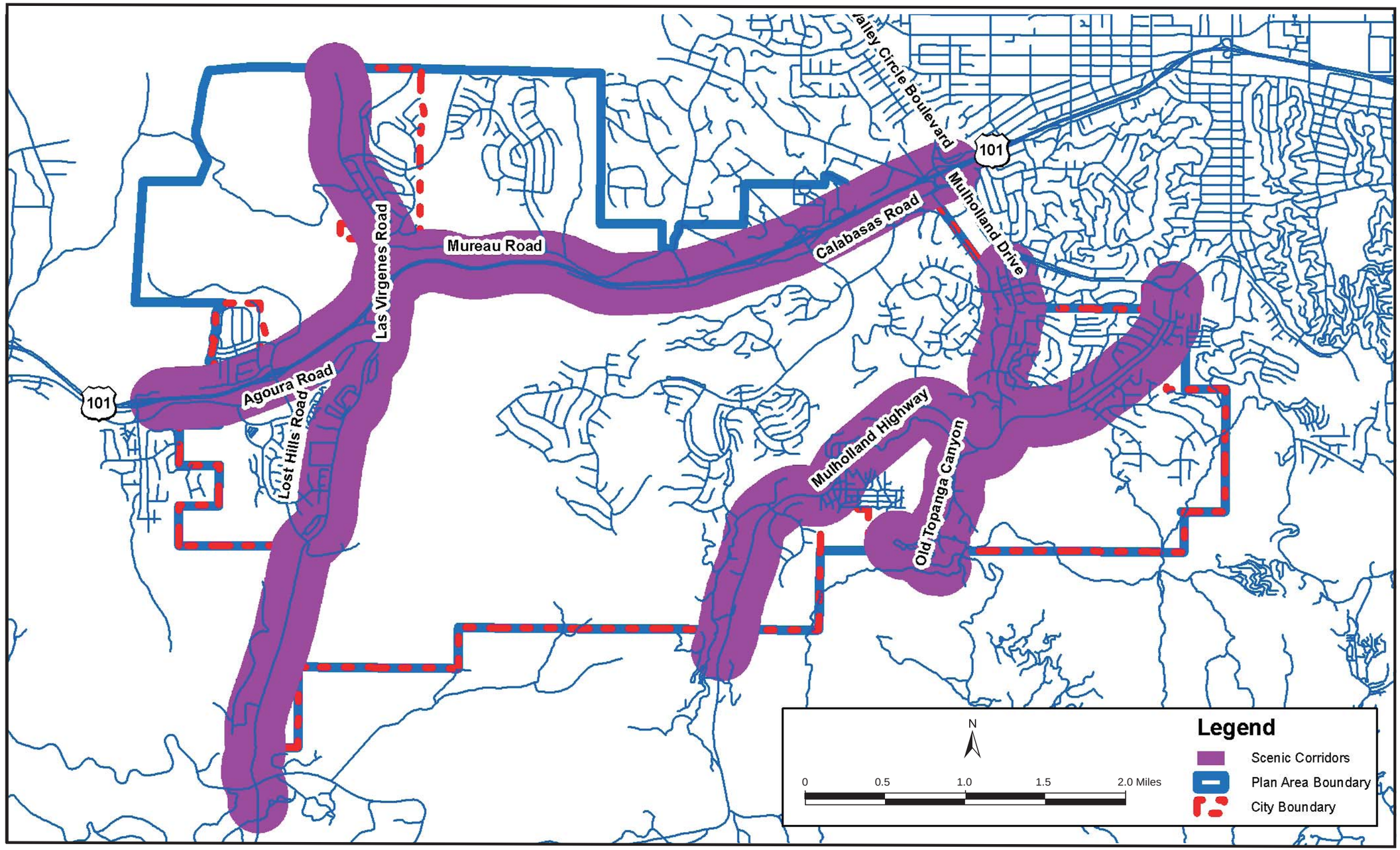
Commercial/Business Districts. Old Town and adjacent areas to the west along Calabasas Road up to Parkway Calabasas serve as Calabasas "downtown," offering a pedestrian-oriented mix of retail and office uses (see Figure 4.1-4). Old Town has a unique western character that the City maintains through implementation of the Old Town Calabasas Master Plan and Design Guidelines. Areas farther west along Calabasas Road have a somewhat more modern, urban character with a mix of office and retail uses. The Commons, a European-village style open-air shopping center, represents a central gathering place in this portion of Calabasas, while the new Civic Center will further establish the Calabasas Road corridor as a focal point for community activity. Craftsman's Corner, located north of the Ventura Freeway in unincorporated Los Angeles County, is characterized primarily by aging light industrial uses mixed with some newer office and retail development (see Figure 4.1-4).



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008.

Figure 4.1-1
Significant Ridgelines in Calabasas

Note: This figure represents the map included in the Draft 2030 General Plan that was the subject of this EIR. Please refer to the Final 2030 General Plan for the adopted version of this map, which is slightly different than this version.



Source: RRM Design Group, March 2008.

Figure 4.1-2
Scenic Corridors



Photo 1 – View of Southbound Ventura Freeway from Calabasas Grade.



Photo 2 – View of Las Virgenes Road looking south.

Figure 4.1-3
Existing Conditions



Photo 3 – View of Old Town Calabasas



Photo 4 – View of Craftsman's Corner on Craftsman Road.

Figure 4.1-4
Existing Conditions

Commercial and business park uses can be found along Las Virgenes Road along both sides of the Ventura Freeway as well as along the Agoura Road corridor. North of the Ventura Freeway are newer office/business park developments that are distinctly modern in character. South of the freeway and north of Agoura Road the Las Virgenes Road corridor is a mix of highway oriented commercial uses, including gas stations and fast food restaurants. The Agoura Road corridor is characterized primarily by suburban-scaled business park development that, like the business park areas north of the freeway, is generally modern in character. Newer suburban shopping centers are located on both sides of Agoura Road at the Las Virgenes Road intersection. (A new retail center that is intended to provide a gathering place of the west side of Calabasas is planned for the northeast corner of the Agoura Road/Lost Hills Road intersection.)

Residential Neighborhoods. Residential neighborhoods in Calabasas vary widely in age and character, ranging from multiple family developments and a mobile home park to very low density neighborhoods with distinctly rural characteristics.

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 (see Figure 4.1-5). This area is largely suburban and low density in character with four or five residential neighborhoods that are somewhat physically disconnected. Park Moderne is characterized by small winding streets and large trees. Throughout portions of this area, single-story homes are recycling to larger, two-story structures.

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.

Residential neighborhoods in West Calabasas include a mix of multiple family complexes and suburban residential tracts. The Pontopiddan property (Las Virgenes 1 site) is the exception to the general trend toward higher density development in this area, with three units on 7.5 acres adjacent to Las Virgenes Creek. West Calabasas is framed by undeveloped hillsides that give the area a unique visual character.

d. Light and Glare. The Plan Area boundaries include a mix of open space and developed lands. Approximately 39% of the City is open space. The majority of the urban areas include outdoor lighting. Light pollution is present in and around the City, particularly in the vicinity of development; however, it is still fairly localized. Nighttime illumination is currently generated by streetlights and vehicular lights associated with roadways, as well as housing developments. Other prominent sources of light within the City include parks with sports fields and the auto center along the Ventura Freeway, where there is a concentration of auto sales businesses. Additional glare is created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective facade materials are of particular concern, as buildings reflect sunlight.

e. Regulatory Setting. The City's General Plan and the Development Code provide the framework for evaluating potential aesthetic impacts and preserving its visual resources. The Land Use Element as well as other elements of the General Plan include policies to protect and enhance visual resources.

General Plan. The City has implemented guidelines through the 1995 General Plan that address aesthetic resources. Development standards under the Scenic Corridor Overlay Zoning,



Photo 5 – View of Gelson's shopping center.



Photo 6 – Ventura Freeway looking south before Las Virgenes Road exit.

Figure 4.1-5
Existing Conditions

Scenic Corridor Development Guidelines and the Freeway Corridor Design Guidelines implement the policies to protect scenic resources as designated in the General Plan. It should be noted that these sets of policies refer to the previous General Plan Consistency Review Program. The General Plan Consistency Review Program is still applicable to the General Plan, but it is now located within its Development Code (2030 General Plan Chapter 13, *Implementation Programs*). Policies include project design features, landscaping, and building form guidelines.

Scenic Corridor Development Guidelines. The Scenic Corridor Development Guidelines were designed to promote development that would add to the visual beauty of designated scenic corridors. Some of the guidelines include: using medium to dark roof colors, using non-glare materials, avoiding large blank facades, structures designed and sited to minimize visual impacts, and use of landscaping to help screen development.

Freeway Corridor Design Guidelines. These guidelines apply to all proposed development within the Ventura Freeway Corridor, including the expansion or remodeling of existing commercial, office and business park developments. These guidelines are a part of the Development Code (General Plan Consistency Review Program). Additionally, development subject to these guidelines is required to be in compliance with the Development Code.

Development Code. The Calabasas development code consists of Title 17 of the Calabasas Municipal Code, and contains the city's zoning, subdivision and grading regulations. The Development Code's goal is to ensure that new or modified land uses and development produce an environment of stable, desirable character, which is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, consistent with the General Plan. The Code includes, but is not limited to, the following issues: air quality, traffic, noise, setbacks, lighting, ridgeline development, grading, overlay zones, etc. Notably, the Code maintains the "Dark Skies" and ridgeline protection ordinances for the City that provide specific lighting standards for different types of land uses, and regulations pertaining to the development and protection of ridgelines in the City.

Scenic Corridor Overlay Zoning (SC). The Scenic Corridor overlay zoning district 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. Development within this zoning is required to comply with the Development Code, and the Scenic Corridor Development Guidelines.

Mulholland Highway Master Plan. The Mulholland Highway Master Plan, adopted in 1997, not only provides guidance for traffic and circulation infrastructure improvements, 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.

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.

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 West Calabasas Road corridor as well as on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, landscaping, etc.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual environment against the proposed action, analyzing the nature of the anticipated change.

An impact is considered significant if physical changes that could be facilitated by the 2030 General Plan land use scenario would result in one or more of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- *A substantial adverse effect on a scenic vista*
- *Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings*
- *Substantial degradation of the existing visual character of quality of the community*
- *New sources of light or glare that would adversely affect day or nighttime views*

b. Project and Cumulative Impacts.

Impact AES-1 The 2030 General Plan would facilitate new development and possibly place sound walls along view corridors within Calabasas. However, adherence to policies included in the 2030 General Plan would reduce potential impacts to view corridors to a Class III, *less than significant*, level.

Development facilitated by the 2030 General Plan could result in increased urbanization along the view corridors described in Section 4.1.1, *Setting*. Development and re-development that could be facilitated by the 2030 General Plan would be visible to travelers moving through the City along view corridors. View corridors that could be affected by new development include the Ventura Freeway, Mulholland Highway, Las Virgenes Road, and Old Topanga Canyon Road. Potential impacts to each of these corridors are described below.

Ventura Freeway. Development that could be facilitated by the General Plan along the Ventura Freeway corridor consists of a combination of retail, single-family residential, multi-family residential, business parks, and mixed use developments. Development adjacent to the Ventura Freeway would include the portions of the West Village, East Village, and Las Virgenes Rd./Mureau Rd. The Ventura Freeway provides the bulk of the viewers traveling through Calabasas. The majority of the development accommodated under the General Plan along the Ventura Freeway would be infill redevelopment surrounded by existing development. However, there are areas where development would be either new, or the intensity would increase above existing conditions along the view corridor.

Redevelopment in the West Village area would result in the intensification of development by providing a mix of residential and commercial uses with a pedestrian orientation. This area focuses on urban design improvements to reduce the visual clutter created by a proliferation of driveways and signs. Re-development would gradually transition to a mix of office, retail, and residential uses. Figure 4.1-6 illustrates the type of development envisioned for this area.

Potential future multi-family residential development on the Rancho Pet Kennel site would also be visible from the Ventura Freeway. Northbound travelers have the predominant views of this area. Development on this site would be at least partially visible from the freeway. The



A

LOOKING SOUTH ACROSS
AGOURA ROAD TOWARD
LAS VIRGENES CREEK



B

LOOKING EASTWARD ACROSS
LAS VIRGENES ROAD INTO
NEW MIXED USE SITE



C

LOOKING SOUTHWESTERLY
ALONG LAS VIRGENES CREEK

Source: RRM Design Group, March, 2008.

Figure 4.1–6
West Village Sketches

topography of the Rancho Pet Kennel site is such that it ranges from a lower grade to a slope above the freeway elevation where views are clear for northbound travelers.

Development and re-development would be required to comply with 2030 General Plan policies and design guidelines as found in the Development Code. West Village re-development would be subject to 35 foot maximum building heights. Due to the lower grades (see Figure 4.1-5) for the potential development and the applicable building requirements, development in this area would not significantly affect views. In conjunction with such development, sound walls could potentially be added in accordance with Noise Element Policy VIII-9, which states that the City will pro-actively address noise along the Ventura Freeway and other major corridors. Such walls would have the potential to block views depending on siting and height. However, compliance with the Scenic Corridor Design Guidelines and the 2030 General Plan policies listed below would preserve views of ridgelines and other identified scenic resources from the freeway.

Policy 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.*

Policy IX-44 *Preserve large areas of natural hillsides and other dominant natural environmental features visible from the Ventura Freeway.*

Policy 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.*

Policy 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.*

Policy 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.*

East Village development improvements would be visible on both the north and south sides of the Ventura Freeway. These areas would see the intensification of the areas and the change from commercial and industrial areas to mixed use neighborhoods. Additionally, the Craftsmans's Corner annexation area could change into a mixed-use area, replacing older commercial uses. South of the freeway, the East Village area is relatively flat, while the Craftsman's Corner ranges from flat to a sloped hill topography. Both northbound and southbound travelers along the Ventura Freeway have views of this area. Because the East Village is an urbanized environment, intensification would not be expected to substantially alter the visual character of this area. The visual character of the area, in particular Craftsman's Corner, would be expected to generally improve due to implementation of the General Plan design policies. The possible addition of sound walls along the freeway frontage to lower noise levels for possible residential uses would alter freeway views, but would not be expected to block views of any identified scenic resources. In addition, all new development would be subject to the view corridor protection policies listed above.

The area surrounding Las Virgenes Road/Mureau Road facilitates the development of approximately 28 acres into a mixed use area. This area is currently a business park and includes the Calabasas City Hall. Southbound travelers have the predominant view of this area. Impacts from re-development in this area would be less than significant due to its lower grade

(relative to the surrounding hillsides) and implementation of applicable building intensity and mass requirements. Sound walls may be required along the freeway frontage to lower noise levels for possible residential uses. As with the other Mixed Use districts, the addition of sound walls along the Ventura Freeway frontage would alter views from the freeway. However, because the Las Virgenes Road/Mureau Road Mixed Use district is at a lower elevation than the freeway, walls would not be expected to block views of ridgelines or other scenic resources. In addition, all new development would be subject to the view corridor protection policies listed above.

Mulholland Highway. Development that could be facilitated along the Mulholland Highway corridor would be residential in nature. The majority of the development that is accommodated would be single family home units in a hillside environment. The Mulholland Highway traverses an aesthetically significant ridgeline (see figures 4.1-1 and 4.1-2). Land uses adjacent to Mulholland Highway include Rural Residential, Residential Mobile-Home, Open Space – Resource Protected, and Hillside Mountainous. Of these land uses, the Residential Mobile-Home land use is the only one considered to be an Urban Residential land use with land use intensity at 2 dwelling units/acre. The other land uses adjacent to the Highway are classified as "non-urban," with densities ranging from 1 dwelling unit/½-acre to 1 dwelling unit/40 acres. Development intensity is regulated by the General Plan in order to protect the high aesthetic value of the adjacent hillsides.

Development accommodated along the Mulholland Highway Scenic Corridor would be subject to the regulations and policies of the General Plan (listed below), as well as those of the Development Code (to be updated to reflect the new General Plan). With development adhering to these regulations and guidelines, impacts to the surrounding aesthetic resources would not be significant. Residential structures are strictly regulated by these documents in areas where aesthetic resources may be affected. Specifically, development would be required to comply with the view corridor protection policies listed above as well as ridgeline ordinances and building height limits that correspond to the natural grade of surrounding topography. Further, the low density development accommodated by the land use designations for this corridor would not substantially alter views or change the visual character of the area. Impacts would therefore be less than significant.

Las Virgenes Road. Development along Las Virgenes Road is a part of the West Village neighborhood and would be a mix of single-family, multi-family, and commercial uses. Identified significant ridgelines are located in the vicinity of the corridor to the west and east (see Figure 4.1-1). New development and re-development could occur along both sides of Las Virgenes Road in the lower-lying areas below the ridgelines and associated hillsides. Along the west side of Las Virgenes Road, development of the Las Virgenes 1 site could occur, which would involve conversion of a low density (3 units on 7.5 acres) site to five acres of single-family residential development and a park. The Las Virgenes 2 site would accommodate up to 160 multi-family residences and 175,000 square feet of commercial development on about 16 acres east of the Las Virgenes Road/Agoura Road intersection.

Possible Las Virgenes 1 development would alter the visual character of this site. However, because the site is generally lower than Las Virgenes Road in elevation and shielded by large trees, the visibility of this site is already low. Moreover, given that surrounding land uses consist of commercial development and multi-family residences, development that could be accommodated on the site would be compatible with the scale of adjacent development to the north, south, and west. Finally, development allowed under the Planned Development (PD) designation for the site would be less intense than what could occur under the current Residential-Single Family (R-SF) designation since the PD designation requires a park that is not required under the R-SF designation. Therefore, development of this site would not significantly affect the view corridor.

Possible development on the Las Virgenes 2 site would alter the visual character of this portion of the Las Virgenes Road corridor. However, development would be concentrated along the flatter portions of the Messenger property, adjacent to the roadway, while more steeply sloped portions of the property have been re-designated to Open Space-Resource Protection (OS-RP). The development intensity on the Las Virgenes 2 site would generally be compatible with that of adjacent development to the south and with that of commercial development on the west side of Las Virgenes Road. Moreover, because Las Virgenes 2 site development would be concentrated in the lower portions of the Messenger property, it would not be expected to block views of ridgelines or other identified scenic resources. Therefore, impacts would be less than significant. It should also be recognized that the 2030 General Plan would redesignate about 60 acres of the Messenger property to OS-RP, thereby substantially reducing the potential for view alteration as compared to the current (1995) General Plan.

Old Topanga Road. Old Topanga Road is a north/south roadway which traverses the City through single family residential neighborhoods and sparsely populated rural residential communities amongst hillsides. This scenic corridor offers large view of valleys and hillsides south of Mulholland Highway. Development accommodated along this corridor would need to be consistent with the Rural Residential (RR), Rural Community (RC), and Hillside Mountainous (HM) designations. These land use designations allow low development densities that reduce aesthetic impacts. Generally, there would be little subdivision that would occur as nearly all new development would take place on existing parcels. Similar to impacts to Mulholland Highway, even with development occurring in these areas, lands would remain primarily undeveloped and development would be compatible with the visual character of other properties in the area. Development would be required to comply with the General Plan policies (listed above), the Development Code and the Scenic Corridor Development Guidelines. Impacts would be less than significant with incorporation of applicable policies and regulations.

Mitigation Measures. None required as implementation of 2030 General Plan policies would address possible impacts to view corridors.

Significance After Mitigation. Impacts would remain Class III, *less than significant*.

Impact AES-2 Development that could be facilitated by the 2030 General Plan would introduce new sources of light. However, the City's LUDC regulates lighting in regards to all lighting in the City. Therefore, potential impacts to existing development would be Class III, *less than significant*.

Development that could be facilitated by the 2030 General Plan would increase the ambient nighttime lighting throughout the City. Increased lighting could come from streetlights, parking lot lights, and signage on business establishments. Increased glare could potentially occur as a result of building materials, roofing materials and windows reflecting sunlight. The 2030 General Plan restricts development in undeveloped areas, and focuses development in already urbanized portions of the City. Areas that would experience the greatest potential for increased lighting are those areas likely to experience the greatest development potential. Locations in which increased development could be accommodated would be in the Eastern portions of the city along US-101, areas along Los Virgenes Road, and business parks adjacent to the US-101 on the south side. These areas could experience redevelopment that would add mixed-use and business park uses that would potentially increase lighting in the area. Other areas throughout the City are accommodated to only experience minimal development due to low intensity residential development. Included in this development are the Las Virgenes Two

and Rancho Pet Kennel mixed-use and residential sites. These sites are currently undeveloped and potential development would introduce new lights along frequently traveled roadways.

The City's Land Use Development Code regulates lighting via what is sometimes referred to as the "Dark Skies Ordinance." Currently, the City requires that "all exterior lights and illuminated signs be designed, located, installed and directed in such a manner as to prevent objectionable light at (and glare across) the property lines and disability glare at any location on or off the property" (City of Calabasas, Development Code Section 17.27.020.f). This is generally accomplished through the use of shielding and directional lighting methods. Additionally, the City's condition of approval system requires the applicant for any project to submit evidence that the proposed work will comply with the code (City of Calabasas, Development Code Section 17.27.040). This review process determines the light and glare effects on adjacent uses and protects the character of the city of Calabasas from inappropriate levels of night lighting. Architectural and lighting plans are reviewed prior to the issuance of building permits.

The 2030 General Plan also includes policies that promote the reduction of impacts from lighting and establishment of a design guideline manual that would work in addition to the Development Code:

Policy IX-19 *Promote lower level lighting/illumination citywide.*

Policy IX-22 *Pursue development of comprehensive citywide design guidelines that provide clear design direction recognizing the varying areas and uses throughout the community.*

Individual projects that could occur under the 2030 General Plan would be subject to a CEQA review. Aesthetic impacts that may occur from these projects are to be reviewed on an individual basis and regulated by the City's LUDC and General Plan policies. Adherence to existing and proposed City lighting requirements and restrictions would reduce impacts to a less than significant level.

Mitigation Measures. No mitigation is required beyond adherence to the City's standards of practice regarding lighting for development and redevelopment projects and its enforcement of the Land Use and Development Code regarding the creation of light and glare.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact AES-3 **The 2030 General Plan emphasizes both reuse of existing urbanized lands, infill development on vacant parcels, and new development on urban fringe parcels. The development of such areas would result in visual changes to character of the community. However, the General Plan protects the City's visual features through plan review and policies. Therefore, impacts that would occur from development would be Class III, *less than significant*.**

The 2030 General Plan would facilitate the development and redevelopment of lands within the Calabasas plan area. These areas include reuse of existing urbanized lands, infill development on vacant parcels, and new development on the urban fringe. The intensification of land use anticipated to occur in certain areas of the City may be considered an adverse effect to some viewers due to the presence of larger buildings and the corresponding reduction in vacant land within the City's framework. However, the reuse and intensification of already developed areas would be expected to reduce the pressure for development at the City's periphery, thus minimizing the potential for the loss of open lands throughout the City, protected for their

visual worth. Notably, by establishing large expanses of land as designated as Open Space/Resource Protection (OS-RP), the 2030 General Plan would preserve these visual resources in their current undeveloped state. Moreover, it is anticipated that the gradual redevelopment of the proposed mixed use districts with development that is more pedestrian-scaled and that complies with design standards would ultimately improve the visual conditions in these areas. This is particularly true in the Craftsman's Corner area, which is characterized largely by aging light industrial/business park development that is of low visual quality.

Areas where residential hillside development could occur would be limited to areas designated as Rural Residential (RR), Rural Community (RC), and Hillside Mountainous (HM). These land uses are subject to low density development standards aimed at protecting the aesthetic resources that surround them. These areas are predominantly located in the southern portion of the City. It is not anticipated that the low density development allowed with the RR, RC, and HM designations would substantially alter the visual character of the community or surrounding neighborhoods. Furthermore, the majority of the parcels offering development potential in these areas fall into one of the City's designated scenic corridors, so the stringent Scenic Corridor overlay zone guidelines would apply. Thus, impacts would not be significant.

Much of the intensification and reuse that would be facilitated under the 2030 General Plan would also generally be expected to enhance the visual character of the community. In particular, it is anticipated that future redevelopment in Old Town Calabasas and in the proposed Mixed Use districts would enhance the visual quality of these areas by adding attractive infill development and the formation of redeveloped community centers. Figure 2-8 in Section 2.0, *Project Description*, illustrates potential development improvements. Per the Community Design Element, Calabasas is aiming to provide neighborhood centers that invite residents and visitors to enjoy their time in an environment where they can relax, shop, eat, work and play. Figure 4.1-4 illustrates the existing conditions of Craftsman's Corner. It is anticipated that General Plan implementation could improve visual conditions in this area, in particular, given that the area is currently characterized largely by aging light industrial development with little aesthetic appeal.

The 2030 General Plan Community Design Element includes the following objectives and policies intended to enhance the appearance of the community.

Objectives

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

Policies

Policy 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.*

Policy IX-2 *Preserve, protect, and enhance landmarks, sites, historic landscapes and districts, and areas of historical, cultural, and urban design significance.*

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

Policy 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.*

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

Policy 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.*

Policy 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).*

Policy 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.*

Policy 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.*

The General Plan Safety Element also includes the following policies to address geologic and visual impacts associated with hillside grading and development.

Policy VII-4 *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.*

Policy VII-5 *Where engineering solutions to slope stability constraints are required, implement landform grading programs so as to recreate a natural hillside appearance.*

Development facilitated under the 2030 General Plan would result in visual changes to the community. These changes would be subject to the policies and regulations included in the 2030 General Plan that target aesthetic resource protection and good community design. Development and redevelopment that may occur during the lifetime of the General Plan would be governed by these policies in addition to the Development Code, and applicable Master Plans and Zoning Overlays. All of these plans and documents work together to protect Calabasas aesthetic resources and are a means to retain the community character, while providing enhancements in certain areas of the City. Impacts would be less than significant with implementation of applicable policies and regulations.

Mitigation Measures. No mitigation measures are necessary beyond adherence to General Plan policies.

Significance After Mitigation. Impacts would be less than significant without mitigation.

4.2 AIR QUALITY

This section analyzes impacts to local and regional air quality. Impacts to air quality associated with population growth and associated growth in vehicle traffic and energy consumption are discussed. Greenhouse gases and global climate change are discussed in Section 5.0, *Other CEQA Discussions*.

4.2.1 Setting

a. Local Climate and Meteorology. The Calabasas plan area is part of the South Coast Air Basin (SCAB) which includes portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The semi-permanent high-pressure system west of the Pacific coast strongly influences Calabasas and California's weather. It creates sunny skies throughout the summer and influences the pathway and occurrence of low-pressure weather systems that bring rainfall to the area during October through April. As a result, wintertime temperatures in Calabasas are generally mild, while summers are warm and dry. During the day, the predominant wind direction is from the west and southwest, and at night, wind direction is typically from the north. These predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high-pressure areas centered over the desert of the Great Basin. These winds are usually warm, very dry, and often full of dust. They are particularly strong in the mountain passes and at the mouths of canyons.

Daytime summer temperatures in the area average from the high 70s to mid 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperature tends to be in the 60s. Winter low temperatures are in the 40s. Annual average rainfall in Calabasas averages approximately 14 inches, nearly all of which occurs between October and April.

b. Local Regulatory Framework. The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the ARB through multi-county and county-level Air Pollution Control Districts (APCDs). The ARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 15 air basins statewide. Calabasas is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), a multi-county APCD.

Federal and state standards have been established for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb) (refer to Table 4.2-1). The local air quality management agency is required to monitor air pollutant levels to assure that air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as in "attainment" or "nonattainment." The South Coast Air Basin, is a non-attainment area for the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$. Carbon monoxide levels in the basin are currently state-classified as "transitional nonattainment"; however, the ARB adopted an

attainment designation for this pollutant based on the information provided during the January 2005 annual review. The attainment designation was adopted through the State Administrative Process on July 23, 2005. Table 4.2-1 illustrates the current Federal and State Ambient Air Quality Standards.

Table 4.2-1
Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.08 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.30 ppm (annual avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 $\mu g/m^3$ (calendar quarter)	1.5 $\mu g/m^3$ (30-day avg)
Particulate Matter (PM_{10})	150 $\mu g/m^3$ (24-hr avg)	20 $\mu g/m^3$ (annual avg) 50 $\mu g/m^3$ (24-hr avg)
Particulate Matter ($PM_{2.5}$)	15 $\mu g/m^3$ (annual avg) 35 $\mu g/m^3$ (24-hr avg)	12 $\mu g/m^3$ (annual avg)

ppm= parts per million
$\mu g/m^3$ = micrograms per cubic meter
Source: California Air Resources Board, http://www.aqmd.gov/ceqa/handbook/signthres.pdf, December 2007.

Non-attainment status within the SCAB is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants (surface and subsidence inversions), the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin. The potential health effects of pollutants for which the South Coast Air Basin is in nonattainment are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in serious concentrations between the months of May and October. Ozone is pungent, colorless toxic gases with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Suspended Particulates. PM_{10} is small particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter. Both PM_{10} and $PM_{2.5}$ are comprised mostly of dust particles, nitrates and sulfates. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very

different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. PM_{10} is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and is directly emitted into the atmosphere through these processes. PM_{10} is also created in the atmosphere through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

An important fraction of the particulate matter emission inventory is that formed by diesel engine fuel combustion. Particulates in diesel emissions are very small and readily respirable. The particles have hundreds of chemicals adsorbed onto their surfaces, including many known or suspected mutagens or carcinogens. Compared to other air toxics the ARB had identified and controlled, diesel PM emissions are estimated to be responsible for about 70% of the total ambient air toxics risk. In addition to these general risks, diesel PM can also be responsible for elevated localized or near-source exposures ("hot spots"). Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 per million or more (ARB, October 2000). Risk characterization scenarios have been conducted by the ARB staff to determine the potential excess cancer risks involved due to the location of individuals near to various sources of diesel engine emissions, ranging from school buses to high volume freeways.

Carbon Monoxide. Carbon monoxide, a colorless, odorless, poisonous gas, is a local pollutant that in high concentrations is found only very near the source. The major source of carbon monoxide is automobile engines. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

c. Current Ambient Air Quality. The SCAQMD monitors air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or as "nonattainment." The South Coast Air Basin (Basin), in which the project site is located, is a non-attainment area for both the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$.

Table 4.2-2 summarizes the annual air quality data for the local airshed. The California Air Resources Board (CARB) maintains over 60 air quality monitoring stations throughout California, with the closest monitoring stations being in Reseda and Burbank. The data collected at this station is considered to be generally representative of the baseline air quality experienced in the plan area.

The primary pollutants of concern in Calabasas are ozone (O_3) and particulate matter (PM_{10}). Statistics indicated that there were six Federal and 34 State ozone exceedances of the ozone standard in 2006. There was an increase for all of the ozone standards from the previous year. PM_{10} also indicated an increase in exceedances of the State standard from the previous year. The major sources for PM10 are grading, demolition, vehicle dust, and dust produced by high winds.

d. Air Quality Management. Under state law, the SCAQMD is required to prepare an overall plan for air quality improvement for the South Coast Air Basin, known as the Air Quality Management Plan (AQMP). AQMPs are required to be updated every three years. Each iteration of the plan is an update of the previous plan and has a 20-year horizon. The AQMP was

Table 4.2-2
Ambient Air Quality Data

Pollutant	2005	2006	2007
Ozone, ppm - Worst Hour	0.138	0.158	0.129
Number of days of State exceedances (>0.09 ppm)	30	34	21
Number of days of Federal exceedances (>0.12 ppm)	2	6	1
Ozone, ppm – Maximum 8-Hour	0.113	0.109	0.105
Number of days of Federal exceedances (>0.08ppm)	12	17	9
Carbon Monoxide, ppm - Worst 8 Hours	3.46	3.48	2.74
Number of days of State/Federal exceedances (>9.0 ppm)	0	0	0
Nitrogen Dioxide, ppm - Worst Hour	0.086	0.073	0.081
Number of days of State exceedances (>0.25 ppm)	0	0	0
[a]Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours	90.0	69.0	107.0
Number of samples of State exceedances (>50 $\mu g/m^3$)	5	10	3
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	39.5	44.0	33.3
Number of days Federal exceedances	0	0	0

[a] Burbank – W Palm Avenue Monitoring Station
Source: CARB, 2004, 2005, & 2006 Annual Air Quality Data Summaries available at http://www.arb.ca.gov

updated in 2007 from its previous update in 2003. The 2007 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2003 AQMP. The 2007 AQMP was adopted by the SCAQMD on June 1, 2007.

The 2007 AQMP was prepared to ensure continued progress towards clean air and comply with state and federal requirements. This AQMP builds upon the approaches taken in the 2003 AQMP for the South Coast Air Basin for the attainment of the federal ozone air quality standard. This Plan highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the Clean Air Act. New standards allow for a longer compliance schedule for federal fine particulates and 8-hour ozone but with more stringent PM10 and 1-hour ozone standards. The 2007 AQMP proposes attainment demonstration of the federal PM2.5 standards through a more focused control of sulfur oxides (SOx), directly-emitted PM2.5, and nitrogen oxides (NOx) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone control strategy builds upon the PM2.5 strategy, augmented with additional NOx and VOC reductions to meet the standard by 2024 assuming a bump-up is obtained. Further, the 2007 AQMP aims to reduce mobile source

emissions by discussing measures that would address the remaining air quality standard exceedances in the region.

e. Sensitive Receptors. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools and hospitals. The Pacific Shores hospital is located at 26560 Agoura Road, approximately 500 feet west of the intersection of Agoura Road and Las Virgenes Road. Several other medical clinics are located throughout the City. School locations are identified in Section 4.10, *Public Services and Infrastructure.*

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of the 2030 General Plan's air quality impacts follows the guidance and methodologies recommended in the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005) as well as Appendix G of the State CEQA Guidelines.

The SCAQMD has adopted numeric significance thresholds for individual development projects. However, use of these thresholds would not be appropriate for a General Plan since they are for individual projects while the General Plan EIR considers the cumulative effect of all individual projects within the City. Therefore, the criteria used to determine the significance of impacts are taken from the checklist contained in Appendix G of the State CEQA Guidelines. According to the CEQA Guidelines, General Plan implementation would result in a significant impact to air quality if it would:

- *Conflict with or obstruct implementation of the applicable air quality plan*
- *Violate any air quality standard or contribute substantially to an existing or project air quality violation*
- *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)*
- *Expose sensitive receptors to substantial pollutant concentrations*
- *Create objectionable odors affecting a substantial number of people*

Per the SCAQMD *CEQA Air Quality Handbook* (1993), the following indicators address the 2030 General Plan's consistency with the 2007 AQMP:

- *Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2007 AQMP.*
- *Whether the project would exceed the 2007 AQMP's assumptions for 2030 or yearly increments based on the year of the project buildout.*

b. Project and Cumulative Impacts.

Impact AQ-1 Development facilitated by the 2030 General Plan would result in an increase in air pollutant emissions within the Los Angeles County portion of the South Coast Air Basin. Although maximum buildout of the General Plan could accommodate up to about 4,777 new residents, the City is largely built out and policies contained in the 2030 General Plan aimed at limiting future growth in population, traffic, and energy consumption would be expected to limit emissions to levels consistent with regional forecasts. Impacts would therefore be Class III, l*ess than significant*.

Long-term emissions associated with future development in Calabasas in accordance with the 2030 General Plan are those associated with vehicle trips and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. However, such projects will be required to undergo independent project-level CEQA review and to include mitigation measures to address potential impacts.

The discussions that follow address consistency of the 2030 General Plan with the growth and emissions forecasts upon which the AQMP is based and with applicable AQMP control measures.

Consistency with AQMP Growth Forecasts. Maximum development facilitated by the 2030 General Plan could add an estimated 1,682 dwelling units and 3.2 million square feet of commercial/office space. Based on the citywide average of 2.84 persons per dwelling unit, the 1,682 new residences would add 4,777 people. Were maximum buildout to occur through 2030, the estimated 4,777 new residents would bring Calabasas' population to 28,502, which exceeds SCAG's 2030 population forecast for Calabasas of 27,600[1]. However, the maximum buildout estimate assumes not only that every remaining vacant property in Calabasas would be developed by 2030, but that all of the proposed mixed use districts would completely redevelop over that same time frame. Moreover, this estimate also includes redevelopment of the Craftsman's Corner area, which is currently outside the City, with up to 250 dwelling units. Finally, the Land Use Element of the 2030 General Plan includes the following policies specifically intended to limit future growth in Calabasas:

Policy II-7 *Emphasize retention of Calabasas' natural environmental setting, neighborhood character, and scenic features as a priority over the expansion of urban areas.*

Policy II-13 *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.*

The Community Design Element of the 2030 General Plan also includes the following statement regarding future development patterns:

[1] *It should be noted that the projected increase in population as a result of buildout of the 2030 General Plan does include the possible annexation of the Mont Calabasas and Mountain View neighborhoods. These two neighborhoods, which are currently within unincorporated Los Angeles County, are already built out. Together, the Mont Calabasas and Mountain View neighborhoods would add approximately 350 single-family homes and approximately 1,000 residents to the City of Calabasas. However, modifying the City boundary to include these existing neighborhoods would not affect air quality.*

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 primarily 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.

Given that Calabasas is almost entirely built out and that the General Plan includes the above policies aimed at limiting further growth, no exceedance of the SCAG population forecast upon which the AQMP is based is anticipated. Therefore, development facilitated by the 2030 General Plan is considered consistent with the AQMP assumptions with respect to growth.

It should also be noted that, by promoting intensification and reuse of already development lands as opposed to low density development on undeveloped lands, the 2030 General Plan aims to reduce reliance on the drive-alone automobile. A reduction in vehicle use and vehicle miles traveled can result in a reduction in fuel consumption and in air pollutant emissions. Recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita (39% to 52%) and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.2-3). Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission (Holtzclaw, 1991) found that a doubling of residential densities is associated with a 20-30% reduction in per capita VMT. Overall, the General Plan calls for redevelopment of lands and increased residential density in its mixed-use areas. By increasing the overall population density of the community and encouraging mixed land uses, implementation of the 2030 General Plan would be expected to generally reduce per capita automobile trips and travel distances as compared to existing conditions or lower density development on undeveloped hillsides. This would generally reduce per capita air pollutant emissions associated with vehicle use.

The following objectives and policies included in Circulation and Community Design elements of the 2030 General Plan target reductions in air pollutant emissions through circulation and land use design factors and compliance with applicable laws and regulations.

Objectives

- *Provide transportation facilities and services that allow travelers to move around Calabasas without using an automobile.*

- *Reduce reliance on the use of automobiles by promoting alternatives such as non-motorized transportation (bicycle, pedestrian) and the use of public transit.*

- *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*

- *Continue to enhance Calabasas' pedestrian circulation system to ensure that walking is a viable transportation option for all City residents.*

Table 4.2-3
Comparison of VMT and Emissions: Infill versus Greenfield Development

Case Study	Per Capita Daily VMT, Infill as a Percentage of Greenfield	Emissions, Infill as a Percentage of Greenfield
San Diego, CA	52%	CO 88% NO_x 58% SO_x 51% PM 58% CO_2 55%
Montgomery County, MD	42%	CO 52% NO_x 69% SO_x 110% PM 50% CO_2 54%
West Palm Beach, FL	39%	CO 75% NO_x 72% SO_x 94% PM 47% CO_2 50%

Source: Allen, E., Anderson, G., and Schroeer, W., "The Impacts of Infill vs. Greenfield Development: A Comparative Case Study Analysis," U.S. Environmental Protection Agency, Office of Policy, EPA Publication #231-R-99-005, September 2, 1999.

- *Near Las Virgenes Road and Agoura Road, foster the creation of a mixed use residential, retail, and office district with a distinct village feel.*

- *Direct the amount and location of land uses in conformance with environmental carrying capacities and other goals of the General Plan.*

- *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).*

Policies

II-16 *Encourage the clustering of development as a means of preserving significant environmental features.*

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.

VI-14 Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer direct connections between residential and non-residential areas, in accordance with the Calabasas Bicycle Master Plan.

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

VI-18 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-21 Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.

IX-17 Provide a mix of uses that creates a destination area where people can come and stay – live, shop, relax, play.

IX-19 Facilitate the development of a mixed-use commercial core along Agoura Road that is supported by office and residential uses.

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-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.

Consistency with AQMP Control Measures. Consistency with the 2007 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet Federal and State air quality standards. One of the most important methods the AQMP relies on to achieve its goals is the use of Transportation Control Measures (TCM). TCMs are defined in the 2007 AQMP as being "any control measure to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." The 2007 AQMP includes 31 stationary and 30 mobile source measures to be implemented by the SCAQMD, California Air Resource Board (CARB), the EPA, and SCAG. Table 4.2-4 lists applicable TCMs and the General Plan policies that support each TCM.

Table 4.2-4
2030 General Plan Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	2030 General Plan Policy
MCS-01: Facility Modernization MCS-03: Energy Efficiency and Conservation	**Conservation Element** **Objective**: Minimize the consumption of non-renewable resources. **Policy IV-18**: Minimize emissions generated by electricity and natural gas consumption through energy conservation policies. **Policy IV-33**: Continue to implement the City's Green Building Ordinance to achieve energy efficiency. **Policy IV-35**: Promote site designs that minimize energy use. **Policy IV-36**: Promote building designs that minimize energy use. **Policy IV-37**: Promote the incorporation of feasible energy conservation measures into existing and new developments and structures. **Policy IV-38**: Minimize energy consumed by City operations by looking into new technologies and renewable resources. **Policy IV-39**: Promote the use of alternative energy sources. **Housing Element** **Policy V-16**: Encourage the use of sustainable and green building design in new and existing housing.
MCS-04: Emissions Reductions from Green Waste Composting	**Conservation Element** **Policy IV-18**: Minimize emissions generated by electricity and natural gas consumption through energy conservation policies. **Policy IV-42**: Exhaust source reduction, recycling, and composting abilities before resorting to landfilling of solid waste. **Policy IV-44**: Encourage the reduction of yard waste through backyard composting and low maintenance landscapes.
BCM-02: PM Emission Hot Spots – Localized Control Program	**Circulation Element** **Objective**: Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, achieve and maintain level of service (LOS) C for all intersections and roadway links within the City except as indicated in Figure VI-1(of the General Plan). **Policy VI-2**: Limit the intensity and traffic generation of development to that which would not compromise attainment or LOS standards.
EGM-01: Emission Reductions from New or Redevelopment Projects	**Conservation Element** **Objective**: Minimize the consumption of non-renewable resources. **Policy IV-34**: Promote community/neighborhood designs that minimize energy use. **Policy IV-35**: Promote site designs that minimize energy use. **Policy IV-37**: Promote the incorporation of feasible energy conservation measures into existing and new developments and structures.
MOB-07: Concurrent Reductions from Global	**Conservation Element**

Table 4.2-4
2030 General Plan Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	2030 General Plan Policy
Warming Strategies	**Objective**: Reduce greenhouse gas emissions to 1990 levels as stipulated in the California Global Warming Solutions Act (AB 32). **Policy IV-19**: Reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32.
TCM-B: Transit and Systems Management	**Circulation Element** **Objective**: Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for residents. **Policy VI-13**: Reduce the need for vehicle traffic by promoting the use of public transit and ridesharing through development of convenient transit facilities. **Policy VI-23**: Continue to provide and improve access to environmentally friendly and convenient transit options. **Policy VI-24**: Encourage the use of transit through enhanced service, education, development of park-and-ride facilities, and increased public awareness about available transit options. **Policy VI-25**: Require new developments to provide and/or fund transit facilities that ensure access. **Policy VI-26**: Coordinate transit services and programs with City departments. **Policy VI-27**: Provide transit services to community events that have special mobility needs and near neighborhoods adjacent to special events.
SCLTM-01A: Further Emission Reductions from On-Road Mobile Sources	**Conservation Element** **Objective**: 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 SCAQMP and the air quality provisions of the RTP prepared by SCAG. **Policy IV-19**: Reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32.
SCLTM-01B: Further Emission Reductions from On-Road Heavy-Duty Vehicles	**Conservation Element** **Objective**: Reduce greenhouse gas emissions to 1990 levels as stipulated in the California Global Warming Solutions Act (AB 32). **Policy IV-19**: Reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32.

Source: South Coast Air Quality Management District, 2007 Air Quality Management Plan, 2007.

The 2030 General Plan includes specific policies that would implement applicable transportation control measures contained in the 2007 AQMP. In addition, as noted above, development facilitated by the 2030 General Plan is not anticipated to exceed the growth forecasts upon which the AQMP is based. Therefore, the General Plan would be consistent with the AQMP.

Mitigation Measures. Development accommodated by the 2030 General Plan would result in the incremental increase in emissions. However, individual development projects that could occur would be required to undergo CEQA review and would be subject to the APCD thresholds and policies contained in the General Plan to reduce air quality impacts. No mitigation measures outside of adherence to the adopted policies in the 2007 AQMP and the 2030 General Plan would be required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact AQ-2 Individual development projects facilitated by the 2030 General Plan would generate construction-related emissions. Such emissions may result in temporary adverse impacts to local air quality. However, these emissions can be mitigated on a specific development basis and impacts would be Class III, *less than significant*.

Construction activity that would be facilitated by the 2030 General Plan would cause temporary emissions of various air pollutants. Ozone precursors NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. As previously stated, the Los Angeles County portion of the Basin is designated non-attainment for ozone (State and Federal standards), CO (State and Federal standards) and PM10 (State and Federal standards). Additionally, the potential release of asbestos may occur during building demolition. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity.

Construction activity that could be facilitated by the 2030 General Plan could occur throughout Calabasas. However, it is anticipated that the areas where the highest amount of construction activity would occur are the handful of relatively large vacant lots remaining in the City (the Las Virgenes 2 site east of the Las Virgenes Road/Agoura Road intersection and Rancho Pet Kennel site at the west end of Canwood Street, for example) and within the mixed use districts proposed in and adjacent to the City. Individual developments in these and other areas of the City would be subject to independent environmental review under CEQA. Depending upon the development type and size, maximum daily emissions associated with individual projects could potentially exceed SCAQMD significance thresholds.

Future construction activity within Calabasas would be subject to the policies provided below within the 2030 General Plan.

Policies

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.*

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

IV-31 *Promote balanced onsite grading operations to eliminate the need for transporting soils on- or off-site. 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.*

The above mentioned policies would reduce air quality impacts related to construction. In addition, the SCAQMD has established rules 402 and 403, which require that air pollutant emissions not be a nuisance off-site and reduce the ambient entrainment of fugitive dust. Rule 403 includes best available control measures for all construction activity, contingency control measures for large operations, and conservation management practices for confined animal facilities. Major categories addressed by Rule 403 to reduce fugitive dust includes earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. During construction, individual property owners, developers, or contractors would be required to comply with applicable SCAQMD rules, which reduce short-term construction-related air pollutant emissions. Further, if required, individual projects that could occur during the lifetime of the 2030 General Plan would be required to implement additional mitigation if site-specific analysis identifies the potential to exceed applicable thresholds. Adherence to applicable General Plan policies and SCAQMD rules would reduce potential construction-related impacts to a less than significant level.

Mitigation Measures. Impacts would be less than significant; therefore, mitigation beyond adherence to applicable General Plan policies and SCAQMD rules is not required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

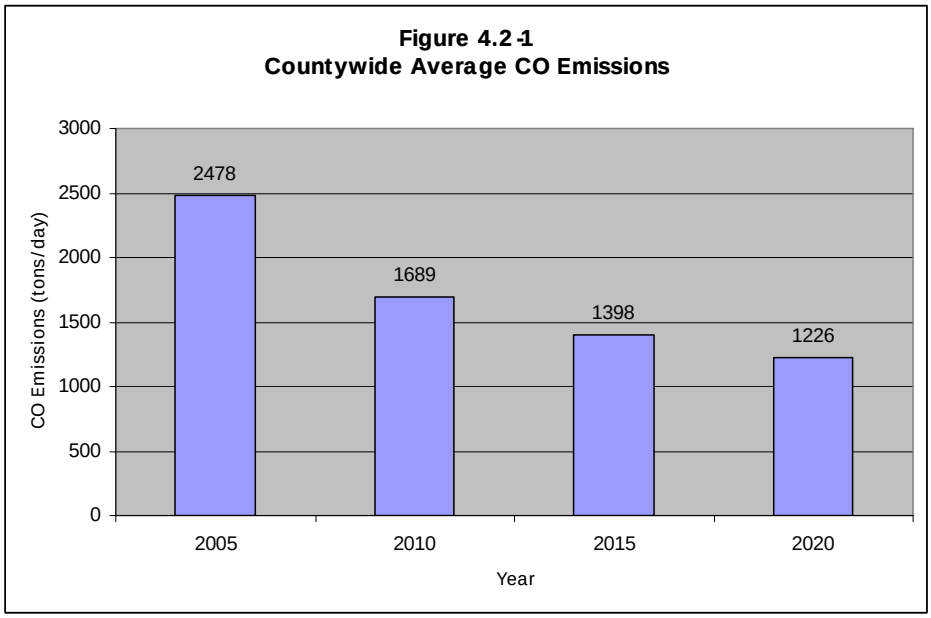
Impact AQ-3 Increased traffic congestion associated with growth facilitated by the 2030 General Plan would potentially increase carbon monoxide (CO) concentrations at congested intersections. Several intersections meet the criteria to require a CO hotspot analysis. However, modeling of CO concentrations indicates that CO levels would remain within Federal and State standards. Therefore, impacts relating to CO "hot spots" would be Class III, *less than significant*.

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAB is in attainment of state and federal CO standards and has been for several years. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs. At the Reseda monitoring station, the maximum 8-hour CO level recorded in 2006 was 3.48 parts per million (ppm), less than half of the 9 ppm state and federal 8-hour standard. In addition, as shown on Figure 4.2-1, countywide CO emissions are projected to fall by approximately 27% from 2010 to 2020, largely due to the use of cleaner operating vehicles.

Although CO is not expected to be a major air quality concern in Los Angeles County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the California 1-hour standards of 20.0 ppm or the 8-hour standard of 9 ppm is exceeded. This typically occurs at severely congested intersections. Screening for possible elevated CO levels should be

Figure 4.2-1
Countywide Average CO Emissions



Source: California Air Resources Board, 2007 Almanac.

conducted for severely congested intersections experiences levels of service E or F with project traffic where a significant project traffic impact may occur. The SCAQMD recommends a quantified assessment of CO hotspots when a project increases the volume to capacity ratio (also called the intersection capacity utilization) by 0.02 (2%) for any intersection with an existing LOS D or worse.

Traffic for the maximum buildout scenario would warrant CO hotspot analysis at four plan area intersections. The analysis was based on information contained in the traffic analysis (see Section 4.13, *Transportation and Circulation*) and from Caltrans traffic counts for Ventura Freeway and truck traffic percentages. Table 4.2-5 shows predicted maximum CO concentrations at the four intersections where CO hot spot analysis was determined to be warranted.

Table 4.2-5
CO Hot Spot Analysis Results

Intersection	Existing Peak Hour V/C and LOS	Maximum V/C and LOS	Projected Maximum 1-Hour CO Concentrations (ppm)
Lost Hills Rd/Ventura Fwy NB	0.68/LOS D (PM)	1.1/LOS F (PM)	8.7
Lost Hills Rd/Las Virgenes Rd	1.18/LOS F (AM)	1.22/LOS F (AM)	6.1
Las Virgenes Rd/Ventura Fwy SB	0.96/LOS E (PM)	1.14/LOS F (PM)	7.0
Valley Circle Blvd/Ventura Fwy NB	0.96/LOS E (AM)	1.19/LOS F (AM)	8.5

Source: CALINE 4 CO modeling software, EMFAC 2007 software. See Appendix C for CO worksheets.

Projected maximum CO concentrations at the closest receptor locations would not exceed the 1-hour standard of 20.0 ppm at any of the studied intersections. CO hotspot impacts would therefore be less than significant.

Mitigation Measures. Impacts would be less than significant; therefore, no mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact AQ-4 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 2030 General Plan does not include policies or actions to address such risks, impacts associated with placement of residential development near the freeway would be Class II, *significant but mitigable*.

The California Air Resources Board (ARB) publication "Air Quality And Land Use Handbook: A Community Health Perspective," (April 2005) indicates that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. Studies cited by the ARB report associations between residential proximity to high traffic roadways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Key health findings cited in the ARB study include:

- *Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet*
- *Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume*
- *Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet*
- *Asthma and bronchitis symptoms in children were associated with proximity to high traffic in a San Francisco Bay Area community with good overall regional air quality*
- *A San Diego study found increased medical visits in children living within 550 feet of heavy traffic*

In the health studies cited by the ARB, the association of traffic-related emissions with adverse health effects was seen within 1,000 feet and was strongest within 300 feet. In addition to the respiratory health effects in children, proximity to freeways has been found to increase potential cancer risk and contributes to total particulate matter exposure. Diesel particulate matter represents about 70% of the potential cancer risk from the vehicle and diesel particulate pollution drops off about 70% at 500 feet from a freeway. Based on these findings, the ARB recommends avoiding siting of new sensitive land uses within 500 feet of a freeway.

Each of the mixed use districts identified on the General Plan land use map would potentially facilitate mixed use development, including residences, within 500 feet of the Ventura Freeway. In addition, the Rancho Pet Kennel site, which is designated R-MF and would therefore accommodate multiple family residential development, is within 500 feet of the freeway. Thus, development of residences in these locations would not be consistent with ARB recommendations. Though the ARB recommendations are not adopted standards, this is considered a potentially significant impact given that the 2030 General Plan does not include

policies or actions to address possible health hazards associated with placement of residences near the freeway.

Mitigation Measures. The following mitigation measure is recommended to address possible concerns relating to the potential placement of residences within 500 feet of the Ventura Freeway:

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.*

Significance After Mitigation. Inclusion of the above-recommended policy would address potential concerns relating to freeway-related health risks.

4.3 BIOLOGICAL RESOURCES

Direct and indirect impacts to the following special-status biological resources are discussed below: regulated waterways, wetlands and open water areas; sensitive habitats and mature native trees; sensitive plants and animals; and wildlife movement corridors.

4.3.1 Setting

a. Plan Area Habitat Types. Calabasas is located in the upper Malibu Creek Watershed, where tributaries such as the Las Virgenes Creek headwaters flow into Malibu Creek in Malibu State Park. The drainages, canyons, and hillsides within the Calabasas plan area contain a variety of important habitats and species of concern. Figure 4.3-1 shows the locations of important habitats and potential sensitive species in the area, while Figure 4.3-2 shows the primary vegetation cover types. The major sensitive ecological areas within the plan area are the hillsides in the western portion of the City south of the Ventura Freeway between Las Virgenes Road and The Oaks community area. Other areas with sensitive biological resources include areas north of the Calabasas landfill, along with areas south of development in the southern portion of the City. The following paragraphs describe important habitats in and around the plan area that contain significant biological resources.

Riparian Woodlands and Scrubs. Many types of riparian habitats are present within Calabasas, including Southern coast live oak riparian forest, valley foothill riparian,[1] riparian woodlands, riparian scrubs, and riparian seeps and springs. These habitats have high value for wildlife as they provide water, thermal cover, migration corridors, and diverse nesting and feeding opportunities.

Riparian woodland is used as a general term for woody plant communities found along streams and drainage channels, such as Las Virgenes Creek, Dry Canyon Creek, and McCoy Creek. Physical characteristics of these communities include moist to saturated soils, and water table levels near or at the surface during part of the year. Typical species include woody plants such as alder (see Appendix D – Taxonomic Index), willows, cottonwoods, and sycamore. Herbaceous plants include cattails and currants.

Riparian scrub is similar to riparian woodland, except that the dominant species are scrub species rather than trees. This habitat is characterized by low growing shrubs and scrubby trees such as sandbar willow and scrub oak. Taller tree species, such as coast live oak and red willow are not common, or dominant, in this habitat. The physical characteristics, such as soils and hydrological conditions, of these areas are similar, although riparian scrub can tolerate slightly drier conditions than riparian woodlands. Dominant species in this habitat include mulefat, short-statured willow trees such as sandbar willow, and young or emergent cottonwoods and willows.

The California Department of Fish and Game (CDFG) classifies Southern coast live oak riparian forest as a high priority for inventory (e.g., rare and worthy of consideration) (California Natural Diversity Database [CNDDB], January 2008). It is similar to riparian woodland, with the added element of coast live oaks. Typically, southern coast live oak riparian forest extends out further from the direct line of the drainage as opposed to riparian woodland habitat because oaks have a higher tolerance for drought conditions than most riparian species.

[1] *Changed from montane riparian, as indicated in CALVEG and CWHR, to valley foothill riparian (see Figure 4.3-2).*

Valley foothill riparian habitat can be found in valleys bordered by sloping alluvial fans, slightly dissected terraces, lower foothills, and coastal plains. Dominant species in Calabasas include cottonwood, California sycamore, and valley oak, while understory species may include poison oak, California blackberry, and willows. Downed trees and fallen limbs usually make this vegetation type generally impenetrable to people but valuable for many types of wildlife. The growing season is 7 to 11 months. This habitat is characterized by hot, dry summers, and mild, wet winters. Low rainfall and streamflow result in water scarcity in many areas.

Other riparian areas include alkaline seeps, springs and other areas that have water at or near the surface. These areas form where the water table is high, but aboveground flow is so little that no significant channel or channelization forms. These areas tend to be small and generally support small herbaceous species that are water dependent, such as some species of monkeyflower, cattails, and hedge-nettle. These areas may also occasionally support larger, woodier plants such as mulefat.

Woodlands. Three types of woodlands are present within the plan area: Coastal Oak Woodland, Valley Oak Woodland, and California Walnut Woodland (CWHR 1988, CDFG 2008).

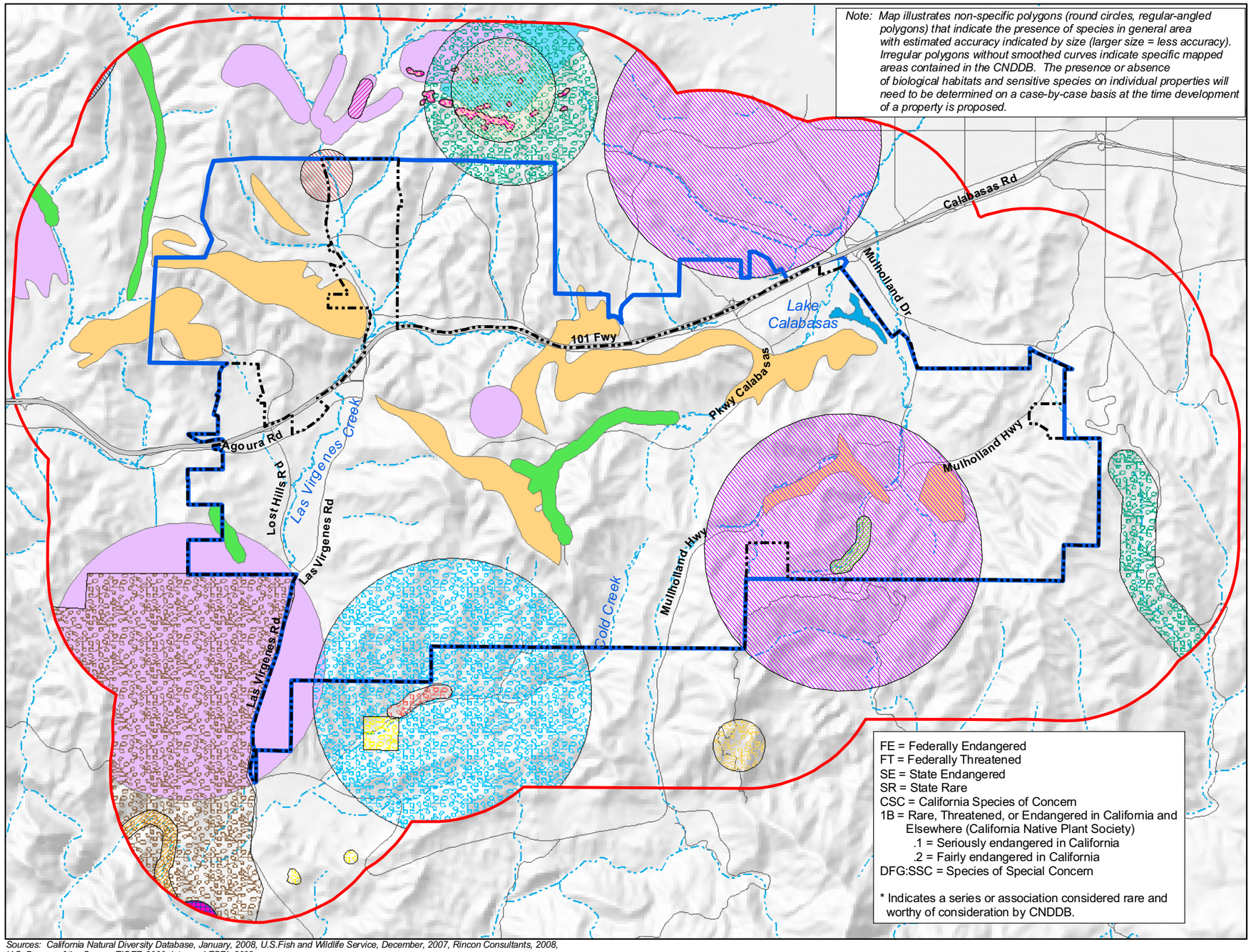
Coastal oak woodland is highly variable, but is generally characterized by a relatively open canopy, with trees concentrated near but not necessarily confined to a stream course or riparian areas. Oak woodlands can occur on hillsides along a deeply incised drainage, but they are generally found on gentle to moderately steep slopes with moist, deep soils. Oak species predominate in this habitat, but other tree species include California bay and California walnut. Shrubby understory species include poison oak, and chamise.

Valley Oak woodland is a more open habitat than coastal oak woodland, forming more of a savannah with a grassy understory than a closed woodland. Valley oak stands with little or no grazing tend to develop a partial shrub layer of bird-disseminated species such as poison oak, toyon, and coffeeberry. Valley oak is usually the only tree species present, with an understory of grass species such as wild oats and brome grasses. Physical characteristics are deep, well-drained alluvial soils, usually in valley bottoms.

Walnut woodland exhibits characteristics similar to oak woodland, with the exception that walnut is the dominant species. In the Santa Monica Mountains, the California walnut is dominant, with an understory of toyon, holly-leaved cherry, coffee berry, chamise, and ceanothus. Woodlands provide roosting and nesting sites for many birds, particularly raptors. Red-tailed and red-shouldered hawks are found in this community. Woodlands also provide habitat for several species of woodpeckers, warblers, and flycatchers. Amphibians present in sage scrub are also found here, as are reptiles and mammals common to several plant associations.

Chaparral. Chaparral is composed of hardy, woody evergreen shrubs that can form a dense, nearly impenetrable scrub. This community is generally found at higher elevations than coastal sage scrub, and usually on deeper, heavier soils with a moderate moisture content. However, chaparral vegetation at lower elevations can be found on dry ridges with gravelly, shallow soils.

Chaparral is a fire-adapted community, which means that the plant species that form the community have evolved mechanisms for coping with fire and heat. These mechanisms include stump-sprouting and seeds with durable coats. Stump-sprouting species have a large stump or burl that is not killed by burning. In these species, when a fire burns the shrub back to the stump, the plant sprouts new growth from tissue on the burned stump.



LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- One-Mile Radius around Plan Area
- Major Roads
- 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

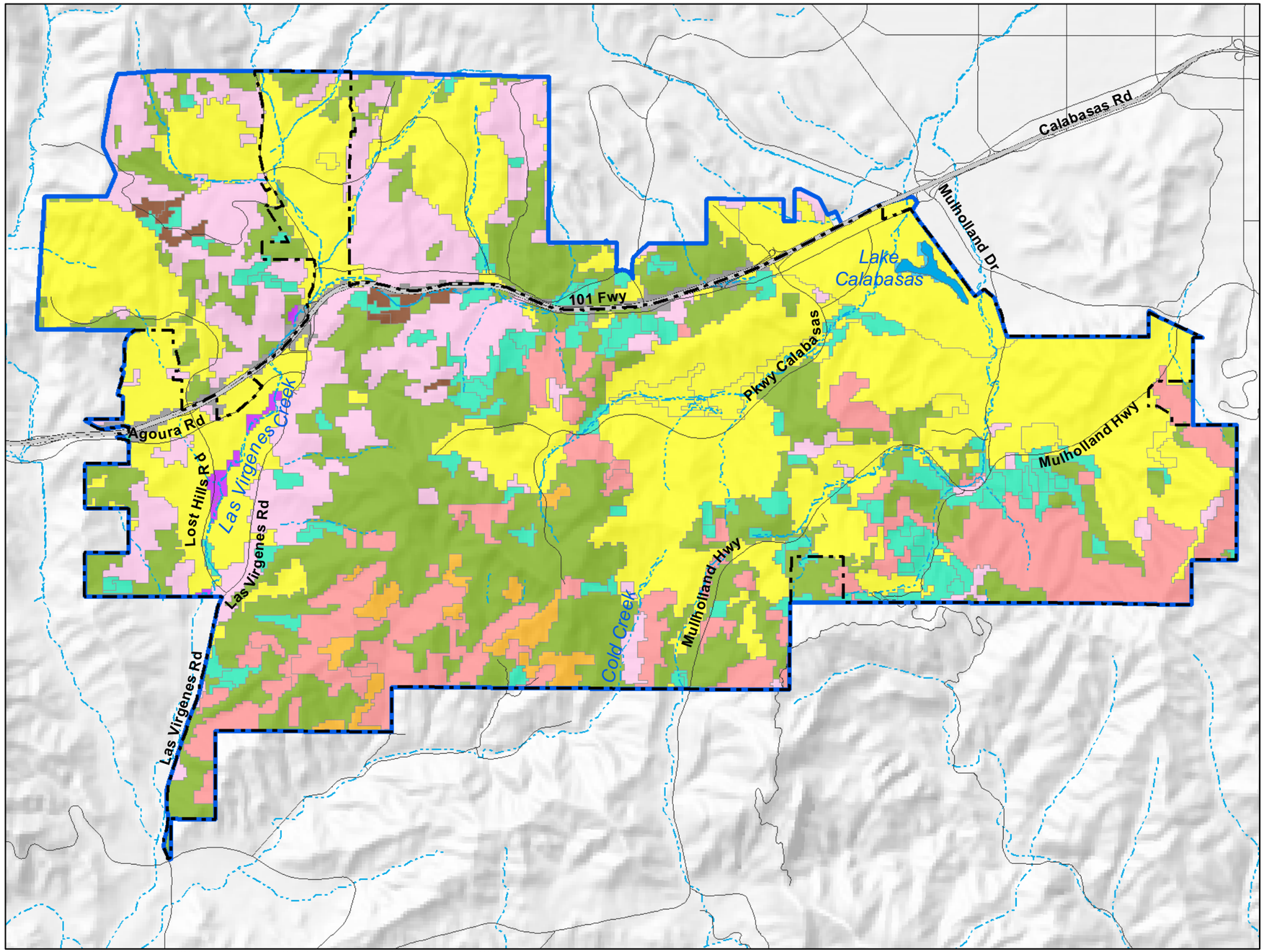
- California Walnut Woodland
- Southern Coast Live Oak Riparian Forest
- Valley Needlegrass Grassland
- Valley Oak Woodland

N

0 0.5 1 Mile

Sources: 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.

Figure 4.3-1
Sensitive Biological Resources
In and Around Calabasas



Source: City of Calabasas, 2007 and CALVEG, 2000, and Rincon Consultants, 2008.
**Note: WHR type Montane Riparian changed to Valley Foothill Riparian.*

Figure 4.3-2
California Wildlife
Habitat Relationships (CWHR)
Habitat Types

Chaparral takes a variety of forms, depending on the dominant species. With the exception of mixed chaparral, each plant association is characterized by a dominant species, such as chamise. For example, chamise-redshank chaparral is dominated by chamise and redshank. However, the general species composition of the scrub component is fairly consistent, varying only in the relative dominance of each species. Typical scrub species in chaparral communities include chamise, ceanothus, toyon, scrub oak, manzanita, coffeeberry, sugar bush, buckthorn, redshank, and holly-leaved cherry.

Coastal Sage Scrub. Coastal sage scrub is a lower elevation plant community, generally occurring on dry slopes lower in elevation than chaparral. It is composed of subshrubs or shrubs that are deciduous and not as stiff branched as chaparral plants tend to be. In the Santa Monica Mountains, the coastal sage scrub has a dense canopy, with little herbaceous ground cover. Typical species include California sagebrush, various sage species, California brittlebush, laurel sumac, monkeyflower, and buckwheat.

This brushland habitat hosts a variety of animals, most of which are permanent residents. Amphibians such as the California slender salamander, western toad, and the pacific treefrog are found in moist canyon areas. Reptiles such as the western fence lizard, side-blotched lizard, western whiptail, gopher snake, common kingsnake, and southern Pacific rattlesnake among others also occupy this habitat. Resident bird species include the Costa's hummingbird, California towhee, wrentit, Bewick's wren, mourning dove, California thrasher, greater roadrunner, and California quail. Coastal sage scrub provides the primary year-round hunting ground for many raptors, such as the turkey vulture and red-tailed hawk, which forage in the adjacent grasslands during the spring. This plant community also provides the shelter necessary for nesting of many wildlife species. Typical mammals found in this habitat include ground squirrels, gophers, coyote, pocket mice, western harvest mouse, woodrat, cottontail rabbit, bobcat, opossum, raccoon, skunk, and deer.

Grasslands. Grasslands form on deep soils, usually on fairly level terrain. The soil moisture can range from moist to almost saturated. Although the plan area contains valley needlegrass grassland, most of the native grasslands in the Santa Monica Mountains have been replaced by annual grasslands over time.

Most concentrations of native California grasslands, whether they are perennial or annual, are considered important by CDFG. In particular, valley needlegrass grassland, perennial grassland dominated by *Nasella pulchra* is likely found in the plan area within annual grassland areas (Figure 4.3-2). The range of this native habitat is shrinking around California as disturbance (development, agriculture, etc) causes annual grasses to replace them.

Annual grasslands are typically an introduced plant community containing primarily annual weedy species such as wild oats, black mustard, and brome grasses. Other species include herbaceous wildflowers such as baby blue eyes, lupines, owl's clover and blue dicks.

The grassland areas provide habitat for grazers and seed eaters. Rodents present in this area include the California ground squirrel, Botta's pocket gopher, and deer mouse among others. Many reptiles occupy this habitat, especially where exposed rock or barren soil surfaces are present. Carnivores, including the gray fox and coyote, roam this area in addition to hawks. Hawks play an important role in controlling rodent populations. Seed-eating bird species are also common constituents of grasslands. Grasslands are also the primary foraging grounds for swallows, swifts, and bats, which nest elsewhere.

b. Special-Status Biological Resources. The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under federal, state, and local laws and regulations.

Listed Species. Federal, State, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The CDFG has direct jurisdiction under law for biological resources through the state Fish and Game Code and under the California Endangered Species Act. The federal Endangered Species Act also provides direct regulatory authority over specially designated organisms and their habitats to the U.S. Fish and Wildlife Service (USFWS). These acts specifically regulate listed and candidate endangered and threatened species, which are defined as:

- ***Endangered Species:*** *any species that is in danger of extinction throughout all or a significant portion of its range.*
- ***Threatened Species:*** *any species that is likely to become an endangered species within the foreseeable future throughout all or a significant part of its range.*

Sensitive Plants. Special-status plant species are either listed as endangered or threatened under the federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed) by resource agencies and the scientific community. CDFG and local governmental agencies may also recognize special listings developed by focal groups (i.e. Audubon Society Blue List; California Native Plant Society (CNPS) Rare and Endangered Plants; U.S. Forest Service regional lists). Table 4.3-1 shows 13 special-status plant species that may occur within the plan area, four of which have a state or federal listing status. Figure 4.3-1 illustrates the general locations of special-status species documented within the plan area by the CNDDB (January 2008).

Sensitive Wildlife. Several invertebrate, amphibian, fish, reptile, bird, and mammal species of concern that are known or possibly found in the plan area, based on the CNDDB, are listed in Table 4.3-2. Appropriate habitat for these species exists in the plan area. The general locations of documented species are illustrated on Figure 4.3-1. State or federally listed species are accorded the highest protection status.

c. Wildlife Corridors. Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return.

The key wildlife corridor in the plan area traverses the City from north to south between Las Virgenes Road and The Oaks residential development (see Figure 4.3-3 on page 4.3-13). This corridor provides wildlife with linkages from the Malibu Creek State Park to the south with undeveloped portions of the Simi Hills to the north. Other important corridors include the current designation by the County of Los Angeles as a Significant Ecological Area (SEA). This area bisects the north/south linkage discussed above and extends from north of the Calabasas landfill east along the south side of the Ventura Freeway and along The Oaks residential area.

Former studies (1987, cited by the City of Calabasas General Plan Community Profile, 1993) also identified three "choke points" that constrain wildlife movement to a small narrow corridor. These “choke points" are the I-5 and SR 14 Freeway junction, the SR 118 and Topanga

Table 4.3-1
Sensitive Plants in the Calabasas Plan Area

Common Name	Scientific Name	Agency Status (Federal/State/ Other)	Habitat
Braunton's milk vetch	*Astragalus brauntonii*	FE/--/CNPS 1B.1	Limestone outcrops in gaps or disturbed places in chaparral, coastal sage scrub, and closed-cone conifer forest
Malibu baccharis	*Baccharis malibuensis*	--/--/CNPS 1B.1	Chaparral, cismontane woodland, coastal scrub, riparian woodland
Plummer' s baccharis	*Baccharis plummerae* ssp *plummerae*	--/--/CNPS List 4	Broadleafed upland forest, chaparral, cismontane woodland, coastal scrub
Brewer's calandrinia	*Calandrinia breweri*	--/--/CNPS List 4	Chaparral, coastal scrub, sandy or loamy, disturbed sites and burns
Round-leaved filaree	*California macrophylla*	--/--/CNPS1B.1	Cismontane woodland, valley and foothill grassland, clay
Slender mariposa lily	*Calochortus clavatus var. gracilis*	--/--/CNPS 1B.2	Shaded foothill canyons on steep grassy slopes within chaparral and coastal sage scrub
Plummer's mariposa lily	*Calochortus plummerae*	--/--/CNPS 1B.2	Rocky, granitic soils, or on gravelly alluvium, generally in chaparral or coastal sage scrub habitats
San Fernando Valley spineflower	*Chorizanthe parryi var. Fernandina*	FC/SE/CNPS 4	Sandy soils in flats and foothills in mixed grassland and chaparral communities
Prostrate spineflower	*Chorizanthe procumbens*	--/--/List 4	Gabbroic clay or granitic soils in coastal sage scrub, chaparral, pinyon-juniper woodlands, and grasslands
Santa Susana tarplant	*Deinandra minthornii*	--/SR/CNPS 1B.2	Rocky habitats in chaparral and coastal scrub
Marcescent dudleya	*Dudleya cymosa ssp. Marcescens*	FT/SR/CNPS 1B.2	Volcanic or rocky soils in chaparral
Coulter's goldfields	*Lasthenia glabrata ssp. Coulteri*	--/--/CNPS 1B.1	Marshes and swamps, playas, vernal pools
California spineflower	*Mucronea californica*	--/--/CNPS 4	Sandy soils in chaparral, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland

Source: CDFG Special Plants (1/2008), California Natural Diversity Database (CNDDB), January 2008; California Native Plant Society (CNPS) List 1A: Plants Presumed Extinct in California; CNPS List 1B: Plants Rare, Threatened, or Endangered in California and Elsewhere. List 4: Plants of limited distribution, a watch list; .1 - Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat); .2 – Fairly endangered in California (20-80% occurrences threatened); .3 – Not very endangered in California (<20% of occurrences threatened or no current threats known) FC = Federal Candidate; FE = Federal Endangered; SE = State Endangered; SR = State Rare.

Table 4.3-2
Sensitive Animals in the Calabasas Plan Area

Common Name	Scientific Name	Agency Status (Federal/State /Other)	Habitat
Invertebrates			
Gertsch's socalchemmis spider	*Socalchemmis gertschi*	--/SA/--	Known from only two localities in Los Angeles county, Brentwood and Topanga Canyon.
Amphibians			
California red-legged frog	*Rana aurora draytonii*	FT/CSC/--	Aquatic, riparian, and upland habitats; breeding adults are often associated with dense, shrubby riparian or emergent vegetation
Western spadefoot toad	*Spea (=Scaphiopus) hammondi*	--/CSC/--	Dry grassland habitat close to seasonal wetlands such as vernal pool complexes, typically near extensive areas of friable soil
Coast Range newt	*Taricha torosa torosa*	--/CSC/--	Near ditches, ponds, lakes, and streams in oak forests, chaparral, and rolling grasslands
Fish			
Arroyo chub	*Gila orcutii*	--/CSC/---	Slow-moving or backwater sections of warm to cool streams with mud or sand substrates
Southern steelhead trout	*Oncorhynchus mykiss irideus*	FE/	Requires high-elevation headwaters for spawning, streams without impassable barriers
Reptiles			
Coast horned lizard	*Phrynosoma coronatum*	--/CSC/--	Loose, fine soils in clearings in riparian woodlands, chamise chaparral, and annual grassland with scattered perennial seepweed or saltbush
Coastal western whiptail	*Apsidoscelis tigris stejnegeri (=Cnemidophorus tigris multiscutatus)*	--/SA/--	Primarily utilize hot and dry open areas with sparse foliage in chaparral, woodland, and riparian areas
Silvery legless lizard	*Aniella pulchra pulchra*	--/CSC/--	Occur in moist warm loose soil with plant cover; in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks
Southwestern pond turtle	*Actinemys (=Clemmys) marmorata pallida*	--/CSC/--	Ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland
Coastal patch-nosed snake	*Salvadora hexalepis virgultea*	--/CSC/--	Inhabits semi-arid brushy areas and chaparral in canyons, rocky hillsides, and plains
Two-striped garter snake	*Thamnophis hammondi*	--/CSC/--	Generally found around pools, creeks, cattle tanks, and other water sources, often in rocky areas, in oak woodland, chaparral, brushland, and coniferous forest
Birds			
Southern California	*Aimophila ruficeps*	--/WL/--	Grass-covered hillsides, coastal sage scrub, and chaparral and often occur near the edges of the

Table 4.3-2
Sensitive Animals in the Calabasas Plan Area

Common Name	Scientific Name	Agency Status (Federal/State /Other)	Habitat
rufous-crowned sparrow	*canescens*		denser scrub and chaparral associations
Golden eagle (nesting and wintering)	*Aquila chrysaetos*	--/CFP, WL/--	Nest primarily on cliffs; hunt in nearby open habitats, such as grasslands, oak savannas, and open shrublands
Burrowing owl (burrow sites and some wintering sites)	*Athene cunicularia*	--/CSC/--	Burrows in open, well drained terrain with short, sparse vegetation. Inhabits grasslands, deserts, sagebrush scrub, agricultural areas, earthen levees and berms, and coastal uplands
Sharp-shinned hawk (nesting)	*Accipiter striatus*	--/WL/--	Nest in coniferous forests, often within riparian areas or on north-facing slopes. Nests usually in dense patches of small-diameter trees; these patches are cool, moist, and well shaded with little groundcover
Ferruginous hawk (wintering)	*Buteo regalis*	--/CSC/--	Flat and rolling terrain in grassland or shrubsteppe regions, grasslands, sagebrush, and riparian and other forests
Yellow warbler (nesting)	*Dendroica petechia* brewsteri	--/CSC/--	Breeds in wet, deciduous thickets, especially in willows; uses shrubby areas and old fields
White-tailed kite (nesting)	*Elanus leucurus*	--/CFP/--	Savanna, open woodlands, marshes, desert grassland, partially cleared lands, and cultivated fields
California horned lark	*Eremophila alpestris actia*	--/CSC/--	Uses open habitats, usually where trees and large shrubs are absent; breed primarily in open fields, (short) grasslands, and rangelands
Merlin (wintering)	*Falco columbarius*	--/WL/--	Winters in open grasslands, semi-open forests, coastal areas (beach dunes, marshes, and tidal flats); breeds near forest openings, in fragmented woodlots, and often near rivers, lakes, or bogs
Loggerhead shrike (nesting)	*Lanius ludovicianus*	--/CSC/--	Utilize dry, open habitats with sparse vegetation, including grasslands, pastures, agricultural fields, and orchards
Coastal California gnatcatcher	*Polioptila californica californica*	FT/CSC/--	Obligate, permanent residents of coastal sage scrub
Least Bell's vireo	*Vireo belli pusillus*	FE/CE/--	Obligate low-elevation riparian nester; inhabits dense, low-elevation, willow-dominated riparian habitats with lush understory vegetation in the immediate vicinity of watercourses
Mammals			
Pallid bat	*Antrozous pallidus*	--/CSC/--	Rocky canyons, open farmland, scattered desert scrub, grassland, shrubland, woodland, and mixed conifer forest
Towsend's big-eared bat	*Corynorhinus townsendii*	--/CSC/--	Limestone caves, mines, lava tubes, buildings and tunnels within desert scrub, mixed conifer,

Table 4.3-2
Sensitive Animals in the Calabasas Plan Area

Common Name	Scientific Name	Agency Status (Federal/State /Other)	Habitat
			pinyon-juniper, and pine forest communities
California mastiff bat	*Eumops perotis*	--/CSC/--	Broad open areas in dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, montane meadows, and agricultural areas
San Diego black-tailed jackrabbit	*Lepus californicus* ssp. *bennettii*	--/CSC/--	Semi-open country, typically in grasslands, agricultural fields or sparse coastal scrub
San Diego desert woodrat	*Neotoma lepida intermedia*	--/CSC/--	Joshua tree woodlands, pinyon-juniper woodlands, mixed chaparral, sagebrush, and desert habitats
American badger	*Taxidea taxus*	--/CSC/--	Open, arid habitats, most commonly associated with grasslands, savannas, mountain meadows, and open areas of desert scrub

Source: CDFG, Special Animals List (2/2008) and CNDDB (1/2008)
CE = California Endangered; CFP = California Fully Protected; CSC = California Species of Concern; FC = Federal Candidate; FE = Federal Endangered; FT = Federal Threatened; SA = CDFG California Special Animal; and WL = Watch List

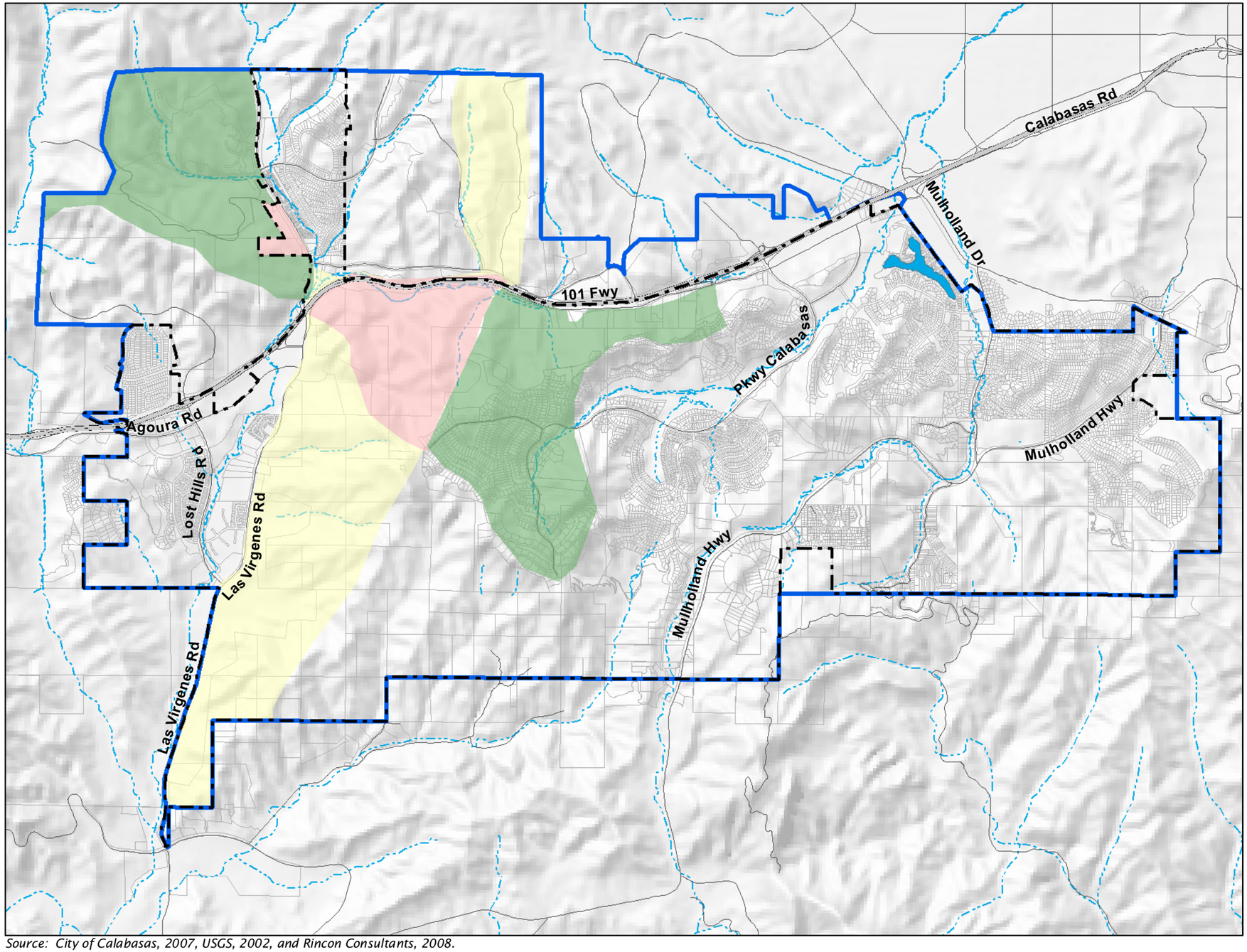
Boulevard area, and the Ventura Freeway area between the Simi Hills and the Santa Monica Mountains.

d. Special-Status Communities/Areas. Special-status communities and areas are those that are considered sensitive by federal, state, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Identified special-status communities/areas present within the Planning Area include the following:

- *Coastal Oak woodland*
- *Valley Oak woodland*
- *Drainages, wetlands and associated riparian vegetation under the jurisdiction of CDFG as waters of the State or USACE as waters of the U.S*
- *Los Angeles County Significant Ecological Areas*
- *Wildlife Linkages and Corridors*
- *Ecological Areas and Corridors*

e. Regulatory Setting. The following is a summary of the regulatory context under which biological resources are managed at the federal, state, and local level. Agencies with responsibility for protection of biological resources within the plan area include:

- *U.S. Fish and Wildlife Service (USFWS; federally listed species and migratory birds)*
- *California Department Fish and Game (CDFG; waters of the State, state listed and fully-protected species, and other sensitive plants and wildlife)*
- *City of Calabasas (General Plan Goals, Policies, and Actions)*
- *Los Angeles Regional Water Quality Control Board (LARWQCB; waters of the State)*
- *U. S. Army Corps of Engineers (USACE; wetlands and other waters of the United States)*



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008.

Figure 4.3-3
Significant Ecological Areas, Linkages, and Corridors

A number of Federal and/or State statutes provide a regulatory structure that guides the protection of biological resources. The following discussion provides a summary of those laws that are most relevant to biological resources in the vicinity of the plan area.

U.S. Fish and Wildlife Service. The U.S. Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 United States Code (USC) Section 668). USFWS and the National Oceanic and Atmospheric Administration (also called NOAA Fisheries) share responsibility for implementing the Federal Endangered Species Act (FESA; 16 USC § 153 *et seq)*. USFWS generally implements the FESA for land and freshwater species (arroyo chub), while NOAA Fisheries implements the FESA for marine and anadramous species (steelhead trout). Projects that would result in take of any federally listed threatened or endangered species are required to obtain permits from the USFWS or NOAA Fisheries through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of FESA, depending on the involvement by the federal government in permitting or funding the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species.

Take under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA, however, the USFWS and NOAA Fisheries advise project applicants that they could be elevated to listed status at any time.

California Department of Fish and Game. The CDFG derives its authority from the Fish and Game Code of California Species listed under the California Endangered Species Act (CESA; Fish and Game Code Section 2050 *et seq,)*, which prohibits take of listed threatened or endangered species. Take under CESA is restricted to direct killing of a listed species and does not prohibit indirect harm by way of habitat modification.

California Fish and Game Code Sections 3503, 3503.5, and 3511 describe unlawful take, possession, or needless destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs.

Species of Special Concern (CSC) is a category used by CDFG for those species which are considered to be indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except that afforded by the Fish and Game Code. The CSC category is intended by the CDFG for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands.

CDFG also has authority to administer the Native Plant Protection Act (Fish and Game Code Section 1900 *et seq*). The Act requires CDFG to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the Act, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant.

Perennial and intermittent streams also fall under the jurisdiction of CDFG. Sections 1600 et. seq. of the Fish and Game Code (Streambed Alteration Agreements) gives CDFG regulatory authority over work within the stream zone (which could extend to the 100-year flood plain)

consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

Regional Water Quality Control Board. The protection of water quality in the watercourses of the City of Calabasas is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Board establishes requirements prescribing discharge limits and establishes water quality objectives through the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit. The Standard Urban Storm Water Mitigation Plan (SUSMP), which is part of the NPDES Permit, addresses specific storm water pollution requirements for new developments such as the proposed project. As co-permittee, the City of Calabasas is responsible for assuring that new developments are in compliance with the SUSMP.

U.S. Army Corps of Engineers. Under Section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, the USACE has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or acres. In achieving the goals of the Clean Water Act, the Corps seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of waters of the U.S., wetlands would require a permit from the Corps prior to the start of work. Typically, permits issued by the Corps are a condition of a project as mitigation to offset unavoidable impacts on wetlands and other waters of the U.S. in a manner that achieves the goal of no net loss of wetland acres or values.

City of Calabasas. The City's Oak Tree Preservation and Protection Guidelines per Section 17.26.070 of the Calabasas Municipal Code requires the preservation of all healthy oak trees unless compelling reasons justify the removal of such trees. Under these guidelines, a "permit to alter" or a "permit to remove" shall be obtained if impacts to oak trees are expected.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The impact analysis is based on available literature regarding the existing biological resources within the plan area, aerial photography, and limited field visits. Field investigations concentrated on potentially developable areas that may potentially contain sensitive biological resources. Surveys were performed in May 2008 to verify habitat types against available background information and aerial photography. The following analysis determines the potential effects of 2030 General Plan buildout on biological resources.

Environmental impacts relative to biological resources may be assessed using impact significance criteria from federal, state, and local regulations. Project impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened, or endangered species.

CEQA, Chapter 1, Section 21001 (c) states that it is the policy of the State of California to "prevent the elimination of fish and wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities." Environmental impacts relative to biological resources may be assessed using impact significance criteria encompassing CEQA guidelines and federal, state and local plans, regulations, and ordinances.

The *CEQA Guidelines* Appendix G provides the following general statements to determine that significant impacts to biological resources could occur if a project action would:

- *Have a substantial adverse effect (i.e. significantly reduce species population, reduce species habitat, restrict reproductive capacity), either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, regulations, or by CDFG or USFWS;*
- *Have a substantial adverse effect (i.e. direct/indirect reduction) on any riparian habitat or other sensitive natural community identified in local or regional plans, policies regulations, or by the CDFG or USFWS;*
- *Have a substantial adverse effect (i.e. direct/indirect reduction) on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, or hydrological interruption, or other means;*
- *Interfere substantially (i.e. direct/indirect reduction) with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;*
- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and*
- *Conflict with the provisions of an adopted Habitat Preservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

b. Project and Cumulative Impacts. The following discussion provides a summary of biological resource impacts for the 2030 General Plan buildout. The discussion describes the generalized effects of potential future development within the plan area and provides policy level mitigation appropriate for a General Plan analysis. Depending upon the nature and location of individual future development projects, information contained in this EIR regarding the potential occurrence and listing status of special-status species of plants and wildlife and plant communities of special concern may need to be updated at the time individual future projects undergo environmental review. This would occur during the environmental review process for specific projects.

Impact BIO-1 Development facilitated by the 2030 General Plan land use plan generally avoids direct impacts to riparian, wetland, and open water habitats. Development could adversely affect the quality of riparian and wetland habitat in certain areas. However, implementation of General Plan policies would reduce potential impacts to a Class III, *less than significant*, level.

The 2030 General Plan land use map (Figure 2-5 in Section 2.0, *Project Description*) focuses mainly on intensification and reuse of already developed areas and would facilitate only limited development in undeveloped areas. Infill development would generally avoid direct impacts to riparian, wetland, and open water habitats. However, the intensification of use of habitats along riparian corridors has the potential to be cumulatively significant and will require inspection on a project-by-project basis to ensure protection of these resources. For example, the Las Virgenes 1 site, located adjacent to Las Virgenes Creek, is designated Planned Development (PD) and could potentially accommodate up to 30 single family residences. Future development on this and other properties that abut riparian corridors could potentially disturb riparian resources unless sufficient buffers and other mitigation actions are incorporated into these future projects. The type and magnitude of impacts would depend on what is actually proposed and, therefore, must be assessed on a case-by-case basis.

The Conservation Element of the 2030 General Plan includes the following policies aimed at the protection of riparian areas from the impacts of future development:

Policy 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*

Policy 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.*

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

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

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

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

Policy 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.*

Policy 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.*

Compliance with these policies would ensure that appropriate buffers and other protections for riparian resources are implemented for individual projects that may be facilitated by the 2030 General Plan. As such, impacts to riparian resources would be less than significant.

Mitigation Measures. Implementation of 2030 General Plan Policies IV-2 through IV-6 and IV-25 through IV-27 would reduce potential impacts to wetland and riparian habitats to a less than significant level. No mitigation measures are required.

Significance After Mitigation. Compliance with 2030 General Plan policies would reduce potential future impacts to riparian, wetland, and aquatic resources to a less than significant level without mitigation.

Impact BIO-2 Development facilitated by the 2030 General Plan land use plan would largely avoid impacts to sensitive habitats and mature native trees by emphasizing intensification/reuse of already urbanized areas. Implementation of General Plan policies that aim to protect sensitive habitats and mature trees would reduce potential impacts to a Class III, *less than significant*, level.

The 2030 General Plan land use map (Figure 2-5 in Section 2.0, *Project Description*) focuses predominantly on intensification of existing developed areas and limited expansion into agricultural and/or relatively disturbed areas. However, some development would likely involve the removal and/or trimming of large oak trees. Oak woodlands, mature oak trees, and walnut woodland are present, and native bunchgrass grasslands, mature sycamores, and other native trees are anticipated to be present on some undeveloped hillside properties. A number of properties that contain large stands of trees that may include oaks and oak woodlands could potentially be developed under the General Plan. These include the Mahin Tract on Mulholland Highway, the Las Virgenes 1 property along the west side of Las Virgenes Road, some areas in the southern portion of the City that are designated Hillside Mountainous (HM), and some areas designated Business-Limited Intensity (B-LI) along the south side of West Calabasas Road.

The City's Oak Tree Preservation and Protection Guidelines per Section 17.26.070 of the Calabasas Municipal Code would apply to all new development. A six-step process is required to obtain a permit to alter or remove healthy oak trees, which includes a pre-application conference, formal application, application review, environmental review, findings for approval, and approval procedure. It should also be noted that limited development would occur under new land use plans, and these trees and associated habitats are recommended for avoidance by both General Plan policies and the oak ordinance. Specific impacts of individual developments would be determined on a case-by-case basis.

Conservation Element Policies IV-2 and IV-3, listed under Impact BIO-1 are aimed at the protection of sensitive habitats from the impacts of future development. In addition, the Conservation Element of the Calabasas 2030 General Plan includes the following policies:

Policy 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.*

Policy 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*

Policy 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.*

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

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

Policy 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.*

These policies would provide appropriate protections for sensitive habitats within the plan area. Consequently, impacts would be less than significant.

Mitigation Measures. Implementation of 2030 General Plan Policies IV-1 through IV-3 and IV-9 through IV-11 would reduce potential impacts to concentrations of native California grasslands, oak woodlands, and mature trees and associated habitats to a less than significant level. Mitigation is not required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact BIO-3 Development facilitated by the 2030 General Plan would largely avoid impacts to special-status plant and animal species by emphasizing intensification/reuse of already urbanized areas rather than developing native habitats. Potential impacts could occur in certain locations, but would be addressed through implementation of General Plan policies. Implementation of General Plan policies and actions that aim to protect sensitive plants and animals would reduce potential impacts to a Class III, *less than significant*, level.

The 2030 General Plan land use map (Figure 2-5 in Section 2.0, *Project Description*) would primarily facilitate intensification of existing developed areas rather than development within undisturbed areas with the potential for special-status plant or animal species. Nevertheless, some areas that that may contain sensitive plants and/or wildlife could potentially experience some limited development.

When present, special-status species are most likely to be associated with the riparian areas such as Las Virgenes Creek and other riparian areas in the plan area (e.g. Least Bell's vireo, California red-legged frog, Arroyo chub) and trees (nesting birds, golden eagle, white-tailed kite). Special-status species could also occur in areas of oak woodland, riparian, wetland, and other native habitats that are present in the plan area. For example, the properties along both sides of South Mulholland Highway that are designated Rural Residential (RR) and currently vacant lands designated Hillside Mountainous (HM) that could be developed over time could harbor sensitive species such as Plummer's mariposa lily, marcescent dudleya, and coastal California gnatcatcher).

Conservation Element Policies IV-1 and IV-2, listed under impacts BIO-1 and BIO-2, require inventorying and protection of resources necessary for sensitive species. Policy IV-3, listed under Impact BIO-2, requires development to occur in the least sensitive areas so as not to impact resources required by sensitive plants and/or animals. Policy IV-6, listed under Impact BIO-1,

requires appropriate buffers and other mitigation necessary to protect habitat for listed species. Policy IV-7 states that the City of Calabasas shall "regulate construction activities to eliminate potentially destructive practices that remove topsoil or otherwise adversely affect environmentally sensitive areas."

Implementation of these policies would provide appropriate protections for special-status plant and animal species. These policies would require updated inventories of locations of sensitive species, require buffers necessary to protect sensitive species, limit development in sensitive areas, and regulate construction activities that may adversely affect environmentally sensitive areas. Consequently, impacts would be less than significant.

Mitigation Measures. Implementation of 2030 General Plan policies would protect sensitive species and buffer such species from urban uses. Additional mitigation with respect to General Plan implementation is not needed.

Significance After Mitigation. Implementation of 2030 General Plan policies would reduce impacts to special-status plant and animal species to a less than significant level.

Impact BIO-4 Development facilitated by the 2030 General Plan would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. General Plan policies require preservation of wildlife corridors and support acquisition of additional lands near wildlife corridors for open space preservation. Therefore, impacts to wildlife movement would be Class III, *less than significant*.

Calabasas is juxtaposed between various habitat linkages. These linkages are shown on Figure 4.3-1. The City lies between the Santa Monica Mountains and the Simi Hills, and contains linkages connecting the Santa Monica Mountains, Simi Hills, Santa Susana Mountains, Los Padres National Forest, and the Angeles National Forest. These wildlife linkages are important for maintaining suitable habitat and home range sizes for populations of many terrestrial wildlife species.

Because of the fragmentation of habitats due to freeways, roads, housing development and other urban related barriers, the remaining linkages within the City of Calabasas are critical. Studies by South Coast Wildlands (March 2008) have identified a major landscape linkage that links the Santa Monica Mountains to the mountains of the Transverse Ranges and the core habitats within the Los Padres and Angeles National Forests. The plan area lies at the south edge of this Santa Monica Sierra Madre Connection.

These choke points represent areas where wildlife movement is severely restricted due to surrounding development. These choke points will influence the numbers and types of species moving into and through the City of Calabasas. The more choke points, the more the overall movement is restricted.

In response to the concerns regarding the loss of habitat linkages, the City has identified three linkages within the city limits in which to focus preservation efforts. These three areas are:

- *The links between the Malibu Creek State Park, across Las Virgenes Road through Las Virgenes Water District land across the Ventura Freeway into Crummer Canyon and on into the Upper Las Virgenes Canyon Preserve property in Ventura County. This linkage has been the subject of the most intensive negotiation and preservation efforts.*

This linkage is critical because it provides for wildlife movement from the maritime and scrub habitats of the coastal areas of Malibu through the coastal sage scrub, chaparral, and oak woodland habitats of the southern section of Calabasas through to the hilly scrub habitats of Ventura County. This linkage connects State park lands southwest of Calabasas with Los Angeles County designated Significant Ecological Area lands within the City to new national park land in Ventura County.

- *The links between Malibu Creek State Park and part of the Agoura Hills into Liberty Canyon. Liberty Canyon is now a part of the Santa Monica Mountains National Recreation Area to the north.*

  This linkage is important because it connects the maritime and scrub habitats of the Malibu coast with the hilly scrub habitats of Ventura County. This linkage will connect State park lands with Liberty Canyon. Liberty Canyon will become part of the Santa Monica Mountains National Recreation Area to the north. Therefore, an important link for wildlife movement between these two large wildlife areas will be maintained.

- *The links running east – west between Malibu Creek State Park and Topanga State Park. There is presently an almost continuous connection of state and national lands between the two parks.*

  This linkage is important because it provides for wildlife movement from the maritime and scrub habitats of the coastal areas of Malibu through to the coastal sage scrub and chaparral habitats of the City's General Plan study area. This linkage provides an additional connection from Malibu State Park to the hilly areas of the City's General Plan study area through to Topanga State Park. This linkage is critical to maintaining the wildlife diversity of both parks.

The County of Los Angeles has proposed an expansion of the extent of the Significant Ecological Areas (SEA) within the Calabasas plan area. SEAs are areas that have been identified by the County of Los Angeles as containing unique or unusual species assemblages, or areas of habitat that are rapidly declining in the Los Angeles County area. The revised coverage for this SEA within the Calabasas 2030 General Plan area includes Las Virgenes Creek and riparian habitat within it, all of the Wildlife Linkage and Corridor areas, and adjacent lands, including some of The Oaks residential community, to the east. However, the County of Los Angeles has no regulatory authority over the City of Calabasas with regard to the proposed SEA within the plan area.

The 2030 General Plan land use map (Figure 2-5 in Section 2.0, *Project Description*) would primarily facilitate intensification of existing developed areas, with only limited development potential in undisturbed and hillside areas. As such, the potential for impacts to wildlife corridors is limited and is primarily associated with the corridor west of The Oaks residential community, east of Las Virgenes Road, and south of the Ventura Freeway, extending north and west toward Upper Las Virgenes Creek Preserve and the native habitats within Ventura County. However, the Las Virgenes 2 property lies within a City-designated Wildlife Linkages and Corridors area. Although this area is adjacent to and partially within an important linkage area, it is a relatively small, disturbed area comprised of barren lands and mainly annual forbs where vegetation exists adjacent to Las Virgenes Road. The site extends into the wildlife corridor area approximately 0.25 miles, whereas the corridor is approximately one mile wide at that point. With implementation of Policies IV-2 (listed under impacts BIO-1), development of this area should not constitute a significant loss of wildlife corridor habitat. Moreover, it should be noted that the 2030 General Plan land use map would convert approximately 60 acres

immediately east of the Las Virgenes 2 area from Business-Retail (B-R) and Rural Residential (RR) designations to an Open Space-Resource Protection (OS-RP) designation, thus reducing the potential for disturbance to this corridor as compared to the 1995 General Plan land use map.

Indirect impacts to biological resources could arise from harassment of wildlife by humans and pets resulting from the increased development under the 2030 General Plan. With increased development, the frequency of human /wildlife encounters may increase, especially with deer, coyote, and mountain lion. As a result, the presence of trash and litter could increase, and this could potentially have effects on mountain lion, bobcat, coyote, and other mesopredators in the area. Litter attracts species such as raccoon and possum. Deer could browse on planted landscape vegetation, which could lead to subsequent attraction of mountain lion. Coyotes frequently roam residential streets adjacent to natural spaces in search of food resources such as garbage, edible plants, and small pets. Areas on the edge of generally contiguous, native habitat where increased wildlife/human interactions could occur in the plan area include the Calabasas Highlands, individual parcels along Mulholland Highway, Las Virgenes 2, the area north of The Oaks residential area and south of the Ventura Freeway designated Business-Limited Intensity (currently vacant), and most areas designated Hillside Mountainous (many of which are currently vacant).

As noted under Impact BIO-1, Conservation Element Policy IV-2 requires preservation of wildlife linkages and corridors. Policy IV-1 requires the City of maintain up-to-date information on habitat linkages, Policy IV-2 requires new developments maintain the biotic habitat value of habitat linkage and does not allow loss of habitat linkages, Policy IV-5 requires development maintain buffers between natural riparian areas to protect wildlife movement, and Policy IV-8 (listed below) requires maintenance of strategic alliances with federal and state agencies involved in the Santa Monica Mountains National Recreation Area to ensure the ongoing management of areas such as wildlife corridors are preserved because of their biological significance.

> ***Policy 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.*

Implementation of 2030 General Plan policies would reduce impacts to wildlife linkages to a less than significant level.

Mitigation Measures. Compliance with 2030 General Plan policies and actions would reduce potential impacts to wildlife corridors to a less than significant level. Mitigation is not required.

Significance After Mitigation. Impacts to wildlife corridors would be less than significant without mitigation.

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4.4 CULTURAL RESOURCES

This section analyzes the potential impacts of the 2030 General Plan on cultural resources. Impacts to both pre-historic archaeological resources and historic resources are addressed. This analysis is based upon Cultural Resource Overview and Management Plan for the City of Calabasas General Plan EIR prepared by the Historic Environmental Archaeological Research Team (HEART) and is available for review at the City of Calabasas Planning Division Public Counter, located at 26135 Mureau Road, Calabasas, California, 91302.

4.4.1 Setting

Cultural resources include prehistoric resources, historic resources, and Native American resources. Prehistoric resources represent the remains of human occupation prior to European settlement. Historic resources represent remains after European settlement and may be part of a "built environment," including man-made structures used for habitation, work, recreation, education and religious worship, and may also be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other structural remains. Native American resources include ethnographic elements pertaining to Native American issues and values.

a. Prehistoric and Historical Background. 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

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 American, soldier, explorer 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 than 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 Ventura Freeway corridor. In 1969, Warner Ranch was purchased and subdivided, ushering in the master planned Calabasas Park area. The upgrading of U.S. Highway 101 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.

b. Archaeological and Historic Resources. Much of the Calabasas plan area and its neighboring areas consist of land at the base of hills, ridgelines, at the mouths of canyons and along creeks, rivers and watercourses. According to the Cultural Resource Overview and Management Plan, there are 116 documented archaeological resources in the general vicinity of the City,[1] attesting to the rich prehistoric and historic heritage described above. In addition, the Cultural Resource Overview and Management Plan indicates that 125 archaeological studies have been conducted in the Calabasas vicinity since 1965 and an estimated 60% of the Plan Area Boundary has been surveyed.

Of these 116 identified archaeological resources, approximately 80% are classified as "prehistoric" and 20% are classified as "historic." Prehistoric archaeological resources within the vicinity of Calabasas include rock shelters, food processing stations, stone tools and debris, milling, sites, fire pits. Historic archaeological resources include stone foundations, wood ranch houses, foundations, rock pits, suspension bridges, and retaining walls (see Figure 4.4-1 for the generalized areas of prehistoric and historic cultural resource sensitivity).

The most notable historic landmark within the Calabasas plan area (though outside the City) is the Leonis Adobe (Los Angeles Historical Cultural Monument Number One). Leonis Adobe is a Monterey-Style brick adobe built in 1844. The house was occupied by Miguel Leonis, once considered the "King of Calabasas", and his wife Espiritu Chijulla. Currently, the house serves as a museum and is restored to the way that it is believed to have appeared during Leonis' occupancy (Leonis Adobe Museum). Leonis Adobe was listed on the National Register of Historic Places in 1975.

The Masson Homestead House, established circa 1897, located at the intersection of Old Topanga Canyon Road and Mulholland Highway, is another notable resource in Calabasas. Although this building has not been formally listed at the national, state, or local level, it is generally acknowledged as an integral part of the gateway to the Santa Monica Mountains National Recreation Area.

c. Regulatory Setting. A property may be designated as historic by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the City of Calabasas, it must meet one or more identified criteria of significance. If the designation is for a building, the structure should also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. An explanation of these designations follows.

National Register of Historic Places. The National Register of Historic Places (NRHP), which is administered by the National Park Service, is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, federal regulations explicitly provide that National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Listing in the National Register assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the

[1] *The Cultural Resource Overview and Management Plan considered a larger area than the General Plan area so some identified resources are outside the plan area boundary.*

community; consideration in planning for Federal or federally assisted projects;

eligibility for Federal tax benefits; consideration in the decision to issue a federal permit; and qualification for Federal assistance for historic preservation grants, when funds are available. Properties may qualify for NRHP listing if they:

A. *Are associated with events that have made a significant contribution to the broad patterns of our history*
B. *Are associated with the lives of persons significant in our past*
C. *Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction*
D. *Have yielded, or may be likely to yield, information important in prehistory or history*

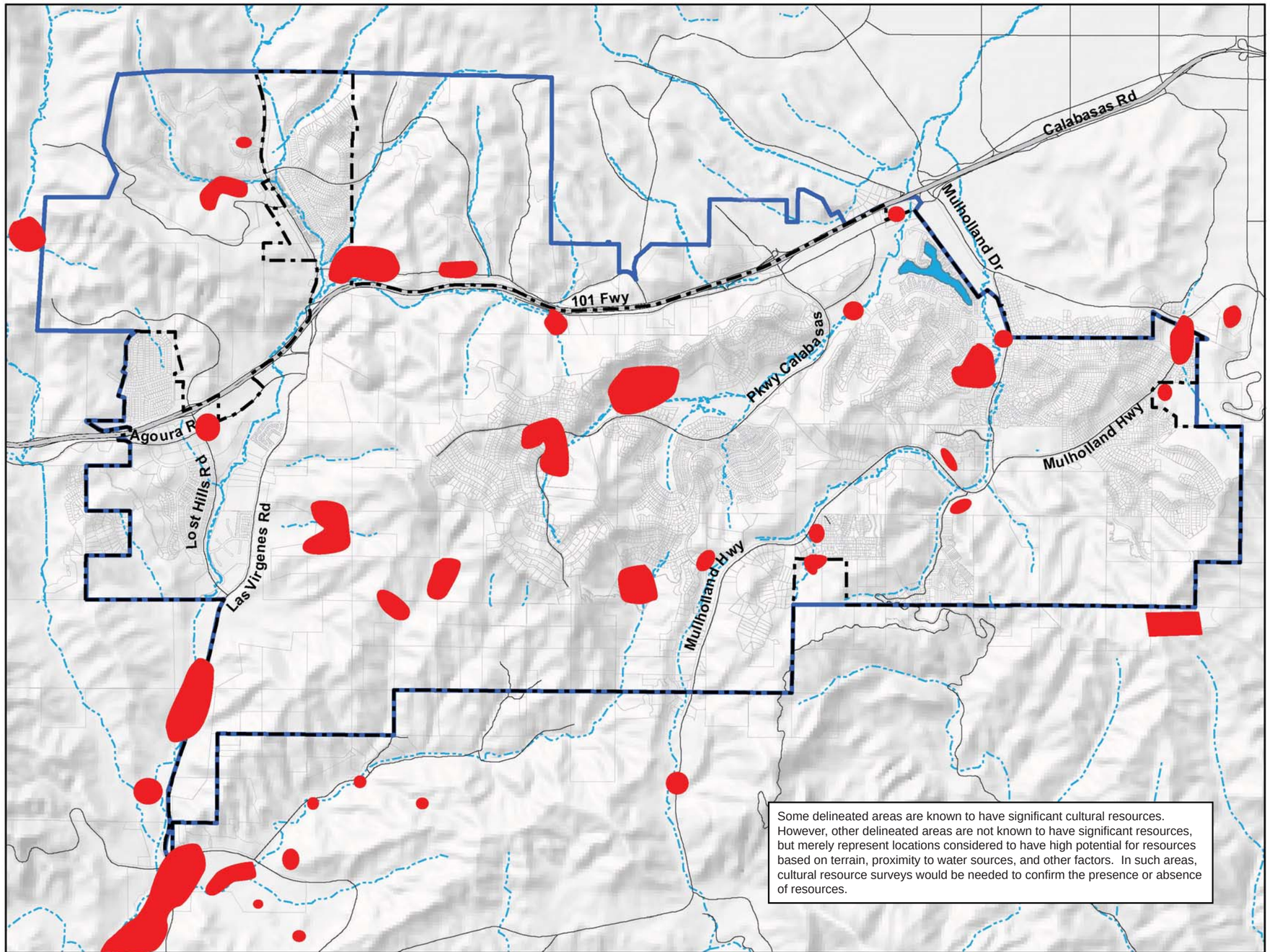
According to the NRHP guidelines, the essential physical features of a property must be present for it to be considered significant. Further, in order to qualify for the NRHP, a resource must retain its integrity, or the "ability to convey its significance." The seven aspects of integrity are:

1. *Location (the place where the historic property was constructed or the place where the historic event occurred);*
2. *Design (the combination of elements that create the form, plan, space, structure, and style of a property);*
3. *Setting (the physical environment of a historic property);*
4. *Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property);*
5. *Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory);*
6. *Feeling (a property's expression of the aesthetic or historic sense of a particular period of time); and*
7. *Association (the direct link between an important historic event or person and a historic property).*

The relevant aspects of integrity depend upon the NRHP criteria applied to the property. For example, a property nominated under the location criterion would be likely to convey its significance primarily through integrity of location, setting, and association. A property nominated solely under the design criterion would usually rely primarily on integrity of design, materials, and workmanship. The California Register procedures include similar language with regard to integrity.

California Register of Historic Resources. The California Register of Historic Resources is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. A resource is eligible for listing on the California Register if it meets any of the following criteria for listing:

A. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
B. It is associated with the lives of persons important in our past;
C. It embodies the distinctive work of an important creative individual, or possesses high artistic values; or
D. It has yielded, or may be likely to yield, information important in prehistory or history.



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, Inc., 2008.

Figure 4.4-1
Potential Cultural Resource Areas

The California Register may also include properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in Public Resources Code Section 5020.1(k) as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current; and (2) landmarks designated under local ordinances or resolutions (Public Resources Code Sections 5024.1, 21804.1, 15064.5).

By definition, the California Register of Historic Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," (NRHP) and certain specified State Historical Landmarks. The majority of formal determinations of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection. The minimum age criterion for the NRHP and the California Register is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional", as defined by the NRHP procedures, or in terms of the California Register, if "it can be demonstrated that sufficient time has passed to understand its historical importance."

City of Calabasas Criteria. The City of Calabasas Municipal Code, Chapter 17.36, Historic Preservation, establishes the procedures for identifying, designating, and preserving historic landmarks or points of interest. Any eligible historic resource may be designated an historic landmark by the City Council pursuant to Section 17.36.060 if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Places or:

1. *is associated with events that have made a significant contribution to the broad patterns of Calabasas' history;*
2. *is associated with the lives of persons important to Calabasas' history;*
3. *embodies the distinctive characteristics of a type, period, region or method of construction; represents the work of a master; or possesses high artistic values; or,*
4. *has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.*

Any eligible historic resource may be designated as a historic district by the City Council pursuant to Section 17.36.060 if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources or:

1. *(a) is a contiguous area possessing a concentration of eligible historic resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and (b) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic value;*
2. *reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distirctive examples of a park landscape, site design, or community plan.*
3. *is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of Calabasas' history; or*
4. *has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.*

Potential landmarks or historic districts are first considered by the Historic Preservation Commission at a noticed public hearing and with the property owner's permission. The Historic Preservation Commission shall decide whether to approve any nomination and forward it to the City Council with a recommendation for historic designation.
The City has adopted the Mills Act, a state law that grants local governments the authority to directly implement a historic preservation program to encourage the preservation and restoration of designated Historic Landmarks. In exchange for property tax relief, property owners agree to maintain and preserve the exterior of their properties according to the Secretary of the Interior's Standards for the Treatment of Historical Properties guidelines.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. Evaluation of significance under the California Environmental Quality Act is based on eligibility for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources. The NRHP is an effective planning tool for both long term and short-term cultural resource management considerations. An evaluation of significance in prehistoric and historic sites is usually measured by a number of variables, which reflect their applicability to present, and future research questions posed by scientists in describing and explaining culture change.

Generally, a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995)*, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Archaeological materials are fragile and non-renewable. Thus, any activity that alters the surface of the land, inducing archaeological pursuits, can affect these resources. The cultural resource evaluation process requires that a resource, or the information it represents, be related to some framework held in common by all archaeologists, and thus provide a measure of reference for determining the potential significance of similar resources. This framework usually addresses research orientation, and geographic, cultural and temporal questions within the context of significance.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

If development facilitated under the General Plan Update causes damage to a significant archaeological resource, implementation of the General Plan may have a significant effect on the environment. Section 15064.5 of CEQA pertains to the determination of the significance of impacts to archaeological and historic resources. CEQA provides guidelines for administering to archaeological resources that may be adversely affected by development in Section 151226.4. Achieving CEQA compliance with regard to treatment of impacts to significant cultural resources requires that a mitigation plan be developed for the resource(s). Preservation in place is the preferred manner of mitigating impacts to significant archaeological resources.

Direct impacts may occur by:

(1) Physically damaging, destroying, or altering all or part of the resource;
(2) Altering characteristics of the surrounding environment that contribute to the resource's significance;
(3) Neglecting the resource to the extent that it deteriorates or is destroyed. Indirect impacts primarily result from the effects of project-induced population growth. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources; or
(4) The incidental discovery of cultural resources without proper notification.

Direct impacts can be assessed by identifying the types and locations of development facilitated under the General Plan, determining the exact locations of cultural resources, assessing the potential significance of the resources that may be affected, and determining the appropriate mitigation.

Indirect impacts primarily result from the effects of buildout upon implementation of the General Plan. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources. Due to their nature, indirect impacts are more difficult to assess and quantify.

b. Project and Cumulative Impacts.

Impact CR-1 Development facilitated by the 2030 General Plan could adversely affect identified and previously unidentified pre-historic archaeological resources. However, General Plan policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.

It is known that prehistoric populations were present in Calabasas, and the surrounding area, and that the plan area contains more than 100 identified archaeological (both historic and prehistoric) resource sites as indicated in the Cultural Resource Overview and Management Plan. Areas of cultural resource sensitivity are shown on Figure 4.4-1. Therefore, the potential to encounter additional, undiscovered resources within the City (and/or potential annexation areas) is considered moderate to high. The 2030 General Plan would not facilitate development in areas of potential archaeological resource sensitivity that could not already be developed under the current (1995) General Plan. Nevertheless, the 2030 General Plan could potentially facilitate development in areas of cultural resource sensitivity. For example, portions of the proposed Mixed Use district near the Las Virgenes Road/Mureau Road intersection have been identified as potentially sensitive. In addition, various locations throughout the southern portion of the City that are designated Hillside Mountainous (HM) or Rural Residential (RR) are potentially sensitive.

Under Section 17.36.070 of the Calabasas Municipal Code, a Phase I archaeological assessment is required for any property listed or located within a cultural resource sensitivity area. If significant archaeological resources are found to be present, the Code stipulates treatment methods for the resources. In addition, the Cultural Resources Element of the 2030 General Plan includes specific policies intended to ensure that potential impacts to archaeological resources are addressed in conjunction with development of individual sites within the plan area. These policies include:

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

Policy 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.*

Implementation of these policies on a project-by-project basis would require the preparation of site-specific archaeological studies in areas of potential sensitivity as well as mitigation of impacts to any identified resources. Implementation of these policies would reduce potential archaeological resource impacts to a less than significant level.

Mitigation Measures. Mitigation is not required.

Significance After Mitigation. Impacts to prehistoric archaeological resources would be less than significant without mitigation.

Impact CR-2 Existing historic resources within Calabasas are located in areas unlikely to accommodate future development. In addition, implementation of 2030 General Plan policies would protect these resources. Therefore, impacts to historic resources would be Class III, *less than significant*.

As noted in the *Setting*, only one registered historic resource is present in the Calabasas plan area. Although not registered, the Masson Homestead House is recognized as an integral part of the gateway to the Santa Monica Mountains National Recreation Area. The Leonis Adobe is located in land designated as Business-Old Town and is not anticipated to be affected by future development activity. Similarly, the site on which the Masson Homestead is located is designated in Public Facilities-Institutional. As such, future development is not anticipated to affect this resource.

Other potential historic resources in Calabasas, including Old Town Calabasas, would be protected through implementation of 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. Implementation of this ordinance will reduce impacts to historic resources to a less than significant level. In addition, the following General Plan policies would apply.

Policy 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.*

Policy 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.*

Mitigation Measures. Mitigation is not required.

Significance After Mitigation. Impacts to historical resources would be less than significant without mitigation.

4.5 GEOLOGY

This section discusses potential impacts relating to geologic and soil hazards.

4.5.1 Setting

a. Regional Topography. The topographical conditions in the Calabasas area are varied, consisting of differential hillside terrain with numerous valley and arroyo conditions. Flat or level topography constitutes a small percentage of the terrain within the plan area. Elevations in the City range from approximately 600 feet above mean sea level (msl) to approximately 2,000 feet above msl. Figure 4.5-1 shows the topographical features in the City of Calabasas. The major environmental factors controlling stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made alterations of the natural topography.

b. Regional Geologic and Hydrogeologic Setting. Calabasas encompasses approximately 12.9 square miles in western Los Angeles County. It comprises a portion of the Santa Monica Mountains. The City is bordered by Hidden Hills to the north, the Woodland Hills area of Los Angeles to the northeast, Malibu to the south, Topanga to the southeast, and Agoura Hills to the west. The historic El Camino Real runs east-west through Calabasas as U.S. Highway 101 (the Ventura Freeway).

Calabasas is generally underlain by Mesozoic sedimentary, volcanic and Cenozoic marine sedimentary rocks (USGS, 1959). The Upper and Lower Topanga geologic Formations are predominant in the region. The Upper Topanga Formation contains marine clastic rocks of middle Miocene age consisting of claystone, sandstone, conglomerates of cobbles of granitic rocks, and volcanic rocks in a sandstone matrix (Dibblee, 1992). The Lower Topanga Formation contains marine transgressive clastic rocks of early and middle Miocene age consisting of sandstones and micaceous clay shales (Dibblee, 1992). Figure 4.5-2 depicts the geologic features of the City delineated by the California Department of Conservation.

Calabasas is located within the western part of the Transverse Ranges geomorphic province of California. The Transverse Ranges consist of generally east-west trending mountains and valleys, which contrast with the overall north-northwest structural trend elsewhere in the state. The valleys and mountains of the Transverse Ranges are typically bounded by a series of east-west trending, generally north dipping reverse faults with left-lateral, oblique movement.

The highest elevation within the study area is approximately 2,000 feet, located in the most southerly portion of the plan area. The lowest elevation, approximately 600 feet in elevation, occurs in the southwestern portion of the study area.

The unique canyons and arroyos that characterize the plan area include Topanga Canyon, Cold Canyon, McCoy Canyon, Crummer Canyon, Gates Canyon, Las Virgenes Canyon, Stokes Canyon, Malibu Canyon, and Dark Canyon. The Calabasas plan area also contains several significant ridgelines, as illustrated on Figure 4.1-1 in Section 4.1, *Aesthetics*. Drainage is generally to the south toward Las Virgenes Creek, Malibu Creek and eventually the Pacific Ocean.

c. Seismic Setting. Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is limited to areas very near the fault, while ground shaking can affect a wide area.

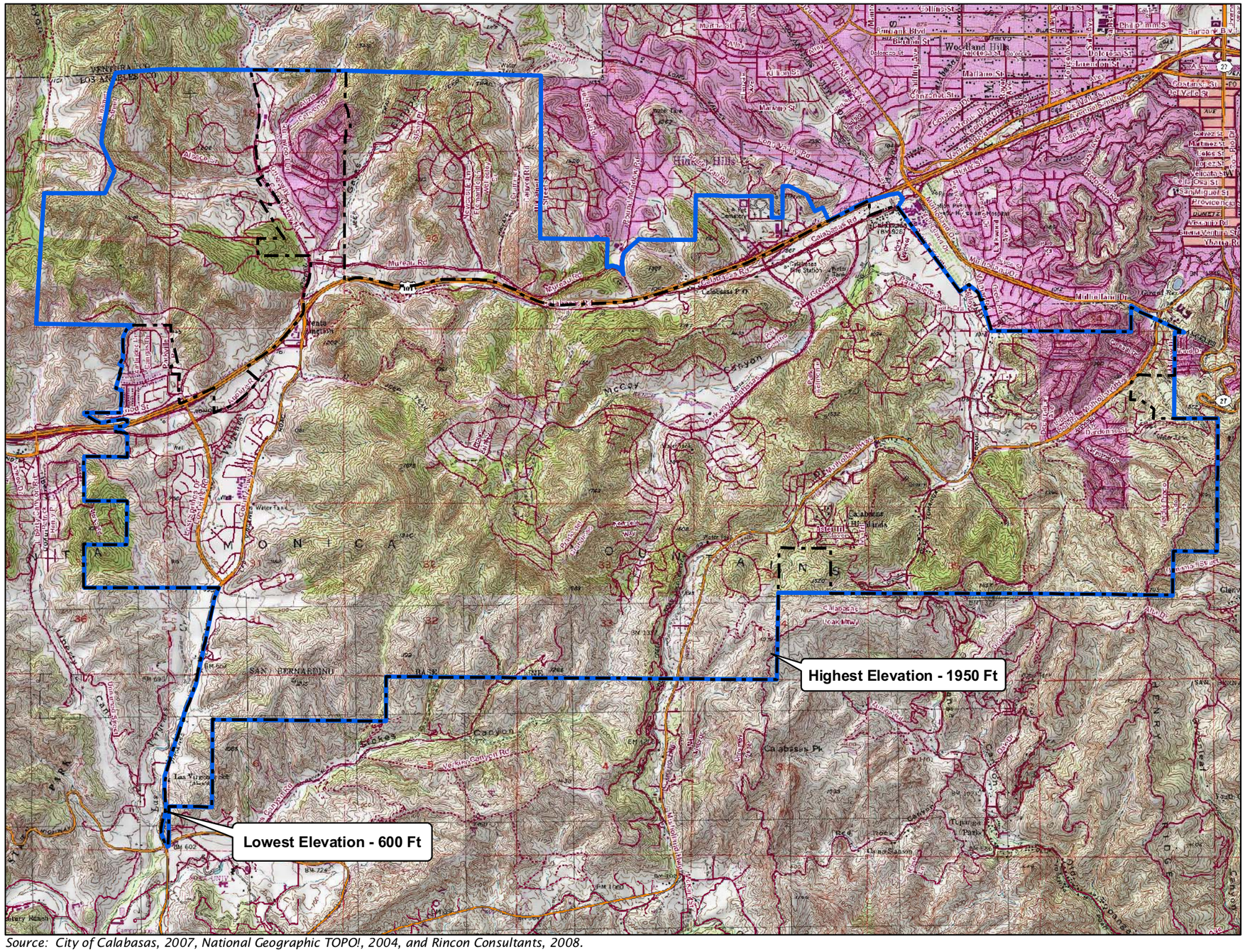
The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are ones that have had surface displacement during the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years.

No active faults have been mapped within the City of Calabasas; however, the City lies in a seismically active region that is prone to occasional earthquakes. According to the Southern California Earthquake Data Center Map (SCEDC), there are nine active faults and four potentially active faults within 25 miles of the City. The range of maximum probable magnitudes for earthquakes emanating from these faults ranges from 5.8 to 7.4. The regional faults most likely to affect the City of Calabasas include the Malibu Coast fault, the Santa Monica fault, the Hollywood fault, the Verdugo fault, the Mission Hills fault, the Chatsworth fault, the Bailey fault, the Simi fault, the Northridge Hills fault, the Palos Verdes fault, the Newport-Inglewood fault, the San Fernando fault, and the San Andreas fault (see Figure 4.5-3).

Although higher accelerations may be experienced from these faults as compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event within the active San Andreas Fault Zone.

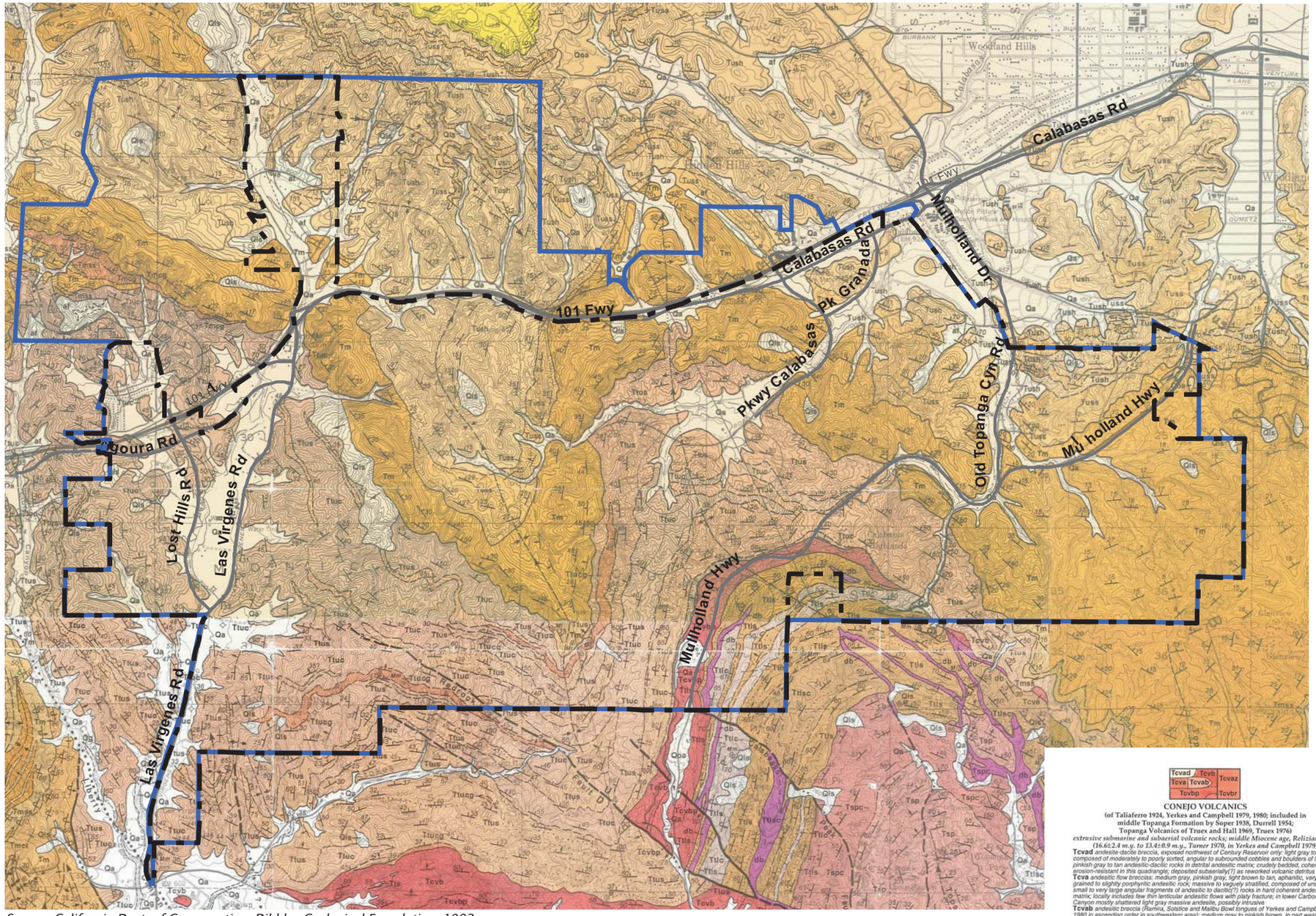
Although there are no known faults within Calabasas, the aforementioned fault systems could cause property damage, possibly resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology. Figure 4.5-4 depicts the seismic hazard zones delineated by the California Department of Conservation.

The San Andreas Fault Zone is the dominant active fault in California. It is located approximately 40 miles northeast of Calabasas. It is the primary surface boundary between the Pacific and the North American plate. There have been numerous historic earthquakes along



Source: City of Calabasas, 2007, National Geographic TOPO!, 2004, and Rincon Consultants, 2008.

Figure 4.5-1
Topographical Map of
the City of Calabasas



CALABASAS QUADRANGLE
LEGEND

Holocene

af
Qa
SURFICIAL SEDIMENTS
af artificial cut and fill
alluvium: gravel, sand and clay of valley areas, includes gravel and sand of stream channels, gravel and sand of alluvial fans, and slope wash; undissected to slightly dissected

Qls
LANDSLIDE DEBRIS

Qoa
OLDER SURFICIAL SEDIMENTS
Qoa dissected alluvial gravel, sand and clay

Pleistocene

—UNCONFORMITY—

Tust / Tush / Tuss / Tud
UNNAMED SHALE AND SANDSTONE
(upper part of Modelo Formation of Hoots 1931; Soper 1938; Durrell 1954; A.E.G. maps 1982; Modelo Formation of Weber 1984; Modelo and Santa Margarita Formations of Truex and Hall 1969; Hall 1976; equivalent to Sisquoc Shale of Dibblee 1989, in Ventura basin)
marine clastic and biogenic; late Miocene age (Mohnian-"Delmontian" Stage)
it light gray fine grained sandstone and minor siltstone (Towsley(?) Sandstone of Weber 1983)
saskey Mesa
ih light gray claystone and siltstone, moderately to vaguely bedded; crumbly where weathered
l light gray, white-weathering diatomaceous shale, thin-bedded, soft, semi-punky
is light gray to tan sandstone, friable, vaguely bedded

Tm / Tmss / Tmcg
MONTEREY FORMATION
lower part of Modelo Formation of Hoots 1931; Soper 1938; Durrell 1954; A.E.G. aps 1982; Modelo Formation of Yerkes and Campbell 1979; Weber 1984; Modelo-Monterey and lower Monterey Formation of Truex and Hall 1969; Truex 1976; equivalent to Monterey Formation of Dibblee 1989, in Ventura basin)
marine biogenic and clastic;
middle and late Miocene age [late Luisian(?) and Mohnian Stages]
gray-brown, white weathering siliceous shale, thin bedded, moderately hard with platy ture; includes soft fissile diatomaceous shale, hard, brittle cherty shale, and few layers of hard, ow-weathering calcareous concretions or lenses
ss light gray to tan, semi-friable bedded sandstone
cg gray cobble conglomerate of mostly granitic detritus in sandstone matrix

Tlsc / Tls
DETRITAL SEDIMENTS OF LINDERO CANYON
(included in Topanga Formation of Weber 1984; unconformable on Chatsworth Formation; best exposed in Lindero Canyon, Thousand Oaks quadrangle; may be equivalent to upper Topanga Formation of Durrell 1954, or Calabasas Formation of Yerkes and Campbell 1989)
marine transgressive clastic; middle Miocene age [Luisian(?) Stage]
ls light gray to nearly white massive sandstone, semi-friable, locally conglomeratic
c light gray calcareous sandstone, massive to crudely bedded, with calcite veins; includes gray glomerate composed of cobbles of metavolcanic, granitic and quartzitic rocks and of sandstone ived from Chatsworth Formation; sparsely fossiliferous

—UNCONFORMITY—

Ttuc / Ttus / Ttucg
UPPER TOPANGA FORMATION
(of Durrell 1954; Topanga Formation of Soper 1938; Truex and Hall 1969; Truex 1976; Weber 1984; Calabasas Formation of Yerkes and Campbell 1979, 1980)
marine clastic; middle Miocene age (Luisian Stage)
lc gray claystone, bedded; crumbly with ellipsoidal fracture
ls light gray sandstone, semi-friable, thick bedded
lcg gray conglomerate of cobbles of granitic rocks, sandstone, and volcanic rocks in idstone matrix

Ttls / Ttlc
LOWER TOPANGA FORMATION
(of Durrell 1954; Topanga formation of Soper 1938; Truex and Hall 1969; Weber 1984; Topanga Canyon Formation of Yerkes and Campbell 1979, 1980)
marine transgressive clastic;
early and middle Miocene age [Saucesian-Relizian(?) Stage]
Ttls light gray to tan sandstone, coherent, thick bedded
Ttlc gray micaceous clay shale, crumbly with ellipsoidal fracture where weathered

db
DIABASE
mafic igneous rocks, intrusive as sills and dikes into formations older than Conejo Volcanics, also along some faults; inferred middle Miocene age
db black, fine to medium grained diabase or basalt; large masses medium to coarse grained, with ophitic texture, rock somewhat incoherent, crumbly, with spheroidal weathering, somewhat weakly erosion resistant; composed of lathy (elongated) plagioclase feldspar and ferromagnesian minerals, mostly augite, rarely olivine

Miocene

Tcvad / Tcvb / Tcva / Tcvab / Tcvaz / Tcvbp / Tcvbr
CONEJO VOLCANICS
(of Taliaferro 1924, Yerkes and Campbell 1979, 1980; included in middle Topanga Formation by Soper 1938, Durrell 1954; Topanga Volcanics of Truex and Hall 1969, Truex 1976)
extrusive submarine and subaerial volcanic rocks; middle Miocene age, Relizian S (16.6±2.4 m.y. to 13.4±0.9 m.y., Turner 1970, in Yerkes and Campbell 1979)
Tcvad andesite-dacite breccia, exposed northwest of Century Reservoir only; light gray to ta composed of moderately to poorly sorted, angular to subrounded cobbles and boulders of lig pinkish gray to tan andesitic-dacitic rocks in detrital andesitic matrix; crudely bedded, coheren erosion-resistant in this quadrangle; deposited subaerially(?) as reworked volcanic detritus
Tcva andesitic flow breccias: medium gray, pinkish gray, light brown to tan, aphanitic, very fi grained to slightly porphyritic andesitic rock; massive to vaguely stratified, composed of unsor small to very large angular fragments of andesitic to dacitic(?) rocks in hard coherent andesiti matrix; locally includes few thin lenticular andesitic flows with platy fracture; in lower Carbon Canyon mostly shattered light gray massive andesite, possibly intrusive
Tcvab andesitic breccia (Rumina, Solstice and Malibu Bowl tongues of Yerkes and Campbel 1980 in ascending order in southwestern area): medium gray to pinkish brown, in part weathe light rusty brown, unstratified, composed of unsorted, very large to small angular fragments o andesite in coherent andesitic to tuffaceous (?) matrix; erosion resistant; deposited subaeriall as laharic (rock flow) breccia from nearby volcanic sources
Tcvaz (Zuma Volcanics of Yerkes and Campbell 1979, 1980) andesitic breccia south of Mali coast fault, similar to Tcvab, pinkish gray to brown; included in Conejo Volcanics
Tcvb basaltic flows and breccias: black, weathered dark olive brown, fine grained, composes minority of calcic plagioclase feldspar (average An50) and ferromagnesian minerals (hypersth r augite, rare olivine and magnetite, Weigand 1982); some flows amygdaloidal with white amygdules of silica, calcite or analcime; most flows incoherent, crumbly where weathered, we esistant to erosion, some flows and breccias moderately coherent and more erosion resistan some reddish; in some places unit includes thin lenses 1 or 2 meters thick of dark gray basalt sandstone, tan arkosic sandstone, micaceous shale, carbonate rock, with oyster shell reefs; probably deposited in part subaerially, and in part under shallow sea
Tcvbp basaltic breccia, similar in color and composition to Tcvb, but somewhat more andes unstratified to very vaguely layered; composed of small angular fragments mostly less than a (0.3m) and pillows as large as 2 feet (0.6m) with chilled, somewhat vitreous margins, in incoh basaltic matrix; in large part hyaloclastic breccia (fractured from rapid chilling under sea), crus where weathered and weakly resistant to erosion; in few places includes thin sedimentary len as in Tcvb; deposited under sea (unit may be equivalent to unit Tcop of Yerkes and Campb 1980, and to unit Tcva in Dibblee 1982)
Tcvbr basaltic breccia at Malibu Creek below juncture with Cold Creek, dark gray, compose subangular basalt fragments in detrital basalt matrix
Buttress unconformity of Dibblee and Ehrenspeck 1993, in southwest area of map

Miocene

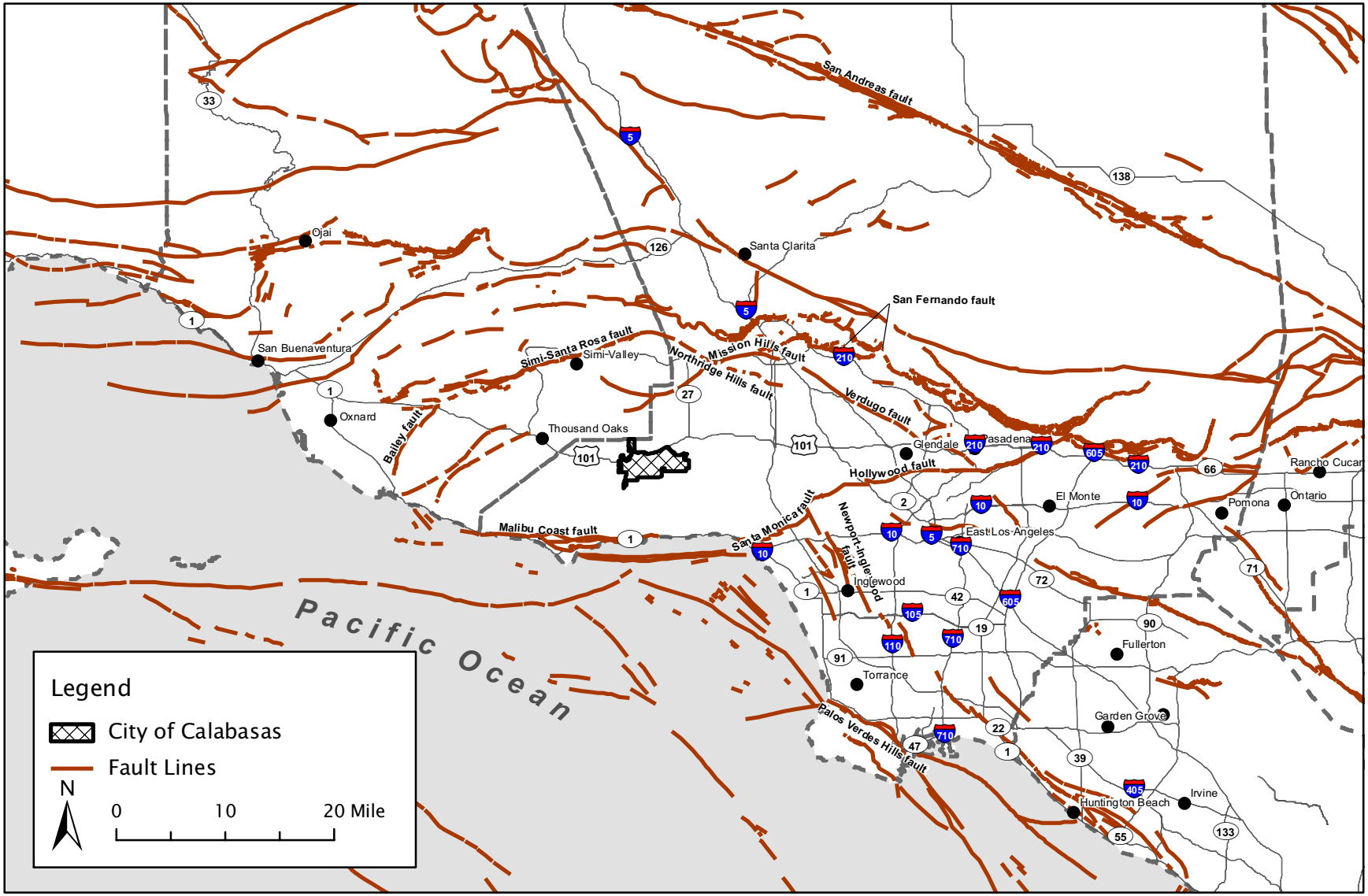
Source: California Dept. of Conservation, Dibblee Geological Foundation, 1992.

0 1.0 2.0 Miles
2000 0 2000 4000 6000 Feet
N

LEGEND (continued)
ROAD CLASSIFICATION
Heavy-duty
Medium-duty
Light-duty
Unimproved dirt
U. S. Route
State Route
Calabasas City Boundary
Plan Area Boundary

Figure 4.5-2
Geology Map

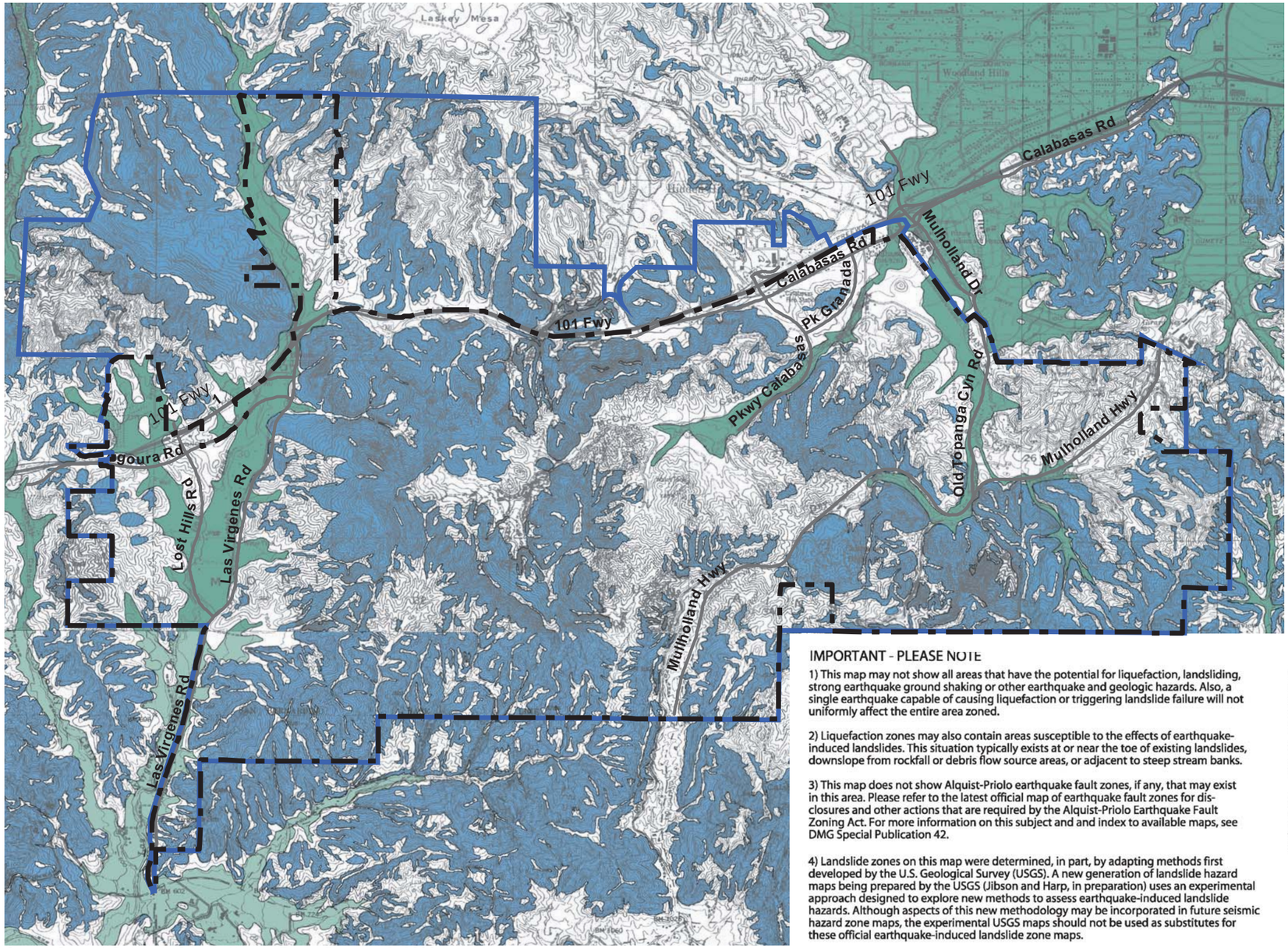
CITY of CALABASAS



Source: Bryant, W.A. (compiler), 2005, Digital Database of Quaternary and Younger Faults from the Fault Activity Map of California, version 2.0: California Geological Survey Web Page, <http://www.consrv.ca.gov/CGS/information/publications/QuaternaryFaults_ver2.htm>; (1/31/07). Note: information regarding site specific faults/concealed faults can be found on the Dibblee Map 1993 as referenced in the document.

Figure 4.5-3
Regional Earthquake Faults

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LEGEND

Calabasas City Boundary

Plan Area Boundary

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 occurrence 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 2693(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 DMG's World Wide Web site (http://www.consrv.ca.gov/dmg/).

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IMPORTANT - PLEASE NOTE

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 not 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 and index to available maps, see DMG 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) DISCLAIMER: 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 any user or any third party on account of or arising from the use of this map.

Source: State of California Seismic Hazard Zones, February 1, 1998

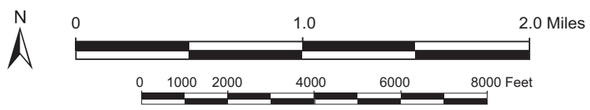


Figure 4.5-4
Seismic Hazard Zones

the San Andreas fault. The Carrizo section of this fault (the nearest stretch of the San Andreas fault to Calabasas) is capable of producing a moment magnitude 7.8 earthquake.

d. Seismic Hazards. Faults generally produce damage in two ways: groundshaking and surface rupture. Seismically induced groundshaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced groundshaking include earthquake-triggered landslides and tsunamis. Tsunamis and seiches are associated with ocean surges and inland water bodies, respectively. Neither of these hazards would affect the project area.

Seismically Induced Ground Shaking. Holocene surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and aligned saddles, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years.

Ground Acceleration. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. Probabilistic modeling is done to predict future ground accelerations. Probabilistic modeling generally considers one of two scenarios: design basis earthquake ground motion or upper-bound earthquake ground motion. Design basis earthquake ground motion calculations are typically applied for residential and commercial sites. This ground motion is defined as a ground motion that has a 10% chance of exceedance in 50 years (return interval of 475 years). Based on the Department of Conservation Divisions of Mines and Geology values will range from 0.49g to 0.81g in Alluvium conditions and 0.45g to 0.86g in Soft Rock conditions. Design Basis Earthquake Ground Motion earthquake event that contributes most to the hazard at 10% probability of being exceeded in a 50-year period. Based on the Department of Conservation Divisions of Mines and Geology, the Predominate Earthquake Magnitude (M_w) ranges from 6.6 to 7.3.

Liquefaction. Liquefaction is defined as the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from seismic ground shaking. Liquefaction potential is dependent on such factors as soil type, depth to ground water, degree of seismic shaking, and the relative density of the soil. During ground shaking, the alluvial grains are packed into a tighter configuration. Pore water is squeezed from between the grains, increasing the pore pressure. As the pore pressure increases, the load bearing strength of the material decreases. When liquefaction of the soil occurs, buildings and other objects on the ground surface may tilt or sink, and lightweight buried structures (such as pipelines) may float toward the ground surface. Liquefied soil may be unable to support its own weight or that of structures, which could result in loss of foundation bearing or differential settlement. As a result, structures built on this material can sink into the alluvium, buried structures may rise to the surface or materials on sloped surfaces may run downhill. Liquefaction may also result in

cracks in the ground surface followed by the emergence of a sand-water mixture. Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength. Liquefaction hazard areas within the planning area are depicted in Figure 4.5-4. These areas are generally in the eastern and western portions of the City.

Lateral Spreading. Lateral spreading, closely related to liquefaction, occurs when a subsurface layer liquefies and gravitational and inertial forces cause the layer, and the overlying non-liquefied material, to move in a downslope direction. The potential for lateral spreading is highest in areas underlain by soft, saturated materials, especially where bordered by sloping banks or inclined planes to an adjacent open face bank or slope.

Lurching. Ground-lurching is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of seismic activity, forming irregular ground surface cracks. Like lateral spreading, the potential for lurching is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground.

e. Soil Related Hazards. Soil related hazards include expansive soils, subsidence, settlement, liquefaction, and landslides. These types of hazards, and the areas within the City and/or potential annexation areas that have the potential for such failure, are discussed below.

Expansive Soils. During periods of water saturation, soils with high clay content tend to expand. Conversely, during dry periods, the soils tend to shrink. The amount of volume change depends upon the soil swell potential (amount of expansive clay in the soil), availability of water to the soil, and soil confining pressure. Swelling occurs when the soils containing clay become wet due to excessive water from poor surface drainage, over irrigation of lawns and planters, and sprinkler or plumbing leaks. These volume changes with moisture content can cause cracking of structures built on expansive soils. In addition, swelling clay soils can cause distress to lightly loaded structures, walks, drains, and patio slabs. Moderate to highly expansive soils are encountered throughout Calabasas.

Subsidence. Subsidence is the lowering of ground surface. It often occurs as a result of withdrawal of fluids such as water, oil, and gas from the subsurface. When fluids are removed from the subsurface, the overburden weight, which the water had previously helped support through buoyant forces, is transferred to the soil structure. Subsidence typically occurs over a long period of time and results in a number of structural impacts. Facilities most affected by subsidence are long, surface infrastructure facilities such as canals, sewers, and pipelines.

The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence or settlement of the alluvial soils. The factors that influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total

thickness of fine-grained beds; and compressibility of the fine-grained layers. No known areas of subsidence are within the planning area.

Settlement Potential. The possible effects of liquefaction would likely include seismically-induced settlement and potentially lateral spreading. Seismically induced settlement of non-liquefied soil is the settlement that can occur in dry, sandy soils as a result of a seismic shock. Liquefaction hazard areas within the planning area are depicted in Figure 4.5-4. These areas are generally in the eastern and western portions of the City.

f. Geologic Hazards.

Slope Stability and Landslides. Landslides result when the driving forces that act on a slope (i.e., the weight of the slope material, and the weight of objects placed on it) are greater than the slope's natural resisting forces (i.e., the shear strength of the slope material). Slope instability may result from natural processes, such as the erosion of the toe of a slope by a stream, or by ground shaking caused by an earthquake. Slopes can also be modified artificially by grading, or by the addition of water or structures to a slope. Development on a slope can substantially increase the frequency and extent of potential slope stability hazards. Steep, unstable slopes in weak soil/bedrock units that have a record of previous slope failure typically characterize areas susceptible to landslides. Numerous factors affect the stability of the slope, including: slope height and steepness, type of materials, material strength, structural geologic relationships, ground water level, and level of seismic shaking. Some of the potential regional landslide hazard areas within the planning area are depicted on Figure 4.5-4 based on Dibblee (1992). Other investigators have mapped or identified other potential regional areas of landslides which include Weber (1984) and Yerkes & Cambell (1993). Copies of these maps are on file with the City of Calabasas. Most of Calabasas hillside areas have been mapped in the seismically-induced landslide hazard areas by the State of California Department of Conservation Divisions or Mines and Geology (1998) as illustrated in the Calabasas, Canoga Park and Malibu Beach Quadrangle Studies.

It is important to note that regional level mapping does not represent the results of site-specific assessments. Therefore, these maps should not be relied on for a specific area or lot use, but rather as a planning tool. As the hillside lots are developed, additional areas of landslide will be identified and will require site-specific mitigation measures if any future development is to occur. Slope instability hazards (e.g., landslides, slumps, mudslide, and debris flows) should be anticipated to be present throughout the hillside portions of the plan area. All future development within or adjacent to a hillside will require geologic and geotechnical studies to assess and remediate these hazards.

Erosive Soils. Soil erosion is the removal of soil by water and wind. The rate of erosion is estimated from four soil properties: texture, organic matter content, soil structure, and permeability data. Other factors that influence erosion potential include the amount of rainfall and wind, the length and steepness of the slope, and the amount and type of vegetative cover.

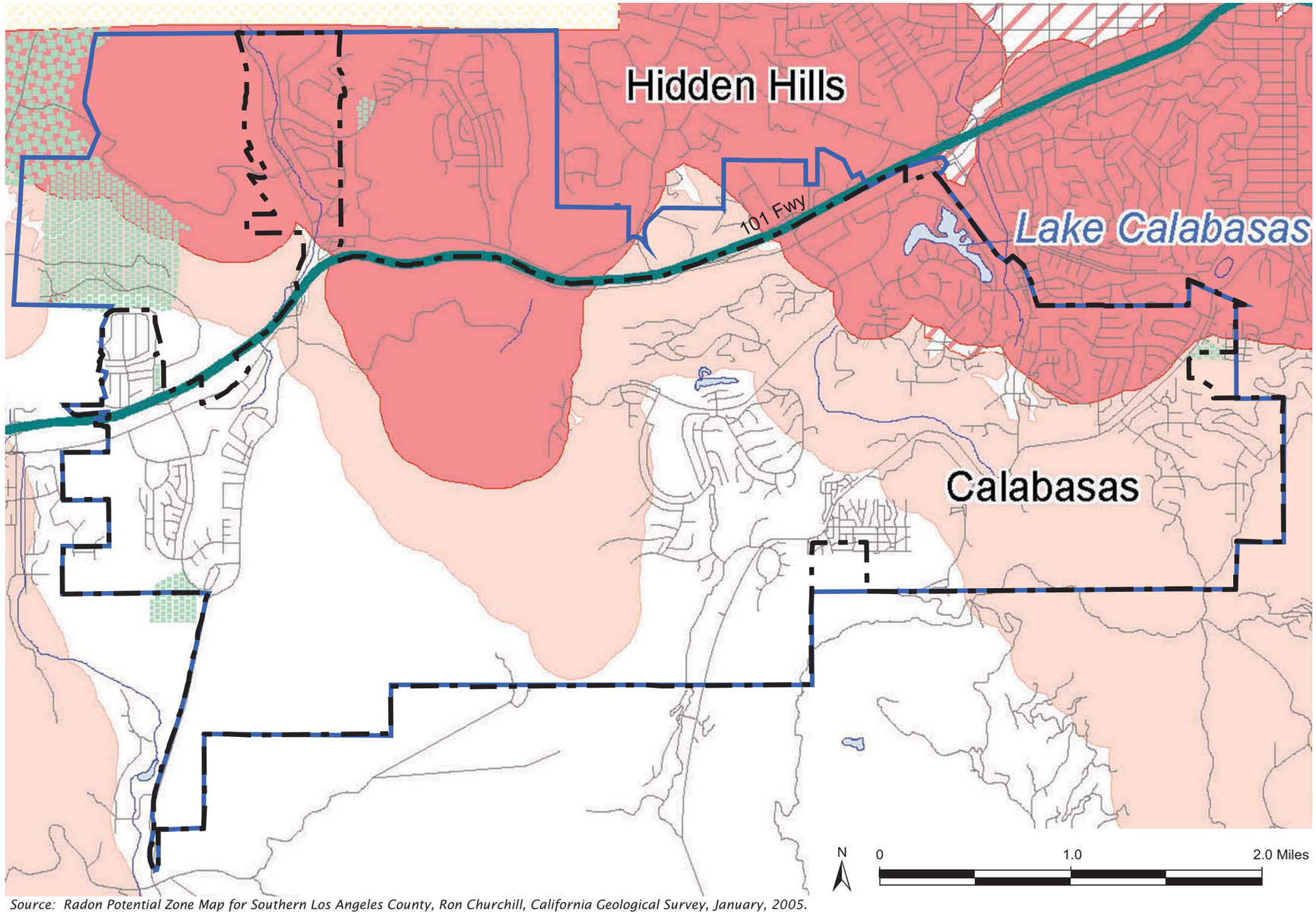
The topographical terrain of the City features hillside terrain and numerous valleys. Erosive soil potential is present throughout the hillside portions of the plan area.

Seiche. Seiches are earthquake-generated waves within enclosed or restricted bodies of water. However, because no sizable lakes or reservoirs are present in the City, there are no seiche hazards in the City of Calabasas.

g. Radon Gas. 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 California Geological Survey has developed a radon potential zone map for southern Los Angeles County. The map, shown on Figure 4.5-5, is based on the relative radon potentials of different geologic units.

Geologic unit radon potentials have been developed using short-term indoor-radon measurement data, provided by the Department of Health Services (DHS) Radon Program and airborne radiometric data from the National Uranium Resource Evaluation Project conducted in the 1970s and early 1980s. The DHS indoor-radon data from Southern Los Angeles County ranges from 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 (EPA) 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).

h. Regulatory Setting. The City's Safety Element, the California Building Code with City of Calabasas amendments, as well as the City of Calabasas Municipal Code attempt to safeguard life or limb, health, property and public welfare. The City's Safety Element is intended to guide land use planning by providing pertinent data regarding geologic, soil, seismic, fire and flood hazards. According to the Safety Element, Calabasas uses the California Building Code (CBC) with City of Calabasas amendments, as well as the City of Calabasas Municipal Code to control building design and construction. The CBC is the regulatory environment for design and construction of building codes and standards covering 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. The City of Calabasas, along with all of Southern California, is within Seismic Zone 4, the area of greatest risk and subject to the strictest building standards.



LEGEND

- Calabasas City Boundary
- Plan Area Boundary

Radon Potential Zoning Definitions:

- High Potential for Indoor Radon Levels Above 4.0 Picocuries per Liter
- High Potential for Indoor-Radon Levels Above 4.0 Picocuries per Liter in Recent Alluvium (High-Oa)
- Moderate Potential for Indoor Radon Levels Above 4.0 Picocuries per Liter
- Low Potential for Indoor Radon Levels Above 4.0 4.0 Picocuries per Liter
- Special Test Areas - Areas where National Uranium Resource Evaluation (NURE) Project airborne radiometric data suggest rocks and soils contain higher than typical amounts of uranium but where indoor-radon data are currently unavailable. Follow-up indoor-radon testing is recomended for buildings in these areas.

Map Features

- Airport
- Park
- National Forest

Source: Radon Potential Zone Map for Southern Los Angeles County, Ron Churchill, California Geological Survey, January, 2005.

Figure 4.5-5
Radon Potential Zones

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds. The General Plan Update would result in potentially significant impacts if development facilitated by the General Plan would result in any of the following conditions without providing a mechanism to address potential site-specific impacts:

- *Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides;*
- *Substantial soil erosion or the loss of topsoil;*
- *Location of development on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or*
- *Location of development on expansive soil, creating substantial risks to life or property*

b. Project and Cumulative Impacts.

Impact GEO-1 Future seismic events could produce ground shaking within the Calabasas plan area that could damage structures and/or create adverse health and safety effects. However, with the implementation of General Plan policies and required building codes, impacts would be Class III, *less than significant*.

Calabasas is located in a seismically active region of California. No active faults have been mapped within the City of Calabasas; however, Calabasas lies in a seismically active region that is prone to periodic earthquakes. According to the Southern California Earthquake Data Center Map (SCEDC), there are 25 active faults and potentially active faults within 25 miles of Calabasas (see Table 4.5-1). The range of maximum probable moment magnitudes for earthquakes emanating from these faults ranges from 6.4 to 7.4. These regional faults as well as the San Andreas Fault (40 miles away) are all capable of affecting Calabasas. Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is generally limited to areas very near the fault, while ground shaking can affect a wide area.

Groundshaking is typically reduced to ground motion components of wave velocity and acceleration. The velocity, acceleration, and predominant period of a site are dependent upon the distance to the fault, the magnitude and failure mechanics of the earthquake, and the nature of the bedrock, alluvium, and soil through which shock waves must travel. Generally, shock waves attenuate with distance from the focus of the earthquake. Nothing can ensure that structures do not fail under seismic stress. However, proper engineering, including compliance

Table 4.5-1
Partial List of Nearby Regional Faults

Fault Name	Source Type	Distance Between Site and Surface Projection of Earthquake Rupture (Miles)	Estimated Maximum Peak Ground Accelerations (g)	Estimated Maximum Earthquake (M_W)
Malibu Coast	B	5.8	0.459	6.7
Anacapa-Dume	B	8.1	0.477	7.3
Santa Monica	B	8.4	0.334	6.6
Palos Verdes	B	12.2	0.227	7.1
Northridge (E. Oak Ridge)	B	13.0	0.273	6.9
Hollywood	B	14.3	0.183	6.4
Simi-Santa Rosa	B	14.7	0.214	6.7
Santa Susana	B	15.2	0.194	6.6
Sierra Madre	B	15.5	0.181	6.9
Newport-Inglewood (L.A. Basin)	B	17.4	0.129	6.9
Sierra Madre (San Fernando)	B	17.6	0.158	6.7
Oak Ridge (Onshore)	B	18.0	0.175	6.9
Verdugo	B	18.3	0.151	6.7
Holser	B	19.3	0.126	6.5
San Gabriel	B	21.4	0.112	7.0
Compton Thrust	B	21.6	0.138	6.8
San Cayetano	B	23.1	0.128	6.8
Sierra Madre	B	24	0.140	7.0
Raymond	B	24.7	0.098	6.5
Elysian Park Thrust	B	25	0.106	6.7

Reference: EQFAULT, Ver. 3.0

with the CBC with City of Calabasas amendments, the City of Calabasas Municipal Code and the policies described below, would minimize the risk to life and property, resulting in a less than significant impact to new development from groundshaking.

The Safety Element of the 2008 General Plan includes the following policies intended to minimize the risks associated with seismic related hazards:

Policy 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.*

Policy 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.*

Policy 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.*

Mitigation Measures. None required beyond compliance with applicable General Plan policies and provisions of the CBC.

Significance After Mitigation. Impacts would be less than significant with implementation of the CBC requirements and polices contained in the Safety Element.

Impact GEO-2 **Future seismic events could result in liquefaction and lateral spreading of soils in portions of the Calabasas plan area. Development in these areas could be subject to liquefaction hazards. Compliance with the CBC would generally address liquefaction hazards, but the 2030 General Plan does not include any specific policy requirements relating to liquefaction and lateral spread. Impacts would therefore be Class II, *significant but mitigable*.**

As identified in the Calabasas General Plan Safety Element, liquefaction hazard potential zones are located in portions of the City (see Figure 4.5-4). The 2030 General Plan could accommodate additional or expanded development within some of these areas. As shown on Figure 4.5-4, areas in both the western and eastern portions of the City are within the liquefaction zones identified by the U.S. geological Survey (USGS). In particular, areas in the vicinity of Las Virgenes Creek, including portions of the proposed "West Village" Mixed Use district and the Las Virgenes 1 and 2 sites, are within an identified liquefaction hazard zone.

These areas could potentially accommodate future residential and non-residential development/ redevelopment that could be subject to liquefaction and lateral spreading.

The unconsolidated alluvium and shallow groundwater conditions in the areas specified above are conducive to seismically-induced liquefaction and lateral spreading. To more accurately determine the potential for liquefaction and magnitude of lateral spreading, site-specific geologic studies would be required. Where applicable, mitigations measures will be required based on City and CBC requirements.

The Safety Element of the 2030 General Plan includes Policy VII-2 (listed under Impact GEO-1), which is specifically intended to identify potential hazardous geologic conditions. The CBC also includes specific requirements to address liquefaction hazards. However, because the Safety Element does not include any specific policy statements to ensure that liquefaction and lateral spreading hazards would be addressed, impacts are considered potentially significant.

Mitigation Measures. The following measure would address the potential liquefaction and lateral spreading hazard.

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.*

Significance After Mitigation. Impacts would be less than significant with implementation of the CBC requirements and polices contained in the Safety Element.

Impact GEO-3 The Calabasas plan area contains numerous steep slopes, which present a moderate to severe 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 CBC would generally address landslide hazards. Project-specific mitigation measures should ensure that the site is remediated in accordance with City requirements to raise the factors of safety to the appropriate levels. In addition, site mitigation will also require than no adverse impacts to the site and surrounding sites. However, because the 2030 General Plan does not include specific requirements to address landslide hazards, impacts would be Class II, *significant but mitigable*.

Calabasas is characterized by hillside terrain and valleys. Slope instability hazards are present throughout the hillside portions of the plan area. As shown on Figure 4.5-4, areas of the City are within the landslide zones identified by the U.S. geological Survey (USGS) and the State of California Department of Conservation, Division of Mines and Geology (1998). Any development within identified landslide hazard zones would have the potential for landslide-related damage. The land use map also includes certain areas where relatively intense development could occur within or adjacent to identified landslide hazard zones. These include the Las Virgenes 2 site east of the Las Virgenes Road/Agoura Road intersection (which is part of the larger "Messenger" property) and the Calabasas Highlands. As compared to the current (1995) General Plan, the land use map actually reduces the potential development area for the Messenger property from about 77 acres to roughly 16 acres, with the more steeply sloped portions of the property re-designated as Open Space-Resource Protection (OS-RP). In addition, the land use map would not increase allowable development intensity within the Calabasas Highlands as compared to the current General Plan land use map. Nevertheless, development that could occur in these areas would continue to be subject to potential landslide hazards.

Slope instability may result in landslides, slumps, mudslides, or debris flows that can cause substantial damage and disruption to buildings and infrastructure. Impacts from these types of soil hazards are generally reduced to less than significant levels by the standard development review process. Standard building and grading procedures would mitigate most soil hazards. Geotechnical engineering of any landslide areas would be necessary to ensure that slopes would not become destabilized during grading activities. Onsite soil investigations identify local hazard conditions, which are then mitigated through implementation of appropriate engineering designs and construction techniques and through proper site improvements.

In general, the primary remedial measure to be employed during grading is the removal of the slump or debris slide from the top to the toe. The potential for destabilization or activation of mass wastage areas increases with an increase in the amount of proposed earthwork. Debris flows typically form in response to local intense rainfall in steep swale areas that are filled with saturated, fine-grained soils. Portions of the plan area, because of their relatively steep topography, have a moderate debris flow potential. Based on review and approval by the City, remedial measures may be designed and implemented based on sound and demonstrated engineering principles to mitigate potential hazards to the site and off-site properties. Where practical, the design should be incorporated into the site land plan and development so as to minimize overall permanent impacts.

The General Plan Safety Element includes the following policy, which is specifically intended to minimize human exposure to landslide areas:

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.*

The Safety Element does not, however, include a policy statement specifically requiring study and mitigation of development projects within landslide hazard zones. Therefore, impacts would be potentially significant.

It should be noted that the City of Calabasas Public Works Department has established geologic and geotechnical standards to assist in the preparation of geologic and geotechnical studies. These standards also include specific guidelines for the process and analysis to be performed for each site by the geology and geotechnical consultant. All geotechnical reports are reviewed to ensure that the policies and standards of the geology and geotechnical guidelines as well as customary industry practices have been met. The review process also ensures that the geotechnical report and associated plans provide suitable project-specific mitigation measures consistent with the General Plan policies and applicable codes. As such, the City will continue to ensure that the landslide hazards have been analyzed and that appropriate recommendations and mitigation measures are implemented. No measures that increase geologic and geotechnical hazards or impacts to off-site properties are accepted.

Mitigation Measures. Measure GEO-2 under Impact GEO-2 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.

Significance After Mitigation. Landslide impacts would be reduced to a less than significant level with implementation of Measure GEO-2.

Impact GEO-4 **Expansive soil conditions could result in foundation and building distress problems and cracking of concrete slabs. However, implementation of 2030 General Plan policies would reduce impacts relating to soil expansion to a Class III, *less than significant*, level.**

Expansive soils are generally clayey and swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways, (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines). In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landsliding. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or by unusually moist conditions. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Expansive soils are also often prone to erosion.

Foundations of structures placed on expansive soils may swell during the wet season and shrink during the succeeding dry season, potentially resulting in foundation damage.

Soils throughout much of Calabasas have moderate to high shrink-swell potential due to relatively high clay content. Areas with moderate to high potential include portions of each of the proposed mixed use districts. Areas where single and multiple family residential development could occur, including the Rancho Pet Kennel site and the Las Virgenes 1 and 2 sites, also have the potential for soil expansion. However, as discussed above, detailed geologic studies are required prior to development to evaluate the potential for geologic and soil hazards, including expansive soils, and these conditions must be minimized or corrected during construction. The analysis would provide recommendations to prepare sites for development to avoid the hazards associated with expansive soils. Typical measures to treat expansive involve removal, proper fill selection, and compaction. Expansion should not be a substantial constraint to development of individual sites provided that adequate soil and foundation studies are performed prior to construction and that Building Code guidelines are followed. Therefore, impacts would be less than significant.

Mitigation Measures. Compliance with the CBC and applicable policies of the Safety Element would reduce soil expansion impacts to a less than significant level. Mitigation is not required.

Significance After Mitigation. Impacts would be less than significant with implementation of the CBC requirements and policies contained in the General Plan Safety Element.

Impact GEO-5 **Radon is a contaminant that affects indoor air quality. Radon gas from natural sources can accumulate in buildings and reportedly is the second most frequent cause of lung cancer, after cigarette smoking. However, compliance with the CBC and applicable policies of the Safety Element would ensure that impacts would be Class III, *less than significant*.**

Areas of high potential for radon gas levels above 4.0 pCi/L are generally located in northern sections of the City, as shown on Figure 4.5-5. The potential for radon gas exposure could result in significant impacts to new development in these areas. A radon gas survey prior to development should be performed to evaluate the potential for radon gas hazards. The analysis provides recommendations to prepare the site for development to avoid the hazards associated with radon gas. Typical measures to treat expansive involve non-permeable barriers and proper ventilation. Large-scale radon gas problems should not be an issue provided that adequate soils and foundation studies are performed prior to construction and that Building Code guidelines are followed.

The Safety Element of the 2030 General Plan includes the following policies intended to

minimize human exposure to radon:

VII-18 *Promote community education regarding potential hazards associated with radon exposure.*

VII-19 *Require radon testing for new development within areas with moderate or high potential for indoor radon levels exceeding U.S. EPA recommended limits.*

VII-20 *Where radon levels may exceed U.S. EPA recommended limits, implement effective measures – such as "sub-slab depressurization" systems – to limit exposure to radon.*

Mitigation Measures. Compliance with the CBC with City of Calabasas amendments and applicable policies of the Safety Element would ensure that impacts would be less than significant. Therefore, mitigation is not required.

Significance After Mitigation. Impacts related to radon gas would be less than significant level with implementation of the policies contained in the General Plan Safety Element.

4.6 HAZARDS and HAZARDOUS MATERIALS

This section analyzes the impacts associated with exposure to hazards and hazardous materials. Impacts relating to hazardous materials use, transportation, and development on contaminated sites are addressed. Potential hazards associated with wildland fires are discussed in Section 4.11, *Public Services*.

4.6.1 Setting

a. **Regulatory Setting.** The federal government defines a hazardous material as a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive.

Use, Storage, and Handling of Hazardous Materials. Numerous federal, state, and local regulations regarding use, storage, transportation, handling, processing and disposal of hazardous materials and waste have been adopted since the passage of the federal Resource Conservation and Recovery Act (RCRA) of 1976. The goal of RCRA is to assure adequate tracking of hazardous materials from generation to proper disposal. California Fire Code (CFC) Articles 79, 80 et al., which augment RCRA, are the primary regulatory guidelines used by the City to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are written.

Hazardous substances include both hazardous wastes and hazardous materials. In general, a material or waste is classified as hazardous if it is one of more than 700 chemicals specifically listed in the California Code of Regulations; if it contains one of these chemicals; or if it is reactive, ignitable, corrosive, or toxic. Because of their potential threat to public health and the environment, hazardous substances are closely regulated by federal, state, and local laws that focus on controlling their production, handling, storage, transportation, and disposal.

Federal and state environmental laws provide that all property owners be required to pay for cleanup, when necessary, of contamination by hazardous materials on or originating from their land. Because of the potential liability, purchasers or developers of commercial, industrial, or agricultural property should perform environmental assessments before development or purchase. In addition to being liable for cleanup, the owner can be responsible for toxic effects on human health, and measures should be taken to avoid exposing people to hazardous materials. The transportation of hazardous materials is regulated by the Department of Transportation (Caltrans), USEPA, California Department of Toxic Substances Control (DTSC), CHP, and California State Fire Marshal regulations. Under the California Vehicle Code, the CHP has the authority to adopt regulations for transporting hazardous materials in California. The CHP can issue permits and specify the route for hazardous material delivery.

Gas stations and industrial activities located next to roadways in the plan area may have released hazardous materials to the environment. To determine the full extent of possible hazardous materials sources, Phase I and Phase II hazardous materials site assessments would need to be completed for suspect parcels.

Such assessments are beyond the scope of this program-level analysis. The first step in identifying sources of hazardous materials is to conduct a database search of federal, state, and local agency records. A database search is the principle source of information to verify the presence of hazardous materials/wastes in the Calabasas plan area. The results of these searches include lists of sites with known, potential, or existing hazardous materials in a specified search area. Individual sites can occur on several lists for the same reason and are sometimes repeated under different names on the same list.

A database search for The City of Calabasas indicates that several gas stations have open cases for leaking underground storage tanks. In addition, several other locations in the City have closed cases for leaking underground storage tanks. The Calabasas Landfill facility is located on Lost Hills Road, just north of the Ventura Freeway, adjacent to the City. The site is listed as a municipal waste landfill (Class III) and currently is scheduled for closure in 2028. This facility does not accept toxic or hazardous substances; however extensive studies will need to be performed to accurately assess the presence of any contaminants. Overall the City has a limited number of potential sources of contamination.

Pursuant to SB 1082 (1993), the State of California has adopted regulations to consolidate six hazardous materials management programs under a single, local agency, known as the Certified Unified Program Agency (CUPA). The Emergency Operations Section of the Los Angeles County Fire Department's Health Hazardous Materials Division (HHMD) provides 24-hour emergency response services to hazardous materials incidents occurring throughout Los Angeles County. The City has adopted the Los Angeles County Hazardous Waste Management Plan. In 1997, HHMD became a Certified Unified Program Agency (CUPA) to administer the following programs within Los Angeles County:

- *Hazardous Waste Generator Program*
- *Hazardous Materials Release Response Plans and Inventory Program*
- *California Accidental Release Prevention Program (Cal-ARP)*
- *Underground Storage Tanks*
- *Aboveground Storage Tanks*

In addition to conducting annual facility inspections, the Hazardous Materials Program is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and stormwater illicit discharge inspections. The LA County Fire Department has been designated as the administering agency for CUPA. Accordingly, the LA County Fire Department compiles and maintains a list of businesses that meet the threshold criteria for use, storage, or disposal of hazardous materials, compressed

gases and/or hazardous waste. Threshold quantities are defined as hazardous materials equal to or exceeding 55 gallons or 500 pounds, 200 cubic feet of compressed gas, and/or hazardous waste in any amount.

Soil Contamination. Regulatory agencies such as the United States Environmental Protection Agency (EPA) set forth guidelines that list at what point concentrations of certain contaminants pose a risk to human health. The EPA combines current toxicity values of contaminants with exposure factors to estimate what the maximum concentration of a contaminant can be in environmental media before it is a risk to human health. These concentrations set forth by the EPA are termed Preliminary Remediation Goals (PRGs) for various pollutants in soil, air, and tap water (USEPA Region IX, Preliminary Remediation Goals Tables, 2004). PRG concentrations can be used to screen pollutants in environmental media, trigger further investigation, and provide an initial cleanup goal.

Groundwater Contamination. Both the EPA and the California Department of Health Services (DHS) regulate the concentration of various chemicals in drinking water. The DHS thresholds are generally stricter than the EPA thresholds. Primary maximum contaminant levels (MCLs) are established for a number of chemical and radioactive contaminants (Title 22, Division 4, Chapter 15 California Code of Regulations). MCLs are often used by regulatory agencies to determine cleanup standards when groundwater is affected with contaminants.

The Los Angeles Regional Water Quality Control Board (RWQCB) has developed an interim guidance document that contains numerical site screening levels to determine the need for remediation of gasoline and volatile organic compound (VOC) contaminated soils (Los Angeles RWQCB, 1996). The guidance document has been used to determine when a site may require remedial action or to establish an acceptable clean up standard for a particular constituent.

Large-Scale Hazardous Material Upset. The Los Angeles County Fire Department's Health Hazardous Materials Division's Emergency Operations Section (EOS) provides 24-hour-a-day response to spills and releases of hazardous materials and wastes throughout the County. To protect the citizens of Los Angeles County from actual or threatened releases, EOS has three teams of highly trained, state-certified Hazardous Materials Specialists. The EOS addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, or national security emergencies, including incidents involving major hazardous material upset. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector.

Hazardous material incidents differ from other emergency response situations because of the wide diversity of causative factors and the pervasiveness of the potential threat. Circumstances such as the prevailing wind and geographic features in the vicinity of emergency incidents are relevant factors that may greatly increase the hazardous chemical dangers. Incidents may occur at fixed facilities where, most likely, the occupants have filed site-specific emergency response

contingency and evacuation plans. However, incidents may also occur at any place along any land, water, or air transportation routes, and may occur in unpredictable areas, relatively inaccessible by ground transportation.

The Los Angeles County Fire Department responds to all hazardous materials calls within the City of Calabasas. The county has two fire stations located in the City at Fire Station 68, located at 24130 Calabasas Road and Fire Station 125 at 5215 Las Virgenes Road.

b. Hazardous Materials. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion. The risk of hazardous material exposure can come from a range of sources; these may include household uses, agricultural/commercial/industrial uses, transportation of hazardous materials, and abandoned industrial sites known as brownfields.

Household Products. By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other household hazardous wastes (used paint, pesticides, cleaning products and other chemicals) are common and often improperly stored in garages and homes throughout the community. Because of their prevalence and proximity to residents, household products constitute the most pervasive potential health hazard facing residents of Calabasas.

Commercial and Industrial Uses. The County of Los Angeles (per CUPA) regulates facilities in the plan area that meet specified threshold quantities for hazardous materials. Under Chapter 6.95, Section 25503 of the California Health and Safety Code, Business Plans are required from California businesses that handle a hazardous material. As part of the Business Plan, emergency response plans must be developed and training sessions provided to employees. Businesses are routinely inspected by the Los Angeles County Fire Department's Health Hazardous Materials Division's to ensure that handling, storage, and waste disposal practices conform to appropriate laws and regulations.

Users of hazardous materials include commercial manufacturing, petroleum exploration, industrial fabrication, biotechnology, and agribusinesses. While commercial activity within the City is relatively small, potentially hazardous materials used by businesses may include petroleum based fuels, chlorinated solvents, acrylic coatings, corrosive or caustic additives, and to a lesser extent, chemical fertilizers, pesticides and herbicides. Specific known commercial activity within the City that may use or store hazardous materials include several gasoline stations, a few small automotive repair shops, some small dry cleaning facilities and several small commercial manufacturing facilities. These uses are all relatively small and do not represent a significant potential hazard within the plan area.

Major Truck Transportation Corridors. The most likely cause of a major hazardous materials (HAZMAT) incident is a transportation accident involving a vehicle carrying hazardous materials. Historically, HAZMAT incidents frequently occur on the heaviest traveled streets, freeway interchanges, and railroad crossings. Although the odds of occurrence are less for a railroad HAZMAT incident, the severity is potentially greater because of the numerous rail tanker cars involved and the potential for chemicals and explosive substances being mixed together. Hazardous materials are also transported by vessel. Vessels transporting hazardous materials are confined to the ocean and harbor areas of the city.

The main artery in the City utilized by transporters of hazardous materials and waste is U.S. Highway 101(the Ventura Freeway, see Figure 2-5). The City does not currently restrict travel ways for hazardous materials transportation. Trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. However, in the event of an accident, such materials may be released, either in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site.

As previously discussed, the L.A. County Fire Department responds to all hazardous material incidents within Calabasas. The California Highway Patrol responds to spills on the Highway 101 Freeway and works in conjunction with local authorities to manage traffic diversion and any off-freeway effects.

Pipelines. Underground pipelines are located throughout Calabasas. Natural gas, crude oil, and refined petroleum products are transported in these lines. The failure of these pipelines can expose the adjacent population and improvements to the dangers of potential fire and explosion from the ignition of materials release. Pipelines are inspected on a regular basis per state and federal requirements, and normally present no hazard to the community.

Landfills. Landfills can have an undesirable effect on surrounding properties, the ground, and groundwater below the landfill. The concern for these facilities relates to the kind of material put in them. Landfills are classified by their permitted contents:

- *Class I – for toxic or hazardous substances*
- *Class II – for chemically or biologically decomposable substances*
- *Class III – for non-water soluble, non-decomposable inert solids*

The Calabasas Landfill facility is located on Lost Hills Road, just north of the Ventura Freeway, adjacent to the City. The site is listed as a municipal waste landfill (Class III) and currently is scheduled for closure in 2022. This facility does not accept toxic or hazardous substances.

4.6.2 Impact Analysis

a. Methodology and Thresholds of Significance. For the purpose of this analysis, a significant impact would occur if the project would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school*
- *Be located on a site included on a list of hazardous material sites compiled pursuant to State Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment*
- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan*

b. Project and Cumulative Impacts.

Impact HAZ-1 Potential development that could be facilitated near known hazardous material users could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. However, compliance with existing regulatory requirements, as well as 2030 General Plan policies would reduce impacts to a Class III, *less than significant,* level.

Development of residential uses in proximity to commercial uses that use or store hazardous materials could increase the risk of exposure to deleterious health effects. Areas where users of hazardous materials are located are confined primarily to commercial areas. Development or redevelopment in these areas would have the potential for exposure of hazardous materials to the public. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites.

The 2030 General Plan would facilitate mixed use development (including residences) within several areas in and around the City where hazardous materials could be stored or used. These mixed use districts, illustrated on Figure 2-5 in Section 2.0, *Project Description*, include areas within the City (along Agoura and Calabasas Roads and near the Las Virgenes Road/Mureau Drive intersection) as well as the Craftsman's Corner area outside the City (north of the Ventura Freeway and generally east of Parkway Calabasas). By allowing for mixed use development in commercial areas where there may have been past use of hazardous materials, the potential for exposure may increase due to: (1) potential soil/groundwater contamination due to past

practices; and (2) the proximity of new residential development to ongoing activity involving the use of hazardous materials. The introduction of residential components in these areas of the City could potentially increase exposure to hazardous materials.

Any developed property has the potential for soil contamination due to operation of motor vehicles and use of solvents, pesticides and other materials that could have been spilled over the years. Generally speaking, the risk of significant contamination requiring remedial action is low through most of the plan area. However, several locations, including past and present gasoline stations, in the City have been identified with hazardous material releases. Generally speaking, soil contamination does not pose an unmitigable obstacle to development or redevelopment insofar as proper treatment or removal of contaminated soils can usually mitigate potential health hazards. Testing of site soils, and removal of any contaminated soils, would be warranted prior to grading or development in these areas.

Several gasoline stations in the City, including along Las Virgenes Road and Calabasas Road, have been identified as having past releases. Further investigations and possible remediation is ongoing at these locations. This type of contamination is typically localized and can be effectively contained when discovered. Development that involves intensification and reuse of land in the vicinity of these sites would require testing and possibly soil remediation actions. Impacts in these areas are considered potentially significant. However, remediation, including soil and groundwater sampling, under the appropriate oversight agency would reduce the risk of possible contamination.

As discussed above, some of these areas have been used for commercial operations in the past and contamination associated with those uses may pose a threat to future users of the site or immediate vicinity. Further, any previously utilized property has the potential for soil contamination due to operation of motor vehicles and use of solvents, pesticides and other materials that could have been spilled over the years. Development that involves intensification and reuse of land in this area may require testing and possibly soil remediation actions. Impacts in these areas are considered potentially significant.

There are numerous federal, state, and local regulations regarding use, storage, transportation, and disposal of hazardous materials and waste. In addition, the 2030 General Plan contains policies that aim to minimize adverse impacts to health and quality of life associated with exposure to hazardous materials. These include:

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

Policy VII-22 *Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses and households within and adjacent to Calabasas.*

Policy VII-23 *Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous materials.*

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

Compliance with federal, state, and local regulations, in combination with the proposed 2030 General Plan policies, would reduce impacts related to past usage of hazardous materials to a less than significant level.

Mitigation Measures. No additional policy-oriented mitigation would be required to address this impact. As individual development projects are considered for construction, separate environmental review may be required, which could result in the implementation of project-specific mitigation measures.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact HAZ-2 The transportation of hazardous materials could potentially create a public safety hazard for new development that could be accommodated along major transportation corridors under the General Plan Update. However, compliance with existing regulations and 2030 General Plan policies would reduce impacts to a Class III, *less than significant,* level.

While incidents related to hazardous materials spills are infrequent, accidents along major transportation corridors are a possibility. Hazardous materials, such as chemicals and explosives, are transported along the Ventura Freeway. When properly contained, these materials present no hazard to the community. However, in the event of an accident, such materials may be released, either in liquid or gas form.

The Los Angeles County Emergency Operational Area includes county government, all cities, and other local governments within county borders. This includes special districts such as public school districts, sanitation districts, water districts, etc. The Operational Area is part of the Standardized Emergency Management System (SEMS). In addition, the Los Angeles County Fire Department, which serves the Calabasas area, has devised and maintains a comprehensive

Multihazard Functional Response Plan that addresses the area's planned response to extraordinary emergency situations including incidents involving major hazardous material upset. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector.

In addition, the City has a volunteer program, the Calabasas Emergency Response Program (CERP) designed specifically for the residents of Calabasas. The CERP has three roles:

- *To provide information so the residents of Calabasas can be prepared for potential emergencies.*
- *Following a disaster, CERP's role is to assess and communicate neighborhood conditions to the City's Emergency Operations Center, and*
- *After a major disaster, the CERP medical disaster team volunteers will provide basic first aid services from medical cache (First Aid storage units) located throughout the City of Calabasas. They are located at: Grape Arbor Park, De Anza Park, Calabasas Tennis and Swim Club, Calabasas High School & Calabasas Hills Park.*

The Ventura Freeway runs east-west through the northern portion of the City. This major transportation highway is adjacent to the major commercial areas of the City and is already urbanized.

The mixed use districts identified on the General Plan land use map (Figure 2-5 in Section 2.0, *Project Description*) along Agoura Road, Calabasas Road, and in Craftsman's Corner could facilitate additional residential development near or adjacent to the Ventura Freeway. By increasing the density of development within this area, more people would be at risk of exposure to hazardous materials in the event of an accident on this route. However, provided that the City continues to participate in the County based emergency response systems, including the Los Angeles County Fire Department comprehensive Multihazard Functional Response Plan, impacts related to risk of upset along major transportation corridors would not be significant. In addition, Safety Element policies 20 and 23 listed under Impact HAZ-1 would minimize human exposure to hazardous material spills. Therefore, impacts would not be significant.

Mitigation Measures. Compliance with existing hazardous materials transportation regulations as well as continuing participation and maintenance of the Los Angeles County emergency response systems would reduce impacts related to hazardous material upset risk to a less than significant level. No mitigation would be required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact HAZ-3 **The City may seek acquisition of the Calabasas Landfill for future recreational use. The current site activities may potentially create a future public safety hazard of exposure to hazardous materials. However, existing regulatory requirements would ensure that potential hazards are addressed and other landfills have been successfully converted to recreational facilities. Therefore, impacts would be Class III, *less than significant*.**

The 300-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.

The landfill, which has been active since 1961, has over 21 million tons of refuse in place and currently accepts 1,100 tons of refuse per day. The past and present use of this site suggests that hazardous materials may be present. The Resource Conservation and Recovery Act (RCRA) guide the operation and closure procedures for landfills. In addition, the EPA requires affected landfills to collect and control landfill gas. EPA targets reductions in the emissions of landfill gas due to odor, possible health effects, and safety concerns. Hazards associated with landfills include uneven settling of wastes, soil and groundwater contamination and the release of gases. The potential use of this land, after landfill activities have ceased, will require site assessments and mitigation measures to ensure health and safety requirements are met to minimize adverse impacts from past site activities. Therefore, significant impacts are not anticipated.

Conversion of landfills into public recreation facilities has been successful in other Southern California communities. The Industry Hills Recreation and Conference Center, located 10 miles from downtown Los Angeles, contains two golf courses, a conference center, an eleven-story hotel, an Olympic sized swimming pool, a tennis complex, and an equestrian center. 155 acres of the 617 acre site is built upon land formerly used as a landfill that closed in 1969. As part of the ongoing conservation management of the former landfill, a system was installed that recovers and uses the landfill gas to meet space heating and hot water demands on-site including uses at the convention center, hotel, the swimming pool and onsite laundry facilities. The BKK landfill in the City of West Covina was closed in 1989. It is currently undergoing post closure environmental maintenance and management that includes a landfill gas collection system, surface water controls, soil cover procedures, and a leachate treatment plant. In 2003 the City of West Covina purchased approximately 230 acres of the site with the intent to redevelopment the property into a high quality recreation facility and shopping center. The

proposed plans include a baseball/softball facility, a shopping center, and an 18 hole golf course. Continued post closure management of the landfill will be maintained by the BKK Corporation who will utilize the sale proceeds for continued landfill closure and clean up.

Mitigation Measures. Compliance with existing landfill closure regulations would reduce impacts related to public hazardous material exposure to a less than significant level. No mitigation would be required.

No additional policy-oriented mitigation would be required to address this impact.

Significance After Mitigation. Impacts would be less than significant without mitigation.

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4.7 HYDROLOGY and WATER QUALITY

This section addresses impacts to the City's drainage infrastructure as well as surface water quality impacts. Watershed information was obtained from the City of Calabasas' *Creeks Master Plan* (2006), while data regarding groundwater and water quality was obtained from the Las Virgenes Municipal Water District's *2005 Urban Water Management Plan*.

4.7.1 Setting

a. Watershed and Surface Water. Three main creeks flow through Calabasas: Las Virgenes Creek in the Malibu Creek watershed; Dry Canyon and McCoy Creeks in the Los Angeles River watershed, as shown on Figure 4.7-1. These three creeks serve to convey storm water flows to the lower watershed during the wet season. Smaller flows associated with rare summer storm runoff, irrigation runoff, industrial/ commercial runoff, and natural seeps and springs, pass through the creeks on the way to Malibu Creek and the Los Angeles River. Two additional smaller creeks, Cold and Stokes creeks, also lie within the City's boundaries.

The primary hydrologic feature of Calabasas is Las Virgenes Creek, which is located in the western portion of the City. Las Virgenes Creek originates in Simi Valley and is formed from Las Virgenes Canyon. Additional shorter branches that originate in Ventura County are also tributary to the creek.

Las Virgenes Creek flows into the Malibu Creek below Mulholland Highway and eventually makes its way to Santa Monica Bay. Malibu Creek's watershed encompasses approximately 109 square miles and spans five cities and unincorporated areas of Los Angeles County. The creek traverses through many different land uses including natural open space, concrete channelization, culverts, vegetation, and dense residential areas. The creek is characterized by medium flows south of Mureau Road and intermittent to low flows north of Parkmor Road.

Dry Canyon Creek is part of the Los Angeles River Watershed. It begins in the Calabasas Highlands area, flows parallel to Mulholland Drive, then north along Old Topanga Canyon Road to the confluence with Calabasas Creek. Dry Canyon Creek and its surroundings have been highly impacted by large residential developments since the start of the 20th century although there are numerous patches of open space spotting the canyon. Dry Canyon Creek's tributary along Old Topanga Canyon Road maintains its rural character. The Creek is characterized by low to intermittent flows from the top of the watershed to Mountains Restoration Trust and medium flows from Wrencrest Drive to the City boundary.

McCoy Creek is also part of the Los Angeles River Watershed. The creek emerges from a cement underground culvert under Parkway Calabasas at the east of the New Millennium property through areas of native vegetation and natural channeling until passing into a golf

course, which flanks the creek on both sides for the next 0.6 miles. Along the way, the creek passes Calabasas Lake. On the north side of Calabasas Road, the creek crosses under the Ventura Freeway to join Dry Canyon Creek and form Calabasas Creek. Creek flows are classified as low from the New Millennium property to the golf course and moderate from the golf course to the Calabasas Road.

b. Topography. The topographical conditions in the Calabasas General Plan study area are varied, consisting of differential hillside terrain with numerous valley and arroyo conditions. Flat or level topography constitutes a small percentage of the terrain within the plan area.

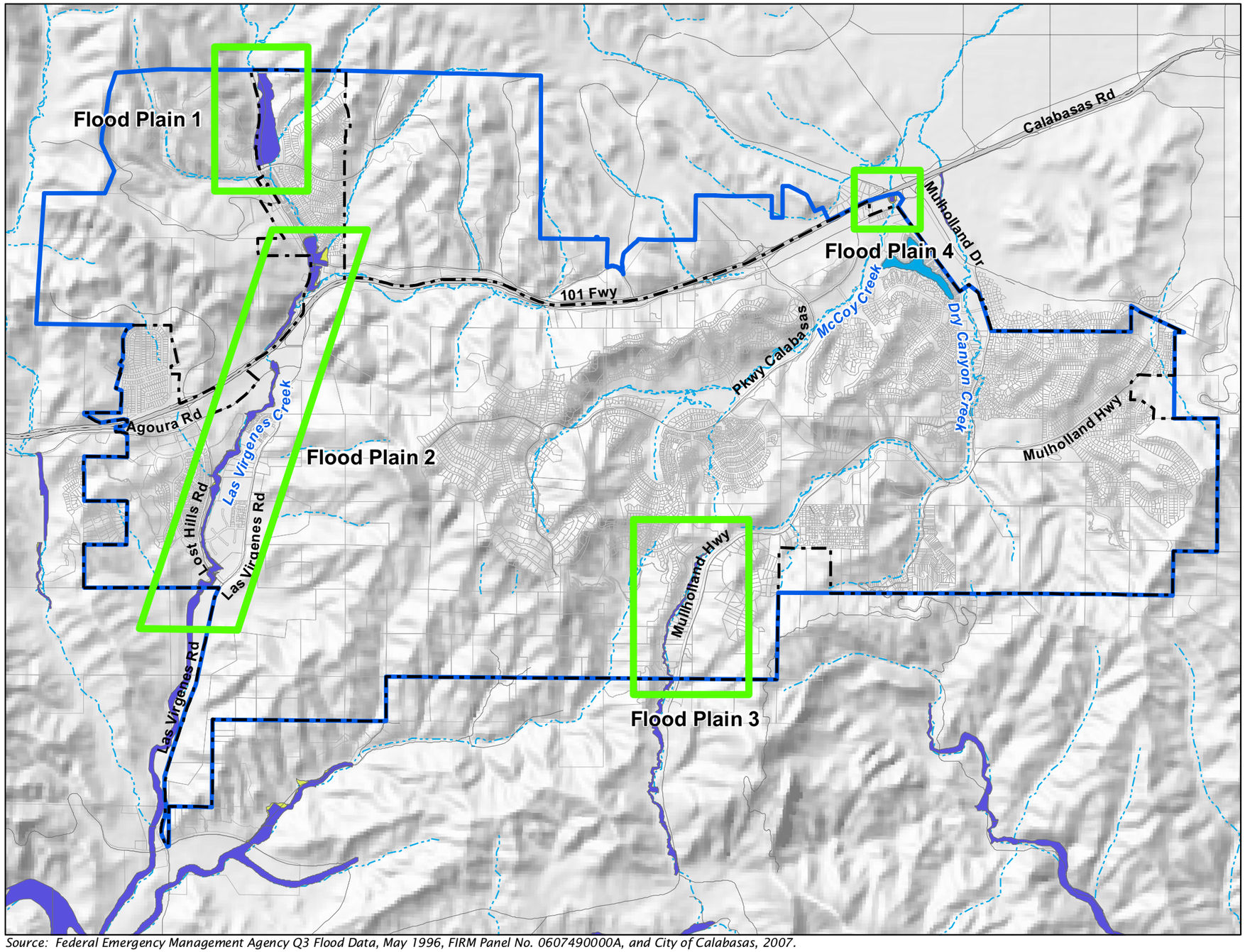
The unique canyons and arroyos that characterize the study area include Topanga Canyon, McCoy Canyon, Crummer Canyon, and Las Virgenes Canyon. The Calabasas Peak is located just south of the southern border of the City along Calabasas Peak Mountainway. Other significant ridgelines are identified in Section 4.1, *Aesthetics*.

c. Groundwater. Calabasas does not have any water sources that are sufficient enough to supply its citizens with water services. Therefore, the City has contracted with the Las Virgenes Municipal Water District to supply water to the area. More information on water supply can be found in Section 4.14, *Utilities and Service Systems*.

Groundwater underlying LVMWD's service area is of poor quality and is not currently used for the potable water supply system. However, it is used to augment supplies for the recycled water system. Currently, LVMWD operates two wells in the Russell Valley groundwater basin: Westlake Well I and Westlake Well II. Both wells pump water from the Russell Valley groundwater basin, with a maximum projected yield of 400 AFY.

The Russell Valley groundwater basin occupies a geographic area called the Russell Valley. This groundwater system is a relatively small alluvial basin bounded by semi-permeable rocks of the Santa Monica Mountains. Recharge is predominantly from percolation of rainfall and from irrigation runoff. It is estimated that the aquifer may have a total storage capacity of about 11,000 AF (LVMWD, 2005). The additional Westlake Wells tap into alluvial areas with volcanic rocks. Storage capacity of these systems is not clearly understood and estimates range from 30,000 to 80,000 AF. Current groundwater levels for the Russell Valley groundwater basin indicate the basin is not in overdraft and the groundwater levels have risen over the past 20 or 30 years due to declining groundwater pumping (LVMD, 2005).

d. Flood Hazards. Flooding can cause widespread damage to affected areas. Buildings and vehicles can be damaged or destroyed, while smaller objects can be buried in flood-deposited sediments. Floods can also cause drowning or isolation of people or animals. In addition, floodwaters can break utility lines, interrupting services and potentially affecting health and safety, particularly in the case of broken sewer or gas lines.



Source: Federal Emergency Management Agency Q3 Flood Data, May 1996, FIRM Panel No. 0607490000A, and City of Calabasas, 2007.

Figure 4.7-1
FEMA Flood Zones

The secondary effects of flooding are due to standing water, which can result in crop damage, septic tank failure, and water well contamination. Standing water can also damage roads, foundations, and electrical circuits.

Inadequately-sized culverts and bridges can create impediments to the passage of high water flow in streams and gullies. Undersized infrastructure typically results in short-term back-ups behind the culvert of bridge, with pooling water in such areas, in effect, an unintended detention basin.

FEMA 100-Year Flood Hazard. As shown on Figure 4.7-1, a small portion in the City of Calabasas is within the 100-year floodplain as delineated by the FEMA Flood Rate Insurance Map (FIRM). The 100-year flood, or "base flood", refers to the flood resulting from a storm event that has a probability of occurring once every 100 years, or a one percent chance of occurring in any given year. Areas mapped in the 100-year floodplain area subject to inundation during a 100-year storm event. These areas are located along the Las Virgenes Creek and extend from the northern boundary all the way down to the southern border. North of Highway 101, the 100-year flood zones are adjacent to the Malibu Canyon Apartments, The Village, Calabasas Colony, and the Malibu Canyon residential neighborhoods. South of Highway 101, Stone Creek, Deer Springs, and Malibu Meadow Apartments are located adjacent to the 100-year flood zone. These developed areas that appear to be in the 100-year flood zone are in actuality all outside of the mapped flood boundaries, either by elevation or by amendment of the Flood Insurance Rate Map (FIRM) Panels. These amendments have been done by Letter of Map Revision (LOMR) or Letter of Map Amendment (LOMA). Such documents exist and modify the FIRM panels by removing areas of development within the Las Virgenes Creek corridor (north of Thousand Oaks Blvd, Mureau Road) and the Mulholland corridor. Delineated flood hazard areas are localized areas of potential inundation that exist immediately adjacent to the water courses noted. The City requires that all new development be elevated above delineated or calculated base flood elevations (BFEs) per FEMA and City floodplain management requirements.

Dam Inundation. Calabasas is not in the dam inundation area for any major stream or river in the region. Bard Reservoir, Chatsworth Reservoir, and the Encino Reservoir are all located within 10 miles of the City of Calabasas. However, due to the topography of the surrounding areas as well as the location and size of the reservoirs, flooding risk from these reservoirs would be low. It is highly unlikely that flood waters from dam failures at these reservoirs could physically reach the City of Calabasas.

e. Water Quality. The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Improperly placed septic tank leach fields and properly placed septic tanks that do not have proper residence time or are not properly maintained or have improperly disposed of household cleaners and other materials can

cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides and other harmful chemicals.

As discussed above, Calabasas does not have high quality groundwater supplies to serve its citizens and instead, receives water from the LVMWD. The LVMWD receives imported water through the MWD, which receives raw water from Northern California through the State Water Project (SWP) and the Colorado River Aqueduct (CRA). MWD water is treated in accordance with potable standards at filtration plants located throughout Southern California. Metropolitan tests and treats its water for microbial, organic, inorganic, and radioactive contaminants as well as pesticides and herbicides. Additionally, although not required, Metropolitan monitors and samples elements that are not regulated but have captured scientific and/or public interest. These substances include perchlorate, arsenic, methyl tertiary butyl ether (MTBE), and chromium VI among others. Existing water supplies could be threatened in the future because of contamination, more stringent water quality regulations, or the discovery of an unknown contaminant. Water quality of imported water could directly impact the amount of water supplies available to the LVMWD.

f. Regulatory Framework. Development in the plan area is subject to various local, state, and federal regulations and permits regarding the use of water resources.

Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. Calabasas is within the jurisdiction of the Los Angeles RWQCB.

Three creeks within Calabasas (Las Virgenes, McCoy, and Dry Canyon creeks) are listed by the State Water Resources Control Board as Impaired Waters under Clean Water Act Section 303(d). This listing requires that measures are developed to ensure that proposed projects do not contribute to the pollutant load in the creek. Project applicants are responsible for meeting all safety requirements and USEPA-approved measures to keep the water clean. All Total Maximum Daily loads (TMDL) applicable to Los Angeles River are applicable to McCoy/ Calabasas Creek as headwaters and thus a responsibility of project applicants near the creeks. Similarly, all TMDLs applicable to Malibu Creek are applicable to Las Virgenes Creek. The design of new projects near these waters must consider all TMDLs applicable to the area to ensure that project sites would not exceed targets adopted by the USEPA or State Water Resources Control Board. Such measures include, but are not limited to, installing rain gutters and orienting them towards permeable surfaces rather than driveways or non-permeable surfaces so that runoff would have the opportunity to infiltrate into the ground instead of flowing immediately offsite, also modifying grades of property to divert flow to permeable areas and to minimize the amount of storm water leaving the property. Onsite stormwater treatment

measures should also include but not be limited to the use of sediment traps to intercept runoff from drainage areas and hold or slowly release the runoff, with sediments held in the trap for later removal; the use of retention structures or rooftops designed to store stormwater; the utilization of subsurface areas for storm runoff storage either for reuse or to enable release of runoff at predetermined times or rates to minimize the peak discharge into drains, cisterns are also a possible storage mechanism for reuse; and design curbs, berms or the like so as to avoid isolation permeable or landscaped areas.

The federal government also administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into Waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers. As discussed under *Flood Hazards*, the Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones.

The primary regulatory control relevant to the protection of water quality is the Federal National Pollution Discharge Elimination System (NPDES) permit administered by the State Water Resources Control Board. This board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g, water supply, recreation, and habitat) for a particular surface water or groundwater. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the Federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board.

On March 23, 2003, the City established a requirement that sites disturbing one acre or greater of land to furnish proof that at Notice of Intent (NOI) was filed with the State Water Board and proof that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. The City's process for Best Management Practice (BMP) selection generally coincides with four standard elements, sediment control, erosion control, site management, and materials and waste management. There are both structural BMPs and construction BMPs required by the City for mitigation of long-term and temporary water quality impacts, respectively. Structural BMPs, are those measures such as mechanical filtration, separators, vegetative swales, and biofilters that reduce or eliminate long term impacts to water quality. The City emphasizes the use of natural treatment measures that are not dependant upon periodic inspection and maintenance (ie: catch basin and other filtration measures, mechanical separators, etc), and the City is developing quantitative standards for natural treatment BMPs that mitigate specific pollutants of concern with specific types of vegetation and vegetative geometry. Discretionary development projects would implement 'natural' water quality mitigation measures utilizing

vegetative swales, diversion into landscape areas, and other similar flow based BMPs consistent with the current provisions of the Municipal Code. Maintenance covenants are required for Standard Urban Stormwater Mitigation Plan BMPs to help ensure that post-construction BMPs remain effective in the long term.

Calabasas relies on Municipal Code Title 8 Health and Safety, Title 17 Land Use and Development, City Ordinance No. 97-117 and other enforcement sections of the Municipal Code to require permits and oversee the implementation for any land use or development involving grading activities, or the construction of new structures or paving. Chapters17.52, Grading Permit Requirements, and 8.28, Storm Water and Runoff Pollution Prevention Controls, provide the legal authority to require implementation of development construction, new development and redevelopment controls for private and public projects within the City. In addition, the City has a number of administrative policies and procedures issued by the Public Works Director/City Manager that also govern implementation of storm water pollution prevention controls.

The standards for the development of hydrology and related drainage models for development in the area are contained in the latest edition of the Los Angeles County Hydrology Manual. The Manual describes the methodologies to be utilized in the calculation of existing and proposed storm water runoff, based on soils types, density of development, flow path characteristics and time of concentration. The Manual specifies the design event for which the facility under consideration must be designed (10-yr, 25-yr or 50-yr frequency event). The Manual contains multiple appendices which provide site specific data Countywide on soil characteristics, runoff coefficients, intensity of rainfall versus storm duration, impermeability versus land use, as well as debris production classification.

The methodology contained in the Los Angeles County Hydrology Manual is supplemented by the City of Calabasas based on their knowledge of local conditions, as well as site specific modeling requirements. These supplemental requirements can be categorized according to the following: Detention- the City of Calabasas has a 'no net increase' approach to development; and Time of Concentration- consultation with the City is required in order to insure that the methodology for calculating peak flow and times of concentration are not misapplied (especially for projects under 10 acres).

Calabasas is a hillside community, and the hillsides are sources of debris that in a rainfall event becomes mobilized by runoff and must be intercepted effectively by storm drains and related debris facilities. This effect can be amplified in areas of recent fires. The method of quantifying the effects of sediment and debris production to storm runoff is referred to as 'bulking' and is delineated in the Los Angeles County Sedimentation Manual as well as Los Angeles County Hydrology Manual and related appendices. These methods are adopted for use in the City of Calabasas, and are used by the County of Los Angeles for their review of storm drains and basins intended for transfer to the County for ownership and maintenance.

The requirements for design and construction of storm drains and related facilities (debris and detention basins, inlet and outlet structures) are contained in the Los Angeles County Flood Control District's Design Manual (Hydraulic), Debris Basin Manual and Los Angeles County Sedimentation Manual. The methodologies contained in these Manuals are adopted for use in the City of Calabasas, and are used by the County of Los Angeles for their review of storm drains and related interception and conveyance facilities intended for transfer to the County for ownership and maintenance. The methodology and materials requirements contained in the Los Angeles County storm drain design and construction standards are supplemented by the City of Calabasas for private on site projects based on their knowledge of local conditions, site specific modeling requirements, and the proposed ownership and maintenance conditions of the project under consideration.

The storm drain infrastructure within Calabasas is predominantly owned and maintained by the County of Los Angeles. Connections to County of Los Angeles storm drains are reviewed and approved by the County according to County of Los Angeles Design and Construction standards. The City of Calabasas reviews and approves the storm drain system in conjunction with proposed grading, paving and roadway plans to insure compliance of the storm drain with these standards. As the lead agency in project review, the City is co-signatory on the storm drain plans, with the final approval for construction issued by County under their permit. In some locations, storm drains are privately owned and maintained by Home Owner's Associations (HOAs) under specific conditions which are reviewed and approved by the City in association with the project's approval. These conditions pertain to requirements for perpetual maintenance of the storm drain system, detention requirements and structural water quality mitigation measures, which are in turn incorporated into the project's Covenants, Conditions and Restrictions (CC&Rs).

4.7.2 Impact Analysis

a. **Methodology and Significance Thresholds**. Impacts would be considered significant if development facilitated by the 2030 General Plan would:

- *Potentially degrade surface or groundwater quality below standards established by the Regional Water Quality Control Board (these standards are usually in accordance with the California EPA's maximum contaminant levels (MCLs) for drinking water)*
- *Substantially interfere with groundwater recharge*
- *Substantially alter the existing drainage pattern of the area such that substantial erosion or siltation occurs*
- *Substantially alter the existing drainage pattern or substantially increase the rate or amount of surface runoff in a manner which results in flooding*
- *Substantially add additional sources of polluted runoff to a water body*

- *Place housing within a 100-year floodplain*

b. Project and Cumulative Impacts.

Impact HWQ-1 New residential development within the 100-year flood plain could be subject to flooding. However, with implementation of General Plan policies, impacts related to flooding would be Class III, *less than significant*.

The primary effect of flooding, where urban encroachment on floodplains has occurred, is the threat to life and property. Floods may also create health and safety hazards and disruption of vital public services. Economic costs may include a variety of flood relief expenses, as well as investment in flood control facilities to protect endangered development. The extent of damage caused by any flood depends on the topography of the area flooded; depth, duration, and velocity of floodwaters; the extent of development in the floodplain; and the effectiveness of forecasting, warnings, and emergency operations. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of floodwater upstream of the obstructions.

For most of Calabasas the 100-year floodplain occupies land around the Las Virgenes Creek. Additional 100-year floodplain areas are in Stokes Canyon, however, these areas are outside of the Plan Area Boundary. The largest floodplain (see "Flood Plain 1" on Figure 4.7-1) is along Las Virgenes Creek in the northwestern portion of the City. Delineated flood hazard areas are localized areas of potential inundation that exist immediately adjacent to the water courses. The City requires that all new development be elevated above delineated or calculated base flood elevations (BFE's) per FEMA and City floodplain management requirements. Portions of areas designated Residential-Multiple Family (R-MF) and Open Space-Resource Protection (OS-RP) are adjacent to this floodplain. Because the land designated for residential development adjacent to this 100-year floodplain is already developed, or approved for development, impacts to new residential development within the 100-year flood plain would be less than significant.

Another 100-year floodplain is in the western portion of the City, along Las Virgenes Creek (see "Flood Plain 2" on Figure 4.7-1). Areas designated Residential- Multiple Family, Rural-Residential, Mixed Use, Public Facilities, Open Space and Planned Development are adjacent to this western 100-year floodplain. This area is of particular concern with respect to flooding impacts, as there is developable land that could accommodate future residences. More specifically, the Las Virgenes/Mureau and West Village sites could accommodate, at maximum buildout, a combined total of 310 dwelling units (see Table 2-4 of Section 2.0 Project Description for a more detailed breakdown). However, the Mixed-Use West Village and Las Virgenes/Mureau sites extend beyond the floodplain, which, by comparison, occupies a much

smaller portion of land than the Mixed-Use sites. Therefore, much of, if not all, the residential development within these sites could be located outside of the floodplain as required.

In southern Calabasas, portions of Rural residential, Hillside Mountain and Open Space-Resource Protection areas are within the 100-year floodplain (see "Flood Plain 3" on Figure 4.7-1). Because much of this land adjacent to the 100-year flood plain is already developed, future residential development would be limited and considered infill development. Specifically, as discussed in Section 2.0 Project Description, potential infill development could be facilitated by the General Plan in the southern portion of the City on vacant parcels designated as Hillside Mountainous (HM). Residential development within these vacant parcels would be limited, as the maximum land use intensity for HM is one dwelling unit per 10 acres, or existing legal lot. Additionally, any infill residential development that may occur near the flood zone would be protected by flood insurance, as it is required for homeowners in flood zones to purchase flood insurance (12 C.F.R § 339.7). Lastly, all future development facilitated by the General Plan would be subject to the California Building Code (CBC) with City of Calabasas amendments.

Within the plan area, but outside of the City boundaries, a portion of the Business-Old Town designation is within the 100-year floodplain (see "Flood Plain 4" on Figure 4.7-1). However, this area cannot accommodate any additional development. Therefore, no new residential development would occur in this 100-year floodzone, and impacts would be less than significant.

Several General Plan Safety Element policies would help minimize flood hazard effects. These are listed below.

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

Policy VII-8 *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.*

Policy VII-9 *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.*

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

Policy VII-11 *Setbacks from stream beds should be sufficient to avoid possible adverse effects associated with future stream bank erosion.*

Implementation of these policies on all future development within the Calabasas plan area would reduce flooding and relating erosion/sedimentation impacts to a less than significant level.

Mitigation Measures. Implementation of 2030 General Plan policies would reduce flooding impacts to a less than significant level. Therefore, mitigation is not required.

Significance After Mitigation. Flooding impacts would be less than significant without mitigation.

Impact HWQ-2 Development facilitated by the 2030 General Plan would incrementally increase the amount of impervious surfaces within the City, resulting in an increase in watershed runoff and decrease in percolation to the Calabasas Groundwater Basin. However, with implementation of General Plan policies, impacts related to the increase in impervious surfaces would be Class III, *less than significant*.

Development that could be facilitated by the 2030 General Plan would incrementally increase development intensity in portions of the City, thereby increasing the amount of impervious surface area within the watershed. This could incrementally increase surface runoff into area drainages and reduce the area available for groundwater percolation to the Calabasas Groundwater Basin. The increase in runoff, which may contain pollutants (see HWQ-3 for a more detailed discussion of contaminated runoff), could result in localized flooding and increase pollutant loads in surface runoff.

For the most part, new development facilitated under the 2030 General Plan would be similar to what could occur under the current (1995) General Plan. Allowable residential densities in undeveloped hillside areas would not increase under the 2030 General Plan and, in some cases, development potential on hillside properties would actually decrease. For example, though the approximately 16-acre Las Virgenes 2 property along the east side of Las Virgenes Road would accommodate commercial and multiple family residential development under the 2030 General Plan, the 2030 General Plan would redesignate approximately 60 hillside acres that could be developed with commercial and residential uses as Open Space – Resource Protection (OS-RP).

Of specific concern regarding contaminated runoff are areas that could accommodate future development along Las Virgenes Creek, such as the West Village and Las Virgenes/Mureau mixed use districts. Under the 2030 General Plan, development intensities in these areas could increase from the current maximum floor-to-area ratio (FAR) of 0.4:1 to 0.6:1 to a maximum FAR of 0.75:1. Although any development on properties within these mixed use districts would

involve redevelopment of already urbanized sites, such an increase could incrementally increase the conveyance of contaminated runoff to Las Virgenes Creek. However, any future development in these areas would be subject to the City's Urban Runoff Pollution Control Ordinance (CMC §17.56) and all federal and state regulations regarding impervious surface and stormwater runoff, as described in subsection f of the *Setting*. In addition, policies contained in the General Plan Conservation and Safety elements, as shown below, would help minimize runoff effects.

Policy 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.*

Policy 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.*

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

Continued implementation of BMPs and runoff mitigation plans, as required by Policy IV-26, would limit and treat runoff from future projects facilitated under the General Plan. In combination with existing regulatory requirements and the Policy VII-9 requirement regarding limitations on impervious surfaces, implementation of this policy would reduce impacts to a less than significant level.

Mitigation Measures. Implementation of 2030 General Plan policies would reduce watershed runoff and percolation impacts to a less than significant level. Therefore, mitigation is not required.

Significance After Mitigation. Flooding impacts would be less than significant without mitigation.

Impact HWQ-3 Point and non-point sources of contamination could affect water quality in the Las Virgenes Creek, Dry Canyon Creek, McCoy Creek and groundwater in the City of Calabasas. However, with implementation of 2030 General Plan policies, water quality impacts would be Class III, *less than significant*.

Water quality impacts from potential future projects are directly related to specific site drainage patterns and stormwater runoff. Development within the City and Plan Boundaries would increase the amount of impermeable surface over current conditions. Development of these areas consistent with the land use designations would place new impervious surfaces, such as commercial and residential structures, parking lots, walkways, roadways, and other paved areas within the City. These surfaces would increase the amount of stormwater runoff following storm events. As rainwater passes overland, contaminants become suspended within the flow. In particular, stormwater runoff from landscaped areas, roadways and parking lots contains various pollutants associated with motor vehicles, including petroleum compounds, heavy metals, asbestos, and rubber, as well as, fertilizers and pesticides from landscaped areas. During storm events, these pollutants are transported into drainage systems by surface runoff. The increase in contaminants related to irrigation, commercial and industrial uses, and resulting discharge of these contaminants during storm events, could adversely affect the water quality of Las Virgenes Creek, Dry Canyon Creek, McCoy Creek and ultimately, Santa Monica Bay and San Pedro Bay (Public Works Department, County of Los Angeles). With no prior treatment of stormwater runoff, any pollutants retained from the impervious roadway surfaces would directly enter the surface water bodies in and near the City.

Construction activities could also result in the pollution of natural watercourses or underground aquifers. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete, and an increase in sediment runoff.

Discharge of pollutants from any point source is prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board. Point sources of pollutants of greatest concern include nutrients (ammonia and nitrate), heavy metals, toxic chemicals, chlorine, and salts.

As discussed in the *Setting*, Non-point sources of pollutants, which are also regulated under NPDES permits, include urban runoff that is carried to City storm drains and/or natural drainages. Regulations under the federal Clean Water Act and the State require construction activity that disturbs greater than one acre, or that disturbs less than one acre but is part of a larger common plan of development, to comply with the NPDES State General Construction Permit. The Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs), to control the discharge of pollutants, including sediment, into local surface water drainages. A Notice of

Intent (NOI) to perform work under the Permit must be filed with the State. In the State of California, Regional Water Quality Control Boards administer the NPDES permit process.

Development that could be facilitated by the 2030 General Plan would incrementally increase development intensity in portions of the City, thereby increasing the amount of impervious surface area within the watershed. This could incrementally increase surface runoff into area drainages and reduce the area available for groundwater percolation to the Calabasas Groundwater Basin. The increase in runoff, which may contain pollutants (see HWQ-2 for a more detailed discussion of contaminated runoff), could result in localized flooding and increase pollutant loads in surface runoff.

As noted under Impact HWQ-2, new development facilitated under the 2030 General Plan would be similar to what could occur under the current (1995) General Plan. Allowable residential densities in undeveloped hillside areas would not increase under the 2030 General Plan and, in some cases, development potential on hillside properties would decrease. In certain areas – notably the proposed mixed use districts depicted on Figure 2-5 in Section 2.0, *Project Description* – where development intensity could increase under the 2030 General Plan. The Mixed Use districts allow for FARs ranging from 0.5:1 to 1.0:1, whereas the retail and business park designations that would be replaced by the Mixed Use designation allow for FARs of 0.4:1 to 0.6:1. This increase in development intensity may incrementally increase pollutants in surface runoff. On the other hand, new development would be required to comply with current Federal, State, and local requirements, which are more stringent than what was required at the time most existing development within the Mixed Use districts was built. As such, redevelopment of these areas with new projects that incorporate current BMP requirements could actually improve water quality in area drainages.

Several General Plan Conservation Element policies would also address impacts to water quality. These included policies IV-25 and IV-26, listed under Impact HWQ-2, as well as those listed below.

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

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

Implementation of General Plan policies relating to use of BMPs would ensure compliance with local, state, and federal requirements relating to water quality. As such, impacts would be less than significant.

Mitigation Measures. Implementation of 2030 General Plan policies would reduce impacts to a less than significant level. Therefore, mitigation is not required.

Significance After Mitigation. Impacts to water quality would be less than significant without mitigation.

4.8 LAND USE and PLANNING

This section analyzes the 2030 General Plan's consistency with applicable local, regional, and state land use policies. Consistency with the South Coast Air Quality Management Plan (AQMP) is discussed in Section 4.2, *Air Quality*. Land use compatibility conflicts associated with growth facilitated by the 2030 General Plan are discussed in sections 4.1, *Aesthetics and Community Design*, 4.2, *Air Quality*, 4.6, *Hazards and Hazardous Materials*, and 4.9, *Noise*.

4.8.1 Setting

Calabasas is subject to the land use regulatory policies of various state and regional agencies. These agencies and the corresponding state and regional policy documents that affect land use planning in Calabasas are discussed below.

a. Regulatory Agencies. State, regional, and local agencies with roles in establishing and implementing land use policy in Calabasas include the Southern California Association of Governments, and the Los Angeles County Local Agency Formation Commission (LAFCo).

Southern California Association of Governments (SCAG). Calabasas is located within the planning area of the Southern California Association of Governments (SCAG). SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Also functioning as the Metropolitan Transportation Authority, SCAG administers the state-mandated Regional Transportation Plan (RTP), designed to address the regional impact of urban congestion.

Los Angeles County Local Agency Formation Commission (LAFCo). The Los Angeles LAFCo was formed and operates according to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code §56000 et seq.). State law provides for LAFCos to be formed as independent agencies in each county in California. LAFCos implement state requirements and state and local policies relating to boundary changes for cities and most special districts, including spheres of influence, incorporations, annexations, reorganizations and other changes of organization. In this capacity, the Los Angeles LAFCo is the boundary agency for cities and most special districts in Los Angeles County.

b. Applicable Plans and Policies. Plans, regulations, and policies of the above agencies that are relevant to the 2030 General Plan are described below.

Regional Comprehensive Plan. SCAG's Regional Comprehensive Plan (RCP) contains a general overview of federal, state, and regional plans applicable to the southern California region and serves as a comprehensive planning guide for future regional growth. The primary goals of the RCP are to improve the standard of living, enhance the quality of life, and promote social equity. SCAG member agencies adopted the RCP in 1994 to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in their decision making. It includes input from each of the 13 subregions that make up the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura counties. SCAG's most recent RCP is the 2008 Draft RCP, which is expected to be adopted by the member agencies of SCAG to serve as a comprehensive planning guide for future regional growth through 2035.

Regional Transportation Plan (RTP). SCAG's Final 2008 RTP, adopted May 8, 2008, is a long range transportation plan that looks ahead 20+ years and provides a vision for the future of the regional multi-modal transportation system. The RTP identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth that is anticipated in the region.

Growth Vision Report. In an effort to provide local decision-makers with the tools they need to plan more effectively for the six million new residents projected to live in Southern California by 2030, SCAG undertook a growth visioning initiative called *Southern California Compass.* The objective of this effort was to develop a comprehensive new vision for Southern California over the next 30 years by taking a more all-encompassing, inclusive approach to planning at both the local and regional levels. The SCAG Growth Vision Report begins with a general discussion of the challenges facing Southern California as it prepares to accommodate an estimated 6.3 million additional people by 2030. It studies historical trends in demographics, housing, jobs, and other key aspects essential to understanding how the region will evolve and grow. Looking forward, the report explores how emerging trends and conditions will affect future growth in the region. It also discusses the challenges of continuously developing and refining the Growth Vision.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds. The discussion of land use impacts analyzes the 2030 General Plan's consistency with applicable policies of the various state and regional plan's for the purposes of assessing the proposed project's environmental impacts related to land use. Policies provided by SCAG during the Notice of Preparation comment period (see Appendix A) were used in the consistency analysis.

The 2030 General Plan is a citywide plan intended to provide for the orderly development of the community through the year 2030. As such, it would not physically divide the community. In

addition, no habitat conservation plan or natural community conservation plan applies to Calabasas. Therefore, the 2030 General Plan would result in a potentially significant land use impact if it would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including SCAG's Regional Comprehensive Plan and Guide and the California Coastal Act) adopted for the purpose of avoiding or mitigating an environmental effect.

Although the analysis that follows evaluates consistency with various regulatory policies, it should be noted that each individual agency (SCAG, Los Angeles County LAFCo) ultimately has the discretion to determine consistency of the 2030 General Plan with the policies, plans, and/or programs that fall within that agency's purview.

b. Project and Cumulative Impacts.

Impact LU-1 No boundary adjustments are being sought at this time and the General Plan emphasizes intensification and reuse of already developed areas of the City. Annexation adjustments could be sought at some point in the future. Because any conflicts with LAFCo policies would need to be resolved prior to LAFCo approval of any boundary adjustment, impacts would be reduced to a Class III, *less than significant,* level.

The State of California has the exclusive power to regulate boundary changes, which means that no local government has the right to change its own boundary without State approval. The Legislature has prescribed a "uniform process" for boundary changes for both cities and special districts that is now embodied in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.). This Act delegates the Legislature's boundary powers to local agency formation commissions (LAFCos).

The Los Angeles LAFCo (www.lalafco.org) is responsible for reviewing and approving proposed jurisdictional boundary changes in Los Angeles County, including the annexation and detachment of territory to and/or from cities and most special districts, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. In addition, LAFCos must review and approve contractual service agreements, conduct service reviews, and determine spheres of influence for each city and district.

No adjustments to the City's corporate boundaries are proposed at this time. Specific analysis of individual proposals would be needed at the time such possible future boundary adjustments are proposed by the City. The LAFCo would need to approve any annexation proposal and would typically notify affected landowners and agencies prior to consideration of the annexation. For most of the areas under consideration, annexation would involve incorporation of areas currently in unincorporated Los Angeles County. However, a portion of the Old Town area that is included on the General Plan land use map is currently within the City of Los Angeles; therefore, the City would need to relinquish that area prior to annexation by

Calabasas. In addition, the Craftsman's Corner area, while in unincorporated Los Angeles County, is currently within the sphere of influence (SOI) for the City of Hidden Hills; therefore, Hidden Hills would need to relinquish that area from its SOI prior to any annexation to Calabasas.

Boundary adjustment policies are discussed below as they relate to the 2030 General Plan.

In general, LAFCos base decisions on the following objectives: to encourage the orderly growth of government agencies, to preserve agricultural lands, to discourage urban sprawl and to assure efficient local government services. Because the City of Calabasas does not contain designated agricultural land, the LAFCo objective which seeks to preserve agricultural land would not apply to the City of Calabasas. The LAFCo objectives that would apply to potential future development under the 2030 General Plan are discussed below.

Encourage the Orderly Growth of Government Agencies. LAFCo encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. Unless exceptional circumstances are shown, LAFCo will not approve a proposal unless it is consistent with the applicable general plan and any applicable specific plan. No boundary adjustments are being sought at this time. It is anticipated that future boundary adjustments sought by the City would be consistent with the 2030 General Plan, which identifies a number of areas outside the current Calabasas boundaries for possible future annexation. The General Plan applies land use designations for these areas indicating the anticipated future use of possible annexation areas. Most of the potential annexation areas would retain their current use if annexed to the City. However, as discussed in Section 2.0, *Project Description*, three areas that the City may consider for annexation could undergo land use changes. These include: (1) the "County" site, a 74-acre, undeveloped property, north of the current City limits; (2) the Calabasas Landfill site, a 400-acre property currently occupied by the Calabasas Landfill; and (3) Craftsman's Corner, a an approximately 65-acre area north of the current City limits that is currently occupied by various light industrial, office, and retail uses and within the City of Hidden Hills' sphere of influence. In accordance with the 2030 General Plan, portions of the County and Landfill sites could be converted to recreational use, while the Craftsman's Corner area could be redeveloped with a mix of residential and commercial uses, possibly with a focus on performing arts. Given that future boundary adjustments would only be made at such time as they are deemed consistent with applicable LAFCo policies, it is anticipated that any adjustments would only be made in a manner that encourages orderly development.

Discourage Urban Sprawl. LAFCo will approve a proposal for a change of organization that is likely to result in the conversion of open space land only if it finds that the proposal will lead to planned, orderly, and efficient development. The 2030 General Plan emphasizes intensification and reuse of already developed lands and discourages development that would affect designated open space. No boundary adjustment is being sought at this time, but it is

anticipated that any future boundary adjustments would either allow for limited development of recreational facilities, maintain the current land use (open space in some cases), or facilitate redevelopment of already developed areas (such as Craftsman's Corner).

Assure Efficient Local Government Services. One of LAFCo's core missions is to encourage the efficient provision of public services, including, but not limited to: fire and police protection services, school, library, water, wastewater and solid waste disposal services. For example, LAFCo will not favor a change of organization where any affected school district certifies that there is no sufficient existing school capacity to serve the territory involved. As discussed in Section 4.11, *Public Services*, many LVUSD schools in Calabasas are near or over capacity. The over-enrollment of schools could be further exacerbated by growth facilitated under the 2030 General Plan. However, no boundary adjustment is being sought in conjunction with the General Plan and any future adjustment request would need to be deemed consistent with the efficient provision of local services. It should be noted that only one area identified for possible future annexation – Craftsman's Corner – would potentially facilitate new development other than parks. All other areas considered for future annexation would be expected to retain their current use.

Mitigation Measures. No mitigation is required. Individual boundary adjustment proposals will need to be addressed by the City and the Los Angeles LAFCo on a case-by-case basis.

Significance After Mitigation. As the City is not seeking any boundary adjustments at this time, no inconsistencies with LAFCo policies would occur. Certain areas that may be considered for future annexation would not be eligible under current conditions; however, it is assumed that boundary adjustments would not be sought until such time as such adjustments could be found to be consistent with state and local requirements.

Impact LU-2 Buildout under the 2030 General Plan could be found to be consistent with SCAG Regional Comprehensive Plan (RCP) Growth Management, Air Quality, Recreation, and Water Quality policies. Impacts would be Class III, *less than significant*.

SCAG's Regional Comprehensive Plan (RCP) serves as a framework for decision-making with respect to regional growth and changes that can be anticipated through 2035 and beyond. The RCP provides a general view of regional plans that will affect local governments, responses to significant issues facing Southern California, and a summary of how the region will meet certain federal and state requirements with respect to Transportation, Growth Management, Air Quality, Housing, Hazardous Waste Management, and Water Quality Management. Relevant goals and policies contained within the Growth Management, Air Quality, and Open Space chapters are discussed below, with cross-references to sections of this EIR that are applicable to specific issue areas.

Growth Management

The RCP includes, but is not limited to, Growth Management goals that seek to develop urban forms that minimize public and private development costs, enable firms to be more competitive, and stimulate the regional economy. The following policies are intended to guide efforts toward achievement of these goals.

3.01 *The population, housing and jobs forecasts which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

3.04 *Encourage local jurisdictions' efforts to achieve a balance between types of jobs they seek to attract housing prices.*

3.05 *Encourage patterns of urban development and land use, which reduce costs of infrastructure construction and make better use of existing facilities.*

3.06 *Support public education efforts regarding the various types of growth and development.*

3.09 *Support local jurisdictions' efforts to minimize the costs of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

Environmental impacts associated with public services, public facilities, transportation, and utilities for the 2030 General Plan are discussed in Sections 4.10, *Population and Housing*, 4.11*, Public Services,* 4.12*, Recreation,* 4.13*, Transportation and Circulation*, and, 4.14*, Utilities and Service System;* SCAG could use the analysis provided in each of those sections to implement the region's growth policies. Although the 2030 General Plan is not a budgeting document, several policies and actions provide general guidance for the funding of public services and facilities. Similarly, although the 2030 General Plan does not address specific procedural requirements for permitting development, it includes a range of policies and actions intended to foster economic vitality. Therefore, the 2030 General Plan could be found to be consistent with RCP Policies 3.01 and 3.04–3.10.

As discussed above under Impact LU-1, the 2030 General Plan encourages reuse and intensification within already developed areas and specifically discourages development on designated open space lands. The compact land use pattern envisioned in the General Plan is intended to utilize existing infrastructure to the maximum extent feasible and minimize costs associated with significant infrastructure extensions. The 2030 General Plan could be found to be consistent with the requirements of RCP Policies 3.01, 3.04–3.06 and 3.9–3.10.

3.11 Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.14 Support local plans to increase to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit centers and redevelopment.

3.16 Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.17 Support and encourage settlement patterns, which contain a range of urban densities.

3.18 Encourage planned development in locations least likely to cause environmental impact.

3.19 Support policies and actions that preserve open space areas identified in local, state, and federal plans.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development or encourage the use of special design requirements; in areas with steep slopes, high fire, flood and seismic hazards.

3.23 Encourage mitigation measures the reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the regional Housing Needs Assessment.*

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

The 2030 General Plan includes numerous policies and actions that encourage reliance on transit facilities, reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and facilitate walking and biking. Among these are:

VI-14 *Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer direct connections between residential and non-residential areas, in accordance with the Calabasas Bicycle Master Plan.*

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 locations for bicycle facilities.*

VI-17 *Implement a safe routes to school program to help ensure that students can safely walk or bicycle to and from school.*

VI-18 *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-19 *Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.*

VI-20 *Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.*

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

VI-22 *As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Roadways should be re-designed only if the*

re-design would not create unacceptable levels of service or unsafe conditions for vehicular traffic.

VI-23 *Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.*

VI-24 *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-25 *Require new developments to provide and/or fund transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.*

VI-26 *Coordinate transit services and programs with all City departments.*

VI-27 *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.*

As discussed under Impact LU-1, the 2030 General Plan encourages new development, reuse, or intensification within already developed areas and specifically discourages development on designated open space lands.

Potential impacts relating to biological resources, cultural and archaeological resources, noise, seismic hazards, and emergency response plans are discussed in detail in Sections 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Geologic Hazards*, 4.6, *Hazards and Hazardous Materials, and 4.9, Noise*. As discussed in those sections, development that could be facilitated by the 2030 General Plan would be subject to a number of policies that would protect and enhance important biological habitats (e.g., wetlands, riparian habitat, and sensitive species), avoid impacts to cultural and archaeological resources, protect noise-sensitive uses, minimize exposure to hazards resulting from seismic events, and provide adequate resources for emergency response plans. Therefore, the 2030 General Plan could be found to be consistent with SCAG Policies 3.11-3.24 and 3.27.

Air Quality

The Air Quality chapter of the RCP discusses SCAG's air quality planning responsibilities and also describes plans and policies developed by regional, state, and federal air agencies. Specific air quality impacts of the proposed project and consistency with the SCAQMD AQMP are discussed in Section 4.2, *Air Quality*. The following core actions described in the RCP that are related to the 2030 General Plan include:

5.07 *Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision or community based shuttle services, provision of demand management based programs, or*

vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

Future development facilitated by the 2030 General Plan be subject to a number of policies and actions designed to reduce reliance on automobiles and improve air quality within the Los Angeles County portion of the South Central Coast Air Basin, without reliance on command and control regulations. As discussed in Section 4.2, *Air Quality*, given that Calabasas is almost entirely built out and that the General Plan includes the above policies aimed at limiting further growth, no exceedance of the SCAG population forecast upon which the AQMP is based is anticipated. Therefore, development facilitated by the 2030 General Plan is considered consistent with the AQMP assumptions with respect to growth.

The significance of air quality impacts associated with individual projects will depend upon the characteristics of the projects and the availability of feasible mitigation measures. As discussed in Section 4.2, *Air Quality,* mitigation measures for future construction activities, as well as compliance with the SCAQMD Control Measures, would reduce impacts to air quality resulting from possible future development under the 2030 General Plan.

Open Space

The purpose of the Open Space and Conservation Chapter is to assist local governments in planning for local and regional open space. The Chapter recommends alternative approaches, and strategies that can be useful to local officials as they address future open space needs in their community and ensure a high quality of life and equity for Southern California residents. The following actions described in the RCPG that are related to the 2030 General Plan include:

Outdoor Recreation

9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*

9.02 *Increase the accessibility to open space lands for outdoor recreation.*

9.03 *Promote self-sustaining regional recreation resources and facilities.*

As discussed in Section 4.12, *Recreation*, potential future development facilitated by the 2030 General Plan would increase demand for recreational facilities and programs. Continued collection of required park fees and required parkland dedication in conjunction with new development, in combination with implementation of the parks and recreation policies

proposed in the 2030 General Plan, could provide parks to meet future needs. Therefore, the 2030 General Plan could be found to be consistent with these RCP policies.

Public Health and Safety

9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*

9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*

As discussed in Section 4.5, *Geology*, the potential for geologic hazards, such as landslides, liquefaction expansive soils and radon, could occur in portions of the City. As discussed in Section 4.7, *Hydrology and Water Quality*, portions impacts related to flooding could occur in portions of the City. In addition, as discussed in Section 4.11, *Public Services*, the entire City of Calabasas is designated as a high fire hazard zone. However, as discussed in detail in Sections 4.5*, Geology,* 4.7*, Hydrology and Water Quality,* and 4.11, *Public Services*, future development would be subject to a number of policies that would discourage or avoid development within areas with steep slopes and high fire, flood, and seismic hazards. Therefore, the 2030 General Plan could be found consistent with SCAG Policies 9.04 and 9.05.

Resource Protection

9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

As discussed in Section 4.3, *Biological Resources*, development under the 2030 General Plan would be subject to a number of policies that would protect and enhance important biological habitats (e.g., wetlands, riparian habitat, and sensitive species). Therefore, the 2030 General Plan could be found consistent with SCAG Policy 9.08.

Water Quality

The Water Quality chapter is intended to provide a regional perspective on current water quality issues and the plans and programs for addressing these issues, and to better clarify the relationship between water quality and other regional concerns. The following actions described in the RCP Water Quality chapter that are related to the 2030 General Plan include:

11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*

11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

All future development facilitated by the 2030 General Plan would be subject to the General Plan policies. The following policy specifically addresses water reclamation:

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.*

The feasibility of using water reclamation techniques for individual development projects would be required at the time at which specific proposals for development are submitted to the City for review. Although it cannot be predicted with any certainty whether reclaimed water will be available for future project sites, the City will continue to seek ways to conserve water resources.

The 2030 General Plan contains the following policies related to "watershed management" programs and strategies:

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.*

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

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

Potential future development under the 2030 General Plan could be found consistent with SCAG policies 11.02 and 11.07.

Mitigation Measures. With implementation of the policies of the 2030 General Plan, future development under the 2030 General Plan could be found to be consistent with RCP policies. No mitigation measures would be required.

Significance After Mitigation. The 2030 General Plan could be found to be consistent with applicable policies of the RCPG.

Impact LU-3 The 2030 General Plan could be found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, *less than significant*.

The SCAG 2008 Regional Transportation Plan (RTP) links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The goals of the RTP relevant to the 2030 General Plan include:

- *Maximize mobility and accessibility for all people and goods in the region.*
- *Ensure travel safety and reliability for all people and goods in the region.*
- *Preserve and ensure a sustainable regional transportation system.*
- *Maximize the productivity of our transportation system.*
- *Protect the environment, improve air quality and promote energy efficiency.*
- *Encourage land use and growth patterns that complement our transportation investments.*

These goals are supported by the policies listed below. A discussion of the 2030 General Plan's consistency with each of the policies follows.

***Policy 1**: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

Table 4.8-1 identifies the RTP performance indicators, which are used to identify transportation investments to achieve RTP goals.

Although overall traffic levels are likely to increase under buildout of the 2030 General Plan, the 2030 General Plan includes policies that would at least partially reduce likely increases in traffic and could be found consistent with the performance indicators and goals of the RTP. As discussed under Impact LU-1, the 2030 General Plan encourages development that focuses on intensification and reuse of existing lands within the existing City limits. In addition, as discussed under Impact AQ-1 in Section 4.2, *Air Quality*, research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions

Table 4.8-1
Regional Performance Indicators

Performance Indicator	Purpose
Mobility	Increase mobility within the region.
Accessibility	Increase accessibility within the region.
Reliability	Reduce variability in travel time.
Safety	Increase safety by reducing accident rates.
Cost-Effectiveness	Ensure benefits of RTP investments exceed investment costs.
Productivity	Increase the efficiency of transportation infrastructure and provided services.
Sustainability	Sustain current system performance.
Preservation	Maintain current conditions.
Environmental	Reduce air emissions.
Environmental Justice	Avoid disproportionate impacts to any ethnic group.

as compared to development on sites in the periphery of metropolitan areas, also known as "greenfield" sites. A 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially less VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.2-3 in Section 4.2, *Air Quality*). Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission found that a doubling of residential densities is associated with a 20-30% reduction in per capita VMT.

A reduction in VMT would be consistent with the RTP performance indicators as it is likely to result in the following:

- *A reduction in congestion on busy roadways and intersections, thereby reducing travel time and delays, as well as variability in travel time*
- *A reduction in automobile accident rates*
- *A reduction in maintenance costs resulting from wear and tear on existing infrastructure*

- *A reduced need to construct new roadways or expand existing roadways, thereby resulting in a more efficient use of existing roadways*
- *A reduction in air emissions*

New development also would be subject to various 2030 General Plan transportation policies and actions aimed at strengthening and balancing vehicle, bicycle, pedestrian, and transit connections in the City and surrounding region. With implementation of the 2030 General Plan policies and actions, future development under the 2030 General Plan could be found to be consistent with the Regional Performance Indicators of SCAG RTP Policy 1.

> ***Policy 2**: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
>
> ***Policy 3**: RTP land use and growth strategies that are different from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*
>
> ***Policy 4**: High Occupancy Vehicle (HOV) gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.*
>
> ***Policy 5**: Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.*

As discussed in Section 4.13, *Transportation and Circulation*, the 2030 General Plan includes a number of policies designed to ensure the safety, adequate maintenance, and efficiency of operations on the portion of the multi-modal transportation system that lies within the City of Calabasas. By promoting intensification and reuse of already developed areas of the City as well as mixed-use and pedestrian-oriented development, implementation of the 2030 General Plan would result in a diverse, safe, and efficient transportation system that minimizes the need for system expansion investments. Moreover, the growth projections and policies under the 2030 General Plan are generally consistent with RTP land use and growth strategies and, therefore, would not require significant changes to the RTP implementation plan. Finally, the 2030 General Plan does not include HOV gap closures. Therefore, buildout under the 2030 General Plan could be found to be consistent with SCAG RTP policies 2-5.

Mitigation Measures. The 2030 General Plan could be found to be consistent with the SCAG 2008 RTP. No mitigation is required.

Significance After Mitigation. The 2030 General Plan could be found to be consistent with the SCAG 2008 RTP.

Impact LU-4 The 2030 General Plan could be found to be consistent with the Southern California Association of Governments' Growth Visioning Report. Impacts would be Class III, *less than significant*.

SCAG has prepared the Growth Visioning Report to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. The following principles are guidelines for promoting and sustaining for future generations the region's mobility, livability, and prosperity. A discussion of the 2030 General Plan's consistency with these principles follows.

Principle 1: Improve mobility for all residents

- *Encourage transportation investments and land use decisions that are mutually supportive.*
- *Locate new housing near existing jobs and new jobs near existing housing.*
- *Encourage transit-oriented development.*
- *Promote a variety of travel choices.*

As discussed above under Impacts LU-1, LU-2, and LU-3, development under the 2030 General Plan would be subject to a number of policies and actions that would: (1) include transportation investments and land use decisions that are mutually supportive; (2) provide mixed-use development that would locate housing and jobs near one another; (3) encourage transit-oriented development; and (4) promote new development that would facilitate a variety of travel choices, including automobile, bicycle, pedestrian, and mass-transit forms of transportation. Therefore, development under the General Plan could be found to be consistent with SCAG's Growth Visioning Report Principle 1.

Principle 2: Foster livability in all communities

- *Promote infill development and redevelopment to revitalize existing communities.*
- *Promote developments, which provide a mix of uses.*
- *Promote "people scaled," walkable communities.*
- *Support the preservation of stable, single-family neighborhoods.*

As discussed under Impact LU-1, the 2030 General Plan would encourage intensification and reuse development within the existing urban areas of the City before development occurs outside of the existing City limits (with the exception of Craftsman's Corner), and would promote mixed-use development in areas designated Mixed Use (MU). Moreover, as discussed under and Impact LU-2, future development in the City of Calabasas would be subject to a number of 2030 General Plan policies and actions that promote mixed-use development in MU-designated areas, as well as building and streetscape layout and design that promote walkable communities.

Principle 3: Enable prosperity for all people

- *Support educational opportunities that promote balanced growth.*
- *Ensure environmental justice regardless of race, ethnicity or income class.*
- *Support local and state fiscal policies that encourage balanced growth.*
- *Encourage civic engagement.*

As discussed in Sections 2.0, *Project Description*, and 4.10, *Population and Housing*, the 2030 General Plan promotes a mix of housing to meet the needs of the community, as identified in the Housing Element. Moreover, the 2030 General Plan has been a product of multiple public workshops and hearings where citizens were given the opportunity to participate in the planning process. With implementation of this goal and the supporting policies, future development under the 2030 General Plan could be found to be consistent with SCAG's Growth Visioning Report Principle 3.

Principle 4: Promote sustainability for future generations

- *Focus development in urban centers and existing cities.*
- *Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste.*
- *Utilize "green" development techniques.*

As discussed under Impact LU-1, future development under the 2030 General Plan would be subject to various policies and actions that encourage new development, reuse, or intensification within already developed areas of the City. Moreover, as discussed in Section 4.11, *Public Services*, future development would be subject to 2030 General Plan policies and actions that promote waste source reduction, recycling, and "green" development techniques. Therefore, development under the 2030 General Plan could be found to be consistent with SCAG's Growth Visioning Report Principle 4.

Mitigation Measures. With implementation of 2030 General Plan policies, future development under the 2030 General Plan could be found to be consistent with SCAG's Visioning Report. No mitigation is required.

Significance After Mitigation. Future development under the 2030 General Plan could be found to be consistent with SCAG's Visioning Report.

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4.9 NOISE

This section analyzes the impacts associated with exposure to noise. Impacts relating to noise from traffic, industrial and agricultural uses, and recreational uses are addressed.

4.9.1 Setting

a. **Overview of Sound Measurement**. 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). In addition to the actual 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 that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

The 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). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the 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 those 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 that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dB per doubling of distance from point sources such as industrial machinery (Harris, 1979). For example, a person standing 25 feet from an industrial machine may experience noise levels of 75 dBA, while a person standing 50 feet from the same noise source would experience noise levels of 69 dBA, and a person standing 100 feet from the source would experience noise levels of 63 dBA. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance (Harris, 1979).

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Day-Night average level (Ldn) recognizes this characteristic by weighting the hourly Leqs over a 24-hour period. The weighting involves the addition of 10 dBA to actual nighttime (10 PM to 7 AM) noise levels, accounting for the greater amount of disturbance associated with noise during that time period.
The City's current (1995) 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 (see Figure 4.9-1) 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. The compatibility table illustrates the ranges of community noise exposure in terms of what is "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For the most sensitive uses such as single family residential, 60 dBA Ldn is the maximum normally acceptable exterior level.
The normally acceptable noise exposure for outdoor activity is 65 dBA Ldn for residential, hotel and motel, hospital and nursing home, school, and library uses. The exterior standard is comparable to the 65 dBA L_{eq}, which is used by the California Department of Transportation (CalTrans) and the Federal Highway Administration.

b. Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or agricultural uses that are not subject to impacts such as sleep disturbance. Noise sensitive residential areas are located throughout Calabasas. For the most part, noise sensitive uses are located in quiet areas lacking major noise sources. However, residences and schools located adjacent to major roadways such as the Ventura Freeway, Las Virgenes Road, and Mulholland Highway may experience elevated noise levels.

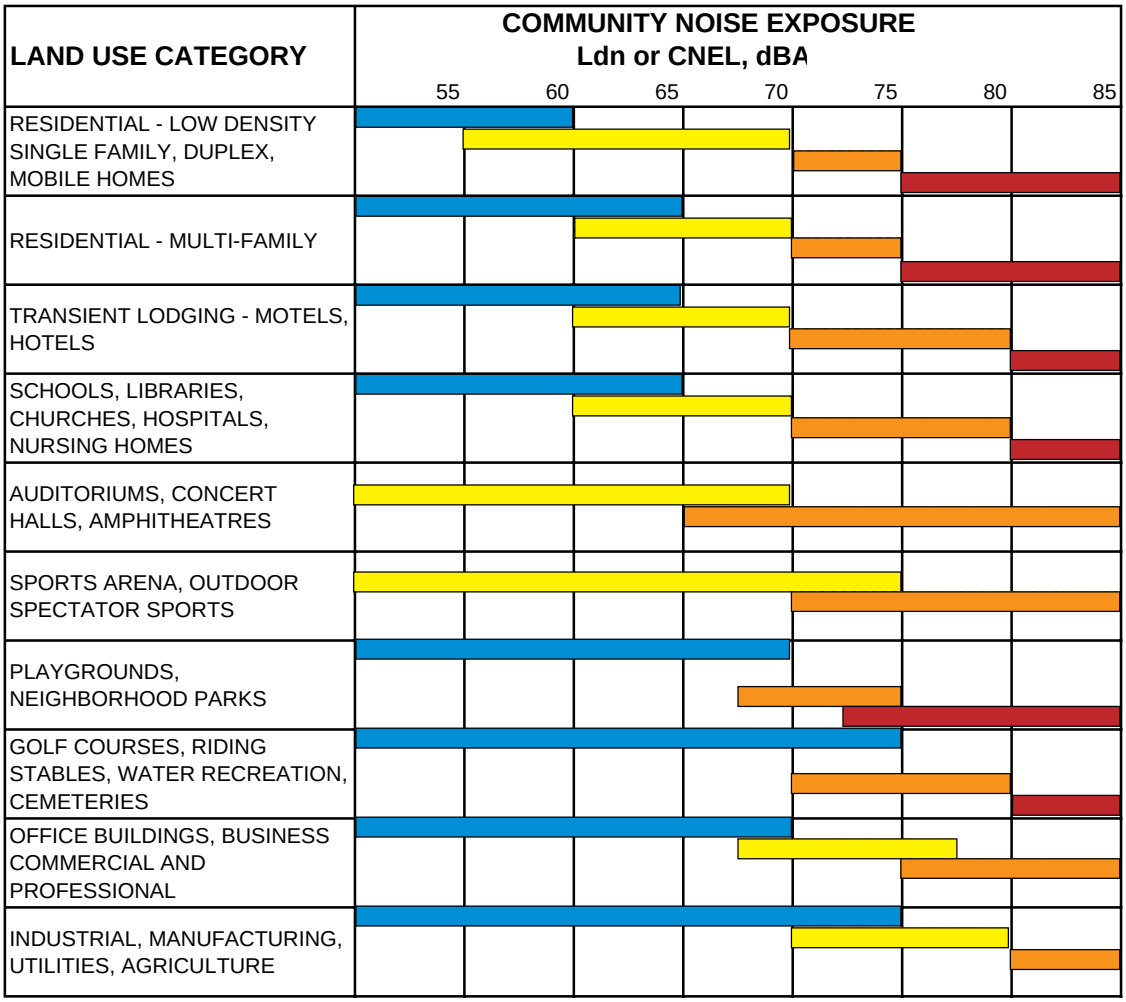
c. Current Noise Levels in Calabasas. In order to characterize the noise environment in Calabasas, noise levels were measured at 20 locations throughout the City. Table 4.9-1 shows current measured noise levels in Calabasas, while Figure 4.9-2 shows the locations of the noise level measurements. Noise levels are generally highest along or adjacent to major roadways. The major sources of noise in Calabasas are described below.

Roadway Noise. Roadway traffic is the primary source of noise in Calabasas. The Ventura Freeway carries by far the most traffic through the area and consequently is the greater contributor to noise within the City. The existing 65 dBA Ldn contour from Highway 101 is approximately 1,200 feet from centerline. Other roadways in and around Calabasas that carry sufficient traffic to produce audible noise at a substantial distance include Las Virgenes Road, Lost Hills Road, Parkway Calabasas, Calabasas Road, Old Topanga Canyon Road, and Mulholland Highway.

Absent intervening structures such as walls or buildings, the 65 dBA CNEL contour from major arterial roads typically ranges from 50 to 125 feet from centerline. Figure 4.9-3 graphically depicts the distance to CNEL contour from centerline of the major City roadways.

Commercial Operations. Commercial operations can be substantial sources of noise, depending on the specific type of use and hours of operation. Stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment and similar machinery. These are often associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, car washes, loading docks, athletic fields, and electric generating stations. Because of the lack of mining and similar heavy industrial facilities in Calabasas, ground-borne noise and vibration associated with commercial operations in the plan area are limited.

Existing or planned commercial operations may result in noise impacts when they are adjacent to noise sensitive land uses. Noise generation within a commercial facility or in close proximity to many types of agricultural equipment is controlled indirectly by Federal and State employee



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.

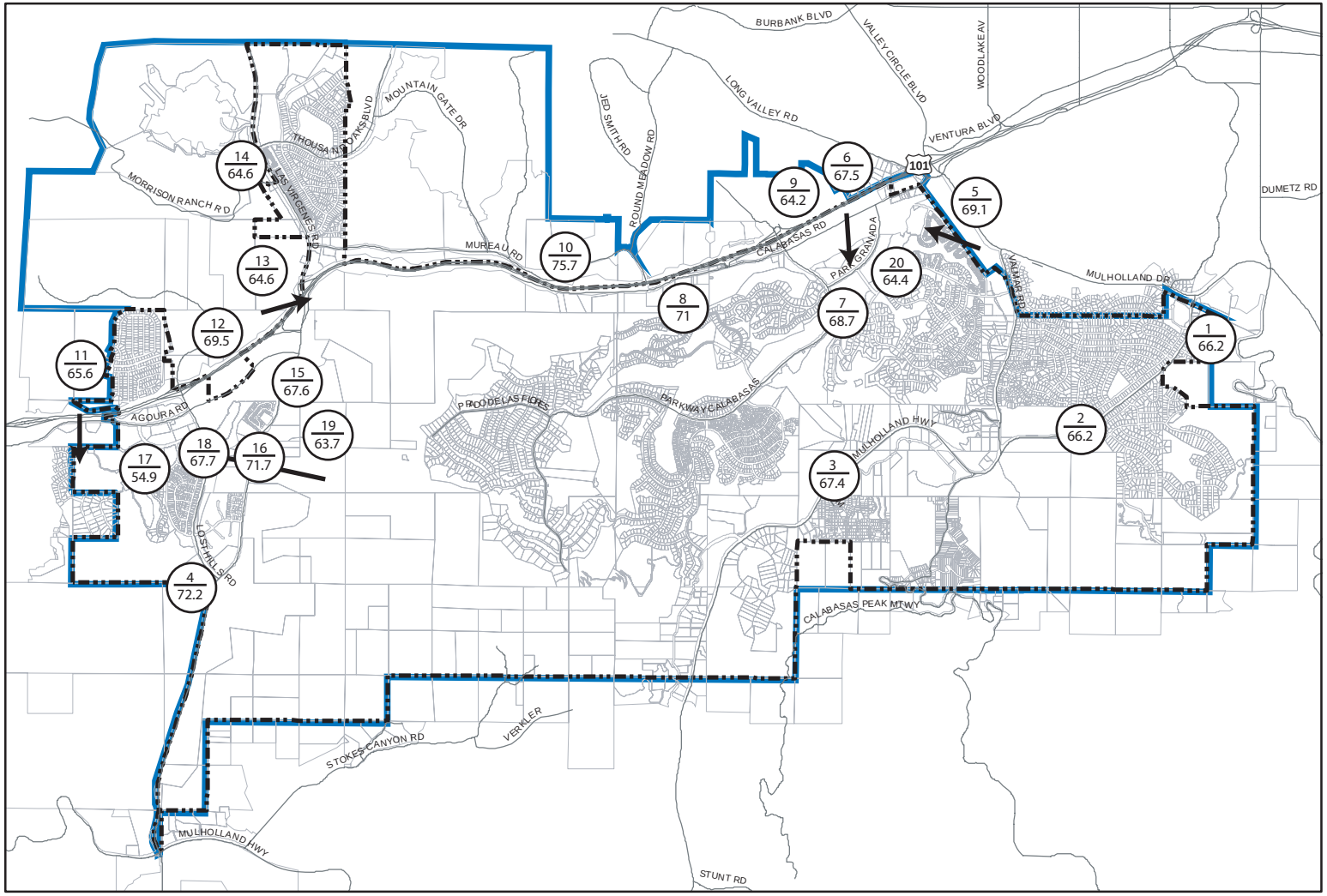
NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

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 4.9-1
Land Use Compatibility for Community Noise Environments



Source: City of Calabasas and Rincon Consultants, 2008.

LEGEND

Calabasas City Boundary

Plan Area Boundary

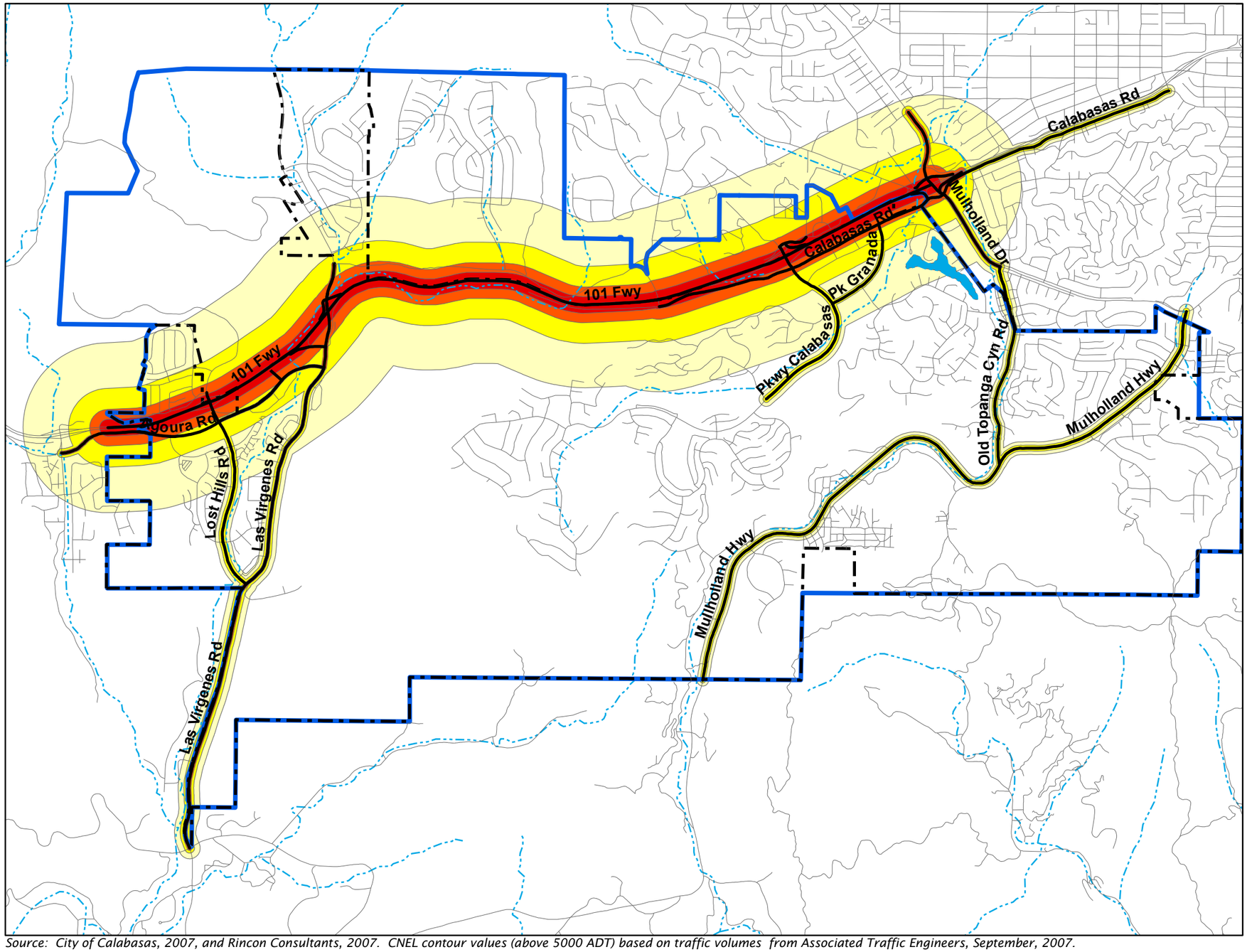
Site No.
Leq (dBA)

*September 2007 Survey

0 0.5 1 Mile

N

Figure 4.9-2
Existing Noise Levels



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.

Figure 4.9-3
Existing Noise Contours

Table 4.9-1
Measured Noise Levels*

Site No.	Location	Leq	Lmin	Lmax
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 Ventura Fwy	64.2	55.9	83.7
10	Mureau Road north side of Ventura Fwy	75.7	68.1	87.5
11	Canwood St. along north side of Ventura Fwy	65.6	59.8	73.4
12	Lost Hills Rd. North side of Ventura Fwy--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 4.9-2 for noise measurement locations and Appendix E for noise data. Noise Measurements were taken in September 2007.*

Lmin is the minimum sound level during the measurement period, while Lmax is the maximum sound level during the measurement period.

health and safety regulations (e.g., OSHA and Cal-OSHA), but exterior noise emissions from such operations nevertheless have the potential to exceed locally acceptable standards and nearby noise-sensitive land uses. Typical commercial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning), and heavy truck idling.

Existing commercial development in Calabasas is located primarily along both sides of the Ventura Freeway corridor, and along Calabasas Road, Agoura Road, and Mureau Road. Noise-generating commercial uses are generally separated from noise-sensitive land uses by distance, topography, and other barriers.

d. Regulatory Setting. As required by Section 65302 of the Government Code of California, desirable noise levels are embodied within the Noise Element of General Plans. Division 28 of the California Health and Safety Code requires that the State Office of Noise Control within the Department of Health Services develop model elements and model noise ordinances for consideration by local jurisdictions in developing noise standards.

As discussed earlier, Figure 4.9-1 outlines the guidelines for noise compatible land use, based upon the California Office of Planning and Research (OPR) Noise Element Guidelines. The objective of noise compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable.

Denotation of a land use as "clearly acceptable" implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustical treatment. In general, evaluation of land use that fall into the "normally acceptable," "conditionally acceptable," or "normally unacceptable" noise environments should analyze other potential factors that would affect the noise environment. These include consideration of the type of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source ay interfere with speech, sleep, or to other activities characteristic of the land use. The existing Noise Element also contains policies aimed at maintaining an acceptable noise environment in the City.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of noise impacts focuses upon the project's impact to surrounding noise-sensitive land uses and the impact of existing noise sources upon plan area residents. The 2030 General Plan would result in potentially significant impacts if development facilitated by the General Plan would result in substantial adverse physical impacts associated with any of the following conditions:

- *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
- *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;*
- *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or*
- *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Traffic noise modeling was conducted using a simplified version of the FHWA Traffic Noise Model (TNM). Noise contours were created for the For purposes of defining a

"substantial" increase in traffic noise, the Federal Interagency Committee on Noise (FICON) recommendations were used. These are as follows:

Significance of Changes in Operational Roadway Noise Exposure

Post-Project Noise Level (CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60 – 65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

b. Project and Cumulative Impacts.

Impact N-1 Development facilitated by the 2030 General Plan would increase traffic and associated noise levels along area roadways in and around Calabasas, thus exposing existing land uses to increased noise. With maximum development facilitated by the General Plan, one plan area roadway could experience a noise level increase that exceeds adopted thresholds. However, implementation of General Plan policies would reduce impacts to a Class III, *less than significant*, level.

Development facilitated by the 2030 General Plan and regional traffic growth would increase noise along area roadways over the life of the General Plan. Table 4.9-2 compares calculated noise levels along major roadways in Calabasas under existing conditions to those that could occur with traffic levels associated with maximum development facilitated by the General Plan. In order to provide a point of comparison for existing and future noise conditions, noise levels were calculated at a distance of 100 feet from the roadway centerline for the Ventura Freeway and 50 feet from the roadway centerline for all other roadways. As such, the noise levels shown in the table would essentially reflect noise at the roadway edge. Noise farther away would be lower than shown in the table.

As Table 4.9-2 indicates, traffic associated with maximum development under the General Plan would increase noise along all studied roadways. The predicted noise level increase would range from 0.2 dB along Mureau Road east of Las Virgenes Road to 1.5 dB along Agoura Road east of Lost Hills Road. Noise levels along the roadway edges exceed the normally acceptable range for certain uses along all of the major roadways in the area. However, Agoura Road east of Lost Hills Road is the only segment that could experience a noise level increase that exceeds the thresholds described under "Methodology and Significance Thresholds" (1.5 dB increase when the post-project noise level exceeds 65 dBA CNEL. The impact at that location would be potentially significant. However, the 1.5 dB increase assumes maximum development under the 2030 General Plan, a scenario that is unlikely to occur. Moreover, the 2030 General Plan includes the following policies specifically directed at addressing potential future traffic noise issues:

Policy 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*

Table 4.9-2
Comparison of Calculated Existing and Future Noise Levels along Major Roadways

Roadway Segment	Existing		Maximum Development		Noise Level Increase (dB)
	ADT	Noise Level (dBA CNEL)	ADT	Noise Level (dBA CNEL)	
Ventura Fwy at Parkway Calabasas	189,000	82.0	239,979	83.0	1.0
Ventura Fwy at Las Virgenes Road	175,000	81.7	222,203	82.7	1.0
Lost Hills Road between Ventura Fwy/Agoura Road	20,538	67.9	27,159	69.1	1.2
Lost Hills Road north of Las Virgenes Road	10,512	66.5	12,996	67.4	0.9
Agoura Road east of Lost Hills Road	9,202	65.9	12,959	67.4	1.5
Mureau Road east of Las Virgenes Road	6,441	65.8	6,681	66.0	0.2
Las Virgenes Road north of Ventura Fwy	18,858	69.0	24,660	70.2	1.2
Las Virgenes Road south of Agoura Road	23,120	71.4	26,402	72.0	0.6
Calabasas Road w/o Ventura Fwy S. bound ramps	13,196	67.5	16,373	68.4	0.9
Calabasas Road east of Parkway Calabasas	13,808	67.7	24,125	70.1	0.4
Calabasas Road west of Mulholland Drive	33,221	71.5	44,670	72.8	1.3
Mulholland Drive south of Calabasas Road	29,880	71.0	34,828	71.7	0.7
Mulholland Hwy. w/o Old Topanga Canyon Road	12,036	67.1	15,132	68.1	1.0

Source: See Appendix E for noise data and noise modeling worksheets.

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.

Policy 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.*

Policy VIII-9 *Pro-actively address noise along the Ventura Freeway and other major corridors.*

Implementation of the above policies would ensure that noise impacts are considered as individual development projects and transportation improvements incorporate appropriate noise attenuation techniques. As necessary, the City may consider a range of traffic noise attenuation techniques, potentially including the use of sound reducing paving materials (such as rubberized asphalt) and, in certain instances, the use of sound barriers. In addition, as noted in numerous Circulation Element policies, the City will continue to emphasize vehicle trip reduction techniques to address traffic issues, with the added benefit that the use of such techniques would also reduce vehicular noise. With implementation of General Plan policies, increases in roadway noise would be reduced to a less than significant level.

Mitigation Measures. The Noise Element goals and policies address the prevention and reduction of unwanted noise. Mitigation beyond the General Plan policies is not needed.

Significance After Mitigation. Impacts relating to the placement of new uses in noise environments exceeding the normally acceptable range would be less than significant without mitigation.

Impact N-2 New development facilitated by the 2030 General Plan Update could result in exposure of future residences and other noise-sensitive land uses to noise levels exceeding the "normally acceptable" range. However, implementation of noise attenuation features on new development, as required by General Plan policies, would reduce impacts to a Class III, *less than significant*, level.

The 2030 General Plan would facilitate the development of new residential and other noise-sensitive uses that could be exposed to long-term noise exceeding the normally acceptable range based on the matrix shown on Figure 4.9-1, which is included in the General Plan Noise Element. Potential sources of noise exposure include: (1) traffic on the Ventura Freeway and arterial roadways; and (2) commercial/business activity on sites that are adjacent to or near noise-sensitive uses. The Mixed Use districts identified on the General Plan land use map would potentially expose residences to noise from various roadways (such as the Ventura Freeway, Agoura Road, Mureau Road, and Calabasas Road) as well as from commercial activity.

For most sites, the primary generator of noise that could affect noise-sensitive uses would be roadway traffic. Table 4.9-3 illustrates the roadway noise contours that are anticipated to occur with maximum development under the 2030 General Plan. As indicated, multiple family residential development within about 1,500-1,600 feet of the Ventura Freeway could potentially be exposed to noise exceeding 65 dBA CNEL. Such noise exposure could potentially occur in any of the proposed mixed use districts. In addition, single and or multiple family residential development that could occur along Las Virgenes Road, Calabasas Road, Mulholland Highway, and other arterials could be exposed to noise exceeding the normally acceptable range (up to 60 dBA CNEL for single family residences and 65 dBA CNEL for multiple family residences), depending upon distance from the roadway. Finally, medical facilities, which are envisioned along West Calabasas Road under the West Calabasas Road Master Plan, could be exposed to noise exceeding the normally acceptable range (up to 65 dBA CNEL) for hospitals and nursing homes.

Table 4.9-3
Predicted Traffic Noise with Maximum Development under the 2030 General Plan

Roadway Segment	Traffic (ADT)	Distance to CNEL Contour from Centerline (feet)		
		70 dB	65 dB	60 dB
Ventura Fwy at Parkway Calabasas	239,979	741	1,596	3,438
Ventura Fwy at Las Virgenes Road	222,203	700	1,507	3,438
Lost Hills Road between Ventura Fwy/Agoura Road	27,159	21	64	138
Lost Hills Road north of Las Virgenes Road	12,996	33	81	175
Agoura Road east of Lost Hills Road	12,959	18	57	123
Mureau Road east of Las Virgenes Road	6,681	91	195	420
Las Virgenes Road north of Ventura Fwy	24,660	21	61	132
Las Virgenes Road south of Agoura Road	26,402	36	92	198
Calabasas Road west of Ventura Fwy south bound ramps (west)	16,373	61	131	282
Calabasas Road east of Parkway Calabasas	24,125	59	128	275
Calabasas Road west of Mulholland Drive	44,670	61	131	281
Mulholland Drive south of Calabasas Road	34,828	32	85	182
Mulholland Highway west of Old Topanga Canyon Road	15,132	29	80	172

Source: Traffic volumes from Associated Transportation Engineers, May 2008. See Appendix E for noise data and noise modeling worksheets.

Contour distances assume level land with no barriers or obstructions. In reality, the varied topography of Calabasas, in combination with the presence of buildings and other barriers, would greatly reduce the distance from the noise source to the dB contours in many instances. In other words, the noise levels presented in this table are "conservative" estimates that likely overstate the actual noise level in many locations. Site-specific analysis would be needed to determine the actual noise level at a specific location.

New residences could also be exposed to noise generated by commercial activity that exceeds the normally acceptable range. In particular mixed use development that could be facilitated in each of the Mixed Use districts could be exposed to noise from commercial activity, including noise associated with deliveries, loading dock operations, mechanical equipment, and parking lot activities. Residential development on the Las Virgenes 1 and 2 sites along Las Virgenes Road would also potentially be exposed to noise from commercial activity.

The 2030 General Plan includes a number of policies that aim to reduce noise impacts. In addition to policies VIII-2, VIII-5, and VIII-9 discussed under Impact N-1, the General Plan includes the following policies:

Policy 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.*

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

Policy 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*

Policy 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.*

Implementation of these policies would ensure that projects proposed in noise environments that potentially exceed acceptable standards would be evaluated and that appropriate sound attenuation techniques would be implemented on a case-by-case basis. Depending on what is proposed and the location and source of noise, sound attenuation techniques may include site design to shield noise-sensitive uses from noise, special building standards to reduce interior noise, or the use of barriers to reduce exterior noise.

Mitigation Measures. The Noise Element goals and policies address the prevention and reduction of unwanted noise. Mitigation beyond the General Plan policies is not needed.

Significance After Mitigation. Impacts relating to the placement of new uses in noise environments exceeding the normally acceptable range would be less than significant without mitigation.

Impact N-3 Construction of individual projects facilitated by the 2030 General Plan could produce noise levels ranging from 75 to 95 dBA at 50 feet from the source potentially affecting adjacent land uses. Such noise could cause temporary disturbance to nearby receptors, but General Plan policies would address potential impacts relating to construction. Therefore, this would be a Class III, *less than significant,* impact.

Noise from individual construction projects that could be facilitated under the 2030 General Plan would create temporary noise level increases on and adjacent to individual construction sites. Since there are no specific plans or time scales for individual development projects, it is not possible to determine exact noise levels, locations, or time period for construction. However, construction noise would be highest and of the longest duration adjacent to sites where more future development/redevelopment is anticipated to occur. For example, each of the Mixed Use districts may undergo considerable demolition and construction activity over the life of the General Plan. The sites where multiple family housing could be accommodated (Rancho Pet Kennel site, Las Virgenes 2 site) would also likely experience construction activity and related noise.

Table 4.9-4 illustrates the general noise levels associated with construction activity. At a distance of 50 feet from the construction site, noise levels similar to those shown in Table 4.9-4 would be expected to occur with individual development projects. Noise would typically drop off at a rate of about 6 dB per doubling of distance; therefore, noise levels would be about 6 dB lower than shown in the table at 100 feet from the noise source and 12 dB lower at a distance of 200 feet from the noise source.

Table 4.9-4
Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

To date, the City has not adopted any specific standards relating to construction noise. The 2030 General Plan includes the following policy that aims to reduce impacts associated with construction activity.

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-10 *Develop a noise ordinance that establishes maximum allowable noise levels on private property within Calabasas, including specific standards for mixed use developments.*

As part of the noise ordinance to be adopted as part of the Development Code update that will immediately follow the General Plan update, the City will be adopting specific standards that will regulate allowable noise associated with construction activity. Therefore, although construction activity would continue to create temporary noise impacts throughout the community, adoption and implementation of these new standards would improve protection from construction noise and reduce temporary construction impacts to a less than significant level.

Mitigation Measures. The proposed General Plan policies would address potentially-significant noise activity associated with development under the General Plan. No mitigation measures beyond implementation of the policies included in the General Plan Noise Element would be required.

Significance After Mitigation. Impacts relating to temporary construction activity would be less than significant without mitigation.

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4.10 POPULATION and HOUSING

This section analyzes the 2030 General Plan's potential environmental impacts related to population and housing.

4.10.1 Setting

a. Population, Housing, and Employment. Since its incorporation in 1991, Calabasas has grown from an unincorporated portion of Los Angeles County to a city of over 23,000 residents in 2008 Calabasas' population has grown at a steady pace from its 1992 population of 17,801 to its current population of 23,725 (California Department of Finance, 2008). This is an average annual increase of approximately 370 people per year, or 2.08 % per year. Population in the City has slowed down slightly from 2001 through 2008 compared to 1992 through 2000. From 1992 to 2000, Calabasas saw an average growth of 444 people per year, or a 2.49% annual growth rate, versus 299 people per year and a 1.38% annual growth rate from 2001 to 2008.

According to the California Department of Finance, Calabasas has 8,605 dwelling units as of January 2008. These include 6,814 single-family dwelling units, 1,538 units within multi-family buildings, and 253 mobile homes. Table 4.10-1 illustrates the population and housing estimates for Calabasas and the Las Virgenes/Malibu Council of Governments (LVMCOG) area in which Calabasas is located.[1] Housing prices in the City tend to be high compared to surrounding areas. Though prices have dropped somewhat in the past two years, median sale prices for homes in 2006 were $1.15 million (The Natelson Dale Group, Issue Paper on Economic Development, 2007).

Local and regional economic forces play a pivotal role in shaping the City's employment and economic characteristics. Although Calabasas is tied to the economy of the San Fernando Valley (SFV), it differs from both the SFV and Los Angeles County in having noticeably higher proportions of resident-workers in "knowledge economy" jobs. Approximately 27% of the workforce consists of self-employed, work-from-home employees. Despite a heavy reliance on these types of jobs, generally speaking, there are more manufacturing, wholesaling, administrative, and food service jobs in Calabasas than residents to fill those jobs. These types of jobs are typically filled by residents of both nearby communities and the City. Calabasas is not considered a "node of employment" because of its large percentage of work-from-home and outside employees (Natelson Dale Group, 2007).

[1] *The LVMCOG is an agency used as a vehicle to engage in regional planning and cooperative planning. The area includes the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village.*

Table 4.10-1
2008 Population, Housing, Persons/Household Estimates

	Calabasas	LVMCOG[a]
Population	23,725	71,645
Housing	8,605	26,562
Persons per Household	2.84	2.70

Source: California Department of Finance, E-5 City/County Population and Housing Estimates, 2008.
[a] Data interpolated from Southern California Association of Governments' SCAG 2008 Regional Transportation Plan, February 2008.

The SCAG population, housing, and job forecasts, which are based on the RTP Population, Household, and Employment (May 2008) forecasts for the LVMCOG Subregion and Calabasas are shown in Table 4.10-2.

Table 4.10-2
SCAG Population, Household, and Employment Forecasts for the LVMCOG Subregion and the City of Calabasas

	2005	2008[b]	2010	2015	2020	2025	2030	2035
LVMCOG Subregion								
Population	92,300	93,620	94,500	97,300	101,600	105,900	110,000	114,000
Households	31,900	32,320	32,600	33,600	35,300	36,600	37,800	38,900
Employment	60,500	61,760	62,600	64,200	65,300	66,600	67,900	69,200
City of Calabasas								
Population	23,200	23,725[a]	23,800	24,800	25,700	26,700	27,600	28,500
Households	8,100	8,608[a]	8,400	8,800	9,200	9,600	9,900	10,200
Employment	14,700	15,000	15,200	15,700	15,900	16,300	16,600	16,900

Source: SCAG, 2008 RTP Baseline Growth Forecast, February 2008.
[a] California Department of Finance, E-5 City/County Population and Housing Estimates, 2007.
[b] Data was interpolated from 2005 and 2010 data.

b. Regulatory Setting. The following section summarizes regulations that pertain to population, housing, and employment.

Regional Housing Needs Assessment (RHNA). California's Housing Element law requires that each county and city develop local housing programs to meet their "fair share" of future housing growth needs for all income groups, as determined by the State Department of Finance. The regional councils of government, including the Southern California Association of Governments (SCAG), are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the RHNA process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of : 1) zoning "adequate sites" at suitable densities to provide affordability; and 2) housing programs to support production of below-market rate units.

Calabasas' RHNA was initially established at 870 units, including 528 for lower and moderate income households. Through appeals and testimony, the City's RHNA was adjusted to 521 units, distributed among the four income categories as shown in Table 4.10-3.

Table 4.10-3
Regional Housing Needs Assessment 2008-2014

Income Group	RHNA Allocation (units)	% of Total
Very Low	137	26.3%
Low	86	16.5%
Moderate	93	17.8%
Above Moderate	205	39.4%
Total	**521**	**100%**

Source: http://SCAG.ca.gov/Housing/rhna.htm, 2007

Southern California Association of Governments (SCAG). As discussed in Section 4.8, *Land Use,* the City of Calabasas is located within the planning area of the Southern California Association of Governments (SCAG). SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties, and is responsible for implementing the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and the Growth Visioning Report (GVR), each of which addresses regional issues associated with population growth, housing, and employment.

State Housing Element Statutes. State housing element statutes (Government Code Sections 65580-65589.9) 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, housing elements. Additionally, Government Code §65588 dictates that the housing elements must be updated at least once every five years.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds. Impacts relating to population and housing are considered significant if implementation of the 2030 General Plan would:

- *Induce substantial population growth either directly or indirectly*
- *Create an imbalance of jobs and housing in the City*
- *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere*
- *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere*

For purposes of analysis, "substantial" population growth is defined as growth exceeding SCAG or Los Angeles County APCD population forecasts for the City. "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the General Plan.

b. Project and Cumulative Impacts.

Impact PH-1 Implementation of the 2030 General Plan would not result in the displacement of substantial numbers of people or housing. To the contrary, the 2030 General Plan would facilitate the development of new housing in accordance with state and local housing requirements. Impacts would be Class III, *less than significant*.

An intention of the 2030 General Plan is to focus future development in Calabasas in areas that are already developed. Such "infill" development is anticipated to occur primarily in several mixed use districts identified on the General Plan land use map. These districts are described in Section 2.0, *Project Description* (shown on the land use map Figure 2-5), are currently developed with commercial, office, and business park uses. None of these areas are currently developed with residential uses; therefore, it is not anticipated that redevelopment activities would displace existing residences.

The only property in the City that is currently developed with residential uses with a likelihood of being redeveloped is the Las Virgenes 1 site along the west side of Las Virgenes Road. That 7.5-acre site is currently developed with three residences, but could be developed with up to

30 residences and a 2.5-acre park under the Planned Development land use designation. There are no known plans for the redevelopment of this site, but displacement of the three onsite residences could potentially occur over the life of the 2030 General Plan. However, even if such displacement occurs, any new development would be expected to more than replace the three existing onsite residences. As such, impacts would be less than significant.

Mitigation Measures. No significant impacts relating to the displacement of people or housing would occur. Therefore, mitigation is not required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact PH-2 **Implementation of the 2030 General Plan would facilitate the construction of new housing in Calabasas, which would increase the City's population over time. However, the City is almost completely built out and various General Plan policies are specifically intended to control population growth. Exceedance of SCAG population forecasts is not anticipated and impacts would be Class III, *less than significant*.**

SCAG's Regional Comprehensive Plan (RCP) serves as a framework for addressing problems and creating a path to correct issues on a regional level through 2035. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. Population projections are made through SCAG's Regional Transportation Plan (RTP) and are the basis for growth for the RCP.

Maximum development facilitated by the 2030 General Plan would add an estimated 4,777 residents (1,682 dwelling units x 2.84 people/dwelling unit). This would bring the citywide population to 28,502. This estimate exceeds SCAG's 2030 growth forecast for the City (27,600 in 2030) by 902 people. However, the maximum buildout estimate assumes not only that every remaining vacant property in Calabasas would be developed by 2030, but that all of the mixed use districts would completely redevelop over the same time frame. This is extremely unlikely to occur. Moreover, this estimate also includes redevelopment of the Craftsman's Corner area, which is currently outside the City, with up to 710 residences. Finally, the Land Use Element of the 2030 General Plan includes the following policies specifically intended to limit future growth in Calabasas:

Policy II-7 *Emphasize retention of Calabasas' natural environmental setting, neighborhood character, and scenic features as a priority over the expansion of urban areas.*

Policy II-13 *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.*

Given that Calabasas is almost entirely built out and the General Plan includes numerous policies, including those listed below, and objectives from the Land Use and Conservation Elements, aimed at limiting further growth, no exceedance of the population forecast is anticipated.

Mitigation Measures. Impacts would be less than significant as exceedance of SCAG growth forecasts is unlikely to occur. Therefore, mitigation is not required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact PH-3 **Development facilitated by the 2030 General Plan would add both jobs and housing, which would affect the jobs/housing balance. Objectives and policies included in the General Plan encourage a mix of commercial and residential uses and districts. Therefore, impacts relating to jobs/housing balance are considered Class III, *less than significant*.**

Calabasas already maintains a mix of jobs and housing. Based on the SCAG data in Table 4.10-2, the current jobs/housing ratio in Calabasas is 1.74:1, which is similar to the subregional ratio of 1.91:1. Such a ratio generally indicates a balance insofar as it equates to between one and two workers per household.

The 2030 General Plan includes a number of objectives and policies specifically intended to continue to allow the City to provide a mix of jobs and housing. For example, the General Plan includes the following overarching goals:

- *Facilitate appropriately-scaled infill development in existing commercial districts.*
- *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.*
- *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.*

In addition, the General Plan Land Use Element includes the following policies:

Policy II-9 *Promote an assembly of distinct neighborhoods that encompass a range of housing types which:*

- *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.*

Policy II-10 *Promote a mix of retail and service commercial, office, and business park areas that:*

- *Meet the retail and service needs of Calabasas citizens;*
- *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.*

Finally, as noted in Section 2.0, *Project Description*, the 2030 General Plan includes three distinct "mixed use" districts that are specifically intended to facilitate the development of a mix of residential and commercial uses in proximity to one another. These mixed use districts would not only provide for a mix of jobs and housing, but would also help the City meet many of the relating objectives of providing a balance of jobs and housing. For example, gradual redevelopment of the districts with pedestrian-oriented mixed use development would be expected to reduce vehicle trips and vehicle miles traveled, thereby reducing energy consumption and associated emissions of air pollutants, including greenhouse gases. The districts are also intended to help provide gathering places for the community.

For the reasons described above, the 2030 General Plan would be consistent with the regional objective of improving jobs/housing balance. No significant impacts relating to jobs/housing balance are anticipated.

Mitigation Measures. Impacts related to jobs/housing balance would be less than significant. Therefore, mitigation is not required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

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4.11 PUBLIC SERVICES

This section assesses potential impacts to public services, including fire and police protection, public schools and libraries. Impacts to water and wastewater infrastructure and solid waste collection and disposal are discussed in Section 4.14, *Utilities and Service Systems*. Impacts to parks and recreation are discussed in Section 4.12, *Recreation*.

4.11.1 Setting

a. Fire Protection and Emergency Medical Service.

Personnel, Facilities, and Equipment. The Consolidated Fire Protection District of Los Angeles County (CFPD) provides fire protection and emergency medical service to Calabasas and the surrounding area. The CFPD operates two fire stations within Calabasas: Station 68 and Station 125. In addition, Fire Station 67, located at 25801 Piuma Road and Fire Station 69, located at 401 S. Topanga Canyon, have some jurisdictional responsibility in some portions of the City. Because the CFPD operates under a regional concept in its approach to providing emergency services, additional resources may be dispatched, as needed, in an incident anywhere in the District's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries. Figure 4.11-1 shows the locations of fire stations in Calabasas.

Fire Station 68 is located at 24130 Calabasas Road, approximately 500 feet west of the intersection of Calabasas Road and Parkway Calabasas. Station 68 is staffed with a 3-person engine company and a 2-person paramedic squad, for a total of 5 daily on-duty fire personnel. Station 125 is located at 5215 Las Virgenes Road, approximately 800 feet south of the intersection of Las Virgenes Road and Mureau Road. Fire Station 125 is staffed with a 3-person engine company and a 4-person truck company, for a total of 7 daily on-duty fire personnel. The target response time for fire-related emergencies within the City is five minutes (Captain Jimenez, May 12, 2008).

Fire Administration offices are located at 1320 North Eastern Avenue, Los Angeles, CA 90063-3294. In July 2002, the Los Angeles County Fire Department underwent an operational reorganization in an effort to bring the daily management of Department operations to the community level. As a result, two former operations bureaus were transitioned to create three regional bureaus: North Region, Central Region and East Region. Each region is under the command of a Deputy Chief, assisted by several key staff members, including a Community Services Unit Captain, a Public Information Officer and a Training and Safety Captain. By placing staff regionally in the communities in which they serve, this new approach has created a more hands on service delivery system to ensure that each community is receiving the highest level of fire protection and life safety services available from the Department. To help each

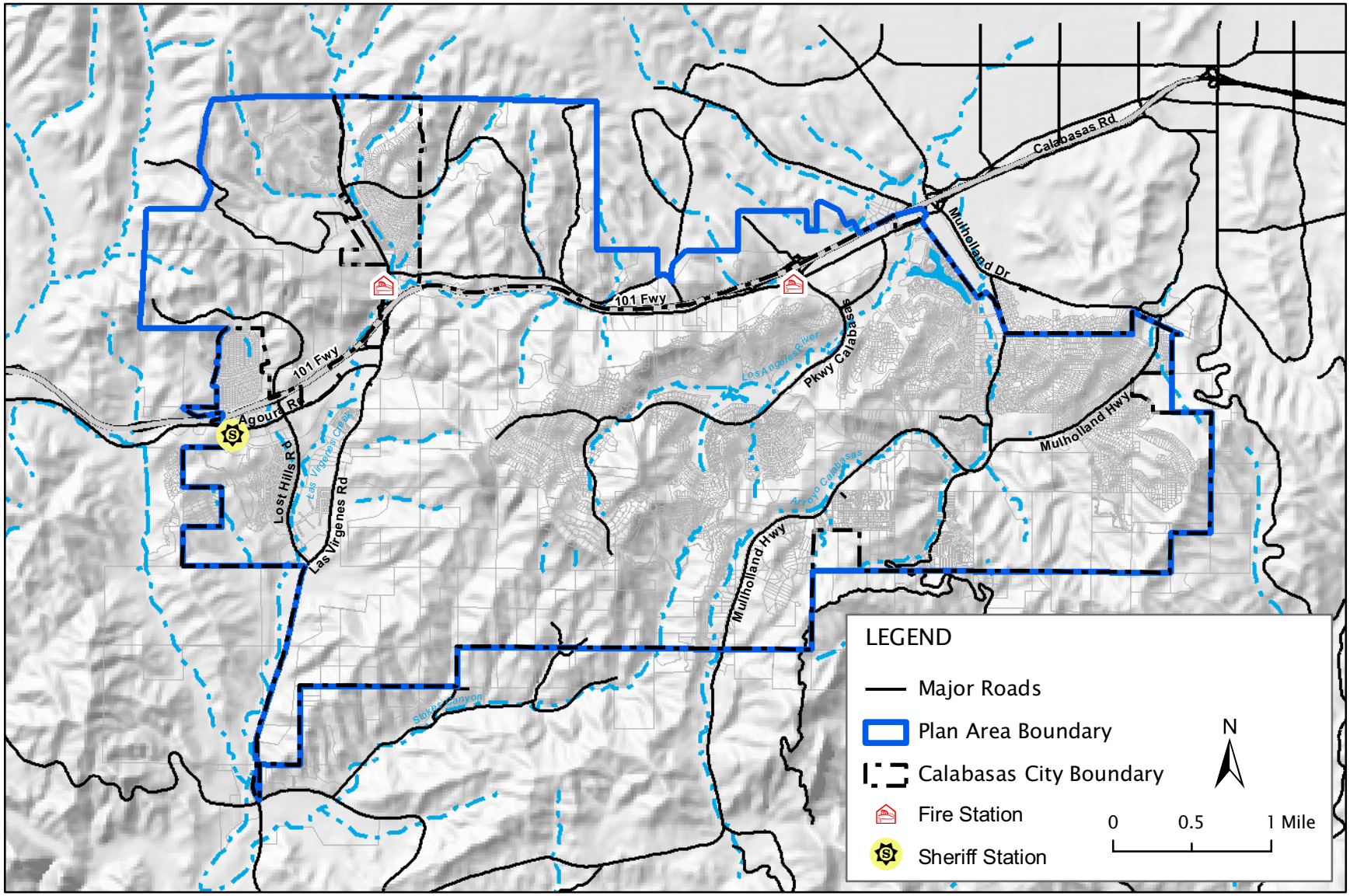
community, including city officials and staff, understand Departmental operations and services available to them, seven Community Services Representatives were hired in new positions. These community specialists support the Assistant Fire Chief at the division level within each of the three operational bureaus. Calabasas is located in the Central Region. A Central Region Fire Prevention office is located in the City of Calabasas at 26600 Agoura Road.

The CFPD bases the need for increase fire equipment, fire stations and firefighters on the amount of development. According to the CFDP Division of Planning, Calabasas is considered an area of "high growth." Other high growth areas include the Lancaster and Valencia areas. The CFDP stipulates that in high growth areas, a new fire station is needed when an increase of 11.6 million square feet of new development occurs. Currently, the existing level of fire protection service and paramedic service provided by CDFP in Calabasas is considered adequate and there are no plans for additional fire stations or the expansion of existing fire stations in Calabasas (Lorene Buck, CDFP Division of Planning, March 2008). However, the CFPD's Developer Fee Detailed Fire Station Plan includes an additional Fire Station in the unincorporated area east of the City between stations 68 and 69. This station is contingent upon several factors, including the pace of development in the vicinity of the planned station and the availability of sufficient funding for station development and ongoing staffing costs.

There are a number of fire safety requirements and regulations for new development in the City. These include, but are not limited to, driveway width requirements, the creation and maintenance of wildfire buffers in areas subject to wildfires, sprinklers, alarms and maintaining adequate pressure and supply for hydrants. Developer fees are used to purchase new equipment and construct or expand facilities. Currently, developers are required to pay $0.9223 per square foot of development. When additions to existing structures are less than 2,000 square feet, the payment of fees is not required. Property taxes provide funding for CDFP personnel.

The entire City of Calabasas is designated as a high fire hazard zone. Due to the diversity of land uses in Calabasas, the City could experience three types of fires: (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 adequacy of water supply.

b. Police Protection. The Los Angeles County Sheriff's Department (LASD) is under contract to the City to provide law enforcement services. LASD headquarters is located at 4700 Ramona Boulevard, in Monterey Park. LASD is broken down into three regions; Calabasas is located in



Source: City of Calabasas, 2007, and Rincon Consultants, 2008.

Figure 4.11-1
Fire and Sheriff Stations

Region I and is served by the Malibu/Lost Hills Patrol Station. Figure 4.11-1 shows the location of the Malibu/Lost Hills Patrol Station in relation to the City.

The Malibu/Lost Hills Patrol Station is currently budgeted for 185 deputies with approximately 25 deputies on patrol at any given time (Lieutenant John Benedict, LASD, March 11, 2008). In addition to Calabasas, the Malibu/Lost Hills Patrol Station provides law enforcement services to the cities of Agoura Hills, Hidden Hills, Malibu and Westlake Village and to the communities of Chatsworth Lake Manor, Malibu Lake, Topanga, and West Hills. In total, the Malibu/Los Hills Station serves 185 square miles (Lieutenant John Benedict, March 11, 2008). Target response times for calls within the City of Calabasas vary according to the urgency of the call as shown below (Sergeant Price, May 12, 2008):

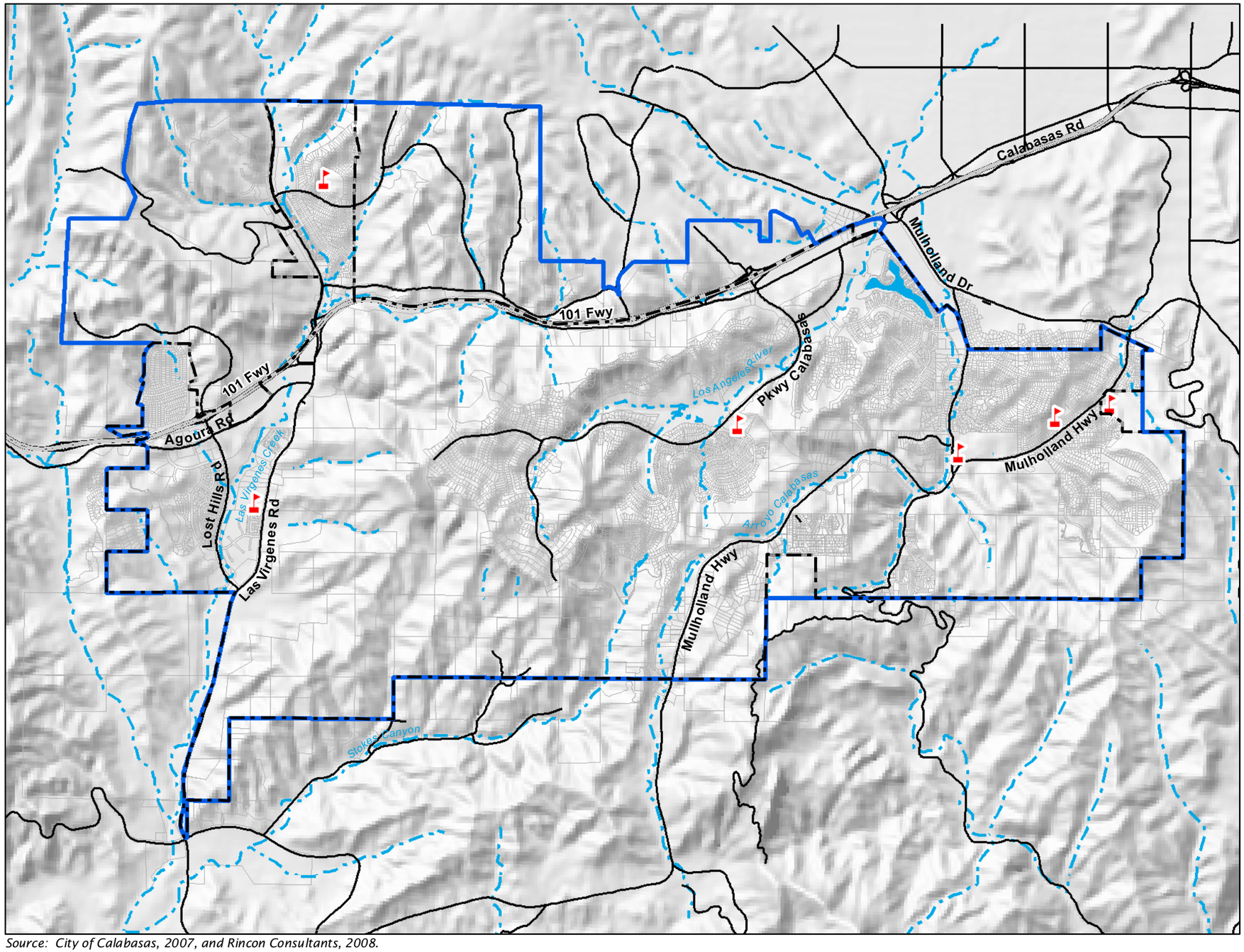
- *Routine: 23.6 minutes*
- *Priority: 10.2 minutes*
- *Emergency: 4.7 minutes*

c. Public Schools. The Las Virgenes Unified School District (LVUSD) provides public educational services in the City of Calabasas. Figure 4.11-2 shows the locations of school facilities in the City that are operated by LVUSD. Additional educational facilities include private schools.

LVUSD schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The LVUSD manages three elementary schools in the City, two middle schools, one high school, and two special programs. In order to accommodate for a maximum number of schools, the LVUSD has implemented relocatable classrooms and trailers at each of the schools serving the City of Calabasas (Kathi Petrash, LVUSD).

Enrollment at LVUSD elementary schools serving Calabasas is 1,892 students for the 2007-2008 school year. Elementary schools in the City range in size from 550 to more than 675 students. The total maximum capacity of the 3 elementary schools is 1,668 students. Thus, currently Calabasas' elementary schools are operating at approximately 113% of capacity. The reported exceedance of capacity for elementary school capacity within the LVUSD is in part due to the California Department of Education's recommendation that class sizes be reduced by 20%. Although several schools are operating above capacity, the LVUSD considers the schools to be operating at acceptable levels. It should also be noted that schools within the City are experiencing a declining enrollment trend, where more students are graduating than are entering Calabasas schools (Dr. Donald Zimring, Superintendent LVUSD, 2008). Table 4.11-1 shows enrollment statistics for each of the LVUSD schools serving Calabasas.

The LVUSD operates two middle schools in the City: A.E. Wright and A.C. Stelle Middle School. Enrollment during the 2007-2008 school year for the four middle schools is 1,862 students, or



Source: City of Calabasas, 2007, and Rincon Consultants, 2008.

Figure 4.11-2
Public Schools

Table 4.11-1
2007-2008 LVUSD School Enrollment*

School	Student Enrollment	Student Capacity	Utilization
Elementary			
Chaparal	552	496	111%
Lupin Hill	691	644	107%
Bay Laurel	649	528	122%
Middle			
A.E. Wright	899	1,770	50%
A.C. Stelle	963	1,000	96%
High			
Calabasas	2,011	1,922	104%

Source: Kathi Petrash, Las Virgenes Unified School District

**The LVUSD serves several municipalities; however, this table identifies LVUSD schools serving the City of Calabasas only.*

67% of the total capacity of 2,770 students.

The LVUSD manages one high school in Calabasas (Calabasas High School). Enrollment for the 2007-2008 school year was 2,011 students, or 105% of total capacity (1,922 students). By the year 2030, the LVUSD plans to construct a performing arts center, a 650 seat theater, which would include one classroom. In addition, the LVUSD plans to construct a preschool to meet special education needs in the City (Dr. Donald Zimring, Superintendent of the LVUSD, 2008).

d. Community Library. The Calabasas Library serves the City. Revenue from the property tax supplies the income for the library. The characteristics of the Calabasas Library are summarized in Table 4.11-2.

Table 4.11-2
Calabasas Library Statistics

Number of Cardholders	Books in Circulation	Hours open per week	Facility (square feet)
21,404	40,000	52	12,000

Source: Barbara Lockwood, Director, Calabasas Library, personal communication, March 20, 2008.

The Calabasas Library, a 12,000 square foot facility, is open 52 hours per week. As of March 17, 2008, the Calabasas Library had 21,404 cardholders. Based upon the most current circulation figures available, the Calabasas Library has an estimated annual circulation of 40,000 books. Databases, newspapers, magazines, DVD's, electronic music, and audio books are also available for use to cardholders.

The existing library is operating at maximum capacity, but will move into a new facility at the new Calabasas Civic Center in July 2008 (Barbara Lockwood, Director, Calabasas Library). The new facility will be 24,000 square feet. Additionally, a 3,000 square foot wing, named the Founder's wing, would provide an added 3,000 square feet of library space. The new library will hold approximately 90,000 volumes of reading material, a children's reading room, specialty collection areas, a young adult area, technology carrels 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.

4.11.2 Impact Analysis

a. Methodology and Significance Thresholds.

Public Schools. Information on current school facilities was collected from administrators at the Las Virgenes Unified School District (LVUSD). Specifically, information pertaining to school enrollments was used in the analysis of Public Schools (see *Impact PS-3*). Student generation factors, provided by the LVUSD, were used to determine potential future enrollments. These projections were also included in the analysis.

Impacts would be significant if public schools in the City could not accommodate, according to LVUSD, future student growth through the construction of new facilities, or expansion of existing facilities. However, any development within the City would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." With payment of these fees impacts would be less than significant.

Police Protection Service. Information on current service demands and available staff and equipment was provided by Lieutenant John Benedict from the Malibu/Lost Hills Patrol Station. This information was compared to the projected service demands that could be expected as a result of development facilitated by the 2030 General Plan.

The Malibu/Lost Hills Patrol Station considers the maximum response time to routine calls 23.6

minutes; priority calls 10.2 minutes; and emergency calls of 4.7 minutes.

The City of Calabasas does not include specific significance thresholds for police protection services. Therefore, impacts would be potentially significant if development facilitated by the 2030 General Plan would result in unacceptable response times, thus creating the need for new police protection facilities, the construction of which may create significant secondary environmental effects.

Fire Protection Service. Information on current service demands and available staff and equipment was provided by the Division of Planning within the Los Angeles County Fire Department (LACFD). The CFDP stipulates that in high growth areas, such as Calabasas, a new fire station is needed when an increase of 11.6 million square feet of new development occurs. The construction of new facilities, to meet increased demand, could result in potentially significant secondary environmental impacts. The mandatory development fees of $0.9223 per square foot of development would mitigate impacts for all development under 11.6 million square feet facilitated by the 2030 General Plan. Impacts would be considered if development under the 2030 General Plan would create the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Additionally, impacts would be considered significant if acceptable service ratios would not be achievable.

b. Project and Cumulative Impacts.

Impact PS-1 **Development facilitated by the 2030 General Plan would increase the City's population and density of development, and could introduce new development into high fire hazard areas. This would increase demand for fire protection services and potentially create the need for new fire protection facilities. However, compliance with General Plan policies and other City programs would reduce impacts related to fire protection services to a Class III, *less than significant*, level.**

As discussed in the *Setting*, the Consolidated Fire Protection District of Los Angeles County (CFPD) requires that a new fire station be constructed when there is an increase of 11.6 million square feet of new development within Calabasas. Table 2-6 of the *Project Description* shows the net increase in residential, office and retail development at maximum buildout under the 2030 General Plan. At buildout, there would be a net increase of approximately 6.4 million square feet of development.[1] Therefore, the net increase in development under the 2030 General Plan would not create the need for a new fire station in Calabasas. As such, no impact

[1] *Assumes the following for residential development:*
Average single-family residence = 3,500 square feet
Average multi-family residence = 1,800 square feet
Average senior multi-family residence = 600 square feet

related to the construction of new fire protection facilities would occur. While new development within the City would incrementally increase the demand for fire protection services, additional equipment needed to meet this demand increase could be purchased with funds generated by existing development impact fees. As noted in the *Setting*, this includes the mandatory developer's fee of $0.9223 per square foot of development (for projects over 2,000 square feet). Additionally, Property taxes provide funding for CDFP personnel.

In the event that development facilitated by the 2030 General Plan would infringe upon existing development's access to water pressure and water for fire flows, future development would be required to upgrade water systems so that adequate services could be restored. Currently, LVMWD does not identify particular areas where water system deficiencies would render fire protection services inadequate (Mike Brown, Las Virgenes Municipal Water District, 2008).

New development sited in high fire hazard areas would be required to adhere to standard requirements set forth by the California Building Code (CBC) with City of Calabasas amendments. It should be noted that the entire City is designated as a high fire hazard zone. Therefore, any development in the City would be sited in high fire hazard zones and would be required to adhere to applicable policies. Nearly all development that could be facilitated by the 2030 General Plan would occur in areas where development currently exists and would be considered infill development. Much of this potential infill development would be multifamily residential and office, although single family residential and retail development would be significant as well (see *Table 2-4* of Section 2.0, *Project Description* for a more detailed breakdown of maximum development). Minimal development, not occurring in already developed areas, could occur in hillside areas, although no more than is allowed under the current General Plan. However, any development in hillside areas is of particular concern because these areas are especially fire prone. Adherence to standard requirements would minimize the risks of fire hazards.

In addition, new development would be required to comply with any additional project-specific requirements set forth by the CFPD, including providing adequate water pressure and water for fire flows. Therefore, standard requirements would reduce impacts to fire hazards to a less than significant level. Implementation of the following policies of the 2030 General Plan Safety Element would further ensure that impacts related to development in high fire hazard areas would be less than significant.

The entire City is designated as a high fire hazard zone. Of specific concern, however, are the hillsides which are especially prone to wild fires. The 2030 General Plan Safety Element includes the following policies to specifically address wild fire hazards.

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-13 *Promote fire prevention as the City's preferred management strategy; facilitate programs that are aimed at the prevention of fires.*

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.*

Implementation of these policies would address potential wild fire hazards associated with potential new development. Thus, significant impacts are not anticipated.

Mitigation Measures. None required beyond implementation of General Plan fire protection policies.

Significance After Mitigation. Development facilitated by the 2030 General Plan would not result in the need for new or expanded fire protection facilities; therefore, impacts relating to fire protection would be less than significant without mitigation.

Impact PS-2 **Development facilitated by the 2030 General Plan would increase demand for police protection service, but would not result in the need to construct new police facilities. Impacts would be Class III, *less than significant*.**

Police protection services are not "facility-driven;" that is, police protection services are not as reliant on facilities in order to effectively patrol a beat. An expansion of, or intensification of development within, a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed.

As discussed in subsection 4.11.1, the Malibu/Lost Hills Patrol Station provides police protection services in the City of Calabasas. The Malibu/Lost Hills Patrol Station would continue to provide police protection services to the City of Calabasas through 2030 (Lieutenant John

Benedict, LASD). As such, development facilitated by the 2030 General Plan would not result in the need to construct new police facilities, although the demand for additional sworn officers may arise. In the event that additional officers are needed to provide adequate police services, the City's General Fund would continue to provide the finances necessary to employ additional officers. Impacts to police protection service would be less than significant. In addition, implementation of the following policies of the 2030 General Plan Services, Infrastructure & Technology Element would further ensure that impacts related to police protection service would be less than significant.

Policy 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.*

Policy 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.*

Policy 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.*

Mitigation Measures. None required beyond implementation of General Plan policies.

Significance After Mitigation. Development facilitated by the 2030 General Plan would not result in the need for new or expanded police protection facilities; therefore, impacts would be less than significant without mitigation.

Impact PS-3 **Enrollment growth at LVUSD schools that could result from development under the 2030 General Plan could further the exceedance of capacities at LVUSD elementary schools and Calabasas High School. However, the payment of State-mandated school impact fees is deemed adequate mitigation by the State of California. Therefore, impacts to schools would be Class III, *less than significant*.**

Development facilitated by the 2030 General Plan would likely increase enrollment at LVUSD schools, some of which are already enrolled beyond existing capacity. The General Plan land use map would facilitate the development of up to 292 multiple family residences on the west side of Calabasas on the Rancho Pet Kennel site (designated Residential-Multiple Family) and the Las Virgenes 2 site (designated Planned Development). In addition, maximum development facilitated in the two Mixed Use districts on the west side of Calabasas could add an estimated 310 residences over the life of the General Plan. Maximum development facilitated in the

Mixed Use districts proposed for the east side of Calabasas could add an estimated 564 multiple family residences.

Table 4.11-3 compares the anticipated 2030 school enrollment, based on the existing school capacity for LVUSD elementary schools, middle schools, and high schools serving the City and the maximum development potential of the 2030 General Plan. The capacities of elementary schools and Calabasas High School would be further exceeded as new development facilitated by the 2030 General Plan occurs.

Table 4.11-3
Projected School Capacity and Enrollment at Maximum Buildout of the 2030 General Plan

Grade Level	Current Capacity	Current School Enrollment	New Students from Additional Growth Through 2030*	Projected 2030 Student Enrollment at Maximum General Plan Buildout	Students Over Current Capacity	Capacity Utilization
Elementary School (K-5)	1,668	1,892	672	2,564	896	154%
Middle School (6-8)	2,770	1,862	138	2,000	(770)	72%
High School (9-12)	1,922	2,011	286	2,297	375	120%
Total	**6,777**	**5,765**	**1,096**	**6,861**	**1,268**	**115%**

** Calculated based upon rates of 0.40 elementary school students, 0.21 middle school students, and 0.40 high school students per single family residence; and 0.44 elementary school students, 0.07 middle school students, and 0.15 high school students per multiple family residence. The total increase in students is based upon the number of new dwelling units shown in Table 2-6 in Section 2.0, Project Description.*

Calabasas High School, currently operating above capacity, is the single school in the City serving grades 9 through 12; therefore, any residential development within the City is likely to contribute to an increase in student population at Calabasas High School. According to Dr. Donald Zimring, Superintendent of the Las Virgenes Unified School District, if development in the west end of the City were to occur at the Las Virgenes 2 and Rancho Pet Kennel site, the associated increase in student enrollment could significantly exceed the capacity at the Calabasas High School.

The two middle schools serving Calabasas are currently operating within capacity and would continue to operate within capacity at maximum buildout of the General Plan. The two multiple family sites (Rancho Pet Kennel, Las Virgenes 2) appear more likely to develop in the near term

than sites within the proposed Mixed Use districts. Therefore, A.E. Wright Middle School (located on the west side of the City) may experience a larger enrollment increase than would occur at A.C. Stelle Middle School, at least in the near term. Nevertheless, it is not anticipated that the capacity of either middle school would be exceeded.

There are three elementary schools in Calabasas. Chaparral Elementary and Bay Laurel Elementary are located in the eastern portion of the City. Lupin Hill Elementary is located in the western half of the City. All three elementary schools are operating over capacity. Consequently, any increase in enrollment would exacerbate this condition.

Lupin Hill Elementary School would be expected to experience a larger increase in student enrollment than Chaparral and Bay Laurel, at least in the near term, since development of new multiple family residences appears more likely at the Rancho Pet Kennel and Las Virgenes 2 sites than in the proposed Mixed Use districts. Based on 0.44 elementary school students per residence, development of the Rancho Pet Kennel and Las Virgenes 2 sites would add an estimated 128 students at Lupin Hill Elementary. Given that the school is already operating above capacity, such an increase could adversely affect operation of the facility (Dr. Donald Zimring, Superintendent LVUSD, 2008).

Although development facilitated by the 2030 General would increase student enrollment and create further exceedances of operating capacity at local elementary and high schools, Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August27, 1998) states that payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, pursuant to CGC §65995(h), impacts relating to school capacity would be less than significant if future developers within Calabasas continue to pay State-mandated school impact fees. Site- and project-specific environmental review would be required for individual school sites if they are identified in the future.

The following policies of the 2030 General Plan Services, Infrastructure & Technology Element would aid in addressing school capacity impacts to the extent allowed by State law.

Policy 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.*

Policy 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.*

Policy XII-18 *Work with the Las Virgenes Unified School District to assist in the formation of special assessment districts for construction of additional*

schools.

Policy 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.*

It should be emphasized that the figures provided in Table 4.11-3 represent projected enrollment at maximum buildout of the 2030 General Plan. This assumes that essentially every vacant property in Calabasas develops by 2030 and that all of the proposed mixed use districts completely redevelop and include 20% housing. This level of development is highly unlikely to occur; therefore, the enrollment increases shown in Table 4.11-3 almost assuredly overstate the actual 2030 enrollments. It should also be noted that the 2030 General Plan is not anticipated to facilitate any more development than could occur under the current General Plan and, therefore, would not create greater impacts with respect to school capacity than could occur if the City continues to implement the current plan.

Mitigation Measures. As discussed above, site- and project-specific environmental review would be required for schools if, or when, new sites are proposed for development in the future. As previously noted, pursuant to Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, mitigation is not required.

Significance After Mitigation. Pursuant to State law, the collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level as these fees are presumed to be adequate to fund the construction of new school facilities that would be required to accommodate projected increases in school enrollment. Nevertheless, it should be recognized that development facilitated by the General Plan would further exacerbate the current capacity exceedances at LVUSD elementary and high schools.

Impact PS-4 The new Calabasas Library, scheduled to open July 2008, will meet the City's library needs through 2030. Therefore, impacts related to City library system would be Class III, *less than significant*.

As discussed in *Setting*, the existing library is operating at maximum capacity (Barbara Lockwood, Director, Calabasas Library). However, as of March 20, 2008, the Calabasas Library will move into a new facility in July 2008. The total floor space of the new facility is approximately 27,000 square feet, which is more than twice as large as the current library. The new library facility will meet the needs of the City through 2030 (Barbara Lockwood, Director, Calabasas Library). Therefore, impacts to library services would be less than significant.

Policy XII of the General Plan suggests that they City may consider constructing a new library branch in the western portion of the City. At this time there are no plans or proposals for such a facility. Site- and project-specific environmental review would be required for individual library sites if they are identified in the future.

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. In addition, the 2030 General Plan policies listed below would ensure that the Calabasas library continues to adequately serve the City.

Policy XII-11 *Promote additional library facilities and services as required to meet the needs of Calabasas residents, including but not limited to a possible off-site branch to be located on the west side of the City and more programming and events.*

Policy XII-12 *Promote the acquisition of library materials, collection expansion, technology growth, and staff development that reflect the needs and interests of Calabasas residents.*

Mitigation Measures. As discussed above, the new library would meet the needs of the City through 2030. There are no plans or proposals to construct new library facilities. Site- and project-specific environmental review would be required for libraries if, or when, new sites are proposed for development in the future. Therefore, mitigation is not required.

Significance After Mitigation. Revenue from the property tax would continue to supply the income for the library. Impacts would be less than significant without mitigation.

4.12 RECREATION

This section discusses the impacts the 2030 General Plan would have on recreational resources within Calabasas. Parks, Open Space, and Trails are discussed in this section.

4.12.1 Setting

Parks, recreational resources and open space are important to identify and evaluate because they provide an important measure of the physical quality of life in a community. Such resources enhance the City's aesthetic qualities, the health of the City's environment, and residents' perceptions and enjoyment of the City. Figure 4.12-1 shows the locations of existing recreational facilities in Calabasas.

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.

a. Parks. As of 2008, 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. An inventory of existing public parks in Calabasas is provided in Table 4.12-1.

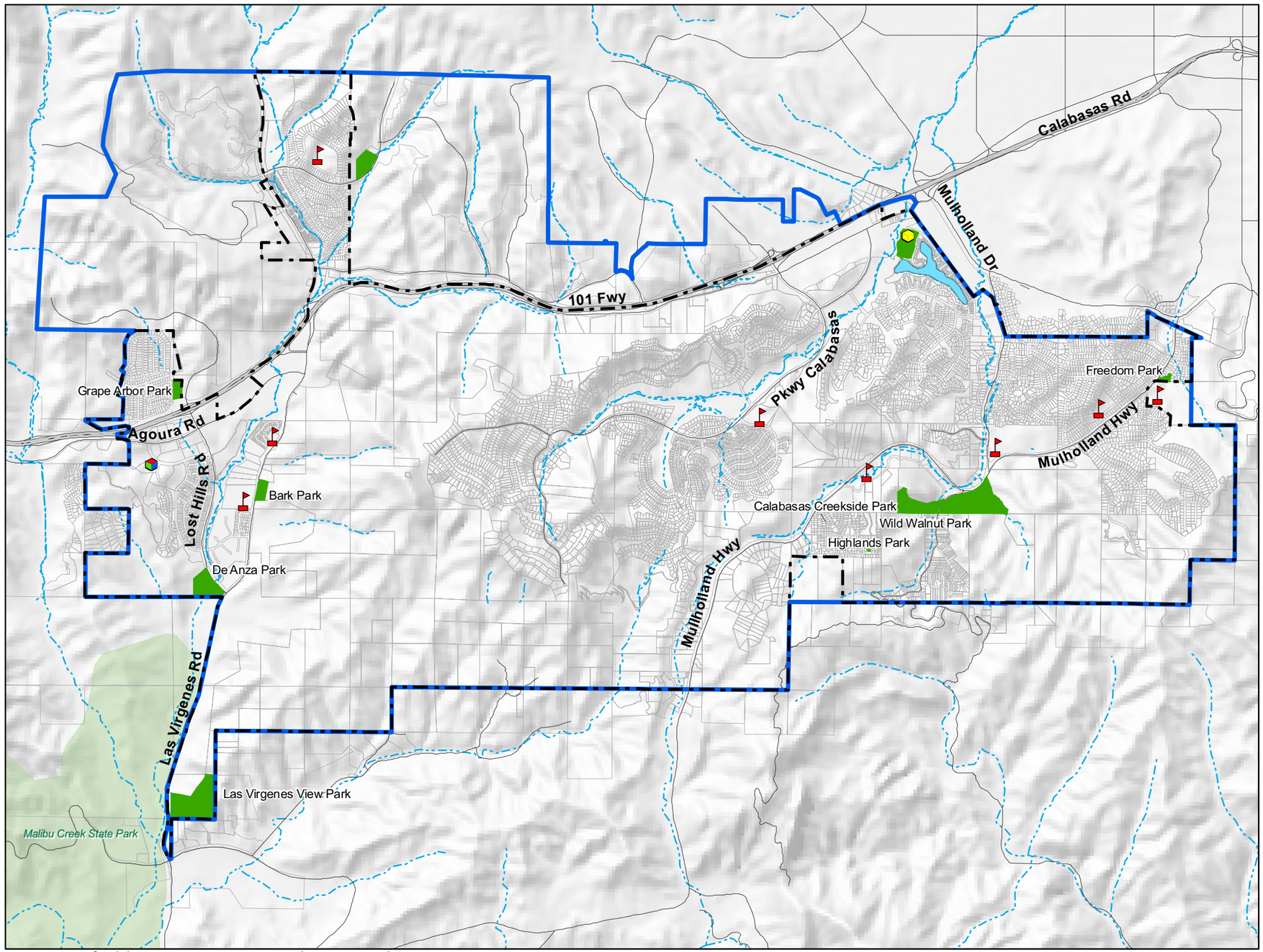
The City will strive to achieve a target of three acres of active parks per 1,000 residents and will develop new active parks as opportunities arise. However, topographic constraints and lack of vacant land within the City are significant constraints. Consequently, the City will continue to expand its partnership with the public school system to develop joint use of existing schools and other facilities to meet its needs.

b. Recreation. Recreational facilities in Calabasas serve a wide variety of activities including tennis, swimming, baseball, basketball, multi-use game courts and more. Many recreational facilities are incorporated in City owned parks used for active and passive recreation. Recreational facilities in Calabasas are identified in Table 4.12-1. Additional 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

Table 4.12-1
Calabasas Park & Recreational Facilities

Park Areas	Total Acres	Comments/Current Amenities
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	Playground Volleyball court Picnic area T-ball diamond
Sub Total	10.0	
Community Parks		
Juan Bautista de Anza Park	8.0	Multi-use game court Multi-purpose room Picnic area
Special Use Areas		
Community Center	4.5	Health memberships Basketball courts Dance/fitness studios
Creekside Park	11.8	Day care operation
Calabasas Bark Park	0.8	Heavily used dog park
Tennis & Swim Center	7.5	Health/tennis memberships 6 lighted tennis courts
Wild Walnut Park	10.0	Passive use Trails Picnic Tables
Sub Total	34.6	
Undeveloped/Undesignated		
Las Virgenes/Lost Hills (Juan Bautista de Anza)	1.8	
TOTAL	56.6	

Source: City of Calabasas 2030 General Plan, City of Calabasas



LEGEND

- Major Roads
- Calabasas City Boundary
- Plan Area Boundary
- School
- Calabasas Tennis and Swim Center
- Agoura Hills Calabasas Community Center
- City Park
- State Park

N

0 0.5 1 Mile

Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008.

Figure 4.12-1
Existing
Recreational Facilities

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.

Since 1991, additional facilities available to residents of Calabasas are provided through joint use agreements with the Las Virgenes Unified School District (LVUSD). Table 4.12-2 lists the schools and facilities currently being utilized under joint use agreements or rental agreements.

Table 4.12-2
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-use backstop fields, 1 softball field, 8 outdoor basketball courts, gymnasium, multi-purpose 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.*

Note: Currently the City only has joint use agreements with Alice C. Stelle Middle School and Chaparral Elementary. The City has rental agreements with the LVUSD for the other school facilities used by the City.

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.

The City of Calabasas also operates a wide range of 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.*

c. Open Space. Calabasas is 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 approximately 3,423 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. The City values open space as its functions as:

- *Protection for natural resources as open space often contains an abundance of vegetative and wildlife species*
- *Protection of public health and safety as much of land with open space designation is not suitable development and susceptible to wildfire*
- *Public Recreation*

Within and around open space in Calabasas is a network of trails used for a variety of interests, including 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. The Master Plan identifies a trail network serving virtually every neighborhood, and providing local and regional connections. Calabasas's open space and trail system is shown on Figure 4.12-2.

As stated in the *Objectives* of the *2030 General Plan Open Space Element*, the City will 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.

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds. This analysis is based on the comparison of current park land to population ration and the City's target ratio. Currently, the City has set a target of 3 acres of parks per 1,000 residents. Impacts are considered significant if under year 2030 General Plan conditions the City contains less than 3 acres of park land per 1,000 residents. The General Plan also establishes a target of 4,000 designated open space acres.

Additionally, the 2030 General Plan would result in potentially significant impacts if General Plan implementation would result in substantial adverse physical impacts associated with provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. In addition, impacts are considered significant if General Plan implementation would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or if General Plan implementation would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

b. Project and Cumulative Impacts.

Impact REC-1 **Development facilitated by the 2030 General Plan would increase City population and proportionate demand on parks and recreation facilities. The current inventory of parks would not meet the City's target of 3 acres of active parkland per 1,000 residents. However, development of park sites identified under the General Plan would provide sufficient park acreage and is not expected to create significant environmental effects. This is considered a Class III, *less than significant,* impact.**

The City's target parkland to population ratio is 3 acres per 1,000 residents. Using this standard, the City currently requires 69.4 acres of parkland to serve its current population of 23,123. Since the City currently has about 56.6 acres of parkland, there is a 12.8-acre deficit in parkland and recreational facilities in the City. Table 4.12-3 compares current park acreage to acreage needed based on the 3 acre per 1,000 residents standard.

Table 4.12-3
Current Parkland as Compared to Target Acreage

Timeframe	Total Parkland (acres)	Required Parklands at 3 Acres Per 1,000 Residents	Parkland Surplus/ Shortfall at 3 Acres Per 1,000 Residents
Existing	56.6	69.4	-12.8
2030	56.6	85.5*	-28.9

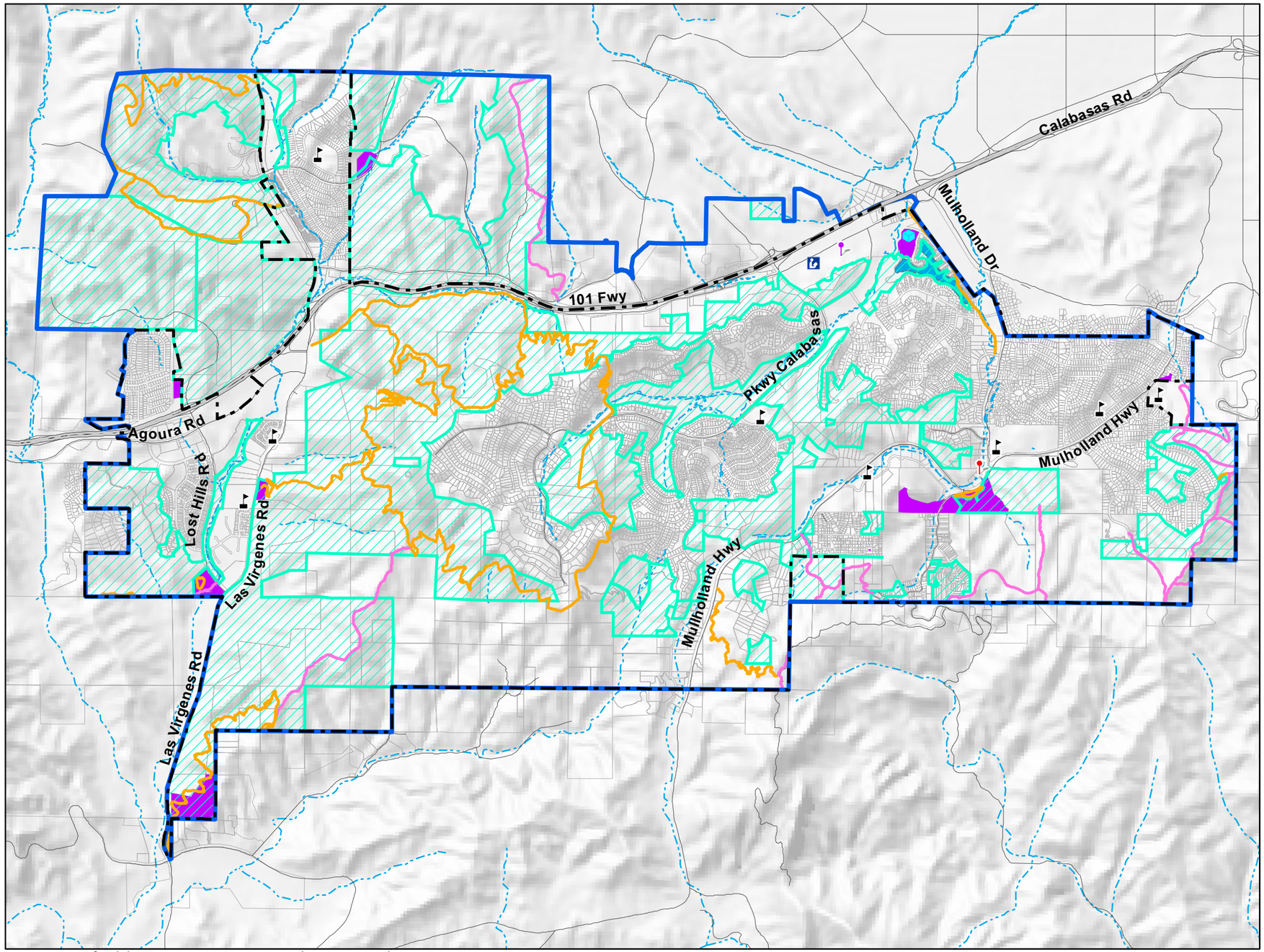
Source: City of Calabasas 2030 General Plan

** It should be noted that the maximum development scenario assumes that essentially every vacant property in Calabasas develops by 2030 and that all of the proposed mixed use districts completely redevelop and include 20% housing. This level of development is highly unlikely to occur; therefore, the increases in parkland shortfall shown in Table 4.12-3 almost assuredly overstate the actual 2030 required parkland acreage.*

Maximum development facilitated by the 2030 General Plan would increase the City's population by 4,777 residents (1,682 dwelling units x 2.84 people/dwelling unit). Using the 3 acres per 1,000 residents standard, the City would need approximately 85.5 acres of parkland by the year 2030. This exceeds the current inventory of parks by 28.9 acres.

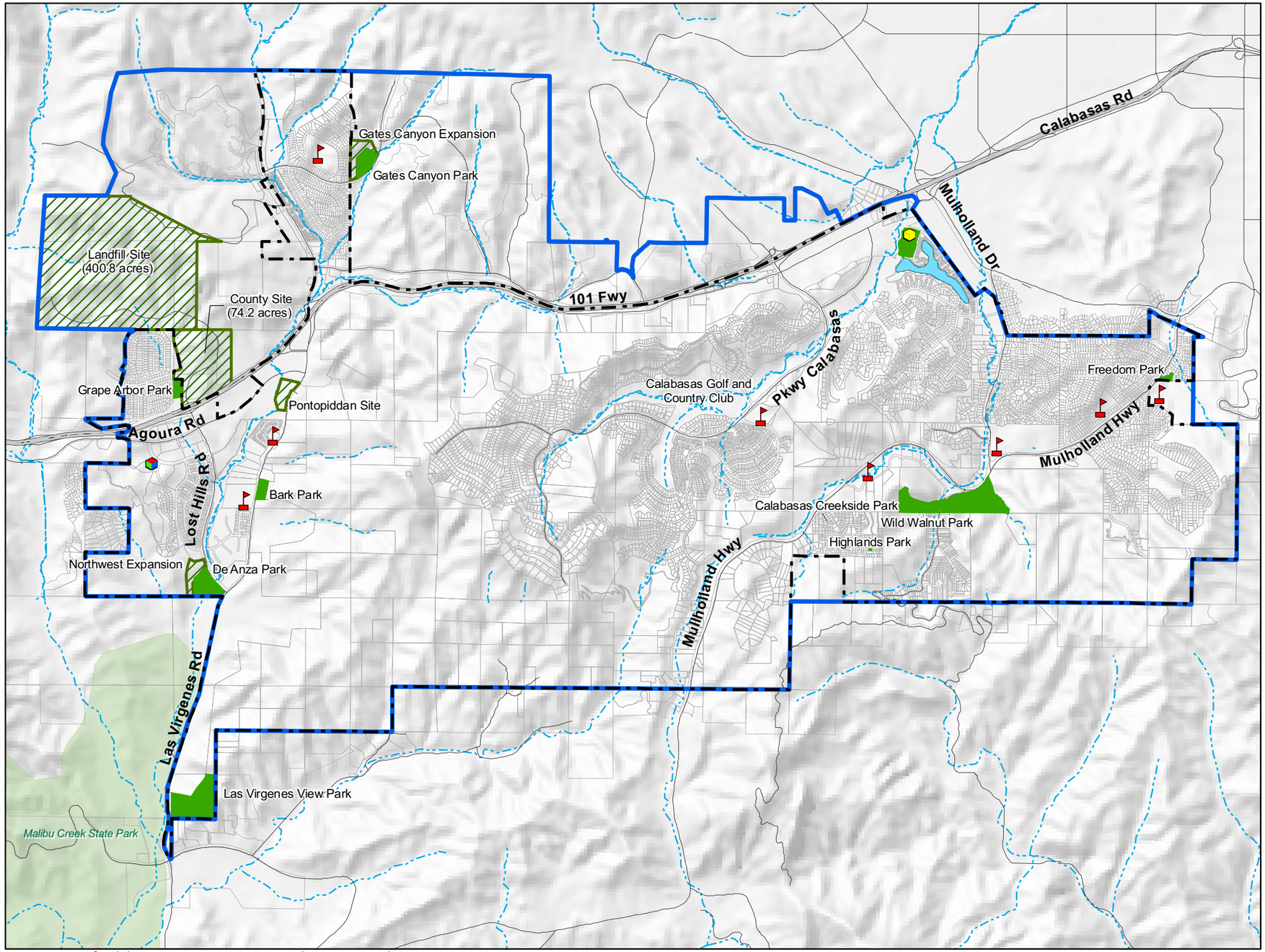
The 2030 General Plan identifies three potential future park sites. These sites are discussed below and illustrated on Figure 4.12-3.

- ***Pontopiddan Site*** *- This 7.5-acre site located along the west side of Las Virgenes Road has been designated in the land use plan as Planned Development. Under this designation the site could accommodate an approximately 2.5-acre park along with possible single and multiple family development. However, acquisition of the entire site for development of a larger 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-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*



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008.

Figure 4.12-2
Existing Trail System



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.

Figure 4.12-3
Existing and Potential
Recreational Facilities

the site could potentially accommodate 1-2 fields while the remainder of the site could facilitate passive recreational activities.

- ***Calabasas Landfill Site*** *- The 401-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.*

With these sites, the target rate of 3 acres per 1,000 residents could be met. Development of these sites could potentially result in significant impacts in such areas as aesthetics, biology, geology, biology, hazards and hazardous materials, and water quality. However, existing City programs for project design and approval as well as the CEQA environmental review process require that such potential impacts be addressed prior to construction of new facilities. Policies in the 2030 General Plan that address potential issues that could result from parkland development are discussed in sections 4.1, *Aesthetics*, 4.3, *Biological Resources*, 4.5, *Geology and Soils*, 4.6, *Hazards and Hazardous Materials*, and 4.7, *Hydrology and Water Quality*. The actual impacts of new park facilities would depend upon the precise type and location of such facilities and would therefore need to be addressed in a project-level environmental review. However, it is anticipated implementation of General Plan policies and existing City programs and review processes would adequately mitigate any potential secondary environmental impacts relating to the development of new parks.

Mitigation Measures. None required as significant impacts have not been identified.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact REC-2 Development facilitated by the 2030 General Plan could increase the City's population and demand for open space. The current inventory of open space does not meet the City's new target of 4,000 acres. However, sufficient land is available to enable the City to meet this target. This is considered Class IV, *no impact.*

The 2030 General Plan establishes a target of 4,000 acres of designated open space. The current inventory of 3,423 designated open space areas. However, as shown on Figure 4.12-4, the General Plan identifies a number of priority areas for possible property rights development and redesignation as open space. These areas total about 943 acres. Therefore, redesignation of about 60% of the acreage within these priority areas would achieve the City's 4,000-acre target.

The General Plan Open Space Element includes a number of specific policies to achieve the City's target open space acreage. These are listed below.

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

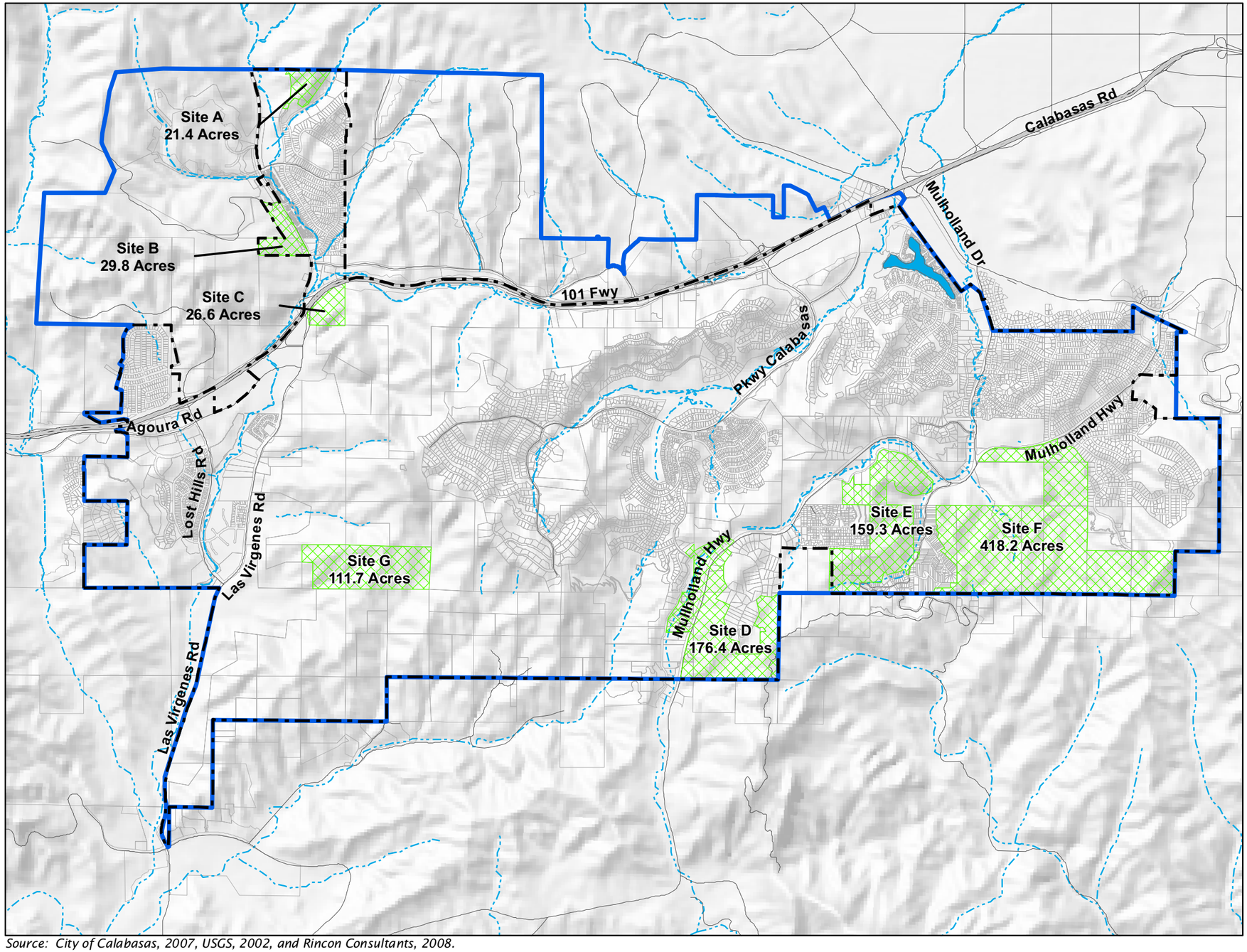
Policy III-3 *Partner with the Santa Monica Mountains Conservancy and the Mountains Restoration Trust in their development rights purchase programs to retire development rights for key properties within the City; support the efforts of the National Park Service and California Department of Parks and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

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

With the available acreage and 2030 General Plan policies, it is anticipated that the City's open space acreage target can be achieved. This would be a beneficial effect of the 2030 General Plan.

Mitigation Measures. None required as the City's open space targets can be achieved with potentially available acreage and General Plan policies.

Significance After Mitigation. Impacts would be less than significant without mitigation.



Source: City of Calabasas, 2007, USGS, 2002, and Rincon Consultants, 2008.

Figure 4.12-4
Potential Areas for
Open Space Acquisition

4.13 TRANSPORTATION and CIRCULATION

The following section includes an analysis of the existing and future traffic operations for the key intersections and roadways in the City of Calabasas. The section reviews traffic volume forecasts assuming buildout of the General Plan, and identifies intersection and roadway improvements that would be required to accommodate the buildout traffic volumes.

4.13.1 Setting

a. Existing Vehicular Circulation System. The City of Calabasas is served by a network of freeways, arterial, collector, and local roadways as shown on Figure 2-9 in Section 2.0, *Project Description*. The City is geographically divided into two distinct east and west halves. The only roadway connections between the two sides of the City are U.S. Highway 101 (Ventura Freeway) and Mureau Road, which runs parallel to the north side of the freeway. The Ventura Freeway is under the jurisdiction of the California Department of Transportation (Caltrans). Roadways within the City limits are under the jurisdiction of the City of Calabasas. Roadways outside of the City are under the jurisdiction of the County of Los Angeles. The primary components of the City street system are listed below and described in the following text.

- *Ventura Freeway*
- *Las Virgenes Road*
- *Lost Hills Road*
- *Mureau Road*
- *Agoura Road*
- *Calabasas Road*
- *Parkway Calabasas*
- *Park Granada*
- *Mulholland Drive*
- *Old Topanga Canyon Road*
- *Mulholland Highway*

U.S. Highway 101 (the Ventura Freeway) is a 6-lane freeway that travels east-west through the City of Calabasas. This freeway connects Calabasas with Los Angeles to the southeast and with the cities of Thousand Oaks, Camarillo, Oxnard, and Ventura to the northwest. Within the City, freeway interchanges are provided at Lost Hills Road, Las Virgenes Road, Calabasas Road, Parkway Calabasas, and Valley Circle Boulevard.

During periods of heavy congestion on the Ventura Freeway, regional traffic is diverted from the highway to the City street network. Arterials parallel to the freeway, including Calabasas Road, Mureau Road, and Agoura Road, carry diverted highway traffic through the City.

Las Virgenes Road is a north-south arterial street that connects Calabasas to the Malibu area via its junction with Malibu Canyon Road. South of the Ventura Freeway, Las Virgenes Road is four-lanes wide until just south of its intersection with Agoura Road, where it becomes a two-lane facility. North of the freeway, Las Virgenes Road continues as a 4-lane arterial that serves the adjacent residential neighborhoods. The roadway is one of the major north-south travel route in the western portion of the City of Calabasas. Las Virgenes Road is controlled by traffic signals at its intersections with the Ventura Freeway northbound and southbound ramps, Agoura Road and Lost Hills Road.

Lost Hills Road is a two to four-lane north-south arterial street that extends northerly from Las Virgenes Road to its terminus at the County Landfill north of the Ventura Freeway. The roadway provides one of the major north-south travel routes in the western portion of the City of Calabasas. Lost Hills Road is controlled by traffic signals at its intersections with the Ventura Freeway northbound and southbound ramps, Agoura Road, and Las Virgenes Road. Stop signs

control traffic at its intersections with Calabasas Hills Road/Meadow Creek Lane, Cold Springs Street and Canwood Street (southbound).

Mureau Road is a two-lane arterial that travels parallel to U.S. 101 on the north side of the freeway. It is noted that Mureau Road does not operate with the capacity typical of an arterial roadway; however it is classified as one due to the fact that it provides the only connection between the eastern and western portions of the City, other than U.S. Highway 101. It extends as a four-lane road from Las Virgenes Road on the west and narrows to two-lanes as it continues through Los Angeles County before crossing over U.S. 101 and connecting with Calabasas Road approximately two miles to the east. Mureau Road is controlled by traffic signals at the Las Virgenes Road intersection.

Agoura Road is a four-lane east-west arterial roadway which extends westerly from Las Virgenes Road to the Lost Hills Road area and beyond to the communities of Agoura Hills and Westlake Village. Agoura Road is controlled by traffic signals at the Lost Hills Road and Las Virgenes Road intersections.

Calabasas Road is an arterial road that travels parallel to the Ventura Freeway. Calabasas Road is two-lanes west of the freeway ramps and four-lanes east of the freeway ramps (the section of Calabasas Road in the "Old Town" area of Calabasas is two-lanes wide). Calabasas Road extends from west of Mureau Road to Mulholland Drive, where it becomes Avenue San Luis in the City of Woodland Hills. Calabasas Road is controlled by signals at the Ventura Freeway southbound ramps (east), Parkway Calabasas, Commons Way, Park Centre, Park Granada, Ventura Freeway southbound ramps (west), and Mulholland Drive intersections.

Parkway Calabasas is a four-lane north-south arterial that extends from Calabasas Road southwest until it dead ends just south of the southern terminus of Prado de la Felicidad. North of Calabasas Road, Parkway Calabasas continues as a four- and two-lane collector until its terminus approximately ½ mile north of Ventura Boulevard. Parkway Calabasas continues south of Calabasas Road as a four- and two- lane collector that serves the residential areas south of Park Granada. Parkway Calabasas is controlled by signals at the Ventura Boulevard, Calabasas Road, and Park Granada intersections.

Park Granada is a four-lane arterial that connects from Calabasas Road to Parkway Calabasas. Park Granada is controlled by signals at the Calabasas Road, Park Sorrento, and Parkway Calabasas intersections.

Mulholland Drive is a four-lane arterial that extends from Calabasas Road to the Woodland Hills community located to the southeast. North of Calabasas Road, Mulholland Drive continues as Valley Circle Boulevard and serves the Hidden Hills and West Hills communities. Within the City, Mulholland Drive is signalized at the Calabasas Road and Old Topanga Road intersections.

Old Topanga Canyon Road is a two-lane arterial that extends south from Mulholland Drive to Mulholland Highway, and then becomes a two-lane collector until its terminus at Topanga Canyon Boulevard. Old Topanga Canyon Road briefly terminates at its intersection with Mulholland Highway, but then restarts at its other intersection with Mulholland Highway (Old Topanga Road essentially becomes Mulholland Highway for approximately 1,000 feet). Old Topanga Road is signalized at the Mulholland Drive intersection and stop-controlled at the two Mulholland Highway intersections and that the Topanga Canyon Boulevard intersection.

Mulholland Highway is a two-lane arterial that travels from its eastern terminus at Mulholland Drive southwest through the City of Calabasas and unincorporated Los Angeles County before connecting to Pacific Coast Highway near the Ventura County line.

The City's policy is to reduce the amount of regional traffic on neighborhood streets. However, the City does not have jurisdiction over many of the surrounding facilities that carry regional traffic through the City. One of the goals in the City's Circulation Element is to reduce the influence of regional traffic on the community by limiting development of roadway connections that will carry traffic through Calabasas to Los Angeles, Malibu, and the cities in Ventura County.

b. Existing Traffic Conditions.

Intersection Level of Service Definitions. When examining traffic operations within a city roadway system, intersections are generally the key components of the system where congestion occurs. Intersection operations are typically quantified by collecting traffic counts during peak morning and afternoon commute periods. Levels of service (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operations with little congestion and LOS F indicating poor operations with heavy congestion. Table 4.13-1 summarizes level of service definitions for signalized intersections, which are based on volume-to-capacity (V/C) ratios.

Table 4.13-1
Signalized Intersection Level of Service Definitions

LOS	V/C Ratio	Definition
A	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	0.81 – 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	0.91 – 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

Levels of service for unsignalized intersections are determined based on the amount of delay experienced at the stop-sign controlled approaches. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed. Table 4.13-2 presents the level of service ranges for unsignalized intersections.

The proposed General Plan performance standard is LOS C for City intersections and LOS D at freeway interchanges.

Table 4.13-2
Unsignalized Intersection Level of Service Definitions

LOS	Control Delay (seconds per vehicle)
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

Existing Intersection Operations. Figure 4.13-1 shows the location of each of the 25 key intersections that were chosen for analysis. The operations of the key intersections in the City were evaluated based on existing geometries, traffic control and A.M. and P.M. peak hour traffic volumes. Existing intersection configurations are illustrated on Figure 4.13-2. Existing A.M. and P.M. traffic volumes are shown on Figures 4.13-3 and 4.13-4. The peak hour traffic counts were collected at the study area intersections in 2006 and 2007.

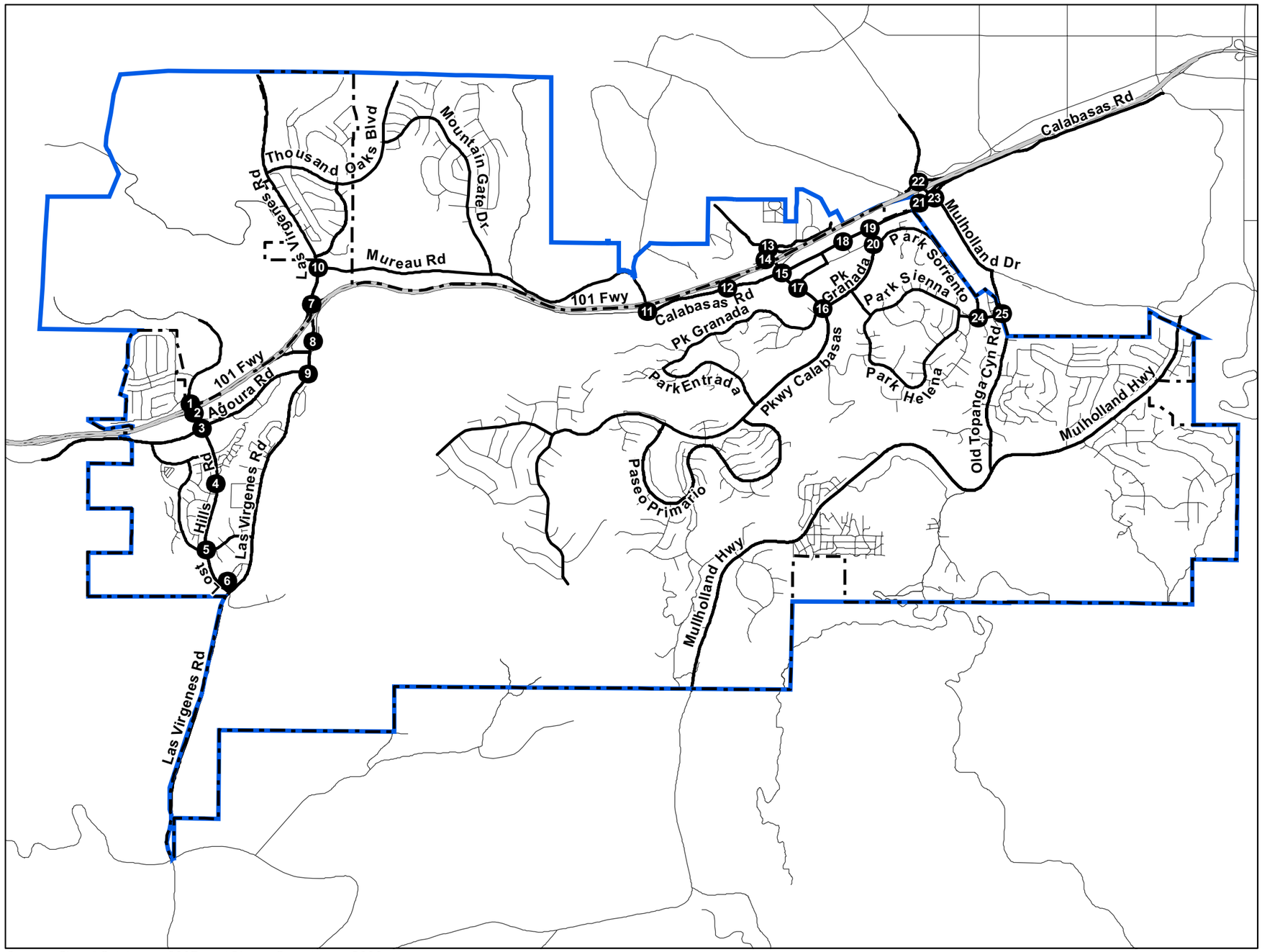
Tables 4.13-3 and 4.13-4 list the existing A.M. and P.M. peak hour levels of service and traffic controls for major intersections in the western and eastern portion of the City. The level of service calculation worksheets are contained in the Appendix F.

The data presented in tables 4.13-3 and 4.13-4 indicate that most of the study area intersections currently operate at LOS C or better during the A.M. and P.M. peak hour periods[1], which is acceptable based on the City's LOS C/D standard. The following intersections currently operate at levels of service that do not meet the City's LOS C/D standard:

- *Lost Hills Rd./Las Virgenes Rd. (A.M.)*
- *Las Virgenes Rd./ Ventura Freeway SB ramps (P.M.)*
- *Valley Circle Blvd./ Ventura Freeway NB ramps (A.M.)*

Existing Roadway Operations. Existing roadway operations were evaluated based on the design roadway capacities for arterial and collector roadways. Table 4.13-5 presents the key roadway segments within the City and the existing ADT.

[1] It is noted that the volumes and levels of service at several of the intersections within the City have changed from historical data presented in previous transportation studies completed within the City. In some instances, such as at the Lost Hills Road/U.S. 101 interchange, volumes have gone down when compared to previous counts. In other instances, levels of service have improved as a result of the implementation of roadway and intersections improvements implemented by the City.



LEGEND

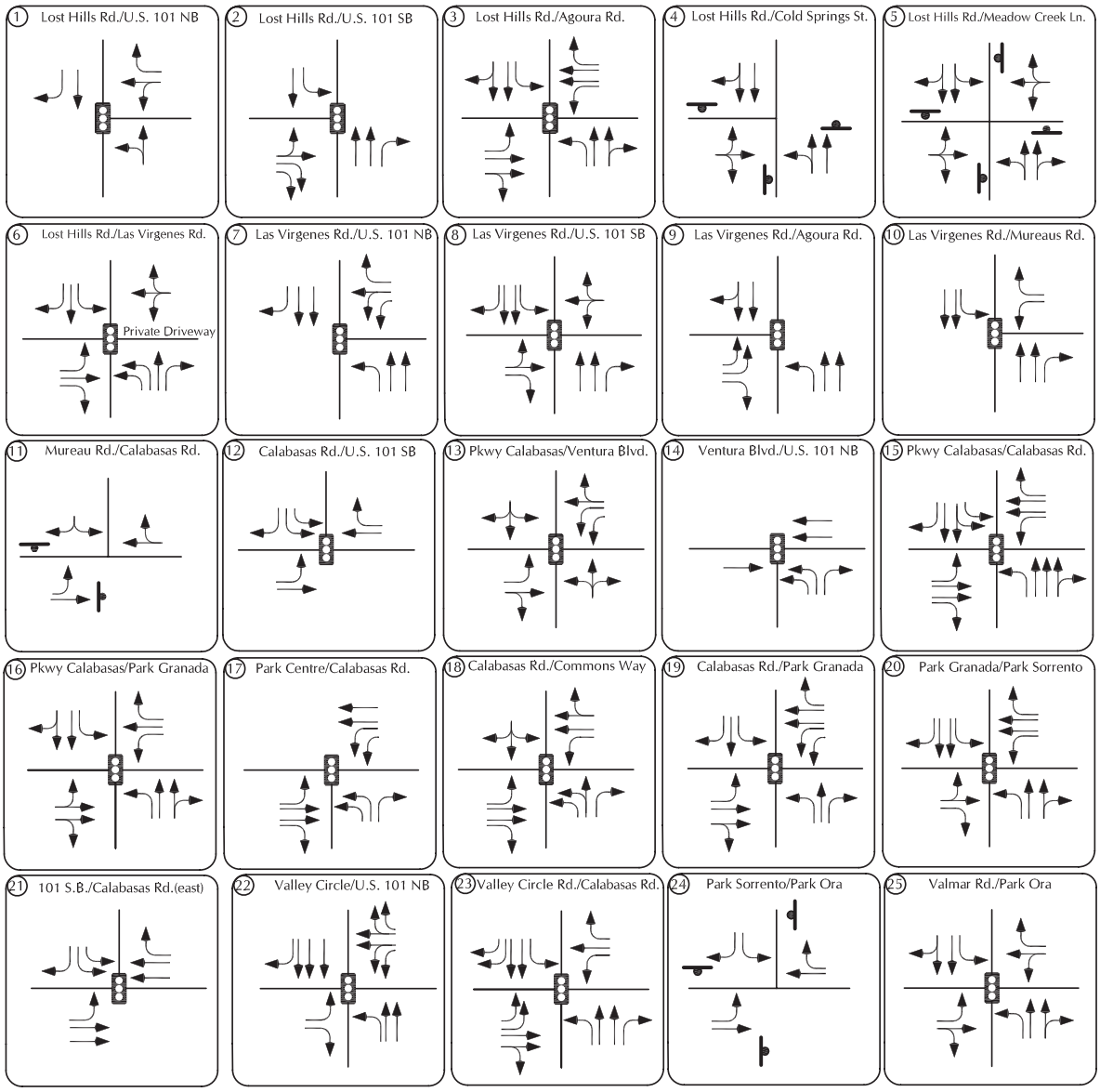
- 1 Referenced Intersections
- Calabasas City Boundary
- Plan Area Boundary
- Major Roads
- Local Street

N

0 0.5 1 Mile

Figure 4.13-1
Study Area
Analyzed Intersections

Source: City of Calabasas, 2007, and Rincon Consultants, 2008.



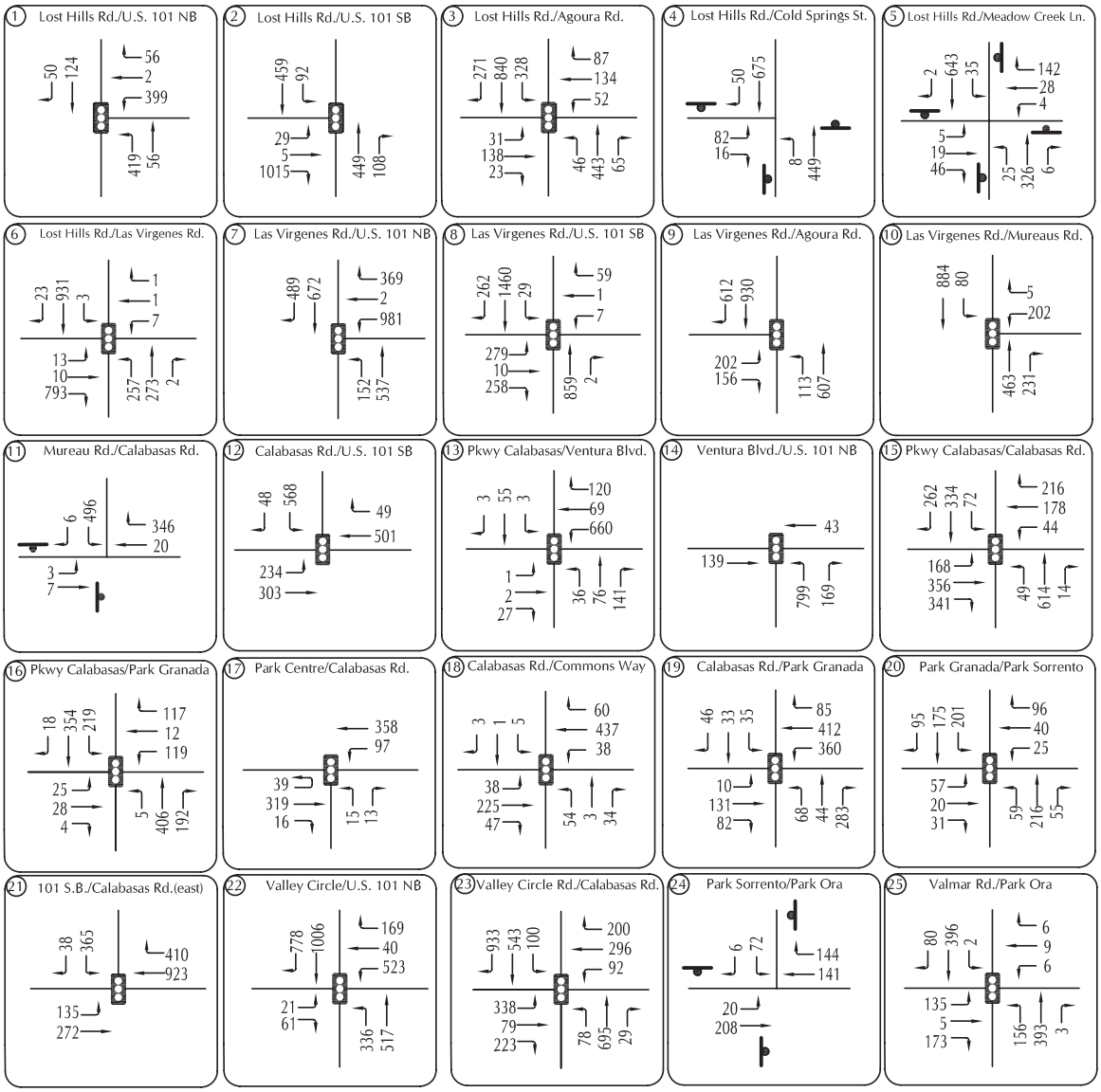
Drawing Source: Associated Transportation Engineers, June 11, 2008

N
NOT TO SCALE

LEGEND

- (X) - North-South Approach/East-West Approach
- - Intersection Lane Geometry
- - Signalized Intersection
- - Stopped Approach

Figure 4.13-2
Existing Intersection Configurations



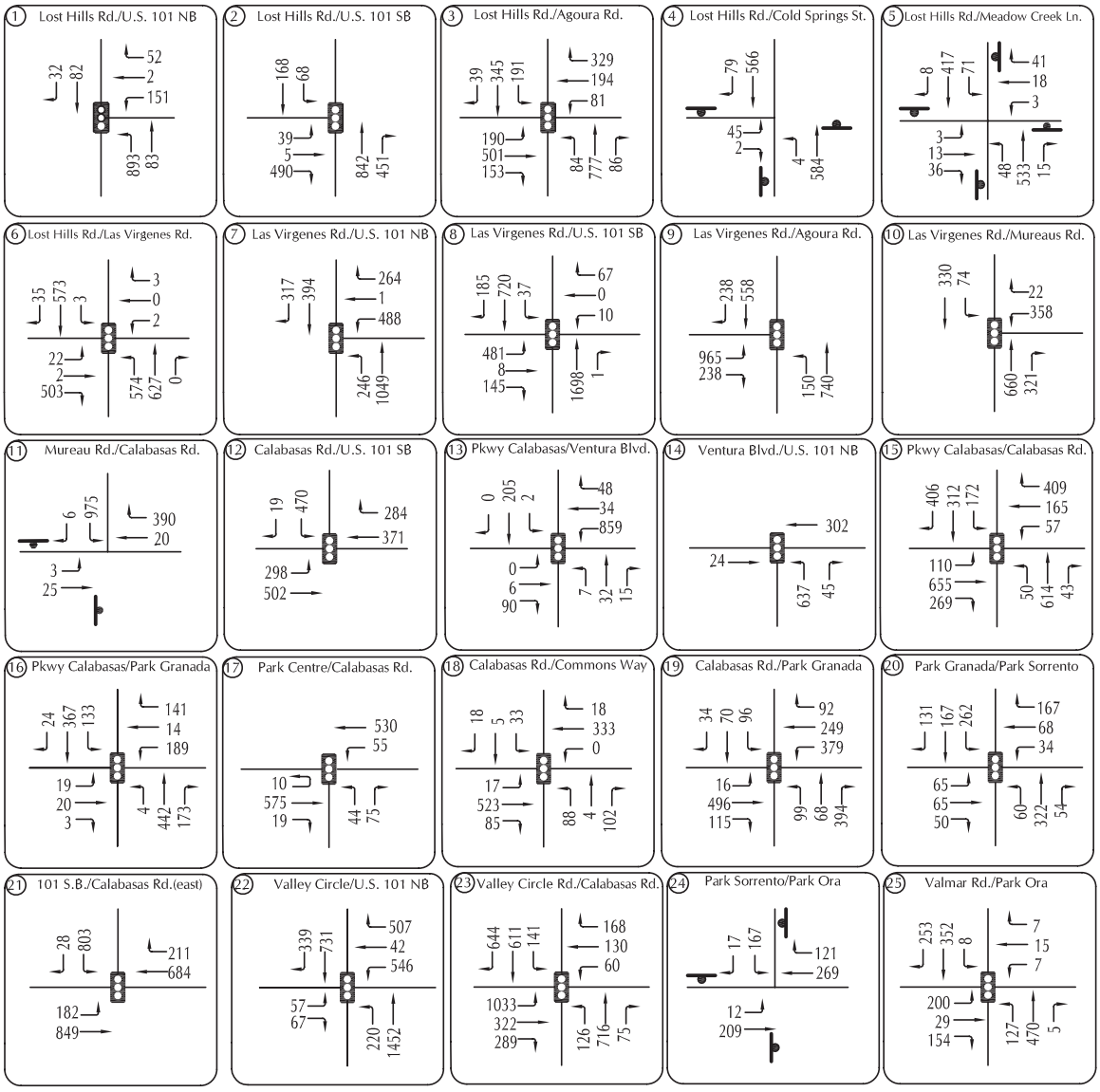
Drawing Source: Associated Transportation Engineers, June 11, 2008.

N
NOT TO SCALE

LEGEND

- (X) - North-South Approach/East-West Approach
- XX - A.M. Peak Hour Volume
- - Signalized Intersection
- - Stopped Approach

Figure 4.13-3
Existing A.M. Peak Hour Traffic Volumes



Drawing Source: Associated Transportation Engineers, June 11, 2008.

N
NOT TO SCALE

LEGEND

- (X) - North-South Approach/East-West Approach
- XX - P.M. Peak Hour Volume
- - Signalized Intersection
- - Stopped Approach

Figure 4.13-4
P.M. Peak Hour Traffic Volumes

Table 4.13-3
Existing Intersection Levels of Service - Western City

Intersection	Control	V/C or Delay/LOS	
		A.M. Peak Hour	P.M. Peak Hour
1. Lost Hills Rd./Ventura Freeway NB ramps	Signal	0.72/LOS C	0.86/LOS D
2. Lost Hills Rd./ Ventura Freeway SB ramps	Signal	0.71/LOS C	0.54/LOS A
3. Lost Hills Rd./Agoura Rd.	Signal	0.54/LOS A	0.74/LOS C
4. Lost Hills Rd./Cold Springs St.	Stop	12.9 sec/LOS B	12.3 sec/LOS B
5. Lost Hills Rd./Meadow Creek Ln.	Stop	13.5 sec/LOS B	12.1 sec/LOS B
6. Lost Hills Rd./Las Virgenes Rd.	Signal	**1.18/LOS F**	0.77/LOS C
7. Las Virgenes Rd./ Ventura Freeway NB ramps	Signal	0.71/LOS C	0.59/LOS E
8. Las Virgenes Rd./ Ventura Freeway SB ramps	Signal	0.77/LOS C	**0.96/LOS E**
9. Las Virgenes Rd./Agrura Rd.	Signal	0.68/LOS B	0.72/LOS C
10. Las Virgenes Rd./Mureau Rd.	Stop	0.50/LOS A	0.58/LOS A

Table 4.13-4
Existing Intersection Levels of Service - Eastern City

Intersection	Control	V/C or Delay/LOS	
		A.M. Peak Hour	P.M. Peak Hour
11. Calabasas Rd./Mureau Rd.	Stop	10.0 sec/LOS A	15.8 sec/LOS C
12. Calabasas Rd./ Ventura Freeway SB ramps-West	Signal	0.74/LOS C	0.67/LOS B
13. Parkway Calabasas/Ventura Blvd.	Signal	0.45/LOS A	0.56/LOS A
14. Ventura Blvd./ Ventura Freeway NB ramps	Signal	0.44/LOS A	0.49/LOS A
15. Calabasas Rd./Parkway Calabasas	Signal	0.50/LOS A	0.58/LOS A
16. Parkway Calabasas/Park Granada	Signal	0.52/LOS A	0.51/LOS A
17. Calabasas Rd./Park Centre	Signal	0.24/LOS A	0.34/LOS A
18. Calabasas Rd./Commons Way	Signal	0.30/LOS A	0.36/LOS A
19. Calabasas Rd./Park Granada	Signal	0.37/LOS A	0.60/LOS A
20. Park Granada/Park Sorrento	Signal	0.36/LOS A	0.48/LOS A
21. Calabasas Rd./ Ventura Freeway SB ramps –East (a)	Signal	0.51/LOS A	0.62/LOS B
22. Valley Circle Blvd./ Ventura Freeway NB ramps (a)	Signal	0.64/LOS B	0.69/LOS B
23. Calabasas Rd./Valley Circle Blvd. (a)	Signal	0.58/LOS A	0.80/LOS C
24. Park Sorrento/Park Ora	Stop	9.2 sec/LOS A	10.7 sec/LOS B
25. Valmar Rd./Park Ora	Signal	0.47/LOS A	0.51/LOS A

(a) Intersection located in City of Los Angeles.

Table 4.13-5
Existing Roadway Volumes

Roadway Segment	Classification	Existing ADT
Lost Hills Road btw Ventura Freeway /Agoura Road	4-Lane Arterial	20,540
Lost Hills Road n/o Las Virgenes Road	4-Lane Arterial	10,510
Agoura Road e/o Lost Hills Road	4-Lane Arterial	9,200
Mureau Road e/o Las Virgenes Road	2-Lane Arterial	6,440
Las Virgenes Road n/o Ventura Freeway	4-Lane Arterial	18,860
Las Virgenes Road s/o Agoura Road	2-Lane Arterial	**23,120**
Calabasas Road w/o Ventura Freeway SB Ramps (west)	2-Lane Arterial	13,200
Calabasas Road e/o Parkway Calabasas	4-Lane Arterial	13,810
Mulholland Drive s/o Calabasas Road	4-Lane Arterial	29,880
Mulholland Hwy. w/o Old Topanga Cyn. Road	2-Lane Arterial	12,040

The data presented in Table 4.13-5 indicates that most of the key roadway segments operate within their acceptable design capacity with the exception of the 2-lane segment of Las Virgenes Road south of Agoura Road.

c. Alternative Transportation Systems. Alternative transportation systems within the City of Calabasas include a bikeway system, pedestrians system and public transit system. Each of these systems is discussed below.

Bikeway System. 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. The State of California identifies bicycle facilities in three 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.

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. Existing opportunities for the designation of bike paths in the City is somewhat limited because of environmental considerations.

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.

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 existing 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.

Pedestrian System. The pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, overpasses, and tunnels. 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.

Transit System. Public transit provides a variety of economic, community, environmental, and health benefits. Calabasas has a well-developed transit system, given the City's and 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 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.

4.13.2 Impact Analysis

a. Methodology and Significance Thresholds. The following section reviews the traffic analysis scenarios and key elements of the traffic methodology used in the project analysis.

Existing Traffic Volumes. Existing conditions were assessed for the Calabasas roadway system using new traffic counts collected by ATE for this study. The traffic data collection effort and subsequent analyses include Average Daily Traffic (ADT) volumes for study area roadways and A.M. and P.M. peak hour turning movements for the study-area intersections on weekdays.

Roadway ADT volumes represent the level of traffic that travels on a specific roadway segment over an average 24-hour period. Because traffic flow on a roadway network is most constrained at intersections, detailed traffic analyses also examine the operating condition of critical intersections during peak travel periods. Intersection turning movement counts were collected from 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. The one-hour period containing the highest volume of traffic is considered the peak hour.

Year 2030 Traffic Volumes. Year 2030 traffic volume forecasts were developed assuming maximum buildout of the Calabasas General Plan, including the City's programmed roadway and intersection improvements included in the City's future capital improvement planning and the Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare District. Maximum buildout land use data are contained in Appendix B. The planned roadway and intersection improvements, all of which are anticipated to be completed within the life of the 2030 General Plan, are summarized below.

- ***Lost Hills Road/ Ventura Freeway NB Ramps:*** *Widen the Lost Hills Road bridge to five travel lanes to provide dual left-turn lanes and one through lane on the*

northbound approach and two through lanes on the southbound approach. Widen the westbound approach (off-ramp) to provide one left-turn lane and one shared left-through-right lane.

- ***Lost Hills Road/ Ventura Freeway SB Ramps**: Widen the Lost Hills Road bridge to five travel lanes to provide one left-turn lane and two through lanes on southbound approach.*
- ***Lost Hills Road/Agoura Road**: Modify the existing median along Lost Hills Road to accommodate dual southbound left-turn lanes.*
- ***Lost Hills Road/Las Virgenes Road**: Re-stripe the southbound approach to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will also be re-striped to provide one left + through lane and dual right-turn lanes.*
- ***Las Virgenes Road/Ventura Freeway SB Ramps**: Re-stripe the northbound approach to provide for two through lanes and a shared through-right lane. The through movements using the shared through/right-turn lane would be restricted to vehicles accessing the Ventura Freeway SB ramp.*
- ***Calabasas Road/Ventura Freeway Ramps (West)**: Re-stripe the eastbound approach to provide one left-turn, one left + through lane, and one through-lane.*
- ***Las Virgenes Road**: The City has programmed improvements to widen Las Virgenes Road to four-lanes south of Agoura Road to Lost Hills Road.*
- ***Mulholland Highway/Old Topanga Canyon Road**: It is assumed that the improvements contained in the Mulholland Highway Master Plan for Capital Improvements will be in place at buildout of the 2030 General Plan. These improvements include the following:*

  - *Widen the roadway to 4-lanes between Mulholland Drive and Paul Revere Drive.*
  - *Narrow the roadway to 2-lanes between Old Topanga Canyon Road and Paul Revere Drive.*
  - *Install continuous sidewalks on the south side of the roadway from Eddingham Avenue to Parched Drive.*
  - *Install continuous Class II bike lanes on both sides of the roadway.*
  - *Install medians with left-turn storage pockets and left-turn acceleration lanes at all intersections within the two-lane section of the roadway.*
  - *Restrict turning movements at high activity driveways to improve safety and traffic flow.*
  - *Improve school drop-off/pick-up facilities by relocating them off of Mulholland Highway.*
  - *Install planting strips between travel lanes and pedestrian paths on both sides of the roadway to create a safety buffer between vehicle and pedestrian traffic.*
  - *Realigning the westbound right-turn lane on Mulholland Highway at the Old Topanga Canyon Road intersection to provide additional capacity.*

The Institute of Transportation Engineers (ITE) Trip Generation Manual[2] was used to estimate the traffic generation for maximum buildout under the 2030 General Plan. Tables presenting the trip generation forecasts are contained in Appendix F. The traffic forecasts also account for additional development that could occur in the County areas surrounding the City that would

[2] *Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.*

add traffic to the City street network. Maximum buildout traffic volumes are presented on Figures 4.13-5 and 4.13-6.[3]

Level of Service Standards and Methodology. LOS C is considered the minimal level of service desired within the City of Calabasas area. The LOS C standard applies to all City facilities within the City of Calabasas. LOS D is the minimal level of service for freeway interchanges. Impacts would be considered significant if the LOS at intersections within the City of Calabasas were to fall below LOS C for City intersections and LOS D for freeway changes within the City.

Several of the analyzed intersections are located within the City of Los Angeles; therefore, City of Los Angeles thresholds would apply to these intersections. The City of Los Angeles considers impacts to an intersection significant when project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project generated traffic if one of the following were to occur:

- *V/C ratio increase is greater or equal to 0.040 if final LOS is C*
- *V/C ratio increase is greater or equal to 0.020 if final LOS is D*
- *V/C ratio increase is greater or equal to 0.010 if final LOS is E or F*

Levels of service for the signalized study area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology, as required by City policy. Levels of service for the unsignalized intersections were calculated using the Highway Capacity Manual (HCM)[4] methodology.
Impacts relating to transportation and circulation would also be considered potentially significant if development allowed under the 2005 General Plan through 2025 would:

- *Substantially increase traffic-related hazards due to a design feature or incompatible uses*
- *Result in inadequate emergency access*
- *Conflict with adopted policies relating to alternative transportation modes, including transit, walking, and bicycling*

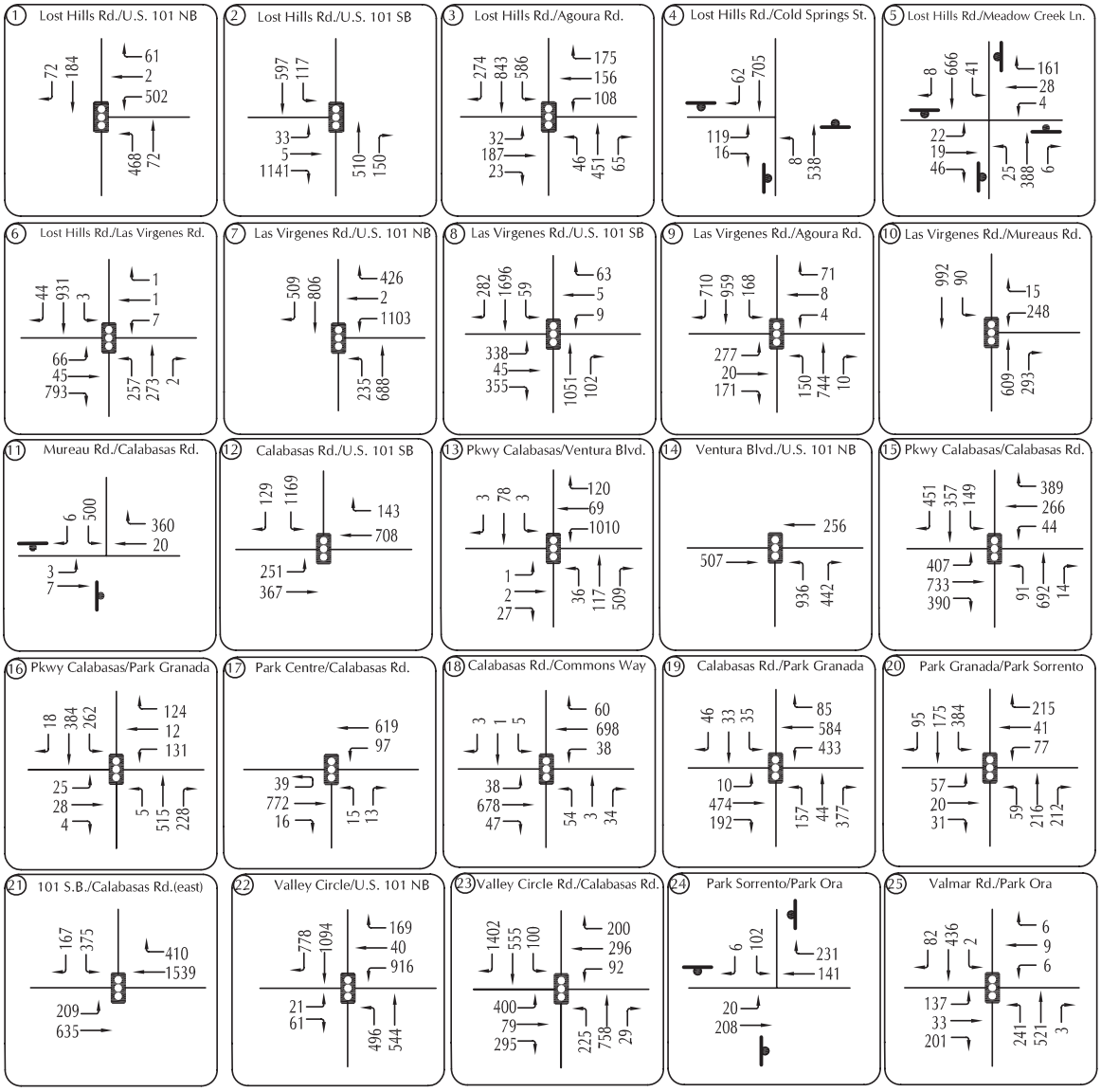
No impact to air traffic patterns would occur as a result of buildout under the 2030 General Plan as there are no airfields or airports within the City of Calabasas.

b. Project and Cumulative Impacts.

Impact TC-1 **Development facilitated by the 2030 General Plan could result in deficiencies to the local circulation system based on recommended level of service standards. Mitigation options are available to address all projected deficiencies for intersections within the City. However, the traffic increase at the Calabasas Road/Valley Circle Boulevard intersection could exceed City of Los Angeles thresholds and feasible mitigation is not available. Therefore, the impact at that location would be Class I, *unavoidably significant*.**

Development facilitated by the 2030 General Plan would increase traffic on the City of Calabasas roadway system. Increases in traffic would affect both intersections and roadway capacities. Impacts to intersections and roadway capacities resulting from estimated maximum

[3] *It should be noted that no credit was given to the expected increase in alternative transportation (walking, cycling, public transit, etc). Therefore, future traffic levels may be incrementally lower than that reported in this EIR.*
[4] *2000 Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.*



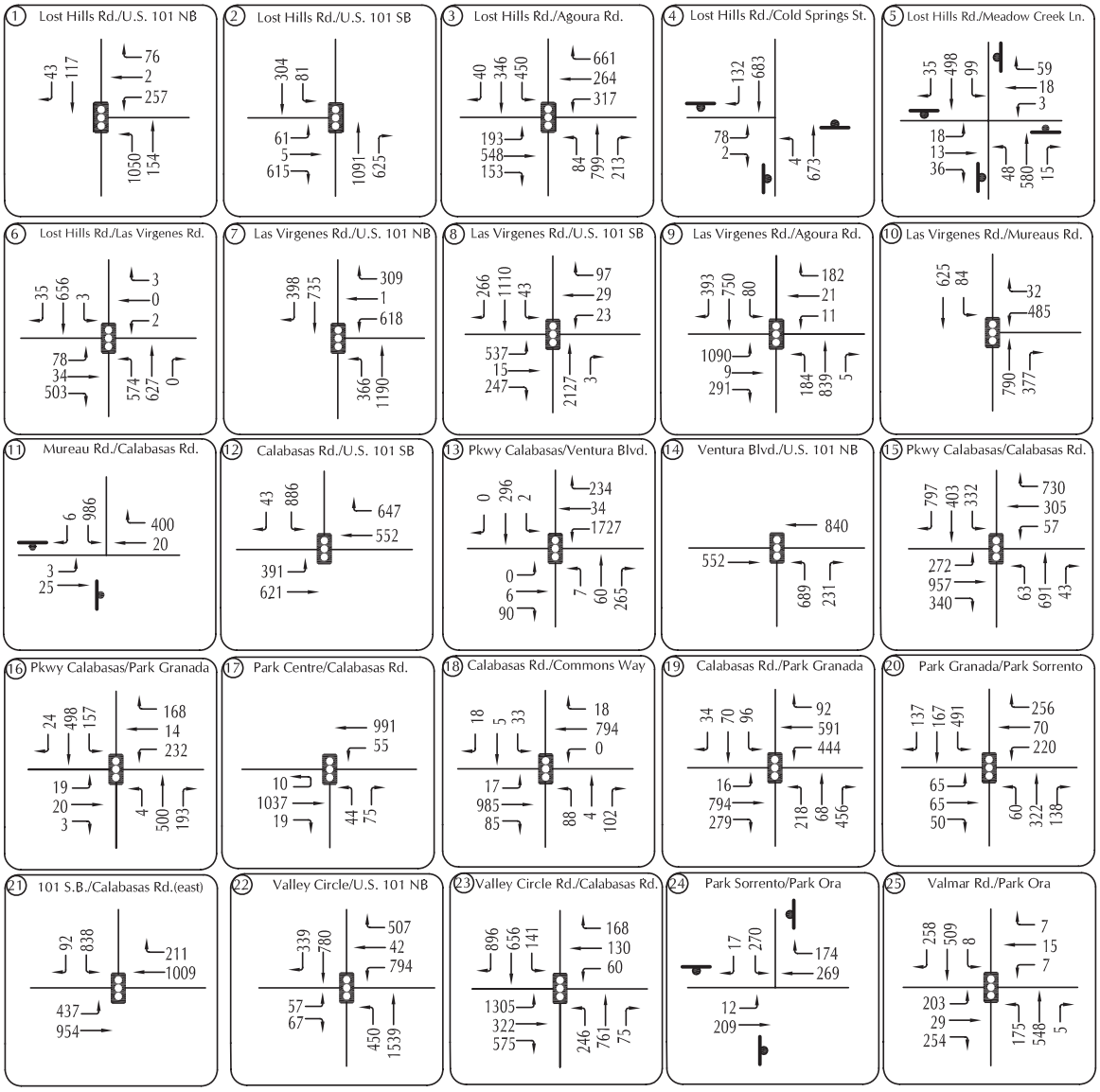
Drawing Source: Associated Transportation Engineers, June 11, 2008.

N
NOT TO SCALE

LEGEND

- (X) - North-South Approach/East-West Approach
- XX - A.M. Peak Hour Volume
- - Signalized Intersection
- - Stopped Approach

Figure 4.13-5
A.M. Peak Hour Traffic Volumes – Maximum Buildout



Drawing Source: Associated Transportation Engineers, June 11, 2008.

N
NOT TO SCALE

LEGEND

- (X) - North-South Approach/East-West Approach
- XX - P.M. Peak Hour Volume
- - Signalized Intersection
- - Stopped Approach

Figure 4.13-6
P.M. Peak Hour Traffic Volumes – Maximum Buildout

buildout under the 2030 General Plan are discussed below. It should be noted, however, that maximum buildout is not likely to occur as this scenario would require not only development of every vacant parcel in the City, but complete redevelopment of every parcel within the proposed Mixed Use districts.

Year 2030 Intersections Levels of Service. Levels of service (LOS) were calculated for the key City intersections assuming the maximum buildout scenario traffic volumes shown on Figures 4.13-5 and 4.13-6 and the programmed improvements described under "Methodology and Significance Thresholds." Tables 4.13-6 and 4.13-7 present the intersection LOS for the maximum buildout scenario.

As shown in Tables 4.13-6 and 4.13-7, even with planned improvements, the following five intersections are forecast to operate at levels of service that do not meet the City's LOS C/D operating standard at maximum buildout of the General Plan in year 2030:

- *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.)*

Because four intersections would not meet the City standards for intersection LOS and impacts at the fifth intersection would exceed City of Los Angeles significance criteria for intersection LOS, impacts would be potentially significant. Recommended mitigation measures to address these impacts are discussed below.

Table 4.13-6
Year 2030 (Maximum Buildout) Levels of Service - Western City Intersections

Intersection	Control	V/C or Delay/LOS	
		A.M. Peak Hour	P.M. Peak Hour
1. Lost Hills Rd./ Ventura Freeway NB ramps	Signal	0.53/LOS A	0.60/LOS A
2. Lost Hills Rd./ Ventura Freeway SB ramps	Signal	0.59/LOS A	0.58/LOS A
3. Lost Hills Rd./Agoura Rd.	Signal	0.61/LOS B	**0.94/LOS E**
4. Lost Hills Rd./Cold Springs St.	Stop	15.0 sec./LOS C	16.4 sec./LOS C
5. Lost Hills Rd./Meadow Creek Ln.	Stop	15.3 sec./LOS C	14.4 sec./LOS B
6. Lost Hills Rd./Las Virgenes Rd.	Signal	0.71/LOS C	0.59/LOS A
7. Las Virgenes Rd./ Ventura Freeway NB ramps	Signal	0.84/LOS D	0.75/LOS C
8. Las Virgenes Rd./ Ventura Freeway SB ramps	Signal	0.83/LOS D	0.83/LOS D
9. Las Virgenes Rd./Agoura Rd.	Signal	0.78/LOS C	**0.93/LOS E**
10. Las Virgenes Rd./Mureau Rd.	Stop	0.57/LOS A	0.70/LOS B

Year 2030 Roadway Operations. Table 4.13-8 presents the Year 2030 roadway volumes for the key roadway segments in the City of Calabasas. The key roadway segments are forecast to operate within their acceptable design capacities.

The segment of Calabasas Road between Parkway Calabasas and Park Granada is forecast to experience an increase of approximately 10,000 ADT with buildout of the General Plan. Volumes on this four lane roadway would reach approximately 24,000 ADT under buildout conditions. This increase in traffic would create additional congestion and delays at the driveways and local street intersections in the commercial corridor between Parkway Calabasas and the Old Town area of the City. However, because the forecasted volumes would be within the capacity of the 4-lane section and would not exceed the City's threshold for roadway segment LOS, impacts would be less than significant. Nevertheless, it is recommended that a corridor study be prepared to address future traffic growth resulting from General Plan buildout.

Mitigation Measures. Implementation of the following mitigation measures would reduce impacts to intersections to a less than significant level. Table 4.13-9 shows the levels of service for the identified intersections with the proposed mitigation measures. Figures 4.13-7, 4.13-8 and 4.13-9 illustrate the mitigation measures described below.

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).[5] 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).[6] 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.

[5] This reduction in the allowable FAR is based on a 40% reduction in increased vehicle trips needed to achieve LOS C at this intersection. Like the buildout analysis for the proposed General Plan, this FAR assumes 20% multi-family residential development, 70% business park/office development and 10% retail development.

[6] This assumes 20% multi-family residential development, 70% business park/office development and 10% retail development.

Table 4.13-7
Year 2030 (Maximum Buildout) Levels of Service - Eastern City Intersections

Intersection	Control	V/C or Delay/LOS	
		A.M. Peak Hour	P.M. Peak Hour
11. Calabasas Rd./Mureau Rd.	Stop	10.1 sec./LOS B	16.5 sec./LOS C
12. Calabasas Rd./ Ventura Freeway SB ramps – West	Signal	**1.07/LOS F**	**0.97/LOS E**
13. Parkway Calabasas/Ventura Blvd.	Signal	0.67/LOS B	**0.95/LOS E**
14. Ventura Freeway NB Off Ramp/Ventura Blvd.	Signal	0.71/LOS A	0.66/LOS B
15. Calabasas Rd./Parkway Calabasas	Signal	0.75/LOS C	0.74/LOS C
16. Parkway Calabasas/Park Granada	Signal	0.60/LOS A	0.68/LOS B
17. Calabasas Rd./Park Center	Signal	0.32/LOS A	0.49/LOS A
18. Calabasas Rd./Commons Way	Signal	0.39/LOS A	0.51/LOS A
19. Calabasas Rd./Park Granada	Signal	0.55/LOS A	0.80/LOS C
20. Park Granada/Park Sorrento	Signal	0.52/LOS A	0.76/LOS C
21. Calabasas Rd./ Ventura Freeway SB ramps – East (a)	Signal	0.87/LOS D	0.89/LOS D
22. Valley Circle Blvd./ Ventura Freeway NB ramps (a)	Signal	0.89/LOS D	0.82/LOS D
23. Calabasas Rd./Valley Circle Blvd. (a)	Signal	0.64/LOS B	**0.96/LOS E**
24. Park Sorrento/Park Ora	Stop	9.9 sec./LOS A	12.2 sec./LOS B
25. Valmar Rd./Park Ora	Signal	0.55/LOS A	0.59/LOS A

(a) Intersections Located in the City of Los Angeles. Note that the City of Los Angeles considers impacts to be significant if:
V/C ratio increase is greater or equal to 0.040 if final LOS is C
V/C ratio increase is greater or equal to 0.020 if final LOS is D
V/C ratio increase is greater or equal to 0.010 if final LOS is E or F

Table 4.13-8
Year 2030 Roadway ADT - Maximum Buildout

Roadway Segment	Classification	Cumulative ADT
Lost Hills Road btw Ventura Freeway /Agoura Road	4-Lane Arterial	27,160
Lost Hills Road n/o Las Virgenes Road	4-Lane Arterial	13,000
Agoura Road e/o Lost Hills Road	4-Lane Arterial	12,960
Mureau Road e/o Las Vírgenes Road	2-Lane Arterial	6,680
Las Virgenes Road n/o Ventura Freeway	4-Lane Arterial	24,660
Las Virgenes Road s/o Agoura Road	4-Lane Arterial	26,400
Calabasas Road w/o Ventura Freeway SB Ramps (west)	2-Lane Arterial	16,380
Calabasas Road e/o Parkway Calabasas	4-Lane Arterial	24,130
Mulholland Drive s/o Calabasas Road	4-Lane Arterial	34,830
Mulholland Hwy. w/o Old Topanga Cyn. Road	2-Lane Arterial	15,130

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).[7] In

[7] *This reduction in the allowable FAR is based on a 5% reduction in increased vehicle trips needed to achieve LOS C at this intersection (the actual maximum FAR would be 0.97, but this has been rounded down to 0.95). Like the buildout*

Table 4.13-9
Intersection Levels of Service with Recommended Mitigation Measures – Maximum Buildout

Intersection	Maximum Buildout LOS		Mitigated LOS	
	A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak
Agoura Road/Lost Hills Road Option #1 Option #2	0.61/LOS B - -	**0.94/LOS E** - -	 N/A N/A	 0.79/LOS C 0.79/LOS C
Agoura Road/Las Virgenes Road Option #1 Option #2	0.78/LOS C - -	**0.93/LOS E** - -	 N/A N/A	 0.80/LOS C 0.80/LOS C
Ventura Freeway SB/Calabasas Road (West)	**1.07/LOS F**	**0.97/LOS E**	0.84/LOS D	0.79/LOS C
Parkway Calabasas/Ventura Boulevard Option #1 Option #2	0.67/LOS B - -	**0.95/LOS E**	N/A N/A N/A	 0.79/LOS C 0.79/LOS C
Calabasas Road/Valley Circle Boulevard*	0.64/LOS B	**0.96/LOS E**	0.64/LOS B	**0.96/LOS E**

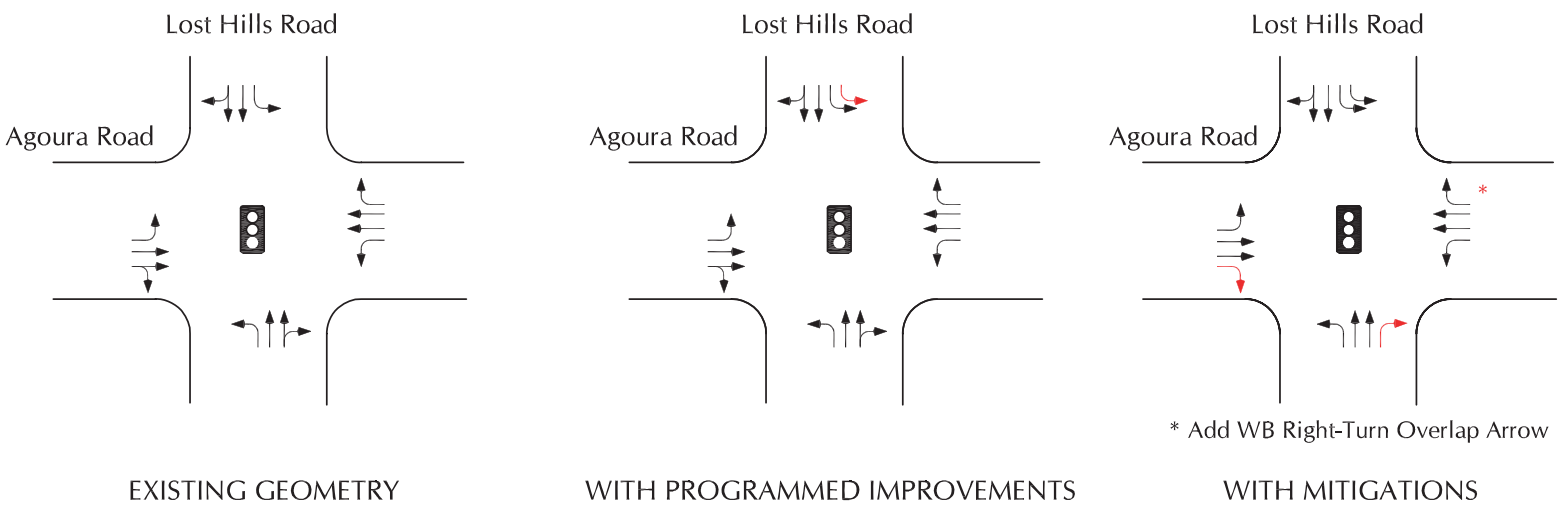
** Mitigation Measure TC-4 is not considered feasible. Therefore, impacts would be significant and unavoidable at this intersection.*

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).[8] 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.

analysis for the proposed General Plan, this FAR assumes 20% multi-family residential development, 70% business park/office development and 10% retail development.

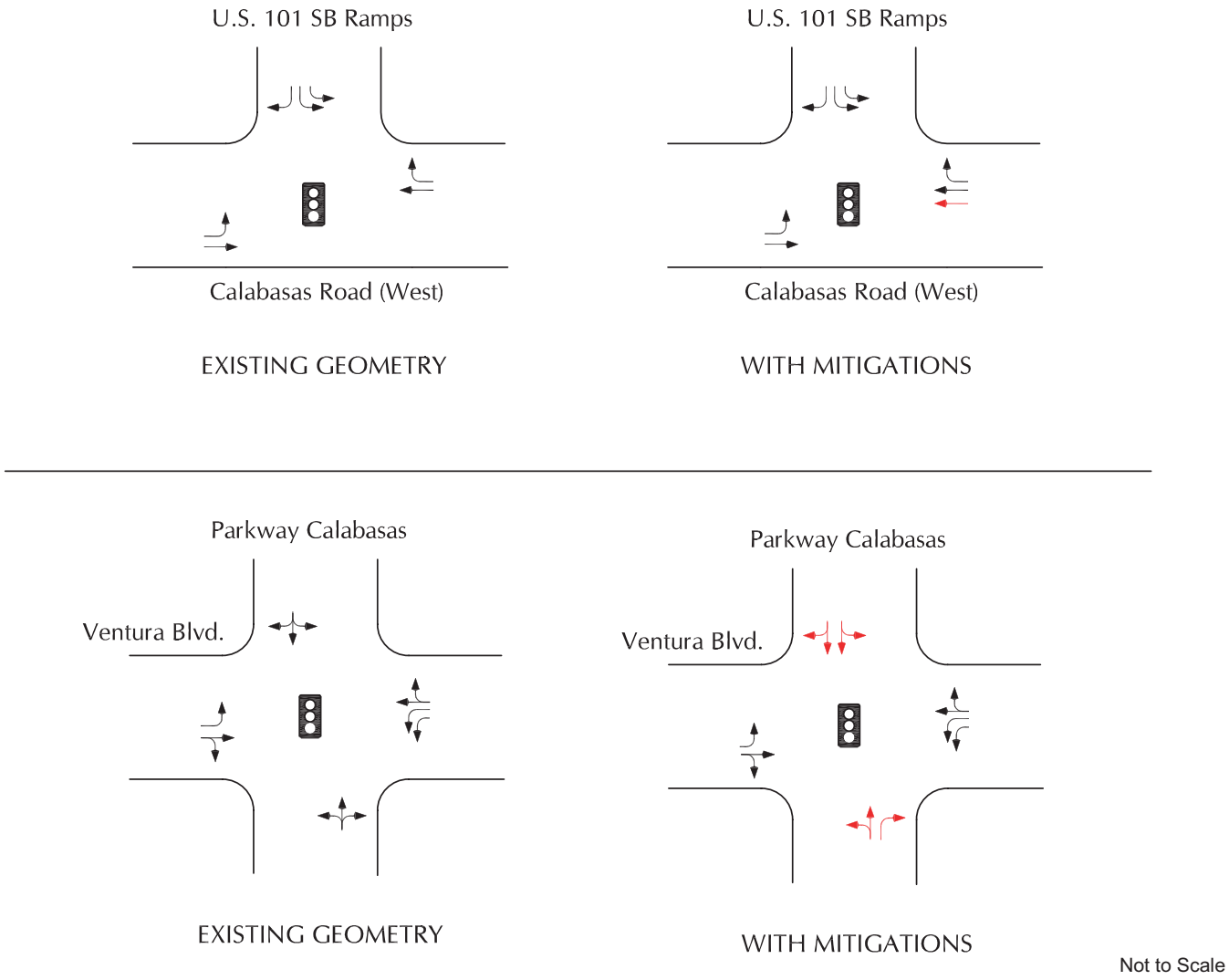
[8] *This assumes 20% multi-family residential development, 70% business park/office development and 10% retail development.*



Not to Scale

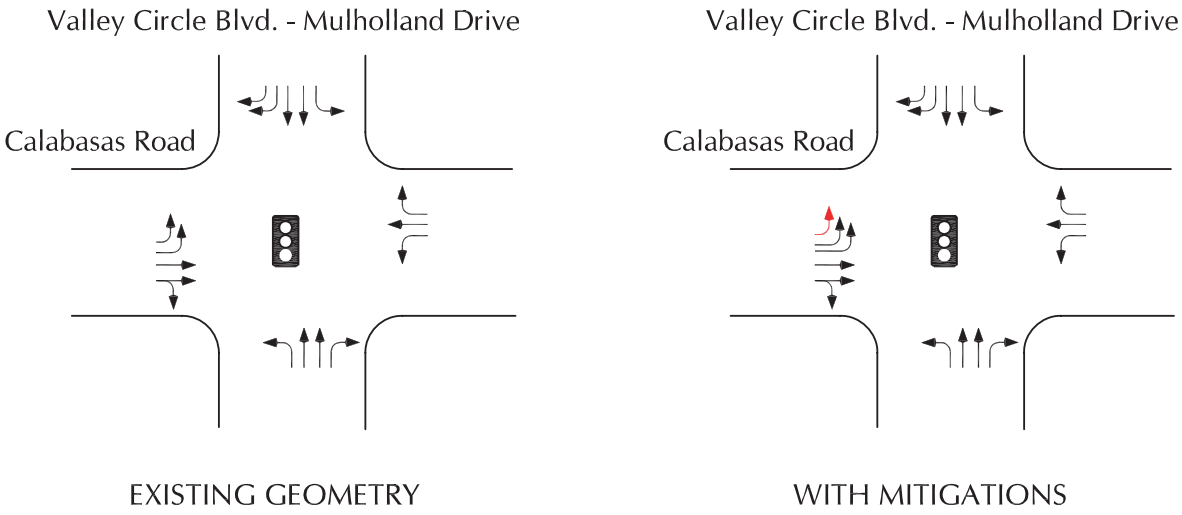
Map Source: Associated Transportation Engineers, June 11, 2008.

Figure 4.13-7
Recommended Mitigations – Maximum Buildout A



Map Source: Associated Transportation Engineers, June 11, 2008.

Figure 4.13-8
Recommended Mitigations – Maximum Buildout B



Map Source: Associated Transportation Engineers, June 11, 2008.

Not to Scale

Figure 4.13-9
Recommended Mitigations – Maximum Buildout C

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.

The following measure is recommended to address the increase in traffic associated with buildout of the General Plan along the segment of Calabasas Road between Parkway Calabasas and Park Granada.

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.

Significance After Mitigation. As shown in Table 4.13-9, implementation of mitigation measures TC-1(a) through TC-1(c) would reduce impacts to a less than significant level for all intersections except the Calabasas Road/Valley Circle Boulevard intersection. 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 2030 General Plan would have an unavoidably significant impact to the Calabasas Road/Valley Circle Boulevard intersection. Outside of not allowing any development, this impact cannot be eliminated.

It should be noted that a financial analysis conducted by the Natelson-Dale Group in support of the General Plan update (see Appendix G) indicated that allowing development intensities in the 0.75 – 1.0 FAR range would likely be needed to provide property owners within the mixed use districts sufficient incentive to consider redeveloping their properties with mixed use developments. Based on this, lowering the FAR to 0.6 for the Westside Village mixed use district as mentioned as an option in Measure TC-1(a) may mean that little redevelopment of properties within that district would occur and that the current land use pattern dominated by business park development would largely remain through the life of the General Plan.

If any of the improvements identified in measures T-1(a) through T-1(c) are determined to be unacceptable, the City could consider adopting LOS D for the Agoura Road/Lost Hills Road intersection, the Agoura Road/Las Virgenes Road intersection and/or the Parkway Calabasas/Ventura Boulevard intersection. The Circulation Element identifies LOS D as the standard for intersections at freeway interchanges and LOS C for City intersections. While these three intersections (Agoura Road/Lost Hills Road, Agoura Road/Las Virgenes Road, Parkway Calabasas/Ventura Boulevard) are City intersections, they are located adjacent Ventura Freeway interchanges and are considerably influenced by traffic traveling to and from the freeway.

Impact TC-2 The 2030 General Plan would not accommodate design features that would create traffic hazards. While the placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians, implementation of proposed policies relating to traffic calming and improving walkability would reduce such impacts to a Class III, *less than significant*, level.

By emphasizing intensification and reuse of developed areas of the City, the General Plan could accommodate new mixed use and residential development along relatively highly traveled corridors. Among the corridors that could accommodate new mixed use development are Las Virgenes Road, Calabasas Road, Parkway Calabasas, Mureau Road and Park Granada.

The placement of residences along main travel corridors is expected to generally increase pedestrian activity in these areas, with the potential for increased hazards for pedestrians. However, the 2030 General Plan includes a range of policies and actions specifically intended to increase traffic calming and enhance the walkability throughout the City. These include:

VI-7 *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-8 *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-9 *Discourage cut through traffic between the Ventura Freeway and points south of Calabasas on roadways such as Mulholland Highway, Las Virgenes Road, and Lost Hills Road.*

VI-18 *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-19 *Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.*

VI-20 *Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.*

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

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

Implementation of proposed policies, in combination with continued application of standard safety requirements and ongoing City programs described in the *Methodology and Significance Thresholds*, is expected to generally improve overall safety conditions for pedestrians throughout the City. Implementation of General Plan policies and ongoing City programs on any future development in any of the potential mixed-use areas would also minimize traffic-related hazards associated with the development of those areas. Therefore, impacts related to traffic safety as a result of development under the 2030 General Plan would be less than significant.

Mitigation Measures. None required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact TC-3 Implementation of the 2030 General Plan would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, *beneficial*.

The 2030 General Plan includes a range of policies aimed at enhancement of alternative transportation mode opportunities throughout the City. These include:

VI-6 *Limit roadway and intersection capacity enhancement construction to that which will allow maintenance of the integrity of Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection capacity enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.*

VI-13 *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 dial-a-ride service to include 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 through development of convenient and attractive transit facilities, including park-and-ride facilities and connections to the regional transit network*
- *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*
- *Allowing 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-14 *Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer direct connections between residential and non-residential areas, in accordance with the Calabasas Bicycle Master Plan.*

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 locations for bicycle facilities.

VI-17 Implement a safe routes to school program to help ensure that students can safely walk or bicycle to and from school.

VI-18 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-19 Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.

VI-20 Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.

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

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

VI-23 Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.

VI-24 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-25 Require new developments to provide and/or fund transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.

VI-26 Coordinate transit services and programs with all City departments.

VI-27 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.

The General Plan emphasizes intensification and reuse of already developed areas of the City. In particular, future development is focused on the proposed mixed-use areas identified on Figure 2-5 in Section 2.0, *Project Description*. Mixed-use areas are generally supportive of alternative transportation since residences, employment centers, and services are generally closer together. Research indicates that in compact neighborhoods, where destinations are nearer to one another, people are more willing to walk, bicycle and ride transit. According to one study, every time a neighborhood doubles in compactness, the number of vehicle trips residents make is reduced by 20% to 30% (Holtzclaw, 1991).

Implementation of the policies included in the 2030 General Plan is expected to improve the availability of sidewalks, bike paths, and transit over time. By making these transportation alternatives more attractive, General Plan implementation is expected to foster a gradual increase of alternative transportation use.

Development that could be facilitated by the 2030 General Plan could be served by existing alternative transportation and it is anticipated that the type of development envisioned, in combination with implementation of General Plan policies, would enhance alternative transportation mode opportunities. Consequently, conflicts with policies relating to alternative transportation are not anticipated. As discussed in Section 4.8, *Land Use and Planning*, buildout under the 2030 General Plan could be considered consistent with relevant alternative transportation policies of the Southern California Association of Governments' Regional Comprehensive Plan and Guide.

Mitigation Measures. None required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact TC-4 Buildout of the 2030 General Plan would be incrementally increase traffic at the Ventura Freeway interchanges and on the Ventura Freeway. However, implementation of planned improvements and General Plan policies would reduce impacts to a Class III, *less than significant*, level.

Buildout of the General Plan would contribute to existing and future congestion at the Ventura Freeway interchanges located within the City as well as the Ventura Freeway segments. During the A.M. peak hour, buildout of the General Plan would add between 40 and 680 trips to the southbound ramps and freeway segments; and between 40 and 410 trips to the northbound ramps and freeway segments. During the P.M. peak hour period, buildout of the General Plan would add between 100 and 455 trips to the southbound ramps and freeway segments; and between 110 and 315 trips to the northbound ramps and freeway segments.

Segments of the Ventura Freeway currently operate in the LOS E-F range during the peak commuter periods and are forecast to degrade further with regional growth. Caltrans, Metro, LADOT (Los Angeles Department of Transportation), SCAG and the Las Virgenes COG published a study, titled the *101 Freeway Corridor Improvement Study*, to develop a full range of multi-mode transportation strategies identifying near-term, mid-range and long-range transportation improvements within the freeway corridor. The study's objectives included: increasing average speeds on the freeway; reducing congestion on the freeway and adjacent streets; reducing peak period delays; enhancing traffic flow and access while improving traffic safety; improving air quality by reducing air pollution from the number of vehicles on the freeway; reducing traffic in residential neighborhoods; and identifying funding sources for financing transportation improvements.

The Ventura Freeway corridor was separated into segments for the study. Segment 1 is the local stretch of freeway between state Route 23 in Moorpark and State Route 27 at Topanga Canyon Boulevard. About 175,000 daily vehicles traveled the Segment 1 stretch of freeway in 1998 creating six daily hours of congestion. This freeway section currently carries between 178,000 to 208,000 ADT. The *101 Freeway Corridor Improvement Study* showed that traffic would increase to about 240,000 daily vehicles on this stretch of freeway by 2025, creating eight daily hours of congestion.

The *101 Freeway Corridor Improvement Study* found that the minimum number of freeway lanes in each direction required to relieve congestion by 2025 is would be six lanes on Segment 1. The Technical Advisory Committee Recommended Preferred Strategy included a list of near-term, mid-range, and long-range improvement for the corridor. The near-term and mid-range improvements for Segment 1 (10 to 15 years if funding is available) included freeway exit ramp improvements, freeway auxiliary lanes, improvements to local interchanges; as well as transportation demand management (bus/rail enhancements, park & rides, rideshare/vanpool programs, etc.). Within the Calabasas area, the list includes improvements to the Lost Hills Road and Las Virgenes Road interchanges. The long-range improvements include adding bus/carpool lanes and regular freeway lanes within the corridor.

As discussed in 4.13.2a, *Methodology and Significance Thresholds*, the City of Calabasas has programmed improvements for the Lost Hills Road and Las Virgenes Road interchanges. In addition to these programmed improvements, Mitigation Measure TC-1b, as discussed above under Impact TC-1, would reduce impacts to the intersection of Ventura Freeway Southbound Ramps/Calabasas Road to a less than significant level. Furthermore, several General Plan policies would reduce traffic related impacts to the Ventura Freeway and freeway interchanges. The policies include, but are not limited to, the following:

VI-24 *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-25 *Require new developments to provide and/or fund transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.*

VI-26 *Coordinate transit services and programs with all City departments.*

VI-27 *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.*

Impacts to the Ventura Freeway and freeway interchanges would be less than significant with the implementation of planned improvements, mitigation contained in the section and General Plan policies which encourage alternative transportation and/or carpooling.

Mitigation Measures. None required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

4.14 UTILITIES and SERVICE SYSTEMS

This section evaluates potential impacts to water, wastewater, and solid waste service. Section 4.7, *Hydrology and Water Quality,* addresses potential impacts to storm drain infrastructure and surface water quality.

4.14.1 Setting

a. Water. This section presents information about the City of Calabasas water system. Facilities discussed include water treatment, wells, reservoirs, pump stations, and pipelines.

Imported Water. Neither the City of Calabasas nor other areas served by the Las Virgenes Municipal Water District (LVWMD) have local sources of drinking water to serve the community or surrounding areas. All supplies are imported. The LVWMD obtains its water from the Metropolitan Water District of Southern California (MWD), a water wholesaler that serves communities throughout the southern California region.

The LVMWD water system is comprised of several inter-connected components located throughout the LVMWD service areas. Potable water infrastructure serving the City of Calabasas includes eight potable water tanks, five pumps stations, two potable water supplements, and potable water distribution lines. The LVMWD has pressure zones between 1232 and 1760 feet within the Calabasas service area. Service to users at elevations other than these gradients would be by the use of either a water storage tank located at a higher elevation, or by special design. Tables 4.14-1 and 4.14-2 illustrate the capacity of the LVMWD infrastructure that serves Calabasas.

Recycled Water. In order to reach the warranted demands, the LVMWD has diversified its sources. Besides importing water from the MWD, the LVMWD receives recycled water from the Tapia Water Recycling Facility (TWRF), groundwater from Russell Valley Basin, and surface water to the Las Virgenes Reservoir. About one-fourth of the potable water served to LVMWD customers is reused in the service area to irrigate highway greenery, golf courses, school grounds and other public and commercial landscapes.

The year round supply of recycled water is tertiary treated wastewater produced at the Tapia Water Reclamation Facility (WRF). Two supplemental supplies have been developed for use on a temporary basis when the supply from the Tapia WRF is not sufficient to meet the recycled water demand, specifically, the Westlake Wells groundwater and potable water from the LVMWD system. Existing recycled infrastructure includes a series of pipelines connecting source recycled water throughout the City.

Table 4.14-1
Potable Water Tanks Capacity

Potable Water Tank	Capacity, mg	Surplus (Deficit), mg	Need More Storage
Jed Smith	1.93	(0.73)	Yes
Calabasas	7.82	0.18	No
Upper Oaks	0.30	(0.04)	No
Lower Oaks	0.73	0.27	No
Mulwood	1.45	0.16	No
Oak Ridge	0.28	0.04	No
Warner	1.97	0.53	No
McCoy	2.03	(0.03)	No
Total	**16.51**	**0.38**	**--**

Source: LVMWD, Potable Water Master Plan Update, 2007.; Personal Communication with Dan Agnew, LVWMD, 4-7-08.

Table 4.14-2
Pump Station and Potable Water System Pressure and Capacity

	Capacity, gpm (Gallons per Minute)	Zone Pressure (feet)
Pump Stations		
Mountain Gate	1000	1235 to 1420
Warner	2840*	1235 to 1640
McCoy	4000	1235 to 1475
New Millennium	990 160	1476 to 1630 1476 to 1760
Oak Ridge	260	1640 to 1826
Mulwood	1000	1235 to 1450
Dardenne	250	1235 to 1450
Potable Water Supplements*		
Reservoir #2	3100	--
Cordillera Tank	500	--

Source: DRAFT Issue Paper on Water, Sewer, and Storm Drain Infrastructure, October 2007.
** Will be expanded to have a capacity of 4,000 gpm.*
*** These reservoirs are considered potable water supplements, not primary sources of potable water.*

Groundwater. Groundwater underlying LVMWD's service area is of poor quality and is not used for the potable water supply. However, it is used to augment supplies for the recycled water system. Currently, LVMWD operates two wells in the Russell Valley groundwater basin: Westlake Wells 1 and 2. Both wells pump water from the Russell Valley groundwater basin with a maximum projected yield of 400 acre feet per year (AFY). The Russell Valley groundwater basin is not in an overdraft condition.

Supply. LVMWD water supplies are dependent upon the water it imports from the MWD, recycled water, and groundwater. The LVMWD developed the 2005 Urban Water Management Plan to guide and access the future supplies of its resources to ensure that adequate supplies are able to meet the demands. Table 4.14-3 shows the current and projected water supply.

Table 4.14-3
Current and Projected LVMWD Water Supply (AFY)

Water Sources	2005	2008[b]	2010	2015	2020	2025	2030
Imported – Metropolitan[a]	21,837	27,389	31,090	31,400	34,250	33,820	32,920
Recycled	4,587	4991	5,260	5,490	5,730	5,970	6,180
Groundwater	240	240	240	240	240	240	240
Total Water Supply	*26,664*	*32,620*	*36,590*	*37,130*	*40,490*	*40,030*	*39,340*

Source: 2005 Urban Water Management Plan, LVMWD, 2005.
[a] Includes water purchased from the City of Simi Valley and Ventura County Waterworks District. Also includes imported water that meets recycled water demands during peak irrigation times when quantities of recycled water are insufficient.
[b] Data interpolated from 2005 and 2010 figures

The water supplied to consumers is highly regulated. As required by the Safe Drinking Water Act, which was reauthorized in 1996, the LVMWD provides annual Water Quality Reports to its customers; also known as Consumer Confidence Reports. This mandate is governed by the Environmental Protection Agency (EPA) and the California Department of Health Services (DHS) to inform customers of their drinking water quality. In accordance with the Safe Drinking Water Act, LVMWD monitors over 100 compounds in its water supply and in past years, the water delivered to LVWMD meets the standards required by the state and federal regulatory agencies.

MWD of Southern California. MWD is a consortium of cities and wholesale water districts that is responsible for importing drinking water for approximately 18 million people in Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. MWD obtains the water that it imports from two major sources: the Colorado River; and the State Water Project ("SWP") operated by the California Department of Water Resources ("DWR"). Each of these sources is described below, along with efforts by MWD to diversify its sources of supply and increase storage of water within its service area to enhance the reliability of its two main

sources.

The LVMWD purchases water from MWD based on its status as a member agency. Currently, MWD delivers water to its member agencies based on a purchase order system, which was adopted by MWD as part of a new rate structure in 2002 to ensure the development of reliable water supplies for the future and support its vision of being the dominant regional water supplier. To achieve this, MWD called for its member agencies to enter into voluntary purchase orders, by which a member agency agrees to purchase a minimum amount of non-interruptible water for 10 years. The water does not need to be purchased in any single year, but only as a cumulative amount over the entire 10-year period.

MWD benefits from the purchase order system because the agency can use those orders as the basis for its water supply planning efforts. In exchange for committing to purchase a minimum amount of water, MWD allows the member agency to purchase water up to 90% of its highest historical purchases at MWD's Tier 1 rate. The Tier 1 rate reflects the average supply cost of water from the SWP and Colorado River, but excludes MWD's costs associated with the development of new supplies. The latter costs are included in a Tier 2 rate that MWD imposes for purchases in excess of the 90% mark. This price differential incentivizes member agencies to reduce their historical imported water purchases by at least 10%. The benefit to a member agency from submitting a purchase order is that it is able to acquire water supplies from MWD at a lower cost than if it did not submit a purchase order. The submission of a purchase order does not, however, guarantee the delivery by MWD of the amount of water ordered. Water deliveries depend upon the availability of water in MWD's supply portfolio during the relevant period. The reliability of those supplies is analyzed below.

Overview of MWD Water Supplies. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, such as the requirements to adopt urban water management plans, water supply assessments and written verifications, MWD has adopted a series of official reports on the state of its water supplies. As described below, MWD has consistently stated that its water supplies are fully reliable to meet the demands of its customers, in all hydrologic conditions through at least 2030.

In March 2003, MWD published a document entitled the Report on Metropolitan's Water Supplies: A Blueprint for Water Reliability ("Blueprint Report"). The objective of the Blueprint Report was to provide member agencies, retail water utilities, cities and counties within the MWD service area with information that may assist in their preparation of urban water management plans, water supply assessments and written verifications. The Blueprint Report states that the approach taken to evaluate water supplies and demands was consistent with MWD's 2000 Regional UWMP. MWD utilized SCAG's regional growth forecast in calculating regional water demands for its service area. Thus, MWD considered the City's water demands in the Blueprint Report.

The Blueprint Report fully discusses MWD's historical and projected deliveries of Colorado River and SWP water. The Blueprint Report is incorporated by this reference and provides a summary of the water supplies available from MWD to serve projected water demands. This document also includes supplemental information to reflect changes in MWD's water supply planning and circumstances since publication of the Blueprint Report. The conclusion of the Blueprint and supplemental information published by MWD, such as its Integrated Resources Plan Update and annual Implementation Reports, is that with its current water supply portfolio and planned actions, MWD will have sufficient water to deliver to the LVMWD to meet all of the water demands within the LVMWD service area for the next 20 years.

By comparing total projected water demands and conservatively estimating water supplies over the next 20 years, MWD's Blueprint Report concludes that if MWD supply programs were implemented under its Integrated Resources Plan, "[b]ased on water supplies that are currently available, [MWD] already has in place the existing capability to … [m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) over the next 20 years" in average, wet, multiple dry and single dry years. In multiple dry years, MWD reports that it will "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst multiple-year drought event over the next 15 years," while in a single dry-year it can "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst single-year drought event over the next 15 years." MWD's additional reserve supplies will provide a "'margin of safety' to guard against uncertainties in demand projections and risks in fully implementing all supply programs under development."

Summaries of MWD's individual supplies, challenges facing each water source, and actions MWD is undertaking to meet these challenges are presented in the following sections.

The Colorado River. MWD diverts water from the Colorado River at Lake Havasu on the California/Arizona border and conveys it across the Mojave Desert via the agency's Colorado River Aqueduct to Lake Mathews near Riverside. From there, MWD pumps the water into its feeder pipeline distribution system for delivery to its member agencies throughout Southern California.

MWD has the right to divert water from the Colorado River pursuant to a contract with the U.S. Secretary of the Interior under Section 5 of the federal Boulder Canyon Project Act. The Blueprint Report includes a description of MWD's 550,000 AFY base apportionment water right, along with the Colorado River supply projects that MWD is implementing to maximize the reliability of Colorado River supplies. Following distribution of the Blueprint Report, the Quantification Settlement Agreement ("QSA") and other related agreements were approved on October 10, 2003, related to the supplies of all the California users of the Colorado River, including MWD. Signing of the QSA and related agreements will allow implementation of the Colorado River supply projects identified in the Blueprint Report, as well as other projects.

MWD describes the QSA and related agreements and their impact on the reliability of MWD's supplies in its 2006 Integrated Water Resources Plan Implementation Report.

According to MWD, it is expected that its fourth priority apportionment of 550,000 AF of Colorado River water will be available every year for the next 20 years. This supply is "expected to be available during all year types, including wet, average, single dry-year, and multiple dry-year weather" (MWD, 2003).

Current challenges facing MWD's Colorado River supply include risk of continued drought in the Colorado River Basin and pending litigation that may threaten implementation of part or all of the QSA. MWD has been preparing for these two risks to its Colorado River supply for many years.

The Colorado River Basin has experienced below-normal runoff for the past seven years. During 2006, Lake Mead was at its lowest level in 41 years (MWD, 2006). Despite the challenges of recent Colorado River Basin hydrology, MWD "does not anticipate adverse water supply impacts resulting from the implementation of [the] shortage guidelines because California's 4.4 million acre-foot apportionment has a higher priority than a portion of Arizona and Nevada's apportionments during shortage conditions" (MWD, 2006).

Programs that will help to implement the QSA and meet Colorado River water supply targets, and that are currently in operation, close to completion or in progress include: the Imperial Irrigation District ("IID") and MWD water conservation and transfer program; the Coachella and All-American Canal lining projects; the IID and San Diego County Water Authority ("SDCWA") water transfer; the Palo Verde Irrigation District land management and crop rotation program; and the Interim Surplus Guidelines adopted by the U.S. Secretary of the Interior. MWD is actively working to implement several of these QSA-related programs. In addition, MWD is participating in the Intentional Created Surplus program to store water in Lake Mead for withdrawal during dry years. During 2006 and 2007, MWD stored 50,000 AF of water in Lake Mead that it had saved under the Palo Verde Irrigation District Land Management and Crop Rotation Program. Collectively, these programs are expected to maintain the reliability of MWD's Colorado River supplies (all from MWD, 2006).

MWD's fourth priority apportionment of Colorado River water has been delivered to MWD every year since 1939, in all hydrologic year types (MWD, 2005). By existing contract, this supply "will continue to be available in perpetuity" due to California's senior rights on the Colorado River (MWD, 2005). MWD has affirmed that "[t]he historical record for available Colorado River water indicates that Metropolitan's fourth priority supply has been available in every year and can reasonably be expected to be available over the next 20 years." Thus, according to MWD, its Colorado River supply is secure through at least 2025 (all from MWD, 2005).

The second challenge to MWD's Colorado River supplies is the pending litigation concerning the

QSA and related agreements. That litigation has taken two forms: (1) a series of lawsuits against the lining of the All-American Canal; and (2) a series of lawsuits that challenge the IID/SDCWA transfer. The All-American Canal litigation has been litigated and resolved in favor of the QSA parties, thus increasing the certainty of MWD's Colorado River supplies since the publication of the Blueprint Report.[1]

Several lawsuits against the IID/SDCWA transfer were brought by the County of Imperial, various landowners within IID and environmental advocacy groups, and have been consolidated in Sacramento County Superior Court. In two of those lawsuits, the County of Imperial sued the State Water Resources Control Board ("SWRCB"), IID and SDCWA regarding the legitimacy of the QSA approvals. In November 2004, the Superior Court dismissed those cases with prejudice on the ground that the County had failed to name MWD and the Coachella Valley Water District as necessary and indispensable parties to the actions on a timely basis. Thereafter the County appealed that decision and the Court of Appeal affirmed the dismissal in 2007, which lifted a stay on the other QSA cases (*County of Imperial v. Superior Court*, 152 Cal.App.4th 13, 2007). As of the date of this document, the water transfer challengers' motions for preliminary injunction have been denied, and thus, the parties are free to implement the provisions of the QSA, as appropriate. The full cases are expected to reach the court for decision in 2009.

While all significant issues in the QSA litigations have been resolved in favor of MWD and the other QSA parties to date, it is impossible to predict with absolute certainty how the remaining litigation will be resolved. MWD is actively involved in the litigation, however, and plans to defend the QSA fully to prevent any impacts to its Colorado River supplies.

State Water Project. MWD has a contract with the California Department of Water Resources (DWR) that entitles it to water from the SWP. MWD's share of the total SWP supply is approximately 46% based on its contracted Table A amount of 1,911,500 AFY (MWD, 2006). This supply is diverted from the Feather River at Lake Oroville, released and conveyed through the Sacramento-San Joaquin River Delta ("Delta"), and rediverted at the Harvey O. Banks Delta Pumping Plant for conveyance through the California Aqueduct to Southern California and MWD. MWD's Blueprint Report estimates the availability of SWP supplies "according to the historical record of hydrologic conditions, existing system capabilities, requests of the state water contractors and SWP contract provisions for allocating Table A, Article 21 and other SWP deliveries to each contractor." MWD estimates that in 2025, it will have 794,700 AF available in multiple dry years, 418,000 AF in a single dry year, 1,523,300 AF in an average year and 1,741,000 AF in a wet year.

Following the Blueprint Report, SWP supplies have been challenged through environmental

[1] *On April 6, 2007, the U.S. Court of Appeals for the Ninth Circuit dismissed the challenge to the lining of the All-American Canal and lifted the court-imposed injunction that for a period of time halted construction. The ruling allowed IID to commence work on the project to conserve water lost by seepage from the existing earthen canal. See Consejo de Desarrollo Economico de Mexicali, A.C. v. United States, 482 F.3d 1157 (2007).*

litigation concerning the Delta. In addition, MWD has acknowledged that conveyance of water through the Delta can present challenges for SWP supplies due to water quality and environmental issues that can affect pumping operations. Risks to this supply also include potential levee failure. Actions being taken by DWR and MWD to avoid or mitigate these risks are described below.

Environmental Litigation. Specific threats to the SWP include litigation concerning the Delta. In 2007, two courts ruled that California's major water delivery systems—the SWP and the Central Valley Project (CVP)—were violating state and federal environmental laws regarding a threatened fish species, the Delta smelt. First, the Alameda County Superior Court concluded that the SWP had failed to obtain a permit required under the California Endangered Species Act (CESA) that would provide protections for Delta smelt, salmon and steelhead from the effects of water pumping for activities at the Harvey O. Banks Delta Pumping Plant in Tracy, California (*Watershed Enforcers v. California Department of Water Resources*, Case No. RG06292124). Accordingly, the Court ordered the SWP pumps to be turned off unless appropriate permits were obtained within 60 days. DWR appealed that decision, automatically staying the decision pending the outcome of the appeal. The earliest that a decision from the appellate court is expected would be during in the latter part of 2008.

In response to the pending litigation in state and federal courts, DWR shut down the Harvey O. Banks Delta Pumping Plant from May 31 to June 10, 2007 to protect the Delta smelt. DWR resumed pumping on June 10, 2007, and pumping has remained at normal operating levels.

In May 2007, the U.S. District Court ruled that a federal Endangered Species Act ("ESA") take permit that had been issued to protect Delta smelt at both the SWP pumps and the federal Jones Pumping Plant was not legally sufficient (*Natural Resources Defense Council v. Kempthorne*, 506 F.Supp.2d 322, 387-388). At issue was a 2005 biological opinion that was issued by the U.S. Fish and Wildlife Service (USFWS) pursuant to the ESA. That biological opinion concluded that current project operations and certain planned future actions would not jeopardize the continued existence of the Delta smelt or adversely modify its critical habitat based on certain actions being taken by the CVP and SWP. The court found that the biological opinion was legally inadequate because it did not provide a reasonable degree of certainty that mitigation measures will take place, use the best available science, address climate change or address the impacts of joint project operations on the continued survival of the Delta smelt.

By the time this decision was released, the SWP and CVP water agencies were aware that the incidental take permit was not preventing take of Delta smelt and had requested a new permit. The consultation process with USFWS is expected to result in a new biological opinion and take permit in late 2008. On August 31, 2007, the Court issued an interim oral decision that allowed the SWP and CVP to continue operating under the prior take permit as long as they complied with a USFWS-proposed five-point action matrix, as modified slightly, plus certain increased monitoring plans requested by the plaintiffs and other actions that do not have a

water cost.

The SWP and CVP will likely see long-term reductions in deliveries based on this litigation. In response to this decision and other water supply and quality issues, MWD has reported that "[i]n the short and long term, continued investment in regional and local resources will help ensure and diversify reliable water supplies to meet Southern California's future needs" (MWD, 2007). MWD is undertaking a number programs to address potential future delivery restrictions, should they occur. For example, MWD is one of the parties drafting the Bay-Delta Conservation Plan (BDCP) to provide state and federal ESA coverage for the SWP operations. The BDCP allows water contractors, who must comply with the federal and state ESAs, to work cooperatively to attain incidental take coverage via a habitat conservation plan and natural community conservation plan. Development of this plan is now underway under the aegis of the California Resources Agency, and a draft report is due in 2008, with the appropriate permits and completion of an environmental impact statement/impact report expected in late 2009.

MWD is also focusing on voluntary Central Valley storage and transfer programs to bank MWD's SWP water supplies. In its 2006 Integrated Water Resources Plan Implementation Report, MWD reported that "492,000 AF of dry-year yield has been developed in Central Valley storage and transfer programs," and "[p]otential partners and programs have been identified to meet IRP targets." This flexibility will assist MWD in addressing shortages due to drought or court-imposed cutbacks to protect Delta smelt. Further, MWD has employed conjunctive use programs that utilize groundwater basins to store water during wet seasons, which provides a buffer supply that MWD can extract during dry periods. In 2006, MWD developed groundwater storage capable of providing 135,000 AF of dry year supply. MWD continues to seek additional opportunities in Southern California to expand groundwater conjunctive use storage programs (all from MWD, 2006).

Delta Levees. The state is actively studying the risk of levee failure and potential impacts to SWP supplies and developing a plan to protect the Delta. There are several concurrent processes for resolving these challenges. In the spring of 2006, at the recommendation of CALFED, an interagency effort that includes 23 state and federal agencies that have management or regulatory responsibility for the Delta, DWR began a two-year Delta Risk Management Study ("DRMS") to analyze risks to the levee system. The Stage I analysis will include a discussion of the region's assets, existing problems with the system, the degree of risk that exists and the potential consequences of multiple levee failures. Stage II will address levee risk reductions. The DRMS reports will be a part of the Delta Vision Report to be submitted to the State Legislature and Governor in 2008.

Following completion of the Delta Vision Report, a panel established by the Governor will begin studying long-term strategic solutions for the conflicts in the Delta. That process, which will take place during 2008, is a strategic planning stage that will assess alterative implementing measures and management practices to implement the Delta Vision recommendations. The

final recommendations will include modifications to existing land uses and services in the Delta, and will assess governance, funding mechanisms, water resource uses and ecosystem management practices. The Delta Vision Committee will publish a public review draft of its Delta Strategic Plan by October 31, 2008 and submit the final plan to the Governor and Legislature by December 31, 2008.

In response to concerns over the integrity of the levee system, the state significantly increased the budget for levee repairs in 2006, and a $5.4 billion natural resources bond was approved by voters in November 2006 (Proposition 84), which assigns additional funds for flood control in the Delta and to plan for future water supplies.

Additional Actions to Mitigate Supply Risks. In addition to the actions described in the previous sections that seek to avoid or mitigate risks facing the Colorado River or SWP individually, MWD also has several programs that address its overall supply reliability. Some of these programs are summarized below.

- ***Conservation:*** *In 2006, MWD invested $10.6 million in conservation programs and initiatives, including executing a 10-year residential master conservation funding agreement with member agencies, encouraging the use of high-efficiency toilets, strengthening outdoor conservation programs and introducing new Industrial Process Improvement programs. In 2005-2006, MWD programs conserved approximately 762,000 AF, which was an increase of approximately 30,000 AF over the previous fiscal year. MWD's 2010 target for conservation savings is 865,000 AF.*

- ***Local Resources—Recycling, Groundwater Recovery and Seawater Desalination:*** *MWD has invested $213 million with its member agencies to develop local resource programs. MWD contributed approximately $24.5 million toward the production of 127,000 AF of local resource production supplies in 2006, which is an increase of 16,000 AF from 2005. MWD's 2010 target for regional water recycling and groundwater recovery is 410,000 AF. Further, three desalination project agreements have been signed.*

- ***Central Valley Storage and Transfer Programs:*** *MWD has developed significant water storage and transfer program partnerships in the Central Valley and has witnessed increased cooperation with DWR and federal agencies to facilitate water transfers. MWD continues to pursue transfers with Central Valley parties and has worked to improve existing storage programs with existing SWP storage partners. For 2008, MWD is currently seeking to acquire up to 250,000 AF by temporary transfer from the Central Valley.*

- ***In-Region Groundwater Storage:*** *The 2006 Implementation Report identified that components of MWD's in-region groundwater storage program may not meet its*

2010 dry-yield target of 275,000 AF. As of October 2006, groundwater storage had been developed to provide about 135,000 AF. In response, MWD conducted a groundwater basin assessment to explore other groundwater storage opportunities. MWD's recent Groundwater Basin Assessment Study provided new information to focus on meeting this goal. MWD will continue to develop new strategies for groundwater storage.

Summary of MWD Water Supply Reliability. MWD has engaged in significant water supply projection and planning efforts. In its 2003 Blueprint Report and 2005 Regional Urban Water Management Plan, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, are and will be reliable for at least a 20-year planning period. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure reliability for the future.

b. Wastewater. The local collector sewer is owned by the City of Calabasas and maintained by the County of Los Angeles. Proposed improvements to City owned collector sewers are designed in accordance with the County of Los Angeles Private Contract (PC) Procedures Manual and the City of Calabasas Public Works Standards (Robert Woodward, Deputy City Engineer, 2008). Design plans and calculations are reviewed by both the City of Calabasas Public Works Department and the County of Los Angeles Sewer Maintenance District (SMD). Upon approval by both the City and County, the plans are reviewed for proposed connection and related impact fees by the Las Virgenes Municipal Water District (LVMWD). Upon completion of construction the sewer is annexed for maintenance by the County of Los Angeles and assigned a Private Contract (PC) designation, for future use and reference by the City and County staff (Robert Woodward, Deputy City Engineer, 2008).

The City requires that discretionary development projects submit a sewer area study to analyze the projects' impacts upon the local sewer system, and clarify areas where the actual sewer flow exceeds design capacity. Sewage generation factors, study and design guidelines, and limitations on capacity are based upon the County of Los Angeles PC Procedures Manual (Robert Woodward, Deputy City Engineer, 2008).

The City's collector sewers also receive contributions from projects which are not located within the City, but which connect indirectly to the City's sewer through County PC sewer mains. In conjunction with the County's approval of these connections, the developer is required to submit a sewer area study to assess the downstream impacts to the City's sewage collection system and identify areas of deficiency (Robert Woodward, Deputy City Engineer, 2008).

Impact fees based on sewer connections are currently assessed by LVMWD to offset costs related to the construction and maintenance of their facilities. Similarly the County of Los Angeles collects a fee related to their future maintenance of lines annexed to the SMD. There is

currently no cost recovery mechanism to offset the costs of future major repairs, expansion or capacity improvements to the City's collector sewer system (Robert Woodward, Deputy City Engineer, 2008).

The LVMWD is also 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 the Tapia Water Reclamation Facility (TWRF), which treats and recycles wastewater. In addition, the District owns and maintains a system of trunk sewers, lifts stations and disposal facilities.

The average daily flows to the TWRF vary somewhat seasonally. Flows are generally highest in the wintertime after rain, which results in inflow and infiltration (I/I) to the wastewater lines. Historically, the average daily wastewater flows are approximately 93 gallons per capita per day to TWRF (Boyle Engineering, 1999).

The trunk sewer system was designed and constructed to move wastewater into the plant from the various service areas. Current flows to the TWRF average 9 MGD of wastewater every day, with a capacity for 16 MGD (UWMP, LVMWD, 2005). The LVMWD has indicated that their trunk sewer pipelines have the capacity to accommodate the existing flow, future flows associated with new development within the City limits and areas that have the potential to be annexed into the City (Integrated Water System Report, LVMWD, 2007).

Table 4.14-4 shows the quantity of wastewater collection in the LVMWD service area and the volume of that collection that meets recycled water standards.

Table 4.14-4
Wastewater Collection and Treatment (AFY)

Type of Wastewater	2005	2008[a]	2010	2015	2020	2025	2030
Wastewater collected and treated in service area	7,435	7,888	8,190	8,900	9,620	10,335	11,050
Volume that meets recycled water standards	4,460	4,732	4,914	5,340	5,770	6,200	6,600

Source: 1999 Recycled Water Master Plan; assumes a constant 60% of LVMWD water is treated to recycled standard
[a] 2008 data was interpolated from 2005 and 2010 data.

The California Department of Health Services (DHS) and the State Water Resources Control Board (SWRCB) are the entities that set forth regulations over the Tapia Water Reclamation Facility (TWRF). Additionally, the Los Angeles Regional Water Quality Control Board governs a large part in the regulation and testing of the TWRF water.

Septic Systems. In addition to sewer wastewater conveyance, select areas in the City are currently being served by septic systems. These areas include the area and surrounding areas of Calabasas Highlands. Areas outside of Calabasas Highlands that are served by private septic are generally found in the residential neighborhoods surrounding Mulholland Highway. Sewer connection is not currently mandatory in these areas.

Private wastewater disposal systems deteriorate over time, are subject to failure, and require continued maintenance to extend the lifespan of the system. Results of failed systems include discharge of sewage and greywater into the water table below the septic system or effluent percolating upwards to the surface.

Pursuant to Uniform Plumbing Code, Chapter 11, Section 1101, public sewer is considered available if it is within 200 feet of the building to be served. If the distance between the proposed structure to be served and the public sewer line exceeds this distance, a private wastewater disposal system can be requested.

In May 2007, Calabasas City Council members authorized City staff to begin researching expansion of the City's sewer system, and more specifically; researching the feasibility of providing sewer access to the rural areas of the community; identifying environmental impacts associated with failed private septic systems; and determining the potential for bacteria to enter into water bodies causing contamination of surface and groundwater. At this point in time, no binding decision has been created; however, development of an operating and maintenance permit process is being undertaken by the Public Works and Building and Safety Departments in regards to septic tank system. This permit is still in the development stages and may include certification and maintenance requirements for private sewage systems. The current permit system under the Building and Safety Departments in place regulates the installation and decommissioning of septic tanks (Anita Davidoo, Associate Engineer, 2008).

c. Solid Waste. Solid waste disposal service for Calabasas is provided by multiple privately owned and operated companies. Solid waste disposal service is distinguished into two customer categories, residential and commercial.

Solid waste disposal and hauling is distinguished into three customer categories: residential, commercial, and construction. Residential services are completed by one contracting service, while commercial and construction services are completed by multiple contractors. The City will be altering its disposal and hauling services by franchising its solid waste services. Three 7-year contracts with private haulers will begin around February 1, 2009 (Farassati, 2008).

In 2005, the City of Calabasas generated an estimated adjusted annual tonnage[2] of 91,973 (Daniel Pankau, Pollution Prevention Coordinator, 2008). With a 2005 diversion rate of 54%, this would result in approximately 170,320 total gross tonnage. In 2007, residential waste

[2] *Adjusted tonnage is that sent to the landfills after sorting.*

generation was an estimated 12,070 adjusted gross tons per year (Pankau, 2008). Breaking this down by residential units, the average individual home produces approximately 54.3 adjusted pounds of solid waste per week, or about 1.4 adjusted tons per year. Overall data is not available because multiple haulers are used to collect garbage and some of them did not have numbers to report.

Solid waste generated in Calabasas is disposed of at the Calabasas Sanitary Landfill, located adjacent to the northwestern City boundary, at 5300 Lost Hills Road. The landfill is a Class III facility owned and operated by the County of Los Angeles. The 505-acre landfill has been operating since 1961. The landfill accepts construction/demolition, industrial, mixed municipal, tires, and green material waste.

The Calabasas Sanitary Landfill has a permitted design capacity of 69,700,000 cubic yards, with a remaining capacity of 8.1 million tons, as of March 2008 (Los Angeles County Sanitation District, 2008). An average of 1,555 tons of waste are landfilled daily, with a permitted maximum daily tonnage of 3,500 tons per day (Nicole Gonzales, 2008). Based on the current average daily disposal rate and a six-day operating week, the landfill is projected to close in about 16 years (by about 2024).

Currently, household recyclable materials are collected in separate containers in Calabasas. In accordance with AB 939, recyclables are sorted, and the residual waste is transferred to the landfill. Recyclable material and greenwaste services are provided by private haulers as part of the standard service for both residential and commercial subscribers. Calabasas has achieved the 50% diversion rate established by the State and, on January 16, 2007, adopted resolution #2008-1111 requiring the City to achieve a goal of 75% diversion by 2012. The City has established four programs to achieve this diversion rate. These include franchising solid waste disposal services, construction/demolition recycling program, adoption of an ordinance to fix substandard trash enclosures, and public education. Additional source reduction methods currently used by the City include backyard and on-site composting/mulching, business/school/government source reduction programs, residential curbside trash and recycling collection, material exchange shops, commercial on-site pickup, school and government recycling programs, seasonal collection, residential greenwaste collection, and many others including educational programs.

4.14.2 Impact Analysis

a. Methodology and Significance Thresholds. The following thresholds have been used to determine the impacts to water provision, wastewater treatment, and solid waste disposal.

The 2030 General Plan would result in potentially significant impacts if growth facilitated by the plan would result in substantial adverse physical impacts associated with provision of new or physically altered governmental facilities, or the need for new or physically altered

governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

Water. The 2030 General Plan would have a significant effect on water supplies if demand associated with projected growth exceeds the available supply, thereby causing water shortages during average or peak demand periods. Impacts related to the 2030 General Plan would be considered significant if growth under the plan would:

- *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);*
- *Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Fail to have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

Wastewater. Impacts to the sewer system are considered significant if sewage generated by growth that could occur during the 2030 General Plan lifetime would exceed the existing or planned capacity of the sewage collection or treatment system, or require extension of a trunk line with capacity to serve new development. Impacts related to the 2030 General Plan would be considered significant if growth accommodated under the Plan would:

- *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Result in a determination that the wastewater treatment provider that it does not have adequate capacity to serve projected demand in addition to existing commitments.*

Solid Waste. The 2030 General Plan would have significant impacts on solid waste collection and disposal if the development it would facilitate exceeds the maximum permitted allowance at the Calabasas Sanitary Landfill. Impacts related to the 2030 General Plan would be considered significant if the potential growth would:

- *Result in not being served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or*
- *Comply with federal, state, and local statutes and regulations related to solid waste.*

b. Project and Cumulative Impacts.

Impact U-1 Maximum development facilitated by the 2030 General Plan would generate a net increase in water demand estimated at 1.01 mgd. Although water supply conditions are always subject to uncertainties, water providers have consistently concluded that available water supplies would be sufficient to meet regional and local demand. Therefore, water supply impacts would be Class III, *less than significant.*

Development facilitated by the 2030 General Plan includes redevelopment and the development of vacant lands. Areas where redevelopment activity could occur include primarily business park and commercial areas, which are already served by water serving infrastructure. Development of vacant lands would require new connections. New development would result in a permanent increase in the City's water demand relative to existing conditions.

According to the *2007 Integrated Potable Water System Report* (IPWSR), total water usage for the entire LVMWD service area is projected to increase from 20,946 AFY in 2005 to 30,700 AFY in 2030. The current peak demand is 36.3 mgd (July 25, 2006). These projections are based on a population of 69,335 persons in 2005 and 90,828 persons in 2030 for the LVMWD service area.

In addition to the preparation of the 2005 Urban Water Management Plan (UWMP), the LVMWD prepared the 2007 Potable Water Master Plan Update (PWMPU) to replace the 1999 version and incorporate recent system modifications, lower population forecasts, and new concepts for system operation. The 2007 PWMPU is a LVMWD planning document that supplements the 2005 UWMP for the planning period of 2005 through 2030. Population forecasts were supplied from the Potable and Recycled Water Master Planning Forecasts (Psomas, March 2007, LVMWD Report No. 2340.1).

By adding the current 2008 population of 23,725 and the potential increase in population accommodated by development from the General Plan, 4,777, 2030 population in the City of Calabasas could reach 28,502. This exceeds the anticipated population accounted for in the 2007 PWMPU or 2005 UWMP by 1,222 persons. As such, the *2007 Potable Water Master Plan Update* does not fully account for water demands associated with potential buildout growth of the 2030 General Plan. The 2007 PWMPU and IPWSR reduced their population projections from the 2005 UWMP because of a reduction of land available to develop.

Water demand associated with maximum development facilitated by the 2030 General Plan is shown in Table 4.14-5.

Maximum development that could be facilitated by the 2030 General Plan could result in a total gross water demand of 1.18 mgd (1,322 AFY) and a net demand increase of 1.01 mgd (1,132

Table 4.14-5
Projected Water Demand at Maximum General Plan Buildout

Land Use	Units	Generation Factor[a]	Average Daily Demand (mgd)
New Residential Uses			
Single Family	215 units	625 gpd/unit	0.13
Multiple-Family	1,332 units	500 gpd/unit	0.67
Sr. Multiple-Family	135 units	500 gpd/unit	0.07
Subtotal			**0.87**
New Non-Residential Uses			
Office/Business Park	5,858,520 sf	2,000 gpd/acre	0.27
Retail	923,977 sf	2,000 gpd/acre	0.04
Subtotal			**0.31**
Gross Water Demand Increase			*1.18*
Existing Development in Mixed Use Districts to be Replaced			
Office/Business Park	3,413,989 sf	2,000 gpd/acre	0.16
Retail	143,163 sf	2,000 gpd/acre	0.01
Wastewater Reduction for Replaced Development			***0.17***
Net Water Demand Increase			**1.01 mgd (1,132 AFY)**

[a] *Source: 2007 Integrated Potable Water Master Plan Update, LVMWD, 2007.*

AFY). The maximum buildout estimate assumes not only that every remaining vacant property in Calabasas would be developed by 2030, but that all of the mixed use districts would completely redevelop over the same time. Moreover, this estimate also includes redevelopment of the Craftsman's Corner area, which is currently outside the City. Given that Calabasas is almost entirely built out and the General Plan includes numerous policies aimed at limiting further growth, maximum buildout is not likely to occur.

The reliability of the LVMWD's water supply is currently dependent on the reliability of its imported water supplies, which are managed and delivered by the MWD. As discussed in the *Setting*, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, are and will be reliable for at least a 20-year planning period. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure reliability for the future. With the addition of supplies under development, MWD indicates that it will be able to meet 100% of its agencies' supplemental water needs under all supply and demand conditions through 2030 with 20%-25% reserve capacity (LVMWD IPWMP, 2007). Therefore, it is anticipated that water supplies will be sufficient to serve development facilitated by the 2030 General Plan and impacts to water supplies would be less than significant.

Currently, the following tanks that serve the City have service deficits: Jed Smith, Upper Oaks, and McCoy. Buildout could add to the current deficits. However, the LVWMD is planning for the expansion of the Jed Smith tanks. Other tanks that are at a deficit do not need additional storage according to the PWMPU (2007).

The Conservation and Services, Infrastructure & Technology elements of the 2030 General Plan include the following objectives and policies that aim to protect water resources and ensure that development that does not exceed infrastructure capabilities.

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).*
- *Require developers to pay for all of the infrastructure, public facilities, and service costs that they create.*
- *Assure that water supply infrastructure is adequate to meet projected needs and is provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances, riparian habitats, water quality, and the environment.*

Policies

Policy 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.*

Policy 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.*

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

Policy 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.*

Policy XII-19 *Coordinate land development review with the master planning efforts of the LVMWD to facilitate provision of adequate services and facilities.*

Policy XII-20 *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.*

Policy XII-21 *Participate in regional efforts to enact local water quality protection mechanisms to implement state and federal programs.*

Policy XII-22 *Support conservation and efficient water use in an effort to minimize the need for new water sources.*

Policy XII-23 *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.*

Adherence to the policies in the General Plan would serve to minimize impacts to water supplies and facilities. By limiting development in Calabasas to levels that are within the service capabilities of the LVMWD, implementation of proposed objectives and policies would ensure that water demand within the City does not exceed available supplies. Developers would be required to pay for infrastructure required to operate projects. Further, projects that would occur during the General Plan's lifetime are subject to individual CEQA environmental review. Therefore, impacts related to water quality would be less than significant.

Mitigation Measures. No mitigation is necessary as compliance with 2030 General Plan policies would reduce impacts to a less than significant level.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact U-2 **Development facilitated by the 2030 General Plan would increase wastewater generation above existing conditions. Maximum development would generate a net increase of 518,281 gpd, or 0.05 mgd, at the LVMWD's wastewater treatment plant. The Tapia Water Reclamation Facility currently has 16 mgd of excess capacity. Therefore, wastewater impacts would be Class III, *less than significant*.**

Development facilitated by the 2030 General Plan could increase citywide wastewater generation. Table 4.14-6 shows the estimated increase in wastewater generation with projected maximum development that could be facilitated under the General Plan.

Maximum buildout under the 2030 General Plan would result in gross wastewater generation estimated at 1.24 mgd. The wastewater generation of the existing business park and retail developments within proposed mixed use districts that could be redeveloped is estimated

Table 4.14-6
Projected Wastewater Generation at Maximum General Plan Buildout

Potential Buildout Development	Units (sf or units)	Generation Factor[a]	Daily Wastewater Generation (gpd)
New Residential Development			
Single Family	215 units	230 gpd/unit	49,450
Multi-Family	1,332 units	160 gpd/unit	213,120
Senior Multi-Family	135 units	160 gpd/unit	21,600
Subtotal	**1,681 units**	**--**	**284,170**
New Non-Residential Development			
Office/Business Park	5,858,520 sf	150 gpd/1,000 sf	878,778
Retail	923,977 sf	80 gpd/1,000 sf	73,918
Subtotal	**6,782,497**	**--**	**952,696**
Gross Wastewater Generation Increase			***1,236,866***
Existing Development in Mixed Use Districts to be Replaced			
Business Park	3,413,989 sf	150 gpd/1,000 sf	512,098
Retail	143,163 sf	80 gpd/1,000 sf	11,453
Wastewater Reduction for Replaced Development			***523,551***
Net Wastewater Generation Increase			**713,315**

[a] *City of Los Angeles CEQA Thresholds Guide, 2006.*
sf = square feet, gpd = gallons per day
Estimates assume that all new development is connected to the sewer system, though development in some parts of the City could utilize onsite septic systems.

at 523,551 gpd. Therefore, the net increase in wastewater generation associated with maximum buildout under the 2030 General Plan is estimated at 713,315 gpd.

The Tapia Water Reclamation Facility (TWRF), which ultimately treats the City's sewage, currently has a capacity of 16 mgd; however, future updates to the facility would reduce the capacity to 12 mgd (LVMWD, 2007 Integrated Water System Master Plan, 2007). The TWRF currently treats approximately 9.4 mgd, resulting in 6.6 mgd of available capacity. Once capacity is reduced, the available capacity would be 2.6 mgd. The projected maximum net increase of 713,315 gpd represents approximately 11% of the available current excess capacity and 27% of the future reduced capacity (based on 12 mgd capacity). Therefore, sufficient treatment capacity at the TWRF exists to serve development facilitated by the 2030 General Plan, even at maximum buildout.

The LVMWD has indicated that its trunk sewer pipelines have the capacity to accommodate the existing flows and future flows associated with new development within the City limits and areas that have the potential to be annexed. Furthermore, projects that could occur during the lifetime of the 2030 General Plan would be examined on an individual basis to determine their effects on the wastewater infrastructure.

The 2030 General Plan includes the following policies and actions relating to minimizing impacts associated with wastewater generation.

Objectives

- *Require developers to pay for all the infrastructure, public facilities, and service costs that they create.*
- *Assure that wastewater management infrastructure is adequate to meet projected needs and are provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances riparian habitats, water quality, and the environment.*

Policies

XII-9 *Place the responsibility to ensure that the facilities (including system wide improvements) to support projects are available at the time that they are needed on the sponsor of new development projects.*

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-24 *Coordinate land development review with the master planning efforts of the LVMWD and TSD to facilitate provision of adequate sewer services and facilities.*

XII-25 *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-26 *Promote the design of wastewater systems that minimize inflow and infiltration.*

XII-27 *Continue to monitor private wastewater systems, including identifying environmental impacts and researching the feasibility and desirability of*

providing sewer access to areas where sewer service is currently lacking.

Because the wastewater treatment provider has adequate capacity to meet the potential maximum buildout demand, no new wastewater treatment facilities or expansion of existing facilities would be necessary. In addition, the wastewater treatment requirements of the RWQCB would not be violated. Therefore, wastewater impacts would be less than significant.

Mitigation Measures. No mitigation is necessary. Impacts would be less than significant.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact U-3 Development that may occur during the lifetime of the General Plan would incrementally reduce the lifespan of the Calabasas landfill. However, the City has implemented a 75% diversion rate by 2012, which would limit the City's contribution to the landfill. This rate would significantly reduce solid waste directed toward the landfill. Therefore, the increase in solid waste generated by new development would be a Class III, *less than significant* impact.

Maximum development facilitated by the 2030 General Plan could add a maximum net increase of 1,681 residential units, 2.4 million square feet of office space, and 780,814 square feet of retail space. As illustrated in Table 4.14-7, development facilitated by the draft General Plan could generate approximately 32,299 net lbs/day, or 16.1 net tons/day. The Calabasas Sanitary Landfill currently averages 1,555 tons/day with a maximum daily permitted capacity set at 3,500 tons/day. The added 16.1 net tons/day would represent a .008 percent of the average remaining daily capacity and would not cause the average daily tonnage to exceed the permitted maximum capacity of the landfill. Nonetheless, development that could occur throughout the lifetime of the General Plan would contribute to the acceleration of the landfill closure timeline or the use of more distant sites.

The Calabasas Landfill is currently expected to cease operation in the year 2028, within the lifetime of the 2030 General Plan. Therefore, solid waste generated in the City beyond the landfills closure date, would have to be diverted to other sites. In response to the limited capacity of the Calabasas Landfill, the City has implemented Resolution 2008-1111, which requires the City to achieve a 75% diversion rate by 2012. A 75% diversion rate would reduce the total plan lifetime net tonnage to landfills by 39% from the expected tonnage using the current diversion percentage used Table 4.14-7. Potential maximum buildout with the 75% diversion rate could deposit approximately 1,407 tons/year of solid waste tonnage to landfills versus the 2,712 tons/year under the 54% diversion rate, for a 1,305 ton/year difference. In addition to the higher diversion rate, the City has over 35 programs aimed at reducing solid waste. The 75% diversion and continued execution of solid waste reduction programs could

Table 4.14-7
Projected Solid Waste Generation Increase at Maximum General Plan Buildout

Land Use	Units	Generation Factor	Daily Solid Waste Generation	Yearly Solid Waste Diversion[d]	Yearly Solid Waste Disposal
Potential Maximum Buildout					
Residential	1,682 units	7.7 lb/unit/day[a]	12,951 lbs/day	1,276 tons/yr	1,087 tons/yr
Office	5,858,520 sf	0.006 lb/sf/day[b]	35,151 lbs/day	3,464 tons/yr	2,951 tons/yr
Retail	923,977 sf	0.006 lb/sf/day[c]	5,543 lbs/day	546 tons/yr	466 tons/yr
Subtotal			**53,645 lbs/day**	**5,286 tons/yr**	**4,504 tons/yr**
Existing Development					
Office	3,413,989 sf	0.006 lb/sf/day	20,484 lbs/day	2,019 tons/yr	1,719 tons/yr
Retail	143,163 sf	0.006 lb/sf/day	859 lbs/day	85 tons/yr	72 tons/yr
Net Maximum Buildout Increase					
Residential	1,682 units	7.7 lb/unit/day	12,951 lbs/day	1,276 tons/yr	1,087 tons/yr
Office	2,444,531 sf	0.006 lb/sf/day	14,667 lbs/day	1,446 tons/yr	1,231 tons/yr
Retail	780,814 sf	0.006 lb/sf/day	4,685 lbs/day	461 tons/yr	394 tons/yr
Net Total			**32,303 lbs/day**	**3,183 tons/yr**	**2,712 tons/yr**

[a] Residential generation factor found from dividing total 2007 residential tonnage (Dan Pankau, Calabasas Public Works) by number of units (California Department of Finance, 2008).
[b,c] California Integrated Waste Management Board, Solid Waste Information System, 2004, Estimated Solid Waste Generation Rates for Commercial Establishments, http://ciwmb.ca.gov/WasteChar/WasteGenRates/default.htm, accessed March 3, 2008.
[d] Assumes a 54 percent diversion rate
sf = square feet, lbs = pounds

delay the closure of the Calabasas landfill assuming that other communities served by the landfill continue to comply with AB 939 (50% diversion rate).

Potential future developments facilitated by the 2030 General Plan would be reviewed on a project-by-project basis; solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available. The Conservation Element of the 2030 General Plan includes the following objectives and policies to ensure continued effective management of solid waste generated in Calabasas.

Objectives

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

Policies

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

Policy 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.*

Policy 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.*

Policy 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*

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

Compliance with these policies, existing City programs, and other applicable regulatory requirements would reduce solid waste impacts to a less than significant level.

Mitigation Measures. No mitigation is necessary as impacts would be less than significant with implementation of General Plan policies.

Significance after Mitigation. Impacts would be less than significant without mitigation.

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4.15 LESS than SIGNIFICANT ENVIRONMENTAL FACTORS

This section discusses those factors determined to be less than significant that do not require a full environmental impact analysis. Environmental Factors discussed in this section include Agricultural and Mineral Resources.

4.15.1 AGRICULTURAL RESOURCES

According to the United States Department of Agriculture (USDA) Calabasas includes soils that are considered to be "Prime Farmland if Irrigated." These areas are located in areas that are already developed and agriculture is not practiced within the City. Further, there are no General Plan or Zoning designations that would support farming in Calabasas. No Impacts would occur from the implementation from buildout of the 2030 General Plan on Agricultural Resources.

4.15.2 MINERAL RESOURCES

Calabasas contains areas identified as MRZ-3, which are areas that contain mineral deposits for which the significance cannot be evaluated. However, Calabasas is a primarily residential developed community; therefore, resource extraction would not be compatible with existing and planned land uses I the City. Further, Policy IV-45 of the General Plan Conservation Element prohibits the extraction of mineral extraction operations that could result in significant environmental impacts. Therefore, no impacts relating to mineral resource extraction are anticipated.

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5.0 OTHER CEQA DISCUSSIONS

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 4.0, *Environmental Impact Analysis*. These additional issues include the potential to induce growth and significant and irreversible impacts on the environment. This section also discusses potential impacts relating to greenhouses gases and global climate change.

5.1 Growth Inducing Effects

Section 15126.2(d) of the *CEQA Guidelines* requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth.

Population and Employment Growth

As discussed in Section 2.0, *Project Description*, a maximum of about 1,682 residential units could be facilitated by the 2030 General Plan. This number of units would accommodate an estimated 4,659 new residents in Calabasas, which would bring the City's population to about 28,311. Such growth represents an approximately 20% increase in population over the 20-year timeframe of the 2030 General Plan. Such a population incrementally exceeds the SCAG 2030 population forecast for Calabasas (27,600). However, as discussed in sections 4.2, *Air Quality*, and 4.10, *Population and Housing*, the maximum growth facilitated by the General Plan is unlikely to occur since it would maximum development of every vacant parcel in the City as well as redevelopment of every parcel within each of the proposed Mixed Use districts (which are essentially completely built out with viable commercial uses). Moreover, the maximum development scenario includes the Craftsman's Corner area, which is currently outside the Calabasas city limits. Finally, the General Plan includes a number of policies aimed at ensuring that the City experiences slow, managed growth. Consequently, no exceedance of the population forecasts upon which SCAG's Regional Transportation Plan and the 2007 South Coast Air Quality Management Plan (AQMP) are based is anticipated.

As discussed in Section 4.10, *Population and Housing*, maximum development facilitated by the 2030 General Plan would add about 8,370 jobs, based upon SCAG's employment generation factors of 3.13 and 2.36 employees per thousand square feet for low-rise office and retail, respectively (SCAG, 2001). This increase in jobs would represents growth of about 56% over the current level of employment in the City. As discussed in Section 4.10, *Population and Housing,* although the projected increase in employment would exceed SCAG's 2030 employment forecast, this maximum level of development is unlikely to occur for the reasons described above and because the General Plan includes policies that would limit commercial development. These policies include, but are not limited to, the following Land Use Element policies:

Policy II-8 *Require that development be compatible with the overall semi-rural and residential character of the community.*

Policy II-10 *Promote a mix of retail and service commercial, office, and business park areas that:*

- *Meet the retail and service needs of Calabasas citizens;*
- *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 its small town and rural character.*

Policy II-13 *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.*

It is the specific purpose of the 2030 General Plan to accommodate the orderly development of Calabasas. Therefore, by its nature, the General Plan is intended to reduce the potential for uncontrolled growth and associated environmental impacts.

Removal of Obstacles to Growth

The 2030 General Plan encourages the reuse and intensification already developed areas of the City rather than extension of urban development into undeveloped areas within and surrounding the City. It would not facilitate development in any undeveloped areas where development could not already occur under the current (1995) General Plan. Consequently, although limited development on certain undeveloped properties in hillside areas of the City could occur, the General Plan would not open up new areas to development or otherwise remove obstacles to growth. Major infrastructure extensions generally are not envisioned and improvements would be primarily limited to replacement/upgrade of aging facilities and enhancement of existing infrastructure in key locations (such as at roadway intersections that already experience substantial traffic congestion).

Policy XII-28 of the Services, Infrastructure & Technology Element indicates the City's intention to provide sanitary sewer service in areas of the City where such service is currently lacking in instances where sewers would be technically warranted, economically feasible, and environmentally beneficial. Areas that remain on private septic systems and that could be affected by this policy 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. The extension of sewer infrastructure to these areas could potentially facilitate additional development; however, these areas are already largely built out while a variety of regulatory and

physical constraints limit development potential in this area regardless of whether sewers are extended to the area. The General Plan land use designations throughout this greatly limit development intensities in these areas, while various Development Code standards further limit development potential. In addition, the presence of a variety of environmental factors, including the presence of landslide hazards, fire hazards, and biological resources, restrict the development potential throughout this portion of the City.

In addition to the above, a number of proposed General Plan objectives and policies limit development potential in the areas currently on septic systems. These include:

Safety Element

Policy VII-4 *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.*

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.*

Community Design Element

- *Objective: Focus new development in and near areas that already contain existing development.*

Cultural Resources Element

Policy 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.*

Services, Infrastructure and Technology Element

Policy 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.*

With implementation of the above policies, it is not anticipated that possible future installation of a sewer system in the areas of the City where sewers are currently lacking would induce substantial growth.

5.2 Irreversible Environmental Effects

The CEQA *Guidelines* require that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decisionmakers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed development.

Construction activity that would be accommodated under any of the 2030 General Plan land use scenarios would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to Calabasas or the General Plan. The addition of new residential and non-residential development in the City through 2030 would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the 2030 General Plan, are expected to offset the demand to some degree. It is not anticipated that growth accommodated under the General Plan would significantly affect local or regional energy supplies.

Growth facilitated by the General Plan would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. As discussed in Sections 4.11 and 4.14, impacts to public services and utilities would be reduced to a less than significant level with implementation of policies included in the 2030 General Plan.

The additional vehicle trips associated with growth through 2030 would incrementally increase local traffic, noise levels and regional air pollutant emissions. As discussed in Section 4.3, *Air Quality*, implementation of General Plan policies and regional air pollution programs could reduce the air pollutant emissions associated with individual future development projects to below significance thresholds. As discussed in Section 4.9, *Noise*, implementation of proposed policies could reduce the noise impacts associated with future growth to a less than significant level. As discussed in Section 4.13, *Transportation and Circulation,* proposed intersection level of service performance standards could be met at all City intersections with implementation of Mitigation Measures TC-1 through TC-4 and 2030 General Plan policies. However, the impact at the Calabasas Road/Valley Circle Boulevard intersection in the City of Los Angeles could be unavoidably significant based on City of Los Angeles thresholds since no feasible mitigation is available for possible impacts at that location.

5.3 Greenhouse Gases/Climate Change

Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer) (EPA, 2008). The term climate change is often used interchangeably with the term global warming; however, the phrase 'climate change' is preferred as it helps convey that there are [other] changes in addition to rising temperatures (NAS, 2008).

5.3.1 The Greenhouse Effect and Greenhouse Gases

Gases that trap heat in the atmosphere are often called greenhouse gases. Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and water vapor (H_2O). Some greenhouse gases, such as CO_2, CH_4, and N_2O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydro fluorocarbons (HFCs), per fluorocarbons (PFC), and sulfur hexafluoride (SF_6), which are byproducts of certain industrial processes. (Cal EPA, 2006b).

The greenhouse effect is a natural process that contributes to regulating the earth's temperature. Without it, the average surface temperature of the Earth would be around zero degrees F (-18°C) instead of its present 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect (NCDC, NCOA, 2007).

It is generally agreed that human activity has been increasing the concentration of greenhouse gases in the atmosphere (mostly carbon dioxide from combustion of coal, oil, and gas, and a few other trace gases) (US EPA 2000). Pre-industrial levels of carbon dioxide (prior to the start of the Industrial Revolution) were about 280 parts per million by volume (ppmv), and current levels are about 370 ppmv. The concentration of CO_2 in our atmosphere today has not been exceeded in the last 420,000 years, and likely not in the last 20 million years. Based on current rates of increase, carbon dioxide concentrations could reach between 490 and 1260 ppm by the end of the 21st century, 75% to 350% above the pre-industrial concentration (IPCC 2007, SRES 2007, NCDC 2007, and NCOA 2007).

In 2004, the United States emitted approximately 8 billion tons of carbon-dioxide equivalents (CO_2e) or about 25 tons/year/person. Of the four major sectors nationwide, residential, commercial, industrial, and transportation, transportation accounts for the highest fraction of GHG emissions (approximately 35% to 40%). These emissions are entirely generated from direct fossil fuel combustion (US EPA, 2007).

The most common GHG, CO_2, constitutes approximately 84% of all GHG emissions in California. Worldwide, the state of California ranks as the 12th to 16th largest emitter of CO_2 and is responsible for approximately 2% of the world's CO_2 emissions (CEC, 2006). This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the lowest per capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise (CEC, 2007). Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states (less fuel is consumed for heating homes and businesses).

According to the California EPA Climate Action Team report (CalEPA, 2006), fossil fuel combustion accounted for 81% of California's gross CO_2 emissions, while CH_4 and NO_2 accounted for approximately 6.4% and 6.8%, respectively of gross 2002 climate change emissions in California (CO_2e).

5.3.2 Greenhouse Gas Sources

Greenhouse gases come from a wide range of sources which include auto, electrical power, natural gas, and other emission producing sources. The mentioned sources are identified below.

Auto Emissions. The United Sates Bureau of Transportation Statistics suggest that an average United States "trip" is approximately 11.4 miles. The amount of gasoline consumed per year can be estimated by multiplying the total miles traveled per project trip by the United States fuel economy average of 25 miles per gallon. Combustion of one gallon of gasoline produces about 19 pounds of carbon dioxide (The Climate Trust, 2007 RFP Conversion Metrics, 2007).

Electrical Power Emissions. Electrical power greenhouse gas emissions are a function of total project demand. Approximately 343 tons of carbon dioxide is produced for each megawatt hour of power generated by California Electrical suppliers (California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks, 1990-2004).

Natural Gas Emissions. Greenhouse gas emissions associated with the combustion of natural gas are a function of natural gas use at buildout and carbon dioxide emissions produced when a unit of natural gas is combusted. Natural gas produces approximately 0.05467 tons of carbon dioxide per 1,000 cubic feet combusted (The Climate Trust, 2007).

Other Natural Gas Emissions. Emissions not included above include methane emissions from sources such as wastewater treatment plants, solid waste that is landfilled, and potentially

other non-carbon dioxide greenhouse gas emissions that occur as a result of a project. Landfill emissions are separately regulated and methane gas recovery is a required element of that regulatory program.

5.3.3 Regulatory Framework

Climate change has had a relatively recent record in the adoption of regulations on local, state, national and worldwide scales.

Worldwide regulations started in 1992, when the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of greenhouse gases in the United States. The Climate Change Action Plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere (i.e., chlorofluorocarbons, halons, carbon tetrachloride, and methyl chloroform) were to be phased out by year 2000.

More recent regulations were established statewide in California with Executive Order #S-3-05 on June 1, 2005. Executive Order #S-3-05 calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80% reduction in GHG emissions below 1990 levels by 2050. Additionally, it requires the California Environmental Protection Agency (CalEPA) to prepare biennial science reports on the potential impact of continued global warming on certain sectors of the California economy. The first of these reports, "Scenarios of Climate Change in California: An Overview," was published in February 2006. These reports use a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges that may occur in California during the 21st century (low, medium, and high warming ranges).

The California Legislature, in addition to Executive Order #S-3-05, passed Assembly Bill 32 (Global Warming Solutions Act) on August 31, 2006. It requires the State's global warming emissions to be reduced to 1990 levels by 2020. The reduction would be accomplished through an enforceable Statewide cap on global warming emissions that would be phased in starting in 2012. Emission reductions shall include carbon sequestration projects and best management practices that are technologically feasible and cost-effective. Currently, AB 32 does not provide thresholds or methodologies for analyzing a project's impacts regarding global climate change. However, AB 32 requires that on or before January 1, 2010, regulations be adopted to implement early action GHG emission reduction measures. Additionally, on or before January 1, 2010, California will adopt quantifiable, verifiable and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. Further, the Air Resources Board shall

monitor compliance with and enforce any emission reduction measure adopted pursuant to Assembly Bill 32.

AB 32 also takes into account the relative contribution of each source or source category to protect adverse impacts on small businesses and others by requiring the Air Resource Board to recommend a *de minimis* threshold of GHG emissions below which emissions reduction requirements would not apply. Assembly Bill 32 also allows for the Governor to adjust the deadlines mentioned above for individual regulations or the entire state to the earliest feasible date in the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm.

5.3.4 2030 General Plan Impacts

Climate change is, by definition, a cumulative environmental impact and the impacts of climate change on California human and natural systems could be substantial; however, there currently is no agreed-upon methodology to adequately identify, under CEQA, when project-level GHG emissions contribute considerably to this cumulative impact. Thus, at this time, it would be speculative to determine if the potential GHG emissions associated with the buildout of the General Plan would or would not contribute considerably to this cumulative impact.

CEQA requires an agency to engage in forecasting *"to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal."* (*CEQA Guidelines* Section 15144, Office of Planning Research commentary, citing the California Supreme Court decision in *Laurel Heights Improvement Association v. Regents of the University of California* [1988] 47 Cal. 3d 376). *CEQA* does not require an agency to evaluate an impact that is "too speculative" provided that the agency identifies the impact, engages in a "thorough investigation" but is "unable to resolve an issue," and then discloses its conclusion that the impact is too speculative for evaluation. (*CEQA Guidelines* Section 15145, Office of Planning and Research commentary). Additionally, *CEQA* requires that impacts be evaluated at a level that is *"specific enough to permit informed decision making and public participation"* with the "production of information sufficient to understand the environmental impacts of the proposed project and to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*CEQA Guidelines* Section 15146, Office of Planning and Research commentary).

As indicated above, in response to the governors' Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. Among these, strategies include the

reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

The consistency of the 2030 General Plan with applicable strategies from the 2006 CAT Report is evaluated in Table 5-1. As shown, the 2030 General Plan would be consistent with all of the strategies identified below to reduce greenhouse gas emissions in California.

Table 5-1
General Plan Consistency with 2006 CAT GHG Emission Strategies

Strategies for Reducing GHG Emissions	General Plan Consistency
Vehicle Climate Change Standards – AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks.	Consistent – Vehicles that travel to and from the City on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase. The Conservation and Circulation elements include objectives and policies aimed at reducing GHG and promoting the reduction of vehicular volumes.
Other New Light Duty Vehicle Technology – The CARB approved regulations in Sept. 2004 to apply to new passenger vehicles and light trucks. These regulations will reduce climate change emissions from new motor vehicles during the 2009 – 2016 model years.	Consistent – Vehicles that travel to and from the City on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase. This includes vehicles that are purchased within the City. Additionally, the conservation Element includes an objective and policy to cut GHG emissions in accordance with local air quality management entities.
Alternative Fuels (Biodiesel and Ethanol) – ARB would develop regulations to require the use of 1% to 4% biodiesel replacement of California diesel fuel. California is also urging the increased usage of ethanol fuels.	Consistent – Vehicles used in the construction and operation of individual developments facilitated under the 2030 General Plan could utilize these fuels once it is commercially available in the region and local vicinity. Additionally, the conservation Element includes an objective and policy to cut GHG emissions in accordance with local air quality management entities.
Heavy-Duty Vehicle Emission Reduction Measures – ARB induced standards that increase the efficiency in the design of heavy duty vehicles and an providing an education program for the heavy duty vehicle sector.	Consistent – The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture. Additionally, the conservation Element includes an objective and policy to cut GHG emissions in accordance with local air quality management entities.
Achieve 50% Statewide Recycling Goal – Achieving the State's 50% waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills.	Consistent – Pursuant to Assembly Bill 939, all development projects within the City of Calabasas would be required to divert 50% of their solid waste stream. Additionally, the 2030 General Plan provides policies and implementation measures aiming at reducing solid waste. Further, the Conservation Element contains objectives and policies directed towards achieving and exceeding solid waste diversion regulations.
Zero Waste – High Recycling – Efforts to exceed the 50% goal would allow for additional reductions in climate change emissions.	Consistent – Calabasas has adopted a resolution to achieve a 75% diversion rate by 2012. This covers both construction and operational solid waste generated from all sources. Further, the

Table 5-1
General Plan Consistency with 2006 CAT GHG Emission Strategies

Strategies for Reducing GHG Emissions	General Plan Consistency
	Conservation Element contains objectives and policies directed towards achieving and exceeding solid waste diversion regulations.
Forest Conservation – Promotes projects that are designed to minimize/prevent the climate change emissions that are associated with the conversion of forestland to non-forest uses by adding incentives.	Consistent – Development facilitated under the General Plan would be subject to the LUDC and the policies set forth in the Open Space, Conservation, and Community Design elements aimed at preserving forest areas.
Urban Forestry – A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent –Calabasas places a high priority on the aesthetic character of its corridors. Objectives and policies in the Open Space, Conservation, and Community Design elements promote the use of trees in development.
Water Use Efficiency – Increasing waster use efficiency includes the use of both potable and non-potable water to the maximum extent practical and use of low flow appliances to reduce energy required to treat or convey water.	Consistent – Projects that would be developed during the lifetime of the General Plan would be subject to the LUDC and the General Plan objectives and policies. The Conservation and Services, Infrastructure and Technology elements include policies that would encourage water use efficiency features.
Building Energy Efficiency Standards in Place – Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards which would result in reduced consumption of energy that would produce GHG emissions.	Consistent – Development projects that would occur during the lifetime of the General Plan would be required to be constructed in compliance with the standards of Title 23 that are in effect at the time of development. Additionally, the Conservation and Housing elements contains objectives and policies aimed at reducing energy consumption with building design and planning.
Measures to Improve Transportation Energy Efficiency – Builds on current efforts to advance cleaner transportation and reduce climate change emissions. Efforts include incorporating energy efficiency and emission reduction measures into the policy framework governing land use and transportation and diversifying the transportation energy infrastructure.	Consistent – Policies proposed in the 2030 General Plan aim at reducing trips, promoting alternative means of transportation, and developing mixed-use areas; all of which result in emission reductions. Objectives and policies in the Land Use, Conservation, and Circulation elements promote cleaner modes of transportation and the planning of such infrastructure and land uses that would lead to reduced GHG emissions.
Smart Land Use and Intelligent Transportation – Encourages jobs/housing proximity, promoting transit-oriented development, and encouraging high-density residential/corridor mixed use development along transit corridors.	Consistent – The 2030 General Plan identifies redevelopment of commercial areas, mixed-use, and multi-family residential units with readily available access to transportation corridors. Additionally, the Land Use, Conservation, Housing, Circulation, and Community Design Elements include objectives and policies aimed at promoting transit, traffic, and land use strategies that would reduce the generation of GHG emissions.
Green Building Initiative – Sets a goal of reducing energy use in public and private buildings by 20% beyond Title 24 by the year 2015, as compared to 2003 levels.	Consistent – The City of Calabasas has adopted a Green Building Ordinance that 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, objectives and policies located in the General Plan's Conservation and Housing elements promote the development of green buildings.

Table 5-1
General Plan Consistency with 2006 CAT GHG Emission Strategies

Strategies for Reducing GHG Emissions	General Plan Consistency
California Solar Initiative – Includes the installation of 1 million solar roofs or an equivalent 3,000 megawatts by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent – The Conservation Element of the Proposed General Plan recognizes and promotes the use of solar energy as a means for energy conservation. It is likely that solar energy will be installed and used by residential and commercial uses during the lifetime of the General Plan.

Source: California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

Policies included in the 2030 General Plan would reduce the generation of greenhouse gases through a variety of land use and circulation strategies. In addition, the General Plan promotes a mix of general office and commercial land uses in addition to mixed-use areas to help reduce the overall vehicle miles traveled. Finally, the General Plan promotes the establishment and practice of alternative transit, pedestrian, and biking as a mode of transportation. Policies and objectives contained in the Conservation, Circulation, and Community Design Elements as illustrated throughout this section work to limit air emissions through land use and infrastructure alterations. As discussed in Section 4.2, *Air Quality* (under Impact AQ-1), implementation of land use design such as mixed-use districts and redevelopment would be expected to incrementally reduce emissions of air pollutants, including GHG, through a reduction of vehicle miles traveled.

The 2030 General Plan includes a variety of land use, community design, and conservation policies specifically intended to reduce energy consumption, vehicle miles traveled, and associated emissions of GHG and other air pollutants. In this regard, implementation of the 2030 General Plan is expected to substantially reduce GHG emission as compared to the "business as usual" approach. That said, development facilitated by the 2030 General Plan would have the potential to incrementally increase greenhouse gas emissions. However, there is significant uncertainty involved in making predictions about the extent of which the project operations would have on greenhouse gas emissions and global climate change. Therefore, a conclusion on the significance of the environmental impact of climate change cannot be reached. Section 15145 of the *CEQA Guidelines* provides that, if after a thorough investigation a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impacts.

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6.0 ALTERNATIVES

As required by Section 15126.6 of the *CEQA Guidelines,* this section of the EIR examines a range of alternatives to the 2030 General Plan. Included in this analysis are two versions of the CEQA-required "no project" alternative (no further development and growth in accordance with the 1995 General Plan Plan), a reduced development intensity alternative that addresses possible traffic impacts, two alternatives that were considered by the General Plan Advisory Committee, and one staff-recommended alternative. The alternatives are listed below:

- *No Project (no further development)*
- *No Project (1995 General Plan)*
- *16 Units/Acre Maximum for R-MF Designation*
- *No Housing Requirement in Mixed Use Districts*
- *Alternative R-MF Sites*
  - *R-MF Designation for 2.5 Acres of Las Virgenes 1*
  - *R-MF Designation for Driving Range Site*

As required by CEQA, this section also includes a discussion of the "environmentally superior alternative" among those studied.

6.1 No Project (No Further Development)

6.1.1 Description

This version of the "no project" alternative assumes that no further residential or non-residential development would occur in Calabasas and that environmental conditions would not change. No new roadway infrastructure improvements, parks, or other City facilities would be constructed. It is assumed that the current population (approximately 23,500) would not change, though it should be recognized that the City cannot in reality control whether or not population growth occurs. Absent additional housing, any population growth in the City would be accommodated through increasing the number of persons per household.

It should be noted that this is a purely hypothetical alternative that is not realistic given that even if a General Plan update is not adopted, property owners in Calabasas would retain the development rights they have under the current General Plan.

6.1.2 Impact Analysis

Implementation of this alternative would not result in any physical changes as it would not accommodate any new development. As such, it would not have any of the positive changes anticipated to occur as a result of development that could be accommodated under the 2030 General Plan or any of the potentially adverse effects associated with new development. This alternative would reduce the magnitude of impacts associated with implementation of the 2030 General Plan. In particular, this alternative would avoid the increased impacts to the local circulation system that could occur as the development facilitated by the proposed 2030 General Plan occurs. Other impacts that would be incrementally lower than would occur under the proposed project relate to air quality, noise, water supply, and infrastructure.

This alternative would not, on the other hand, result in any of the anticipated improvements to the aesthetic character of the community, nor would it add protected open space, parks, trails,

or other amenities for which the community has expressed a desire. As this alternative would facilitate no changes to the local circulation system, it would not address impacts relating to regional traffic growth, which the City does not control, nor would it add bike lanes, pedestrian, facilities, or other circulation system improvements. The failure to facilitate the construction of additional housing and non-residential development could potentially result in overcrowded conditions within the existing housing stock and lack of jobs and/or retail shopping opportunities for local residents.

6.2 No Project (1995 General Plan)

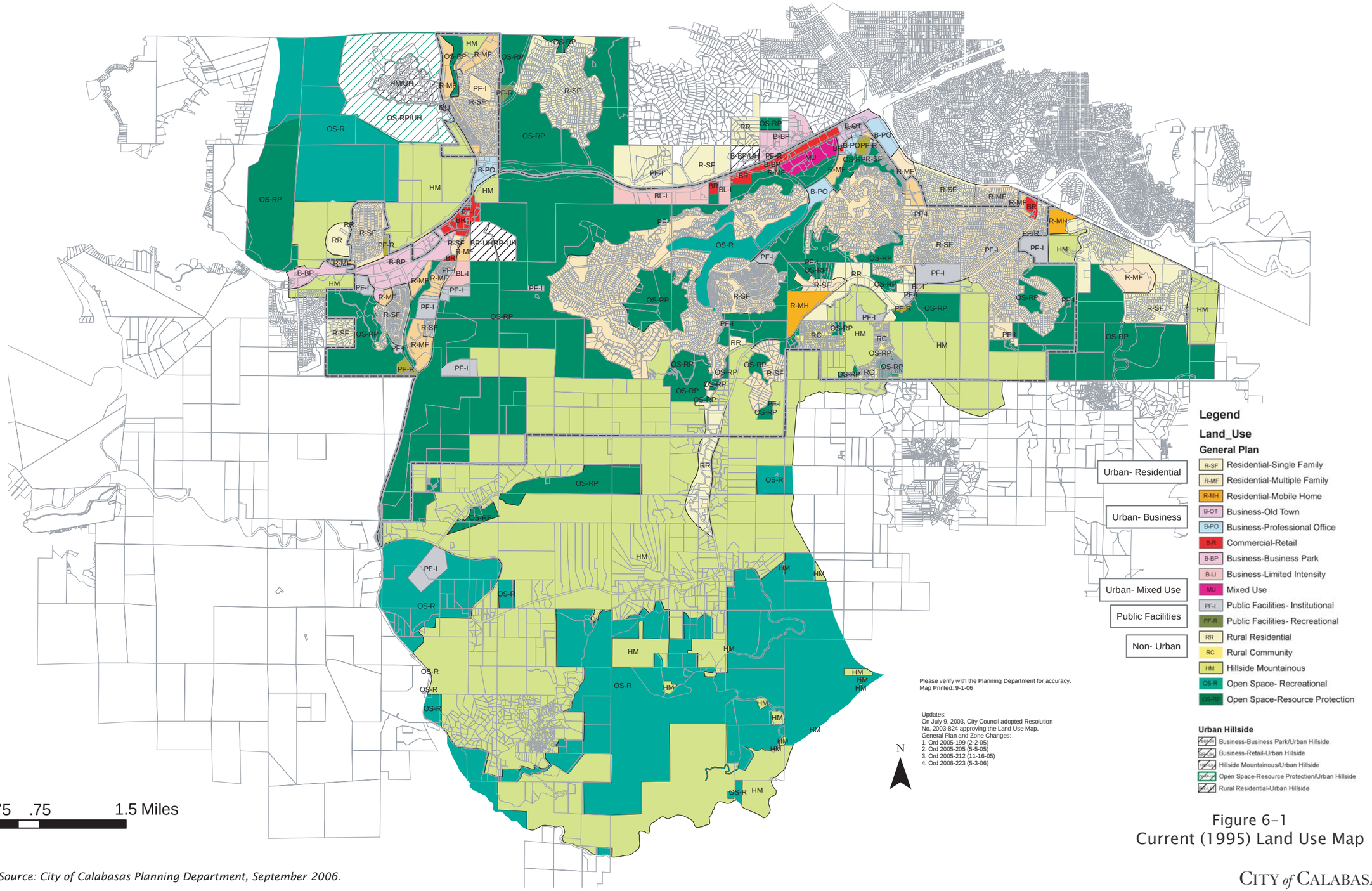
6.2.1 Description

This version of the "no project" alternative involves continued implementation of the 1995 General Plan. As such, this alternative assumes that development facilitated by the 1995 General Plan, including private development and planned infrastructure improvements, would occur. The overall amount of development anticipated to occur under the 1995 General Plan is roughly equivalent to what could be facilitated under the proposed 2030 General Plan. For the most part, land use designation descriptions are not different than those contained in the 1995 General Plan. Land use designations are not proposed to change for more than 97% of the lands within the City's corporate boundaries. Nevertheless, the 2030 General Plan would change where and how development may occur in certain locations. Comparison of the 1995 General Plan land use map, shown on Figure 6-1, to the proposed land use map, shown on Figure 2-5 in Section 2.0, *Project Description*, reveals the following general differences:

- *The 2030 land use map includes an increase in the maximum allowable density in the Residential-Multiple Family (R-MF) designation from 16 units per acre to 20 units per acre.*
- *The 2030 land use map increases the acreage within the City boundaries devoted to open space (OS-R and OS-RP) use as compared to the 1995 map from 3,117 acres to 3,413 acres (a 296-acre increase).*
- *The 2030 land use map establishes a new "Planned Development" designation that applies to two sites on either side of Las Virgenes Road. This designation would allow for the development of unique mixes of land uses on these two sites in recognition of unique conditions and constraints that are present in both locations. For the "Las Virgenes 2" site, this new designation would allow for the development of roughly 16 acres, while re-designating about 60 acres currently designated for residential and commercial use to OS-RP.*
- *The 2030 land use map designates additional areas both inside and outside the current City limits as "Mixed Use" with varying allowable densities. The 1995 General Plan includes one 48-acre Mixed Use district with a maximum FAR of 1.0, while the proposed 2030 General Plan includes three Mixed Use designations totaling 168 acres within the City (plus the 65-acre Craftman's Corner area currently outside the City), with maximum FARs of 0.5, 0.75, and 1.0.*
- *The 2030 land use map redesignates a 74-acre site immediately north of the current City limits that is currently designated HM (Hillside Mountainous) OS-R in order to facilitate the possible development of sports fields on part of the site.*

6.2.2 Impact Analysis

As discussed above, the main difference between the 1995 General Plan and the proposed 2030 General Plan is where development may occur and the form development could take. For



Basemap Source: City of Calabasas Planning Department, September 2006.

Figure 6-1
Current (1995) Land Use Map

CITY of CALABASAS

most of the City, land use types and intensities are the same under both the 1995 General Plan and proposed 2030 General Plan. However, as shown on the proposed Land Use map on Figure 2-5 in Section 2.0, *Project Description*, the 2030 General Plan would increase the amount of mixed use districts. As a result, higher intensity development could occur in these areas. As noted above, the Mixed Use districts would allow maximum FARs ranging from 0.5 to 1.0, whereas the B-R designation that the Mixed Use districts would primarily replace has a maximum FAR of 0.4.

Increased commercial and residential development in the Mixed Use districts that could occur under the 2030 General Plan would increase vehicular trips to and from these areas as compared to what could occur under the 1995 General Plan. Although compatibility conflicts could be addressed through implementation of 2030 General Plan policies, increased vehicular activity and higher intensity development would also increase the potential for land use compatibility conflicts relating to air quality, hazards, and noise. On the other hand, emphasizing reuse of already developed lands and increasing overall acreage dedicated to open space could reduce such compatibility impacts in other areas of the City where more development may create greater impacts with respect to biological resources, cultural resources, and aesthetics.

Overall environmental impacts associated with this alternative would be similar to those of the proposed 2030 General Plan. In a general sense, this alternative would have potentially greater impacts to Calabasas' "natural" resources", while the 2030 General Plan would have somewhat greater potential for compatibility conflicts within urbanized portions of the community. Implementation of 2030 General Plan policies and actions would generally avoid significant impacts under either this alternative or the proposed project. As with the proposed project, the only unavoidably significant impact under the 1995 General Plan alternative would be a traffic impact at the Calabasas Road/Valley Circle Boulevard intersection in the City of Los Angeles. As with future development under the proposed 2030 General Plan, development under this alternative would be subject to environmental review on a case-by-case basis.

6.3 16 Units/Acre Maximum for R-MF and PD Designations

6.3.1 Description

Under this alternative, the maximum development density within the Residential-Multiple Family (R-MF) and Planned Development (PD) designations would be reduced to 16 dwelling units per acre (as compared to the 20 units per acre maximum indicated in the proposed plan described in Section 2.0, *Project Description*). The 16 units/acre maximum is consistent with the maximum density allowed within the R-MF designation under the 1995 General Plan. This change would reduce maximum development potential on the Rancho Pet Kennel site from 132 units to 106 units. In addition, the maximum residential density with the Business-Retail designation (in which multiple family residential development is a conditionally allowed use) would be limited to 16 units per acre.

The reduction in density would also affect the Las Virgenes 2 site, which has a Planned Development (PD) designation. However, the residential development potential for the site (160 units) would not change. Rather, the area to which the PD designation would apply would simply be increased from approximately 16 acres to 20 acres. It is assumed that about half of this acreage (10 acres) would be dedicated to residential use.

This alternative would be consistent with the original recommendation of the General Plan Advisory Committee.

6.3.2 Impact Analysis

Aesthetics

The 20% reduction in density of development on the Rancho Pet Kennel site could incrementally reduce visual impacts at this location by reducing the overall intensity of the site use and grading needed to accommodate site development. It could also incrementally reduce the potential for aesthetic impacts relating to height and shadows on B-R designated properties throughout the City. On the other hand, the larger development footprint at the Las Virgenes 2 site could incrementally increase impacts at that location by facilitating somewhat more grading and associated loss of open land. Overall, the aesthetic impacts of these two alternatives would be similar. As with the General Plan, implementation of General Plan policies would reduce aesthetic impacts associated with this alternative to a less than significant level.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be generally similar to, but slightly lower than what could occur under the 2030 General Plan due to the incremental reduction in overall residential development potential. The incremental reduction in development potential would not change the magnitude of impacts relating to air quality. Similar to the 2030 General Plan, impacts would be reduced to a less than significant level with implementation of General Plan policies.

Biological Resources

Biological resource impacts would be similar to those of the 2030 General Plan since the areas of potential disturbance would be roughly the same. The reduced density of development on the Rancho Pet Kennel site could incrementally reduce impacts in that location; on the other hand, the larger development footprint at the Las Virgenes 2 site would incrementally increase the potential for impacts at that location. Overall, impacts would be about the same under the proposed project and this alternative. Similar to the proposed project, implementation of General Plan policies would reduce biological resource impacts associated with this alternative to a less than significant level.

Cultural Resources

Cultural resource impacts would be similar to those of the 2030 General Plan since the areas of disturbance would be roughly the same. Neither the Rancho Pet Kennel site nor the Las Virgenes 2 site is an area of known cultural resource sensitivity. The reduced residential density on C-R designated sites would not substantively change the potential to disturb cultural resources. As with the proposed 2030 General Plan, implementation of General Plan policies would reduce cultural resource impacts to a less than significant level.

Geologic Hazards

Geologic hazard impacts would be similar to those of the 2030 General Plan since the areas of disturbance would be roughly the same. The reduced density of development on the Rancho Pet Kennel site could incrementally reduce the potential for geologic hazards in that location, but the larger development footprint at the Las Virgenes 2 site could incrementally increase the potential to encounter geologic hazards at that location. The Las Virgenes 2 site is identified as being within a landslide hazard zone. In general, C-R designated sites in the City are not subject to major geologic hazards so the incremental reduction in residential development potential would not substantively affect geologic hazard impacts. As with the 2030 General

Plan, implementation of General Plan policies would reduce geologic impacts associated with this alternative to a less than significant level.

Hazards and Hazardous Materials

Impacts relating to hazards would be similar to those of the 2030 General Plan as neither the Rancho Pet Kennel site nor the Las Virgenes 2 site is subject to any known hazardous conditions. The 20% reduction in residential development potential at the Rancho Pet Kennel site and C-R designated sites throughout the City would not substantively reduce the potential for exposure to hazards. As with the proposed 2030 General Plan, implementation of General Plan policies would reduce hazard/hazardous material impacts to a less than significant level.

Hydrology and Water Quality

Hydrology and water quality impacts generally would be similar to those of the 2030 General Plan. The 20% reduction in residential development potential at the Rancho Pet Kennel site and at C-R designated sites may incrementally reduce surface runoff. On the other hand, the larger development footprint at the Las Virgenes 2 site may incrementally increase runoff from that site. As with the 2030 General Plan, impacts related to hydrology and water quality would be addressed through standard engineering practices and compliance with federal, state, and local runoff control requirements, as well as implementation of General Plan policies.

Land Use and Planning

Like 2030 General Plan, this alternative would generally be consistent with most regional land use plans and policies, including those of SCAG's Regional Comprehensive Plan, Regional Transportation Plan, and Growth Visioning Report. It would also facilitate a mix of residential and commercial uses that would provide a balance of jobs and housing. Therefore, as with the proposed 2030 General Plan, impacts related to land use and planning would be less than significant.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with the General Plan. The 20% reduction in allowable development density at the Rancho Pet Kennel site and at C-R designated properties throughout the City could incrementally reduce noise-related impacts at those locations, but would not change the overall severity of impacts. As with the proposed 2030 General Plan, implementation of General Plan policies and incorporation of appropriate noise attenuation features on new development could achieve City noise standards.

Population and Housing

Population and housing growth would be similar to that of proposed 2030 General Plan. The lower allowable development intensity at the Rancho Pet Kennel site may incrementally reduce overall impacts related to population and housing. Given that the proposed 2030 General Plan would not result in significant impacts to population and housing, impacts related to population and housing under this alternative would also be less than significant. However, this alternative would not meet the Department of Housing and Community Development's (HCD's) requirements with respect to providing for "low" and "very low" income housing since it would not provide adequate capacity for the development of housing at a minimum density of 20 units per acre (which HCD presumes could be affordable to households in the low and very low income categories).

Public Services

The overall increase in demand for public services would be about the same as under the 2030 General Plan. The 20% reduction in allowable development density at the Rancho Pet Kennel site and at C-R designated properties throughout the City may incrementally reduce overall impacts related to public services. However, the reduction in overall units (26-unit reduction at the Rancho Pet Kennel site) would not change the severity of impacts relative to the proposed 2030 General Plan. Impacts relating to police and fire protection services, schools and libraries would be about the same as those described for the proposed project and could be reduced to a less than significant level with implementation of General Plan policies and other standard requirements.

Recreation

The 20% reduction in allowable development density at the Rancho Pet Kennel site and at C-R designated properties throughout the City may incrementally reduce overall demand for recreational facilities and programs. However, the reduction in overall units (26-unit reduction at the Rancho Pet Kennel site) would not change the severity of impacts relative to the proposed 2030 General Plan. Impacts relating to recreational resources would be about the same as those described for the proposed project and could be reduced to a less than significant level with implementation of General Plan policies and other standard requirements.

Transportation and Circulation

Overall traffic increases would be similar to those associated with 2030 General Plan. The reduction in allowable development density at the Rancho Pet Kennel site would reduce the maximum number of units for that site by about 26. This would eliminate an estimated 153 daily vehicle trips, a 20% reduction as compared to what could be generated by development at 20 units per acre. This would incrementally reduce traffic at the Ventura Freeway/Lost Hills Road interchange. Overall traffic generation for possible future residential projects on CR-designated sites throughout the City may also decrease incrementally. However, overall impacts would be about the same as those of the proposed project. As with the General Plan, implementation of General Plan policies and recommended mitigation measures would reduce impacts to a less than significant level except at the Calabasas Road/Valley Circle Boulevard intersection in the City of Los Angeles.

Utilities and Service Systems

Overall increases in water demand and wastewater generation would be about the same as that associated with the proposed 2030 General Plan Scenario. The 20% reduction in allowable development density at the Rancho Pet Kennel site and C-R designated sites throughout the City may incrementally reduce overall demands on water, wastewater, and solid waste management providers. However, the reduction in overall units (26-unit reduction at the Rancho Pet Kennel site) would not substantively change overall impacts. As with the 2030 General Plan, it is anticipated that projected water supplies and the current capacity of the City's wastewater treatment plant and landfill capacities would be adequate to serve development anticipated under this alternative.

6.4 No Housing Requirement in Mixed-Use Districts

6.4.1 Description

The proposed 2030 General Plan requires that all projects within the propsosed Mixed-Use (MU) districts must include a residential component that constitutes a minimum of 20% of the overall project floor area. Under this alternative, development within MU districts could have residential components, but would not be required to include a residential component. Under this alternative, if no housing were to be built within the MU districts, there could be a maximum net increase of up to approximately 1,575,000 square feet of commercial space and approximately 875 fewer residences. When compared to the estimates provided in Section 2.0 for maximum buildout under the proposed 2030 General Plan, this would represent an approximately 57% increase in commercial development and an approximately 50% reduction in new residences citywide. In actuality, it would be speculative to determine whether the amount of residential development would be higher or lower than what was assumed for the General Plan as the mix of uses within the Mixed Use districts would be largely dictated by market forces.

6.4.2 Impact Analysis

Because development in the MU districts could still include a residential component under this alternative, any assumptions for the expected mix of commercial and residential uses in the MU districts would be speculative. It is anticipated that in the absence of a housing requirement in the MU districts, some residential development would still occur. Impacts resulting from a decrease in residential units and an increase in commercial space could differ. For example, fewer residences would result in a lower population increase, thereby reducing the demands for schools, parks, utilities (water, sewer, solid waste) and other public services such as police and fire protection and libraries. Conversely, under this alternative, impacts related to traffic could increase if people from outside the City commute to the new jobs created by the increased commercial development. An increase in traffic could also increase impacts related to noise and air quality. However, as with future development under the proposed 2030 General Plan, development under this alternative would be subject to environmental review on a case-by-case basis. As such, impacts would generally be similar under this alternative as those of the proposed 2030 General Plan.

6.5 Alternative R-MF Sites

This alternative considers two possible alternative sites for designation as Residential-Mutiple Family (R-MF) to replace the Rancho Pet Kennel site. The Rancho Pet Kennel site, located north of the Ventura Freeway at the west end of Canwood Street, is already designated R-MF under the 1995 General Plan. Nevertheless, concerns about the appropriateness of that designation have been raised by the public and members of the Planning Commission. Consequently, this alternative considers other sites that could potentially be re-designated to provide capacity to accommodate multiple family residential development.

The impetus for providing for multiple family residential development is the State Department of Housing and Community Development (HCD) Regional Housing Needs Assessment (RHNA) allocation, which requires the City to provide capacity for a minimum of 223 “very low” and “low” income housing units. HCD policy requires a minimum density of 20 units per acre in order to demonstrate the adequacy of sites that would be potentially “affordable” to households in the very and low income categories. Because the Rancho Pet Kennel site would accommodate 110 units at a density of 20 units per acre, redesignation of that site to another land use category would require the City to identify another site to replace these units in order

to meet the RHNA allocation.

Figure 6-2 shows a concept plan for development of the Rancho Pet Kennel site. This concept would accommodate 110 units on the 6.6-acre site, with 1.23 acres of dedicated open space. The concept would comply with all applicable standards of the current R-MF zone with the exception of the standard restricting impervious surface lot coverage to 55% of the site. This alternative would cover about 59% of the site with impervious surfaces. Therefore, the lot coverage standard would need to be revised to accommodate this concept.

The alternative sites under consideration are: (1) the "Las Virgenes 1" site located on the west side of Las Virgenes Road and proposed to be designated "Planned Development;"and (2) the "Golf Course Driving Range" site located on the south side of West Calabasas Road. Each of the sites is described further below. Development concepts for these sites are shown on figures 6-3 and 6-4. Under either alternative, the Rancho Pet Kennel site would be assigned a Residential-Moderate designation (basic intensity of 2 units per acre, with a maximum of 12 units/acre) in order to meet RHNA requirments for the "moderate" income category.

Table 6-1 compares the number of units for each income category under the proposed project and these two alternatives to the RHNA allocation. Either of the two alternative scenarios would meet the RHNA allocation.

Table 6-1
Residential Unit Potential for the Proposed General Plan and Alternative R-MF Sites

Income Group	RHNA Allocation	Unit Potential		
		Proposed 2030 General Plan [a]	Las Virgenes 1 Site Alternative	Golf Course Driving Range Site Alternative
Very Low and Low	223	354	284 [b]	364 [c]
Moderate	93	--	66 [d]	--
Above Moderate	205	503	488 [e]	543 [f]
Total	**521**	**857**	**838**	**907**

[a] The surplus in the Very Low and Low income category can be used to compensate for the deficit in the Moderate income category.
[b] Calculated by subtracting 110 units for the Rancho Pet Kennel site from the Proposed 2030 General Plan "Very Low and Low" total and adding 40 units for the Las Virgenes 1 site.
[c] Calculated by subtracting 110 units for the Rancho Pet Kennel site from the Proposed 2030 General Plan "Very Low and Low" total and adding 120 units for the Golf Course Driving Range site.
[d] Calculated based on 5.5 acres at 12 unit/acre for the Rancho Pet Kennel site.
[e] Calculated by subtracting 15 single family units (2.5 acres x 6 units/acre for the Las Virgenes 1 site) from the Proposed 2030 General Plan "Above Moderate" total.
[f] Includes an estimated 40 single family units (6.6 acres at 6 units per acre) for the Rancho Pet Kennel site.



Figure 6-2
Rancho Pet Kennel Site - Conceptual Drawing

6.5.1 Las Virgenes 1 Site Multiple Family Housing Alternative

Alternative Description

The Las Virgenes 1 site encompasses a 7.5-acre area along the west side of Las Virgenes Road approximately 200 feet south of Agoura Road. The Planned Development designation proposed for this site would accommodate 5 acres of single family residential development (maximum of 6 units per acre) and a 2.5-acre park. Under this alternative, 2.45 of the 5 acres that would accommodate single family residences would be designated to accommodate multiple family residential development at up to 20 units per acre. As indicated on the concept plan shown on Figure 6-3, 2 of the 2.45 acres designated for multiple family residences would be developed at 20 units per acre, for a total of 40 units. The remaining 0.45 acres would be dedicated open space.

As with the concept for the Rancho Pet Kennel site, this concept would comply with all applicable standards of the current R-MF zone except for the standard restricting impervious surface lot coverage to 55% of the site. This alternative would cover about 59% of the site with impervious surfaces. Therefore, the lot coverage standard would need to be revised to accommodate this concept.

As part of this alternative, the Rancho Pet Kennel site would be redesignated to Residential-Moderate (12 units/acre), a new land use category that would be added to the 2030 General Plan. As shown in Table 6-2, this alternative would have capacity for 70 fewer units in the "Very Low and Low" categories as compared to the proposed 2030 General Plan, but would still meet RHNA requirements for all income groups.

Impact Analysis

Aesthetics

The reduced density of development on the Rancho Pet Kennel site (from 110 units under the concept plan to about 66 units under a "Residential Moderate" designation) would incrementally reduce grading and associated visual impacts in that location; however, the increased density of development of the Las Virgenes 1 site could incrementally increase impacts at that location. The Las Virgenes 1 site is in an area generally characterized by more intensive development than the area surrounding the Rancho Pet Kennel site. In addition, although Las Virgenes Road is an identified view corridor, development on the Las Virgenes 1 site would not be highly visible from Las Virgenes Road because of the presence of large trees along the roadway frontage and because the site is several feet below the street level. Also, development on the Las Virgenes 1 site would not be visible from the Ventura Freeway, another important view corridor. Therefore, overall aesthetic impacts associated with this alternative would be incrementally lower than those of the General Plan. As with the proposed project, implementation of General Plan policies would reduce aesthetic impacts to a less than significant level.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be generally similar to, but slightly lower than what would occur under the 2030 General Plan due to the 19-unit reduction in residential development potential. Similar to the 2030 General Plan,



Map Source: RRM Design Group, June 3, 2008.

Figure 6-3
Las Virgenes 1 Site – Conceptual Drawing



Map Source: RRM Design Group, June 3, 2008.

N

0 80 160 Feet

Figure 6-4
Golf Course Driving Range Site – Conceptual Drawing

impacts would be reduced to a less than significant level with implementation of General Plan policies.

Biological Resources

The reduced density of development on the Rancho Pet Kennel site could incrementally reduce the potential for biological resource impacts in that location; however, the increased density of development of the Las Virgenes 1 site could incrementally increase impacts at that location, which is adjacent to Las Virgenes Creek. Development under either this alternative or the General Plan could be reduced to a less than significant level with implementation of General Plan policies.

Cultural Resources

Neither the Rancho Pet Kennel Site nor the Las Virgenes 1 site is located in an area with known cultural resources. Implementation of General Plan policies would reduce impacts to unknown cultural resources to a less than significant level under either this alternative or the proposed project.

Geologic Hazards

This alternative's impacts related to geologic hazards would be generally similar to those of the 2030 General Plan since the areas in which development could be facilitated would not change. The reduced density of development at the Rancho Pet Kennel site, which has relatively steep slopes, would incrementally reduce overall grading requirements and potential landslide hazards. Implementation of General Plan policies would reduce geologic hazard impacts to a less than significant level for either this alternative or the proposed project.

Hazards and Hazardous Materials

This alternative's impacts related to hazardous materials would be similar to those of the 2030 General Plan since the areas in which development could be facilitated would not change. The potential for residential exposure to potential hazards associated with hazardous material transport on Highway 101 and operation of the Calabasas Landfill may be incrementally lower at the Rancho Pet Kennel site due to the lower intensity of residential development in that location. Implementation of proposed 2030 General Plan policies would reduce impacts relating to hazardous materials to a less than significant level for either this alternative or the proposed project.

Hydrology and Water Quality

This alternative's impacts related to hydrology and water quality would generally be similar to those of the 2030 General Plan. The Rancho Pet Kennel site is not located adjacent to a surface water body. The Las Virgenes 1 site is located immediately adjacent to Las Virgenes Creek; therefore, the increased density of development on that site may incrementally increase the potential for hydrological and water quality impacts. However, implementation of General Plan policies would reduce impacts to a less than significant level under either this alternative or the proposed project.

Land Use and Planning

As with the 2030 General Plan, this alternative would generally be consistent with most regional land use plans and policies, including those of SCAG's Regional Comprehensive Plan, Regional

Transportation Plan, and Growth Visioning Report. It would also facilitate a mix of residential and commercial uses that would provide a balance of jobs and housing. Therefore, as with the proposed 2030 General Plan, impacts related to land use and planning would be less than significant.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with the 2030 General Plan. The reduced density of development at the Rancho Pet Kennel site would reduce overall exposure to noise from the Ventura Freeway. On the other hand, the increase in development at the Las Virgenes 1 site would incrementally increase exposure to noise from Las Virgenes Road. As with the proposed 2030 General Plan, noise impacts could be reduced to a less than significant level through implementation of proposed policies and incorporation of noise attenuation features into new development on a case-by-case basis.

Population and Housing

Under this alternative, potential maximum buildout would decrease by 19 residential units as compared to the General Plan. Overall growth potential would be about the same under either this alternative or the proposed project and implementation of General Plan policies would reduce population/housing impacts to a less than significant level.

Public Services

The overall potential increase in demand for public services would be similar to, but slightly lower than, that of the proposed 2030 General Plan due to the 19-unit reduction in residential development potential. Therefore, the demand for police protection services, fire protection services, schools and library resources would be incrementally lower than that of the proposed 2030 General Plan. As with the proposed project, implementation of General Plan policies would reduce public service impacts to a less than signficant level.

Recreation

Under this alternative, residential development potential would decrease by 19 residential units. This would incrementally reduce demand for parks and recreation services. As with the proposed project, implementation of General Plan policies would reduce impacts to a less than significant level.

Transportation and Circulation

Table 6-2 compares the trip generation of this alternative to that of the General Plan uses for the Rancho Pet Kennel site and the Las Virgenes 1 site. As compared to the uses facilitated by the 2030 General Plan, this alternative would result in a 66-trip reduction in overall average daily trips (ADT). This alternative would incrementally increase peak hour trips (+2 A.M./ +8 P.M.) to the Rancho Pet Kennel site as compared to the multiple family development that could be facilitated under the 2030 General Plan and incrementally reduce peak hour trips (-5 A.M./-9 P.M.) to the Las Virgenes 1 site as compared to the single family development facilitated by the 2030 General Plan.

The Rancho Pet Kennel Site is mainly served by the Lost Hills Road/Ventura Freeway interchange. The interchange intersections are forecast to operate at LOS A under General Plan buildout with implementation of programmed improvements. As such, the minor reduction in peak hour traffic at the Rancho Pet Kennel Site would not significantly affect operations at the adjacent intersections or roadways.

The Las Virgenes 1 site is located just south of the Las Virgenes Road/Agoura Road intersection, which is forecast to operate at unacceptable levels of service at maximum buildout under the proposed 2030 General Plan buildout. The minor reduction in peak hour traffic at the Las Virgenes 1 site would incrementally reduce traffic levels at that intersection, but would not

Table 6-2
Las Virgenes 1 Site Alternative Trip Generation Comparison

Site	Scenario	Units	ADT	A.M. Peak	P.M. Peak
Rancho Pet Kennel	2030 General Plan	110 Multi-Family Units	645	48	59
	Las Virgenes 1 Site Alternative	66 Single Family Units	632	50	67
Net Change			**-13**	**+2**	**+8**
Las Virgenes 1	2030 General Plan	30 Single Family Units	287	23	30
	Las Virgenes 1 Site Alternative	40 Multi-Family Units	234	18	21
Net Change			**-53**	**-5**	**-9**

significantly change traffic conditions along the Las Virgenes Road corridor as compared to what could occur under the proposed 2030 General Plan.

Overall, traffic impacts would be about the same under this alternative or the proposed project. Implementation of General Plan policies and actions, in combination with the measures recommended in Section 4.13, would reduce impacts to a less than significant level for either this alternative or the proposed project at all intersections except the Calabasas Road/ Valley Circle Boulevard intersection in the City of Los Angeles.

Utilities and Service Systems

Under this alternative, residential development potential would decrease by 19 units; therefore, demand for utilities and service systems would be incrementally lower. Projected water supplies would be adequate to serve development that could be facilitated by this alternative, as would wastewater treatment capacity and solid waste disposal facilities. As with the proposed project, General Plan policies would reduce impacts to a less than significant level.

6.5.2 Driving Range Site Multiple Family Housing Alternative

Alternative Description

The Golf Course Driving Range site is an 8.66-acre parcel located along the south side of West Calabasas Road, approximately 700 feet west of the intersection of Calabasas Road and Mureau Road. The site's current General Plan land use designation is Business Park - Limited Intensity (B-LI). Much of the site has been previously disturbed due to the former use of the site as a driving range. The site is characterized by steep hillsides and numerous oak trees.
As indicated on the concept plan shown on Figure 6-4, about 6 acres of the site would be developed at 20 units per acre, for a total of 120 units. The remaining 2.66 acres would be

dedicated open space. This concept would comply with all applicable standards of the current R-MF zone, with the possible exception of the standard restricting impervious surface lot coverage to 55% of the site. This alternative would cover about 50% of the site with impervious surfaces (within the 55% standard), but the creation of additional sidewalks and other impervious features could potentially push impervious surface area slightly over the standard. Therefore, the lot coverage standard may need to be revised to accommodate this concept. It should be noted that this concept attempts to maximize the number of units that could potentially be developed onsite. The actual number of units for any residential devleopment at the site would likely be somewhat lower.

As part of this alternative, the Rancho Pet Kennel site would be redesignated Residential-Single (maximum of 6 units/acre). As shown in Table 6-1 on page 6-10, this alternative would have capacity for 10 more units in the "Very Low" and "Low" categories as compared to the proposed 2030 General Plan as well as 40 additional units in the above moderate category (the maximum number of units that could be accommodated under the R-SF designation on the 6.6-acre Rancho Pet Kennel site). This alternative would meet RHNA requirements for all income groups and would facilitate about 50 more total units than the 2030 General Plan.

Impact Analysis

Aesthetics

Both the Rancho Pet Kennel site and the Driving Range site are visible from the Ventura Freeway, an important view corridor through the City. The reduced density of development on the Rancho Pet Kennel site (from an estimated 110 units to a maximum of 40 units) would incrementally reduce aesthetic impacts in that location. On the other hand, development of the Driving Range site would create potential aesthetic impacts at the location due to grading and likely removal of oak trees. Overall aesthetic impacts would be similar under either this alternative or the General Plan. Implementation of General Plan policies would reduce aesthetic impacts to a less than significant level.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be generally similar to, but slightly higher than what would occur under the 2030 General Plan due to the 50-unit increase in residential development potential. As with the 2030 General Plan, impacts would be reduced to a less than significant level with implementation of General Plan policies.

Biological Resources

The reduced density of development on the Rancho Pet Kennel site could incrementally reduce impacts in that location; on the other hand, development of the Driving Range site could increase impacts at that location. Overall biological resource sensitivity is considered higher at the Driving Range site due to the presence of stands of mature oak trees. Nevertheless, overall biological resource impacts would be about the same under either this alternative or the proposed project and implementation of General Plan policies would reduce biological resource impacts to a less than significant level.

Cultural Resources

Neither the Rancho Pet Kennel Site nor the Driving Range site is located in an area with known cultural resources. The reduced density of development on the Rancho Pet Kennel site could

incrementally reduce the potential for previously unknown cultural resources to be discovered in that location; however, the development at the Driving Range site could incrementally increase the potential for previously unknown cultural resources to be discovered at that location. Implementation of General Plan policies would reduce impacts to unknown cultural resources to a less than significant level for either this alternative or the proposed project.

Geologic Hazards

The potential for geologic hazards may be incrementally reduced with the decreased intensity of development at the Rancho Pet Kennel Site. However, development of the Driving Range site may require substantial grading due to the hillside topography of the site. The Driving Range site is also within a designated landslide hazard area. Geologic hazard impacts would be somewhat greater under this alternative, though implementation of General Plan policies and site-specific mitigation would reduce impacts to a less than significant level for either this alternative or the proposed project.

Hazards and Hazardous Materials

This alternative's impacts related to hazardous materials would be similar to those of the 2030 General Plan. The potential for residential exposure to hazards may be incrementally lower at the Rancho Pet Kennel site due to the lower intensity of residential development in that location. Although no hazards or hazardous materials are known to be present at the Driving Range site, development of the Driving Range site could incrementally increase impacts at that location. Implementation of proposed 2030 General Plan policies would reduce impacts relating to hazardous materials to a less than significant level for either this alternative or the proposed project.

Hydrology and Water Quality

This alternative's impacts related to hydrology and water quality would be similar to those of the 2030 General Plan as neither the Rancho Pet Kennel nor the Driving Range site is located adjacent to a surface water body. Both sites include sloped areas with the potential for erosion and sedimentation. However, implementation of proposed 2030 General Plan policies would reduce impacts to hydrological conditions and water quality to a less than significant level for either this alternative or the proposed project.

Land Use and Planning

As with the 2030 General Plan, this alternative would generally be consistent with regional land use plans and policies. Implementation of General Plan policies would reduce land use impacts to a less than significant level for either this alternative or the proposed project.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with the 2030 General Plan. Both the Rancho Pet Kennel site and the Driving Range site are exposed to noise exceeding the normally acceptable range for residential uses due to traffic on the Ventura Freeway. As with the proposed 2030 General Plan, noise impacts would be reduced to a less than significant level through implementation of proposed policies and incorporation of noise attenuation features into new development on a case-by-case basis.

Population and Housing

Under this alternative, residential development potential would increase by 50 residential units as compared to the General Plan. Overall growth potential would be about the same under either this alternative or the proposed project and would not be expected to exceed regional forecasts. Implementation of General Plan policies would reduce population/housing impacts to a less than significant level.

Public Services

The overall potential increase in demand for public services would be similar to, but potentially slightly higher than, that of the proposed 2030 General Plan as this alternative would facilitate development of about 50 additional residential units. Such an increase in development would incrementally increase the demand for police protection services, fire protection services and schools. The relocation of multi-family housing to the Driving Range site would shift a portion of the burden on public elementary schools from Lupin Hill Elementary to schools on the east side of Calabasas, thus partially alleviating capacity issues at Lupin Hill Elementary. As with the General Plan, implementation of General Plan policies, in combination with standard requirements, would reduce public service impacts to a less than significant level.

Recreation

Under this alternative, residential development potential would increase by 50 residential units. The General Plan identifies adequate land to meet the target rate of 3 acres per 1,000 residents under this alternative. Therefore, as with the proposed project, implementation of General Plan policies would reduce impacts to a less than significant level.

Transportation and Circulation

Table 6-3 compares the trip generation of this alternative to that of the General Plan uses for the Rancho Pet Kennel site and the Golf Course Driving Range site. As compared to the uses facilitated by the 2030 General Plan, this alternative would generate an estimated 632 fewer average daily trips (ADT). This alternative would result in a reduction in peak hour trips (-18 A.M./-18 P.M.) to the Rancho Pet Kennel site as compared to the multi-family development that would be facilitated under the proposed 2030 General Plan and a reduction in peak hour trips (-97 A.M./-100 P.M.) to the Driving Range site as compared to the maximum amount of office development that could be facilitated under the Business-Limited Intensity (B-LI) designation.

Table 6-3
Driving Range Site Trip Generation Comparison

Site	Scenario	Units	ADT	A.M. Peak	P.M. Peak
Rancho Pet Kennel	2030 General Plan	110 Multi-Family Units	645	48	59
	Driving Range Site Alternative	40 Single Family Units	384	30	41
Net Change			**-261**	**-18**	**-18**
Driving Range Site	2030 General Plan	75,446 sf General Office	1,074	150	163
	Driving Range Site Alternative	120 Multi-Family Units	703	53	63
Net Change			**-371**	**-97**	**-100**

The Rancho Pet Kennel site is mainly served by the Lost Hills Road/Ventura Freeway interchange. The interchange intersections are forecast to operate at LOS A under the maximum buildout scenario with implementation of programmed improvements. Therefore, although the reduction in traffic at that location would incrementally reduce delays as compared to the proposed project, the traffic generation associated with the proposed 2030 General Plan would not significantly affect operations at the adjacent intersections or roadways.

The Driving Range site is located at the western end of Calabasas Road. The site would be served by the Ventura Freeway Southbound/ Calabasas Road (west) and Parkway Calabasas/ Ventura Boulevard intersections, which were both identified to operate at unacceptable levels of service at maximum buildout of the General Plan. Mitigation measures recommended in Section 4.13, *Transportation and Circulation*, would achieve the City's level of service standards at these locations, even with the additional traffic generated by this alternative. The reduction in overall traffic as compared to what could be developed under the 2030 General Plan would incrementally reduce delays at these locations. As with the proposed project, the only unavoidably significant traffic impact would be at the Calabasas Road/Valley Circle Parkway intersection in the City of Los Angeles.

Utilities and Service Systems

Under this alternative, residential development potential would increase by an estimated 50 units. Projected water supplies would be adequate to serve development that could be facilitated by this alternative, as would wastewater treatment capacity and solid waste disposal facilities. As with the proposed project, General Plan policies would reduce impacts to a less than significant level.

6.6 Other Alternatives Considered

Additional land use alternatives and alternative locations for possible future sports fields were contemplated as the 2030 General Plan land use plan was developed. However, the other options considered, but not included in this EIR were all rejected over the course of developing the 2030 General Plan. Therefore, other EIR alternatives beyond those studied in this EIR were not considered.

It should be noted that mitigation measures contained in Section 4.13, *Transportation and Circulation*, identify possible reductions in development intensity within two of the mixed use districts considered in the 2030 General Plan as options for addressing significant traffic impacts. These reductions in development intensity are aimed primarily at avoiding exceedance of applicable traffic level of service standards. However, the reduction in development intensity would also reduce citywide utility and service demands as well as incrementally reducing the potential for compatibility conflicts within these areas.

6.7 Environmentally Superior Alternative

This section discusses the environmentally superior alternative. Table 6-4 provides a summary comparison of the impacts of each of the project alternatives to those of the 2030 General Plan. Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed 2030 General Plan, as summarized below.

- *The* ***No Project (no further development)*** *alternative could be considered environmentally superior because it would result in no increase in traffic, air*

pollution or noise, and no increase in demand for utilities or services. It would result in no physical impacts. On the other hand, this alternative would not meet many of the 2030 General Plan objectives.

- *The **No Project (1995 General Plan)** alternative would allow roughly the same amount of development to occur as would be allowed under the proposed 2030 General Plan. Since this alternative does not include the new Mixed Use districts, it could reduce the potential for land use compatibility conflicts as compared to the 2030 General Plan. On the other hand, it could have somewhat greater impacts to "natural" areas since it includes less overall open space acreage.*
- *The **16 Units/Acre Maximum for R-MF Designation** alternative could incrementally reduce impacts at Rancho Pet Kennel site, but would not avoid any significant impacts associated with the proposed project. Impacts would generally be similar under this alternative as those of the proposed 2030 General Plan.*
- *The **No Housing Requirement in Mixed Use Districts** alternative could still facilitate residential components within Mixed Use districts, but simply would not require a residential component in every project. Any assumptions for the expected mix of commercial and residential uses in the MU districts would be speculative. Impacts would generally be similar to those of the proposed 2030 General Plan.*
- *The **Alternative R-MF Sites** alternative considers two possible alternative sites (2.5 Acres of the Las Virgenes 1site and the Driving Range site) for multiple family housing rather than the Rancho Pet Kennel site. Neither alternative would avoid any significant project impacts, nor would either create any new significant impacts. Overall, the Las Virgenes 1 site alternative would have the least overall impact since it would generally avoid steeply sloped areas, locate development adjacent to development of similar intensity, and facilitate the fewest overall housing units.*

Although the No Project (no further development) alternative is not feasible (from either a legal or practical standpoint) and may not be desirable in many respects, it can be considered environmentally superior overall since it would avoid all impacts associated with future growth. However, it would not meet RHNA requirements or housing needs identified in the City's Housing Element. Among the remaining alternatives, the Alternative R-MF Sites (Las Virgenes 1 Site) alternative could be considered environmentally superior since it would incrementally reduce hillside grading and associated aesthetic, biological, and geological impacts, and would facilitate the fewest overall new residences.

Table 6-4 Summary Comparison of Project Alternatives

Issue Area	2030 General Plan	No Project (No Further Development)	No Project (1995 General Plan)	16 Units/Acre Maximum for R-MF Designation	No Housing Requirement in Mixed Use Districts	R-MF Designation for 2.5 Acres of Las Virgenes 1	R-MF Designation for Driving Range Site
Aesthetics	Class III	Class IV / -	Class III / +	Class III / -	Class III / =	Class III / -	Class III / =
Air Quality	Class II	Class IV / -	Class II / =	Class II / -	Class II / =	Class II / -	Class II / +
Biological Resources	Class III	Class IV / -	Class III / +	Class III / =	Class III / =	Class III / =	Class III / +
Cultural Resources	Class III	Class IV / -	Class III / +	Class III / =	Class III / =	Class III / =	Class III / =
Geology and Soils	Class II	Class IV / -	Class II / +	Class II / =	Class II / =	Class II / -	Class II / +
Hazards/Hazardous Materials	Class III	Class IV / -	Class III / =	Class III / =	Class III / =	Class III / -	Class III / -
Hydrology/Water Quality	Class III	Class IV / -	Class III / +	Class III / -	Class III / =	Class III / +	Class III / =
Land Use/Planning	Class III	Class IV / -	Class III / =	Class III / +	Class III / =	Class III / =	Class III / =
Noise	Class III	Class IV / -	Class III / -	Class III / -	Class III / =	Class III / -	Class III / =
Public Services	Class III	Class IV / -	Class III / =	Class III / -	Class III / =	Class III / -	Class III / +
Recreation	Class III	Class IV / -	Class III / =	Class III / -	Class III / =	Class III / -	Class III / +
Transportation/Circulation	Class I	Class IV / -	Class I / =	Class I / -	Class I / =	Class I / =	Class I / =
Utilities/Service Systems	Class III	Class IV / -	Class III / =	Class III / -	Class III / =	Class III / -	Class III / +

Class I = unavoidably significant impact
Class II = significant, but mitigable impact
Class III = less than significant impact
Class IV = no impact

** Impact classifications are shown for the greatest impact within the issue area (i.e., if Class II and III impacts were identified within the issue area, the table indicates the overall impact within that issue area as Class II).*

- impact would be lower than that of the 2030 General Plan
+ impact would be greater than that of the 2030 General Plan

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7.0 REFERENCES and REPORT PREPARERS

7.1 References

7.1.1 Bibliography

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Zimring, Donald, Superintendent, Las Virgenes Unified School District

7.2 Report Preparers

This EIR was prepared by the City of Calabasas with the assistance of Rincon Consultants, Inc., RRM Design Group, Associated Transportation Engineers, Karen Warner Associates and the Natelson Dale Group. Consultant staff involved in the preparation of the EIR are listed below.

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Ned Sweet, Intern
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RRM Design Group
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Wendy Smith

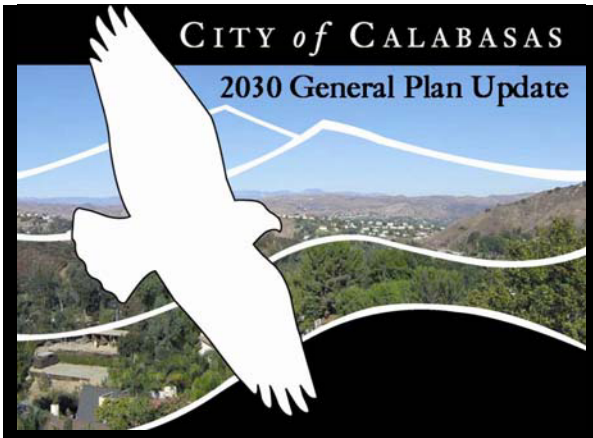
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Karen Warner

The Natelson Dale Group
Roger Dale, Principal

Appendix A

Notice of Preparation and NOP Responses



2030 General Plan

Notice of Preparation of a Draft Environmental Impact Report

The City of Calabasas will be the Lead Agency for the preparation of an environmental impact report (EIR) for a proposed update to the Calabasas General Plan. The proposed project involves the update of the 1995 General Plan, which currently serves as the blueprint for the development of the City. Each of the General Plan elements will be updated with goals, objectives, and policies that reflect the current needs and preferences of the community. The land use map will also be updated. The draft 2030 General Plan includes the following elements:

- Land Use
- Open Space
- Conservation
- Housing
- Circulation
- Safety
- Noise
- Community Design
- Parks, Recreation & Trails
- Cultural Resources
- Services, Infrastructure & Technology

For the most part, the goals, objectives, and policies of the updated General Plan will be similar to those of the 1995 General Plan, with only minor revisions to reflect current conditions in and around Calabasas. The General Plan land use map (see attached map and associated descriptions of land use designations depicted on the map) is also substantially similar to the map contained in the 1995 General Plan. The plan area for the City would be reduced as compared to that shown in the 1995 General Plan, eliminating much of the area south of the City from the City's plan area. However, within the City, land use designations would remain unchanged on approximately 98% of the land. In addition, no land use designation changes that would facilitate development within areas currently designated for open space use are proposed.

The most substantive changes to the land use map involve the re-designation of four separate areas within and adjacent to the City that are currently designated for business and business park uses as "mixed use" districts. The mixed use designations would accommodate a mix of retail, office, and residential uses at somewhat higher intensities than allowed under the current business/business park designations. One of the mixed use districts – known as Craftsman's Corner (north of the Ventura Freeway and generally east of Parkway Calabasas) – is outside the current City limits within unincorporated Los Angeles County. The City is interested in annexing this area into Calabasas to accommodate its redevelopment with mixed uses, possibly including performing arts facilities and similar uses.

Another notable change involves the creation of a "Planned Development" designation that would apply to two areas along Las Virgenes Road (an approximately 7.5-acre area on the west side of Las Virgenes Road known as Las Virgenes 1 and an approximately 20-acre area along the east side of Las Virgenes Road near the Las Virgenes Road/Agoura Road intersection known as Las Virgenes 2). This designation denotes areas under single or common ownership that warrant detailed planning because of the presence of unique features, environmental conditions, or development constraints. Under the Planned Development designation, the Las Virgenes 1 area would accommodate a mix of single and multiple family housing and a 2.5-acre park, while the Las Virgenes 2 area would accommodate a mix of office, retail, and single or multiple family residential uses.

The draft Circulation Element is substantially similar to the Transportation chapter of the current General Plan. However, the underlying data and information have been updated to reflect current conditions and validate the appropriateness of retaining circulation policies. In addition, traffic level of service (LOS) standards have been revised in some locations to better reflect current and projected future traffic conditions. Finally, policies relating to pedestrians and transit have been added.

The draft Housing Element is also similar in intent to the Housing Improvement Program of the current General Plan. However, similar to the draft Circulation Element, data and information have been updated to reflect current conditions. In addition, new programs have been identified to implement the City's housing objectives and policies.

The Draft EIR will be a program EIR. Per the *CEQA Guidelines*, a program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project. The purpose of a program EIR is to allow the lead agency to consider broad policy alternatives and programwide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

The EIR will examine each of the issue areas on the City's environmental checklist; therefore, preparation of an initial study was not warranted. Issues to be discussed include:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

In addition to the CEQA-required "no project" alternative, the Draft will examine a range of land use scenarios that address one or more potential environmental effects. These will likely include, but are not limited to, alternatives that: (1) facilitate multiple family residential development at a density of 20 units/acre in order to meet the State Housing and Community Development Department requirements pertaining to facilitating the development of affordable housing; (2) reduce allowable development intensities within mixed use areas in order to reduce traffic and other identified significant impacts; and (3) retain the current Residential-Single Family (R-SF) designation on the Las Virgenes 1 site (which, as discussed above, is proposed to be re-designated to "Planned Development").

The City of Calabasas would like to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Calabasas when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Isidro Figueroa, Planner, at

City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, California 91302

Mr. Figueroa can be reached at (818) 878-4225. Mr. Figueroa's email address is ifigueroa@cityofcalabasas.com. Please provide the name for a contact person in your agency.

The City will hold an EIR scoping meeting on the General Plan update on Thursday, May 1 in the City Council Chambers at Calabasas City Hall, 26135 Mureau Drive, Calabasas, California. The meeting will begin at 6 PM. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

Project Title: City of Calabasas 2030 General Plan

Project Sponsor: City of Calabasas

Date April 4, 2008

Signature

Title Principal, Rincon Consultants
(consultant to the City of Calabasas)

Telephone (805) 641- 1000 x 12

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED
APR 10 2008
COMMUNITY DEVELOPMENT
PLANNING DEPT.

April 7, 2008

To: Reviewing Agencies

Re: 2030 General Plan
SCH# 2008041030

Attached for your review and comment is the Notice of Preparation (NOP) for the 2030 General Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Isidro Figueroa
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2008041030
Project Title 2030 General Plan
Lead Agency Calabasas, City of

Type NOP Notice of Preparation

Description The proposed project involves a comprehensive update of the of Calabasas General Plan, which was adopted in 1995. The General Plan update will largely reflect the land use patterns and goals, objectives, and policies of the current plan. However, each of the General Plan elements will be updated to reflect current physical and regulatory conditions as well as the current needs and preferences of the community.

Lead Agency Contact

Name Isidro Figueroa
Agency City of Calabasas
Phone (818) 878-4225 **Fax**
email
Address 26135 Mureau Road
City Calabasas **State** CA **Zip** 91302-3172

Project Location

County Los Angeles
City Calabasas
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Native American Heritage Commission; Regional Water Quality Control Board, Region 4; Department of Housing and Community Development; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7

Date Received 04/07/2008 **Start of Review** 04/07/2008 **End of Review** 05/06/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Los Angeles

SCH# 2008041030

Resources Agency

- [x] Resources Agency — Nadell Gayou
- [ ] Dept. of Boating & Waterways — David Johnson
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [x] Dept. of Conservation — Sharon Howell
- [ ] California Energy Commission — Dale Edwards
- [ ] Cal Fire — Allen Robertson
- [x] Office of Historic Preservation — Wayne Donaldson
- [x] Dept of Parks & Recreation — Environmental Stewardship Section
- [ ] Central Valley Flood Protection Board — Mark Herald
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [x] Dept. of Water Resources — Resources Agency — Nadell Gayou
- [ ] _____ Conservancy

ish and Game

- [ ] Depart. of Fish & Game — Scott Flint — Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [ ] Fish & Game Region 2 — Jeff Drongesen
- [ ] Fish & Game Region 3 — Robert Floerke
- [ ] Fish & Game Region 4 — Julie Vance
- [x] Fish & Game Region 5 — Don Chadwick — Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel — Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Gabrina Getchel — Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac — Marine Region

Other Departments

- [ ] Food & Agriculture — Steve Shaffer — Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Robert Sleppy — Environmental Services Section
- [ ] Dept. of Health Services — Veronica Malloy — Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission — Debby Eddy
- [ ] Office of Emergency Services — Dennis Castrillo
- [ ] Governor's Office of Planning & Research — State Clearinghouse
- [x] Native American Heritage Comm. — Debbie Treadway
- [ ] Public Utilities Commission — Ken Lewis
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [ ] State Lands Commission — Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics — Sandy Hesnard
- [ ] Caltrans - Planning — Terri Pencovic
- [x] California Highway Patrol — Shirley Kelly — Office of Special Projects
- [x] Housing & Community Development — Lisa Nichols — Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
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- [x] Caltrans, District 7 — Vin Kumar
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Jacob Armstrong
- [ ] Caltrans, District 12 — Ryan P. Chamberlain

Cal EPA

Air Resources Board

- [ ] Airport Projects — Jim Lerner
  - [ ] Transportation Projects — Ravi Ramalingam
  - [ ] Industrial Projects — Mike Tollstrup
- [ ] California Integrated Waste Management Board — Sue O'Leary
- [ ] State Water Resources Control Board — Regional Programs Unit — Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit — Division of Water Quality
- [ ] State Water Resouces Control Board — Steven Herrera — Division of Water Rights
- [ ] Dept. of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson — North Coast Region (1)
- [ ] RWQCB 2 — Environmental Document Coordinator — San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [x] RWQCB 4 — Teresa Rodgers — Los Angeles Region (4)
- [ ] RWQCB 5S — Central Valley Region (5)
  - [ ] RWQCB 5F — Central Valley Region (5) — Fresno Branch Office
  - [ ] RWQCB 5R — Central Valley Region (5) — Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
  - [ ] RWQCB 6V — Lahontan Region (6) — Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____

Last Updated on 03/03/2008

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www.nahc.ca.gov
ds_nahc@pacbell.net

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APR 21 2008
COMMUNITY DEVELOPMENT
PLANNING DEPT.

April 15, 2008

Mr. Isidro Figueroa
CITY OF CALABASAS
26135 Mureau Road
Calabasas, CA 91302-3172

Re: SCH# 2008041030; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the City of Calabasas 2030 General Plan Update; Los Angeles County, California

Dear Mr. Figueroa:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f)of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
April 15, 2008

Charles Cooke
32835 Santiago Road
Acton , CA 93510
(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
(805) 558-1154 - cell
805 492-7255

Chumash
Tataviam
Fe†rnandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
William Gonzalaes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
ndnrandy@hotmail.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed, SCH#2008041030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the City of Calabasas 2030 General Plan Update; Los Angeles County, California.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

April 16, 2008

RECEIVED
APR 21 2008
COMMUNITY DEVELOPMENT
PLANNING DEPT.

Mr. Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the 2030 General Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Gordon Mize, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3302 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK
LAC080409-02AK
Control Number

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Debbie Cook, Huntington Beach

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Alan D. Wapner, Ontario

April 23, 2008

Mr. Isidro Figueroa, Planner
City of Calabasas, Planning Division
26135 Mureau Rd.
Calabasas, CA 91302
(818) 878-4225, ifigueroa@cityofcalabasas.com

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of Calabasas 2030 General Plan Update - SCAG No. I20080201

Dear Mr. Figueroa,

Thank you for submitting the **Notice of Preparation (NOP) of a Draft Environmental Impact Report for the City of Calabasas 2030 General Plan Update - SCAG No. I20080201**, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project is a general plan update for the City of Calabasas. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

DOCS#145621

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF CALABASAS 2030 GENERAL PLAN UPDATE - SCAG NO. I20080201

PROJECT DESCRIPTION

The proposed project involves the update of the 1995 General Plan. Each of the General Plan elements will be updated with goals, objectives, and policies that reflect the current needs and preferences of the community. For the most part, the updated General Plan will be similar to the 1995 General Plan with only minor revisions. A selection of substantive changes includes the following:

- The plan area for the city would be reduced, as compared to the 1995 General Plan, eliminating much of the area south of the City from the City's plan area.
- Land use designations will be changed including the re-designation of areas currently designated for business/business park use to mixed-use and creation of a "Planned Development" residential community. However, 98% of the designations will remain unchanged and no land use designation changes would facilitate development within areas currently designated for open space use.
- The annexation of a portion of unincorporated Los Angeles County will be added.
- New policies relating to pedestrians and transit will be added to the Circulation Element.

The city is located at the southwestern edge of the San Fernando Valley and comprises a portion of the Santa Monica Mountains. It is bordered by the Woodland Hills area of Los Angeles to the northeast, Topanga to the southeast, Malibu to the south, Agoura Hills to the west, and Hidden Hills to the north. The historic El Camino Real runs east-west through Calabasas as U.S. Route 101.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the draft EIR.

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted LV-M COG Forecasts[1]

	2010	2015	2020	2025	2030
Population	101,949	108,068	114,567	120,595	125,899
Households	35,114	37,850	40,602	43,329	45,835
Employment	51,732	53,579	55,324	56,901	58,328

Adopted LV-M COG Unincorporated Area Forecasts[1]

	2010	2015	2020	2025	2030
Population	31,296	35,566	40,217	44,399	47,899
Households	10,281	12,138	14,012	15,856	17,500
Employment	9,342	9,598	9,841	10,059	10,257

Adopted City of Calabasas Forecasts [1]

	2010	2015	2020	2025	2030
Population	23,223	24,222	25,224	26,222	27,200
Households	8,043	8,483	8,921	9,362	9,800
Employment	10,841	11,243	11,622	11,965	12,270

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with any Project Forecasts. The following 2035 forecasts are provided for your reference for the City of Calabasas, Las Virgenes-Malibu subregion (Unincorporated and COG), and SCAG Region. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

2035 Forecasts[1]	Population	Households	Employees
City of Calabasas	28,471	10,150	16,928
LV-M COG Unincorporated Area	32,888	10,447	18,126
LV-M COG	113,960	38,874	69,179
SCAG Region	24,056,000	7,710,000	10,287,000

1. Source: Draft 2008 RTP Baseline Growth Forecast (http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of*

services.

3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*

3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*

3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*

3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region.*

9.02 *Increase the accessibility to open space lands for outdoor recreation.*

9.03 *Promote self-sustaining regional recreation resources and facilities.*

9.04 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*

9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*

9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*

11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in

implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. More information and maps can be found at http://www.compassblueprint.org/2percent/areas.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: *http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillinTable.doc*

SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	**Policy Text**	**Statement of Consistency, Non-Consistency, or Not Applicable**
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

May 6, 2008

Mr. Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT
PROPOSED UPDATE TO THE CALABASAS GENERAL PLAN

The Notice of Preparation for the proposed update to the Calabasas General Plan has been reviewed for potential impacts on the facilities under the jurisdiction of this Department. With respect to parks and recreation, the Draft Environmental Impact Report should consider any potential impacts of the project on existing and proposed County trails in the area. These trails include (but are not limited to) the following:

- Calabasas/Cold Creek Lateral Trail
- Calabasas/Topanga Connector Trail
- Las Virgenes Creek Trail
- Malibu Creek Lateral Trail
- Topanga/Henry Ridge Lateral Trail
- Valley Circle Scenic Corridor Trail

For specific questions concerning County trails, please contact Mr. Robert Ettleman, Park Planner, at (213) 351-5134 or rettleman@parks.lacounty.gov.

Thank you for the opportunity to participate in this environmental review process. If we may be of further assistance, please feel free to contact me at (213) 351-5127 or clau@parks.lacounty.gov.

Sincerely,

Clement Lau, AICP
Park Planner

RESOURCE CONSERVATION DISTRICT
OF THE
SANTA MONICA MOUNTAINS

30000 MULHOLLAND HIGHWAY, AGOURA HILLS, CALIFORNIA 91301
MAIL: P.O. BOX 638, AGOURA HILLS, CALIFORNIA 91376-0638
(818) 597-8627 FAX (818) 597-8630

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May 21, 2008

Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

RE: NOP for EIR - City of Calabasas 2030 General Plan Update

Mr. Figueroa,

These comments on the Notice of Preparation of a Draft EIR for the City of Calabasas 2030 General Plan are provided on behalf of the Resource Conservation District of the Santa Monica Mountains. We thank the City of Calabasas for the opportunity to comment on this significant update to the General Plan.

After reviewing the Draft General Plan update, our primary concern is the creation of a "Planned Development" designation that would apply to two areas along Las Virgenes Road, Las Virgenes 1 and Las Virgenes 2. Las Virgenes 1 (LV 1) is an approximately 7.5 acre area on the west side of Las Virgenes Road and Las Virgenes 2 (LV 2) is an approximately 20-acre site along the east side of Las Virgenes Road. We are particularly concerned with the revised Land Use designation for the LV 2 site due its location in a biologically sensitive area.

Wildlife Corridor

Figure IV-I of the Draft General Plan (GP), which shows the sensitive biological resources in and around Calabasas, identifies the proposed LV 2 site as within, and adjacent to, a wildlife linkage and corridor. Although the development on this site may not cause a total loss of a habitat linkage, it may have harmful edge effects on the remaining wildlife linkage to the east, which could eventually lead to local extinction of species. Edge effects refer to changes in the biological and physical changes that occur at an ecosystem boundary due to disturbance.

The policies of the Draft GP are that the City will "promote clustered development to preserve large, unbroken blocks of open space within critical habitat areas, and protect the integrity of habitat linkages." However, the Housing Element of the Plan specifies that up to 160 multiple family units would be built on a portion of the 20-acre LV 2 site; the mere location of the development would not support the integrity of the existing wildlife linkage.

Hillside Management

An additional concern with the proposed development on the LV2 site is its close proximity to a significant ridgeline to the northeast, as identified on Figure III-4: Significant Ridgelines. The GP Open Space Element policy III-14 requires the preservation of all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Improper hillside development can cause erosion, degradation of water quality, increased downstream runoff and slope failures. Every attempt should be made to maintain the natural topography of hillside areas.

Water Quality

The proposed LV 1 site would abut the section of Las Virgenes Creek just south of Agoura Road, which flows approximately 3 miles through dense residential and commercial uses before passing south into the Malibu Creek State Park. Within this reach, the creek has a natural soft bottom with pockets of native riparian vegetation including mulefat and willows.

From Figure IX-2 of the GP, it is apparent that the increased runoff from the single and multi-family residential use and community park at this site would drain directly into Las Virgenes Creek, which would eventually enter Malibu Creek further south, an already impaired water body on the Regional Water Quality Control Board's 303(d) list.

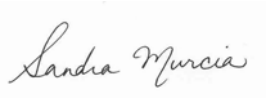
Should the "Planned Development" land use designation for the LV1 and LV2 sites be incorporated into the 2030 General Plan for the City, specific design considerations and mitigation measures would have to be implemented in order to minimize the impacts on sensitive biological resources to less than significant, as defined by CEQA thresholds of significance.

Oak Reforestation Fund

Section XIII.A of the Draft GP states that the City will pursue establishment of an oak tree reforestation fund, which project applicants would pay into when on-site oak preservation is not possible. Funding for such a program should be used to maintain oaks on public lands, purchase prime oak woodlands, purchase oaks of cultural significance, or plant new trees on public lands or areas of open space, as designated by the City's GP.

Thank you for the opportunity to comment on this project.

Sincerely,



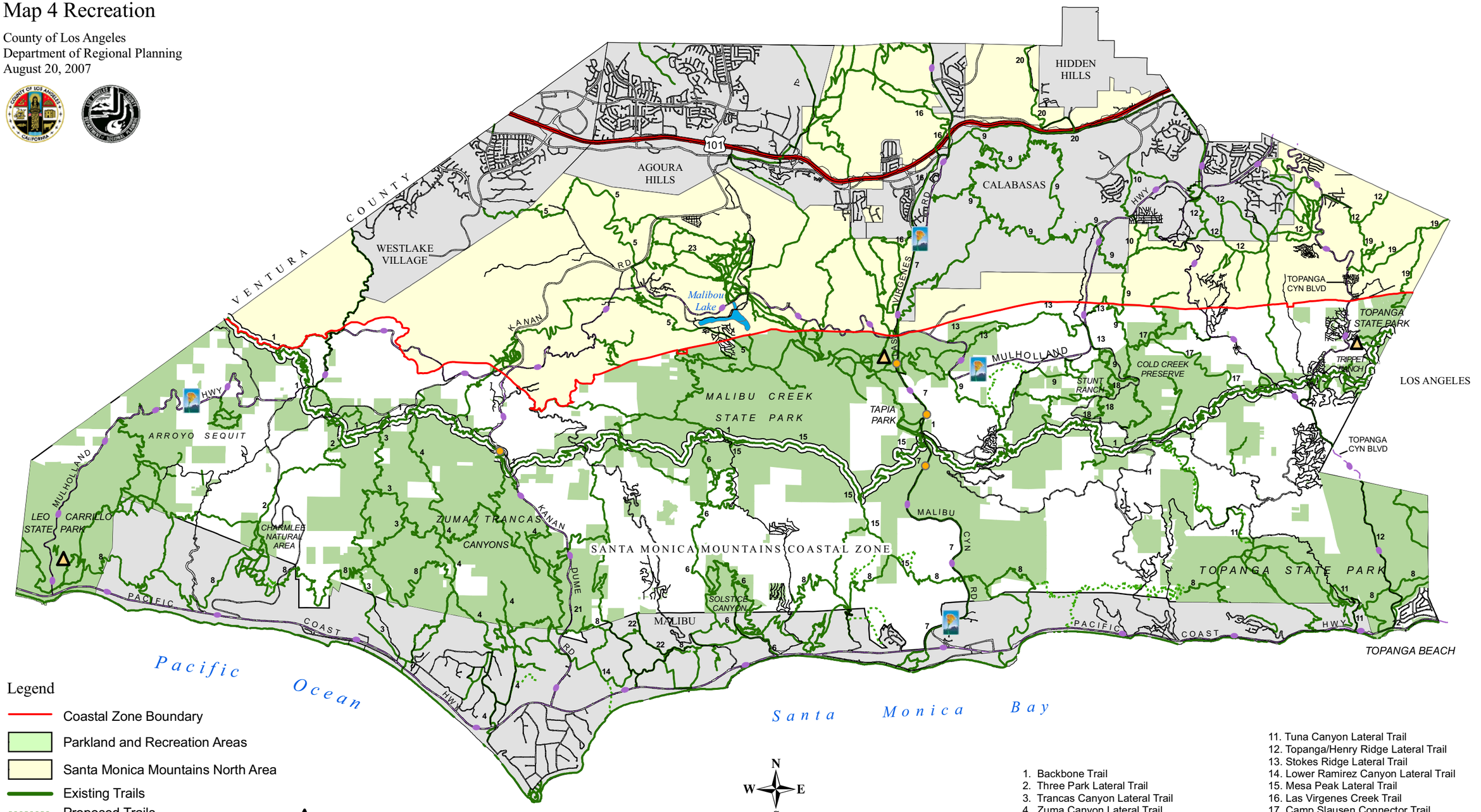
Sandra Murcia
Conservation Biologist
Resource Conservation District of the Santa Monica Mountains

CC: Rosi Dagit, Senior Conservation Biologist

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 4 Recreation

County of Los Angeles
Department of Regional Planning
August 20, 2007



Legend

- Coastal Zone Boundary
- Parkland and Recreation Areas
- Santa Monica Mountains North Area
- Existing Trails
- Proposed Trails
- Backbone Trail System
- Bikeways
- NPS ParkLINK Shuttle Stops
- Public Camping
- County Scenic Highway
- Incorporated Cities

N W E S

0 4,150 8,300 16,600 24,900 33,200 Feet

1. Backbone Trail
2. Three Park Lateral Trail
3. Trancas Canyon Lateral Trail
4. Zuma Canyon Lateral Trail
5. Triunfo Canyon Lateral Trail
6. Solstice Canyon Lateral Trail
7. Malibu Creek Lateral Trail
8. Coastal Slope Lateral Trail
9. Calabasas/Cold Creek Lateral Trail
10. Calabasas/Topanga Connector Lateral Trail
11. Tuna Canyon Lateral Trail
12. Topanga/Henry Ridge Lateral Trail
13. Stokes Ridge Lateral Trail
14. Lower Ramirez Canyon Lateral Trail
15. Mesa Peak Lateral Trail
16. Las Virgenes Creek Trail
17. Camp Slausen Connector Trail
18. Stunt High Lateral Trail
19. Topanga/Santa Maria Canyon Lateral Trail
20. Valley Circle Scenic Corridor Trail
21. Ramirez Canyon Connector
22. Escondido Falls Lateral Trail
23. Reagan Ranch Connector

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337

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May 22, 2008

IGR/CEQA NOP CS/080453
City of Calabasas 2030 General Plan Update
Vic. LA-101-VAR, SCH# 2008041030

Mr. Isidro Figueroa
City of Calabasas
Planning Department
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the City of Calabasas 2030 General Plan. Based on the information received, we have the following comments:

The City of Calabasas 2030 General Plan Update should identify current and future needs in respect to Land Use, Housing, and Transportation/Traffic needs. We invite the City's planning department and traffic engineers along with consultants preparing the 2030 General Plan Update to meet with Caltrans to discuss traffic and circulation issues that apply to the State Transportation System. The US-101 Ventura Freeway is the principle arterial facility that runs through the City of Calabasas and provides north south access to and from Los Angeles and Ventura Counties.

TRANSPORTATION/TRAFFIC ELEMENT

Southern California freeways are heavily congested especially during morning and evening peak periods. To improve mobility, capacity-enhancing projects will be needed as well as other innovative transportation alternatives. Since new development is expected to continue to increase the use of local and regional roadways, we ask that the Land Use and Circulation Element identify strategies that the City will pursue to maintain a good level-of-service for State transportation facilities. We also request that the General Plan Update include a policy whereby during the environmental review process, new projects in the City are required to evaluate project and cumulative traffic impacts to the State transportation facilities including freeway ramps, freeway interchanges, mainline freeway facility and conventional State highways. In those instances where significant impacts are identified, we ask that local development projects be required to make a fair-share contribution for mitigation. The City may want to consider developing a traffic mitigation fee and/or a funding program for State transportation facilities. The City may also want to identify traffic impacts at General Plan buildout and then identify desired mitigation measures especially for State facilities, which would make it easier to assess fair-share mitigation contributions.

Consultation with Caltrans may be needed to determine the appropriate scope of Traffic Impact Studies. The boundaries for the Traffic Study should include expanded areas of the City's sphere of influence and anticipated annexations. The US-101 Ventura Freeway mainline facility and freeway on/off-ramps including future planned improvements will need to be included in the traffic study.

To assist us in evaluating impacts to the State highway system from new development, we request that traffic studies be prepared and include an analysis of the nearest State highway facilities. For State thresholds and guidance on the preparation of acceptable traffic studies and analyses of State highway facilities, we recommend that the lead agency refer to the Caltrans Guide for the Preparation of Traffic Impact Studies on the Internet at:

www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

We look forward to being a part of the environmental review process for projects that have the potential to significantly impact traffic conditions on State highways. If significant impacts were anticipated on the State highway system, the Department would like to work with the City and local development applicants to identify appropriate traffic mitigation measures early in the planning process.

We encourage the City to consider Transportation Demand Management (TDM) strategies to reduce the use of single occupancy vehicles/drive alone trips. These TDM measures should include incentives for commuters to use transit, i.e. park and ride lots, discounts on monthly bus and rail passes, vanpools, etc. Other TDM strategies may include transit-oriented developments (TODs).

Buildout of the General Plan should indicate anticipated trips to buildout year. The 2030 General Plan Update should include changes to the Land Use Element and Traffic/Circulation Element representative of forecasted 2030 conditions. An analysis of non-motorized transportation including pedestrian and bicycle facilities as well as all transit operations will need to be evaluated.

Proposed mitigation measures for State highways will need to be reviewed and approved by Caltrans. The primary purpose of traffic mitigation measures is to reduce the project impacts to a level of insignificance. Caltrans may accept the following mitigation strategies: local development fair-share contributions for traffic improvements measures, City traffic impact fees, Bridge and Thoroughfare Assessment Districts, and supporting a Countywide Congestion Mitigation Fee Program.

We are aware that the City of Calabasas has a traffic impact fee program that collects funds for future improvements to the US-101 Ventura Freeway Las Virgenes Road and Lost Hills Road interchanges. It would be helpful to know whether the City is considering other regional transportation improvements and whether future developments would be contributing their fair share to fund those projects.

A traffic study will be needed to evaluate the General Plan at build-out. The traffic study should include, but not be limited to:

- Trip generation, trip distribution, mode choice, and trip assignment.
- Traffic volumes and level-of-service calculations will be needed for major intersections and for affected freeway on/off-ramps. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis. Future year, 2030, traffic projections along with level-of-service calculations for the mainline US-101 Ventura Freeway and all freeway on/off-ramps will be needed. HCM 2000 methodology should be used for calculating the level-of-service at signalized intersections.

- An operational analysis of the mainline freeway facility, ramp and ramp intersection analysis, and ramp queue length storage analysis will need to reflect future conditions. The use of the HCM methodology will be needed for freeway operational analysis. We recommend the use of HCM 2000 methodology in calculating level-of-service (LOS) for signalized intersections.

Any Transportation Travel Demand Models used for modeling the City of Calabasas 2030 General Plan should include the most current land use scenarios and traffic conditions, planned transportation improvements, and future land use scenarios and forecasted traffic conditions. The model outputs should be consistent with SCAG's Travel Demand Model for the US-101 Ventura Freeway corridor. In lieu of a transportation model, historical growth rates reflecting local conditions and trends may be substituted to predict future traffic conditions.

LAND USE ELEMENT

As you are aware, there is a critical relationship between land use and transportation. The optimal performance of the State transportation system can affect the quality and operation of the local circulation system. We ask that special attention be given to implementing the jobs-housing balance concept and smart growth strategies. Communities with General Plans that typically show a predominance of residential allocation should be encouraged to set aside areas for office/commercial/retail and open space uses. The City in developing its Land Use scenarios for the Calabasas General Plan Update should refer to SCAG's 2% Regional Blueprint Planning, part of SCAG's Compass Growth Visioning to encourage development within a 2% opportunity area. Balanced communities result in a reduction of long morning and evening commute trips on State highways. Shorter trips would also reduce the consumption of fuel and reduce air pollutants.

HOUSING ELEMENT

For large residential developments, we ask that efforts be made to provide affordable housing for young workers and seniors to ensure that substantial numbers of employees can afford to purchase homes and live in the proposed residential developments. We also ask that project proponents be encouraged to provide job information along with the housing development.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080453/CS.

Sincerely,

Elmer Alvarez

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

Appendix B

Project Description Information

M E M O R A N D U M

TO:	Joe Power, AICP Rincon Consultants	**DATE:**	March 17, 2008
FROM:	The Natelson Dale Group, Inc. (TNDG)	**FILE:**	#3886

SUBJECT: CALABASAS BUILDOUT ANALYSIS

Per your request, TNDG has completed an analysis of the amounts of new retail and office development that will potentially occur in Calabasas between now and buildout. For purposes of our analysis, we have assumed buildout would occur in 2030. Our buildout evaluation has included the following steps:

1. Develop extended market demand forecasts for retail and office/business park development in Calabasas. Whereas our original forecasts (prepared for the General Plan "issues papers") covered only a 5-year horizon, the extended forecasts project demand through 2030.

2. Estimate the portion of land within the proposed mixed-use development areas that would likely be redeveloped (i.e., intensified) by 2030.

3. In conjunction with Rincon, prepare "maximum" and "reduced" buildout scenarios for purposes of the General Plan traffic analysis. The "maximum" scenario assumes 100% of land within the proposed mixed-use areas would be redeveloped by 2030. The "reduced" buildout scenario – reflecting the likelihood that some property owners will not choose to redevelop their properties within this timeframe – assumes that 50% of land in these areas will be redeveloped by 2030.

TNDG's major findings relative to the buildout analysis are summarized below. As appropriate, the detailed spreadsheet analyses (from which the summary findings are derived) can also be provided to Rincon and the City.

Market Demand Forecasts

TNDG's 2030 market demand forecasts are based on the following inputs:

- The preliminary 2035 population, housing and employment forecasts recently released by the Southern California Association of Governments (SCAG);

- Existing commercial building inventories and historic (1996-2007) absorption rates for Calabasas and the surrounding San Fernando Valley and Conejo Valley market areas; and

- TNDG's retail and office demand forecasting models.

It should be emphasized that long-range (22-year) forecasts are analytically challenging and should therefore be regarded as general rather than definitive. In this regard, TNDG has not attempted to pinpoint precise demand numbers for 2030, but has instead expressed the forecasts in terms of a range of possible outcomes. The low end of the range reflects more conservative assumptions, while the high end reflects more aggressive assumptions.

24835 E. La Palma Ave., Suite I . Yorba Linda, California 92887
Phone: (714) 692-9596 . Fax: (714) 692-9597

TNDG's 2030 forecasts for incremental development demand in the City are as follows:

Retail:	600,000 to 800,000 square feet
Office/Business Park:	1,000,000 to 2,000,000 square feet

The above numbers reflect demand for "net new" development over and above the existing base. As a point of reference, the existing inventory of retail space in City is estimated at just over 1 million square feet and the existing inventory of office/industrial space is estimated at approximately 3.8 million square feet[1].

The above projections describe "unconstrained" demand, i.e., they do not take into account the availability of land for new development. As described below, the next step in TNDG's buildout analysis involved "factoring-down" the gross demand projections to reflect more realistic development potentials given the City's land constraints.

Redevelopment Potential within Proposed Mixed-Use Areas

As part of the General Plan update process, Calabasas' General Plan Advisory Committee (GPAC) has identified four areas totaling 204.32 acres for possible intensification with mixed-use development:

- West Village (79.9 acres);
- Las Virgenes/Mureau (27.97 acres);
- East Village – North of Calabasas Road (31.83 acres); and
- East Village – Craftsman's Corner (64.62 acres).

The above areas are largely developed with existing office/business park space (at an average FAR in the range of 0.4 to 0.5). There is also a very limited amount of existing retail space in the East Village areas. Under the proposed mixed-use designation, the allowable FARs in the area would increase to 0.75 to 1.0.

The potential development "yield" in the mixed-use areas would depend upon the number of property owners that decide to redevelop their properties to take advantage of the increase in allowable intensity. In order to gauge this redevelopment potential, TNDG evaluated the age distribution of existing office and industrial buildings in Calabasas and then projected the ages of the existing buildings in 2030.

Depending on the assumed "functional life" of an office or industrial building, the portion of Calabasas parcels that would be ready for redevelopment in 2030 varies considerably. For example, if we assume that all buildings over 40 years old are functionally obsolete, 74% of office buildings and 55% of industrial buildings would be prime candidates for redevelopment by 2030. However, if we assume a functional life of 45 years, the numbers drop off dramatically; based on the 45-year criterion, only 25% of office buildings and 27% of industrial buildings would be ready for redevelopment by 2030. Based on these ranges, TNDG believes that 50%

[1] These estimates are based on data from CoStar Group.

is a reasonable overall assumption for the portion of land within the mixed-use areas that would be redeveloped by 2030.

Development Scenarios

Based on the above, TNDG recommends that the General Plan environmental and traffic analysis consider two development scenarios:

1. A maximum buildout scenario that (probably unrealistically) assumes that 100% of parcels within the mixed-use areas would be redeveloped by 2030; and

2. A reduced buildout scenario that assumes 50% of the mixed-use areas would be redeveloped by 2030.

For purposes of defining the above scenarios, the follow allocation has been assumed for the total floor area of building space:

- Multi-family residential – 20%
- Office/business park – 70%
- Retail – 10%

The above allocation has been defined to generally correspond to the proportions of office and retail projected for 2030. However, even under the "maximum" buildout scenario, the physical capacity for future development would be within the high end of the "unconstrained" demand projections summarized above.

Please feel free to contact us if you have any questions or would like to discuss our analysis further.

Roger Dale
Managing Principal

Projected General Plan Buildout – Maximum Buildout

Development Area	Acres/ *Parcels*	FAR [a]	Floor Area at Buildout (sf)[b]	Existing Office/ BP Development (sf)	Existing Retail Development	Potential Development at Buildout (square feet)[b]					Net Increase				
						Residential[c] (units)			Office/ Business Park (sf)	Retail (sf)	Residential (units)			Office/ Business Park (sf)	Retail (sf)
						SFR	MFR	Sr.MFR							
Approved/Pending Development															
Standard Pacific							86					86			
Malibu Hills Road Senior Housing								60					60		
Calabasas Inn							79					79			
Farmer Property (Safran Senior Housing)								75					75		
Dollinger (The Summit)										70,100					70,100
Sub Total							**165**	**135**	**0**	**70,100**		**165**	**135**	**0**	**70,100**
Other Vacant Residential															
Highlands (RC)[d]	*97*					97					97				
Parkville Road (SFR)	2.2					13					13				
Rancho Pet Kennel (MFR)[e]	6.6						106					106			
Mahin Tract (RR)[f]	14					14					14				
West of Headwaters Corner (RR)	16.2					8					8				
L. Pollock Lots (RR)	8.2					3					3				
A. Howard Parcels (RR)	*2*					2					2				

Projected General Plan Buildout – Maximum Buildout

Development Area	Acres/ *Parcels*	FAR [a]	Floor Area at Buildout (sf)[b]	Existing Office/ BP Development (sf)	Existing Retail Development	Potential Development at Buildout (square feet)[b]					Net Increase				
						Residential[c] (units)			Office/ Business Park (sf)	Retail (sf)	Residential (units)			Office/ Business Park (sf)	Retail (sf)
						SFR	MFR	Sr.MFR							
Wilson Parcels (RR)	*2*					2					2				
Dry Canyon Tract – East (RR)	16.2					9					9				
Vacant (HM)[g]	1,900	0.2				37					37				
Sub Total	**1,253/** *101*					**185**	**132**				**185**	**132**			
Planned Development															
Las Virgenes 1[h]	7.5					30					30				
Las Virgenes 2	16						160		150,000	25,000		160		150,000	25,000
Sub Total	**23.5**					**30**	**160**		**150,000**	**25,000**	**30**	**160**		**150,000**	**25,000**
Business Park (BP)															
Vacant BP	1.2	0.6							31,363					31,363	
Business Limited-Intensity (BLI)															
Vacant BLI	23.91	0.2							106,643	41,661				166,643	41,661
Proposed Mixed-Use Districts[i]															
West Village	79.9	0.75[j]	2,062,043	1,225,023	--		229		1,443,430	206,204		229		218,407	206,204
Las Virgenes/ Mureau	27.97	0.75	731,024	361,132	--		81		511,717	73,102		81		150,585	73,102

Projected General Plan Buildout – Maximum Buildout

Development Area	Acres/ *Parcels*	FAR [a]	Floor Area at Buildout (sf)[b]	Existing Office/ BP Development (sf)	Existing Retail Development	Potential Development at Buildout (square feet)[b]					Net Increase				
						Residential[c] (units)			Office/ Business Park (sf)	Retail (sf)	Residential (units)			Office/ Business Park (sf)	Retail (sf)
						SFR	MFR	Sr.MFR							
East Village															
North of Calabasas Road	31.83	1.0	1,109,212	548,020	25,891		123		776,448	110,921		123		228,428	85,030
South of Calabasas Road[k]	49.30	1.0	1,718,006	263,993	108,698		191		1,202,604	171,801		191		938,611	63,103
Craftsman's Corner	64.62	1.0	2,251,878	1,015,821	8,574		250		1,576,315	225,188		250		560,494	216,614
Sub Total	**253**		**7,872,163**	**3,413,989**	**143,163**	**0**	**875**	**0**	**5,510,514**	**787,216**	**0**	**875**	**0**	**2,096,525**	**644,053**
Total	**1,556/ *101***					**215**	**1,332**	**135**	**5,858,520**	**923,977**	**215**	**1,322**	**135**	**2,444,531**	**780,814**

Notes:

[a] *FAR = Floor to area ratio*

[b] *Assumes that roads/sidewalks would account for approximately 20% of the total acreage; therefore, floor area at buildout is based on 80% of the total acreage*

[C] *single-family/multi-family/senior multi family*

[d] *RC = Rural Community land use designation*

[e] *MFR = Multi-family land use designation*

[f] *RR = Rural Residential land use designation*

[g] *HM = Hillside Mountainous land use designation*

[h] *Also includes 2.5 acres of community park*

[I] *Development estimates for mixed use districts assume 20% residential, 10% retail and 70% office uses; average multi-family residential unit = 1,800 square feet*

[J] *76.89 acres have a FAR of 0.75 and 3.01 acres have a FAR of 0.5*

[k] *Existing development also includes a 23,733 square foot library and assembly hall as part of the new Civic Center development*

Appendix C

Air Quality Data

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Lost Hills Road/US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	796. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	5.0 PPM		
SIGTH=	10. DEGREES	TEMP=	12.8 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	747	600	747	750	*	AG	160	4.6	.0	12.6
B. Link B	*	753	600	753	750	*	AG	230	4.6	.0	12.6
C. Link C	*	750	600	900	600	*	AG	335	4.6	.0	13.2
D. Link D	*	753	600	753	450	*	BG	1204	4.6	6.6	13.2
E. Link E	*	747	600	747	450	*	BG	324	4.6	6.6	13.2
F. Link F	*	750	600	600	600	*	AG	1095	4.6	.0	13.2
G. Link G	*	600	566	900	566	*	DP	13600	1.5	-6.6	20.4
H. Link H	*	600	546	900	546	*	DP	13600	1.5	-6.6	20.4

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. Recpt 1	*	600	630	1.8
2. Recpt 2	*	698	669	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	*	110.	*	8.7	*	.0	.0	.0	.2	.0	.4	1.7	1.4
2. Recpt 2	*	131.	*	7.0	*	.0	.0	.0	.0	.0	.0	.9	.9

□□

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Lost Hills Rd / Las Virgenes R
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	796. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	5.0 PPM		
SIGTH=	10. DEGREES	TEMP=	12.8 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	747	600	747	750	*	AG	904	4.6	.0	30.0
B. Link B	*	753	600	753	750	*	AG	322	4.6	.0	30.0
C. Link C	*	750	603	900	603	*	AG	46	4.6	.0	23.1
D. Link D	*	750	597	900	597	*	AG	340	4.6	.0	23.1
E. Link E	*	753	600	753	570	*	AG	29	4.6	.0	13.2
F. Link F	*	747	600	747	570	*	AG	50	4.6	.0	13.2
G. Link G	*	750	597	600	597	*	AG	532	4.6	.0	28.5
H. Link H	*	750	603	600	603	*	AG	1731	4.6	.0	28.5

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. Recpt 1	*	789	636	1.8
2. Recpt 2	*	705	728	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	*	253.	*	6.1	*	.1	.0	.0	.0	.0	.0	.2	.7
2. Recpt 2	*	160.	*	5.4	*	.2	.0	.0	.0	.0	.0	.0	.1

□□

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Las Virgenes Road / US 101 SB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	796. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	5.0 PPM		
SIGTH=	10. DEGREES	TEMP=	12.8 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	747	600	747	750	*	AG	1419	4.6	.0	28.2
B. Link B	*	753	600	753	750	*	AG	2761	4.6	.0	28.2
C. Link C	*	750	603	780	603	*	AG	149	4.6	.0	19.2
D. Link D	*	750	597	780	597	*	AG	61	4.6	.0	19.2
E. Link E	*	753	600	753	450	*	AG	2130	4.6	.0	27.6
F. Link F	*	747	600	747	450	*	AG	1380	4.6	.0	27.6
G. Link G	*	750	597	630	597	*	AG	799	4.6	.0	26.4
H. Link H	*	750	603	630	603	*	AG	295	4.6	.0	26.4

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. Recpt 1	*	724	623	1.8
2. Recpt 2	*	724	574	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	*	165.	*	6.7	*	.0	.0	.0	.0	.9	.6	.1	.0
2. Recpt 2	*	14.	*	7.0	*	.7	1.2	.0	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Valley Circle / US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	796. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	5.0 PPM		
SIGTH=	10. DEGREES	TEMP=	12.8 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	747	600	747	750	*	AG	1872	4.6	.0	32.7
B. Link B	*	753	600	753	750	*	AG	734	4.6	.0	32.7
C. Link C	*	750	600	900	600	*	AG	1125	4.6	.0	50.4
D. Link D	*	753	600	753	450	*	BG	1040	4.6	6.6	27.6
E. Link E	*	747	600	747	450	*	BG	2071	4.6	6.6	27.6
F. Link F	*	750	603	600	603	*	AG	82	4.6	.0	24.0
G. Link G	*	750	597	600	597	*	AG	1314	4.6	.0	24.0
H. Link H	*	600	548	900	548	*	DP	16200	1.5	-6.6	20.4
I. Link I	*	600	533	900	533	*	DP	16200	1.5	-6.6	20.4

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. Recpt 1	*	656	645	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	*	121.	*	8.5	*	.0	.0	.0	.1	.3	.0	.2	1.4

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Calabasas Valley Circle / US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	(PPM) I
1. Recpt 1	1.2

Caline 4 Composite Emission Factor Estimation

Year: 2030 Winter emissions factors from EMFAC72007
Region = Los Angeles County
Speed = .5 mph
Temperature = 50 F
Humidity = 50%

Hot Stabilized Composite Emissions	g/mi/type	Local %vehicle mix	Factor contrib
LDA	0.418	60.3	0.25
LDT	0.765	33.3	0.25
MDT	0.89	2.1	0.02
HDT	1.41	2	0.03
UBUS	3.02	0	0.00
MCY	39.528	2.3	0.91
		Total:	*1.46 g/mi*

Final Composite EF= Hot stabilized + additional Cold Start emissions
Average Cold Start = 3.45 g/mi (per CO average cold start for all vehicles Year 2014)
Assume % in Cold start: 50.00%
Final Composite EF= 3.2 g/mi

Caline 4 Composite Emission Factor Estimation

Year: 2030 Winter emissions factors from EMFAC72007
Region = Los Angeles County
Speed = 60 mph
Temperature = 50 F
Humidity = 50%

Hot Stabilized Composite Emissions	g/mi/type	Local %vehicle mix	Factor contrib
LDA	0.418	60.3	0.25
LDT	0.765	33.3	0.25
MDT	0.89	2.1	0.02
HDT	1.41	2	0.03
UBUS	3.02	0	0.00
MCY	39.528	2.3	0.91
		Total:	*1.46 g/mi*

Final Composite EF= Hot stabilized + additional Cold Start emissions
Average Cold Start = 3.45 g/mi (per CO average cold start for all vehicles Year 2014)
Assume % in Cold start: 0.00%
Final Composite EF= 1.5 g/mi

Appendix D

Taxonomic Index

Taxonomic Index To Common Names For Plants And Wildlife

(listed in order as seen in text of Section 4.3, *Biological Resources*)

Plant Species

Common Name	Scientific Name
Willow	*Salix* sp.
Cottonwood	*Populus* sp.
Sycamore	*Platanus* sp.
Cattails	*Typha* sp.
Currants	*Ribes* sp.
coast live oak	*Quercus agrifolia*
red willow	*Salix laevigata*
Mulefat	*Baccharis salicifolia*
sandbar willow	*Salix sessilifolia*
California sycamore	*Platanus racemosa*
valley oak	*Quercus lobata*
Oak	*Quercus* sp.
California blackberry	*Rubus ursinus*
Monkeyflower	*Mimulus* sp.
hedge-nettle	*Stachys* sp.
California walnut	*Juglans californica*
Chamise	*Adenostoma fasciculatum*
Toyon	*Heteromeles arbutifolia*
Coffeeberry	*Rhamnus californica*
wild oats	*Avena fatua*
brome grass	*Bromus* sp.
holly-leaved cherry	*Prunus ilicifolia*
Ceanothus	*Ceanothus* sp.
scrub oak	*Quercus berbidifolia*
Manzanita	*Arctostaphlyos* sp.
sugar bush	*Rhus ovata*
Buckthorn	*Rhamnus* sp.

Plant Species

Redshank	*Adenostoma sparsifolium*
California sagebrush	*Artemisia californica*
Sage	*Salvia* sp.
California brittlebush	*Encelia californica*
Buckwheat	*Eriogonum* sp.
black mustard	*Hirshfeldia incana*
baby blue eyes	*Sysyrinchium bellum*
Lupines	*Lupinus* sp.
owl's clover	*Nemophila menziensii*
blue dicks	*Dichelostema capitatum*

Wildlife Species

Common Name	Scientific Name
red-tailed hawk	*Buteo jamaicensis*
red-shouldered hawk	*Buteo lineatus*
California slender salamander	*Batrachoseps attenuatus*
Western toad	*Bufo boreas*
pacific treefrog	*Hyla regilla*
western fence lizard	*Scelopouis occidentalis*
side-blotched lizard	*Uta stansburiana*
western whiptail	*Aspidoscelis tigris stejnegeri*
gopher snake	*Pituophis catenifer*
common kingsnake	*Lampropeltis getula*
southern Pacific rattlesnake	*Crotalus oreganus helleri*
Costa's hummingbird	*Calypte costae*
California towhee	*Pipilo crissalis*
Wrentit	*Chamaea fasciata*
Bewick's wren	*Thryomanes bewickii*
mourning dove	*Zenaida macroura*
California thrasher	*Toxostoma redivivum*
greater roadrunner	*Geococcyx californianus*
California quail	*Callipepla californica*

Wildlife Species

turkey vulture	*Cathartes aura*
ground squirrel	*Spermophilus beecheyi*
Gopher	*Thomomys bottae*
Coyote	*Canis latrans*
pocket mouse	*Perognathus* or *Chaetodipus* sp.
Western harvest mouse	*Reithrodontomys megalotis*
Woodrat	*Neotoma* sp.
cottontail rabbit	*Sylvilagus audubonii*
Bobcat	*Lynx rufus*
Opossum	*Didelphis virginiana*
Raccoon	*Procyon lotor*
Skunk	*Mephitis mephitis*
Deer	*Odocoileus hemionus*
Botta's pocket gopher	*Thomomys bottae*
deer mouse	*Peromyscus* sp.
grey fox	*Urocyon cinereoargenteus*
Swallows	*Tachycineta* sp.
Swifts	*Aeronautes, Cypseloides,* or *Chaetura* sp.
Bats	*Myotis, Eumops, Tadarida, Lasiurus, Lasionycteris, Corynorhinus, Antrozous, Pipistrellus,* or *Eptesicus* sp.
mountain lion	*Puma concolor*

Appendix E

Noise Data and Worksheets

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: 101 at Las Virgenes

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 100 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 175,000 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 47,203 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	90.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: 101 at Las Virgenes

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	81.2 dBA	258	555	1197	2578	5554
Existing + Project	81.2 dBA	258	555	1197	2578	5554
Future with Ambient Growth	81.2 dBA	258	555	1197	2578	5554
Future with Ambient Growth and Project	81.2 dBA	258	555	1197	2578	5554
Future with Ambient Growth and Cumulative Projects	82.2 dBA	301	648	1395	3006	6476
Future with Ambient, Cumulative, and Project Growth	82.2 dBA	301	648	1395	3006	6476

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	81.7 dBA	279	600	1293	2786	6002
Existing + Project	81.7 dBA	279	600	1293	2786	6002
Future with Ambient Growth	81.7 dBA	279	600	1293	2786	6002
Future with Ambient Growth and Project	81.7 dBA	279	600	1293	2786	6002
Future with Ambient Growth and Cumulative Projects	82.7 dBA	325	700	1507	3247	6996
Future with Ambient, Cumulative, and Project Growth	82.7 dBA	325	700	1507	3247	6996

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: 101 at Parkway Calabasas

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM	
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	Soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	189,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2030	
Total Project Volume (ADT):		vehicles
Total Cumulative Growth Volume (ADT):	50,979	vehicles

Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: 101 at Parkway Calabasas

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	81.5 dBA	271	585	1260	2714	5847
Existing + Project	81.5 dBA	271	585	1260	2714	5847
Future with Ambient Growth	81.5 dBA	271	585	1260	2714	5847
Future with Ambient Growth and Project	81.5 dBA	271	585	1260	2714	5847
Future with Ambient Growth and Cumulative Projects	82.5 dBA	318	686	1477	3182	6856
Future with Ambient, Cumulative, and Project Growth	82.5 dBA	318	686	1477	3182	6856

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	82.0 dBA	293	632	1361	2932	6318
Existing + Project	82.0 dBA	293	632	1361	2932	6318
Future with Ambient Growth	82.0 dBA	293	632	1361	2932	6318
Future with Ambient Growth and Project	82.0 dBA	293	632	1361	2932	6318
Future with Ambient Growth and Cumulative Projects	83.0 dBA	344	741	1596	3438	7408
Future with Ambient, Cumulative, and Project Growth	83.0 dBA	344	741	1596	3438	7408

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Agoura Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM	
Distance to Receptor:	50	feet
Site Condition (Hard or Soft):	Soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	9,202	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2030	
Total Project Volume (ADT):		vehicles
Total Cumulative Growth Volume (ADT):	3757	vehicles

Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Agoura Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.5 dBA	#N/A	#N/A	54	116	249
Existing + Project	65.5 dBA	#N/A	#N/A	54	116	249
Future with Ambient Growth	65.5 dBA	#N/A	#N/A	54	116	249
Future with Ambient Growth and Project	65.5 dBA	#N/A	#N/A	54	116	249
Future with Ambient Growth and Cumulative Projects	67.0 dBA	#N/A	25	67	145	313
Future with Ambient, Cumulative, and Project Growth	67.0 dBA	#N/A	25	67	145	313
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.5 dBA					
Due to All Future Growth	1.5 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.9 dBA	#N/A	19	57	124	267
Existing + Project	65.9 dBA	#N/A	19	57	124	267
Future with Ambient Growth	65.9 dBA	#N/A	19	57	124	267
Future with Ambient Growth and Project	65.9 dBA	#N/A	19	57	124	267
Future with Ambient Growth and Cumulative Projects	67.4 dBA	#N/A	27	72	155	335
Future with Ambient, Cumulative, and Project Growth	67.4 dBA	#N/A	27	72	155	335
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.5 dBA					
Due to All Future Growth	1.5 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road E of PC

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM	
Distance to Receptor:	50	feet
Site Condition (Hard or Soft):	Soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	13,808	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2030	
Total Project Volume (ADT):		vehicles
Total Cumulative Growth Volume (ADT):	10,317	vehicles
Source of Traffic Data: ATE		

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road E of PC

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.2 dBA	#N/A	26	70	152	327
Existing + Project	67.2 dBA	#N/A	26	70	152	327
Future with Ambient Growth	67.2 dBA	#N/A	26	70	152	327
Future with Ambient Growth and Project	67.2 dBA	#N/A	26	70	152	327
Future with Ambient Growth and Cumulative Projects	69.7 dBA	#N/A	46	102	220	474
Future with Ambient, Cumulative, and Project Growth	69.7 dBA	#N/A	46	102	220	474
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	2.4 dBA					
Due to All Future Growth	2.4 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.7 dBA	#N/A	29	75	162	349
Existing + Project	67.7 dBA	#N/A	29	75	162	349
Future with Ambient Growth	67.7 dBA	#N/A	29	75	162	349
Future with Ambient Growth and Project	67.7 dBA	#N/A	29	75	162	349
Future with Ambient Growth and Cumulative Projects	70.1 dBA	#N/A	51	109	235	507
Future with Ambient, Cumulative, and Project Growth	70.1 dBA	#N/A	51	109	235	507
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	2.4 dBA					
Due to All Future Growth	2.4 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road W of 101

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 13,196 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 3177 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road W of 101

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.0 dBA	#N/A	25	68	147	317
Existing + Project	67.0 dBA	#N/A	25	68	147	317
Future with Ambient Growth	67.0 dBA	#N/A	25	68	147	317
Future with Ambient Growth and Project	67.0 dBA	#N/A	25	68	147	317
Future with Ambient Growth and Cumulative Projects	68.0 dBA	#N/A	31	79	170	366
Future with Ambient, Cumulative, and Project Growth	68.0 dBA	#N/A	31	79	170	366
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.9 dBA					
Due to All Future Growth	0.9 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.5 dBA	#N/A	28	73	157	339
Existing + Project	67.5 dBA	#N/A	28	73	157	339
Future with Ambient Growth	67.5 dBA	#N/A	28	73	157	339
Future with Ambient Growth and Project	67.5 dBA	#N/A	28	73	157	339
Future with Ambient Growth and Cumulative Projects	68.4 dBA	#N/A	35	84	182	391
Future with Ambient, Cumulative, and Project Growth	68.4 dBA	#N/A	35	84	182	391
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.9 dBA					
Due to All Future Growth	0.9 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road W of Mul

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 33,221 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 11,449 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road W of Mul

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	71.0 dBA	20	59	126	272	587
Existing + Project	71.0 dBA	20	59	126	272	587
Future with Ambient Growth	71.0 dBA	20	59	126	272	587
Future with Ambient Growth and Project	71.0 dBA	20	59	126	272	587
Future with Ambient Growth and Cumulative Projects	72.3 dBA	27	71	154	332	715
Future with Ambient, Cumulative, and Project Growth	72.3 dBA	27	71	154	332	715

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.3 dBA
Due to All Future Growth	1.3 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	71.5 dBA	22	63	135	291	627
Existing + Project	71.5 dBA	22	63	135	291	627
Future with Ambient Growth	71.5 dBA	22	63	135	291	627
Future with Ambient Growth and Project	71.5 dBA	22	63	135	291	627
Future with Ambient Growth and Cumulative Projects	72.8 dBA	30	76	165	355	764
Future with Ambient, Cumulative, and Project Growth	72.8 dBA	30	76	165	355	764

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.3 dBA
Due to All Future Growth	1.3 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Lost Hills Road US 101

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 20,538 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 6621 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Lost Hills Road US 101

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.5 dBA	#N/A	28	73	158	339
Existing + Project	67.5 dBA	#N/A	28	73	158	339
Future with Ambient Growth	67.5 dBA	#N/A	28	73	158	339
Future with Ambient Growth and Project	67.5 dBA	#N/A	28	73	158	339
Future with Ambient Growth and Cumulative Projects	68.7 dBA	#N/A	37	88	190	409
Future with Ambient, Cumulative, and Project Growth	68.7 dBA	#N/A	37	88	190	409

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 1.2 dBA
- Due to All Future Growth 1.2 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.9 dBA	#N/A	31	78	168	361
Existing + Project	67.9 dBA	#N/A	31	78	168	361
Future with Ambient Growth	67.9 dBA	#N/A	31	78	168	361
Future with Ambient Growth and Project	67.9 dBA	#N/A	31	78	168	361
Future with Ambient Growth and Cumulative Projects	69.1 dBA	#N/A	41	94	202	435
Future with Ambient, Cumulative, and Project Growth	69.1 dBA	#N/A	41	94	202	435

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 1.2 dBA
- Due to All Future Growth 1.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Lost Hills Road Las Virgenes

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 10,512 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 2484 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Lost Hills Road Las Virgenes

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.0 dBA	#N/A	20	59	126	272
Existing + Project	66.0 dBA	#N/A	20	59	126	272
Future with Ambient Growth	66.0 dBA	#N/A	20	59	126	272
Future with Ambient Growth and Project	66.0 dBA	#N/A	20	59	126	272
Future with Ambient Growth and Cumulative Projects	67.0 dBA	#N/A	25	68	146	314
Future with Ambient, Cumulative, and Project Growth	67.0 dBA	#N/A	25	68	146	314

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.9 dBA
- Due to All Future Growth 0.9 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.5 dBA	#N/A	22	63	135	291
Existing + Project	66.5 dBA	#N/A	22	63	135	291
Future with Ambient Growth	66.5 dBA	#N/A	22	63	135	291
Future with Ambient Growth and Project	66.5 dBA	#N/A	22	63	135	291
Future with Ambient Growth and Cumulative Projects	67.4 dBA	#N/A	27	72	156	336
Future with Ambient, Cumulative, and Project Growth	67.4 dBA	#N/A	27	72	156	336

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.9 dBA
- Due to All Future Growth 0.9 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Las Virgenes Road Agoura

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 23,120 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 3282 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Las Virgenes Road Agoura

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	70.9 dBA	20	58	124	267	576
Existing + Project	70.9 dBA	20	58	124	267	576
Future with Ambient Growth	70.9 dBA	20	58	124	267	576
Future with Ambient Growth and Project	70.9 dBA	20	58	124	267	576
Future with Ambient Growth and Cumulative Projects	71.5 dBA	22	63	136	292	629
Future with Ambient, Cumulative, and Project Growth	71.5 dBA	22	63	136	292	629

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.6 dBA
- Due to All Future Growth 0.6 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	71.4 dBA	22	62	133	287	618
Existing + Project	71.4 dBA	22	62	133	287	618
Future with Ambient Growth	71.4 dBA	22	62	133	287	618
Future with Ambient Growth and Project	71.4 dBA	22	62	133	287	618
Future with Ambient Growth and Cumulative Projects	72.0 dBA	25	67	145	313	675
Future with Ambient, Cumulative, and Project Growth	72.0 dBA	25	67	145	313	675

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.6 dBA
- Due to All Future Growth 0.6 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Las Virgenes Road US 101

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 18,858 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 5802 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Las Virgenes Road US 101

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	68.6 dBA	#N/A	36	87	187	402
Existing + Project	68.6 dBA	#N/A	36	87	187	402
Future with Ambient Growth	68.6 dBA	#N/A	36	87	187	402
Future with Ambient Growth and Project	68.6 dBA	#N/A	36	87	187	402
Future with Ambient Growth and Cumulative Projects	69.7 dBA	#N/A	47	104	223	481
Future with Ambient, Cumulative, and Project Growth	69.7 dBA	#N/A	47	104	223	481

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.2 dBA
Due to All Future Growth	1.2 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	69.0 dBA	#N/A	40	93	200	430
Existing + Project	69.0 dBA	#N/A	40	93	200	430
Future with Ambient Growth	69.0 dBA	#N/A	40	93	200	430
Future with Ambient Growth and Project	69.0 dBA	#N/A	40	93	200	430
Future with Ambient Growth and Cumulative Projects	70.2 dBA	#N/A	51	111	239	514
Future with Ambient, Cumulative, and Project Growth	70.2 dBA	#N/A	51	111	239	514

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.2 dBA
Due to All Future Growth	1.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mul Dr S of CR

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 29,880 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 4948 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mul Dr S of CR

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	70.6 dBA	18	55	118	254	547
Existing + Project	70.6 dBA	18	55	118	254	547
Future with Ambient Growth	70.6 dBA	18	55	118	254	547
Future with Ambient Growth and Project	70.6 dBA	18	55	118	254	547
Future with Ambient Growth and Cumulative Projects	71.2 dBA	21	61	130	281	605
Future with Ambient, Cumulative, and Project Growth	71.2 dBA	21	61	130	281	605

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.7 dBA
- Due to All Future Growth 0.7 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	71.0 dBA	20	58	126	271	585
Existing + Project	71.0 dBA	20	58	126	271	585
Future with Ambient Growth	71.0 dBA	20	58	126	271	585
Future with Ambient Growth and Project	71.0 dBA	20	58	126	271	585
Future with Ambient Growth and Cumulative Projects	71.7 dBA	23	65	139	300	647
Future with Ambient, Cumulative, and Project Growth	71.7 dBA	23	65	139	300	647

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.7 dBA
- Due to All Future Growth 0.7 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mul High W of OTCR

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM	
Distance to Receptor:	50	feet
Site Condition (Hard or Soft):	Soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	12,036	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2030	
Total Project Volume (ADT):		vehicles
Total Cumulative Growth Volume (ADT):	3096	vehicles
Source of Traffic Data: ATE		

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mul High W of OTCR

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.6 dBA	#N/A	23	64	138	298
Existing + Project	66.6 dBA	#N/A	23	64	138	298
Future with Ambient Growth	66.6 dBA	#N/A	23	64	138	298
Future with Ambient Growth and Project	66.6 dBA	#N/A	23	64	138	298
Future with Ambient Growth and Cumulative Projects	67.6 dBA	#N/A	29	75	161	347
Future with Ambient, Cumulative, and Project Growth	67.6 dBA	#N/A	29	75	161	347

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.1 dBA	#N/A	25	69	148	319
Existing + Project	67.1 dBA	#N/A	25	69	148	319
Future with Ambient Growth	67.1 dBA	#N/A	25	69	148	319
Future with Ambient Growth and Project	67.1 dBA	#N/A	25	69	148	319
Future with Ambient Growth and Cumulative Projects	68.1 dBA	#N/A	32	80	172	371
Future with Ambient, Cumulative, and Project Growth	68.1 dBA	#N/A	32	80	172	371

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.0 dBA
Due to All Future Growth	1.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mureau Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 6,441 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 240 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	95.0%	95.0%	95.0%
Medium Truck	3.0%	3.0%	3.0%
Heavy Truck	2.0%	2.0%	2.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mureau Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.4 dBA	#N/A	#N/A	53	114	246
Existing + Project	65.4 dBA	#N/A	#N/A	53	114	246
Future with Ambient Growth	65.4 dBA	#N/A	#N/A	53	114	246
Future with Ambient Growth and Project	65.4 dBA	#N/A	#N/A	53	114	246
Future with Ambient Growth and Cumulative Projects	65.5 dBA	#N/A	18	54	117	252
Future with Ambient, Cumulative, and Project Growth	65.5 dBA	#N/A	18	54	117	252

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.2 dBA
Due to All Future Growth	0.2 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.8 dBA	#N/A	19	57	122	264
Existing + Project	65.8 dBA	#N/A	19	57	122	264
Future with Ambient Growth	65.8 dBA	#N/A	19	57	122	264
Future with Ambient Growth and Project	65.8 dBA	#N/A	19	57	122	264
Future with Ambient Growth and Cumulative Projects	66.0 dBA	#N/A	20	58	125	270
Future with Ambient, Cumulative, and Project Growth	66.0 dBA	#N/A	20	58	125	270

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.2 dBA
Due to All Future Growth	0.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Appendix F

Traffic Technical Appendix

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

CITY OF CALABASAS - GENERAL PLAN MAXIMUM BUILDOUT

	Project Name	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Approved/Pending Development																		
1.	*Standard Pacific*	Condos	86	1.00	5.86	504	0.440	38	16%	6	84%	32	0.52	45	67%	30	33%	15
2.	*Malibu Hills Road*	Senior Housing	60	1.00	3.71	223	0.200	12	42%	5	58%	7	0.52	31	63%	20	37%	11
3.	*Calabasas Inn*	Condos	79	1.00	5.86	463	0.440	35	16%	6	84%	29	0.52	41	67%	27	33%	14
4.	*Safran*	Senior Housing	75	1.00	3.71	278	0.200	15	42%	6	58%	9	0.52	39	63%	25	37%	14
5.	*Dollinger (The Summit)*	Retail	70,100	0.60	76.90	3,234	1.800	76	61%	46	39%	30	7.06	297	48%	143	52%	154
						4,702		**176**		**69**		**107**		**453**		**245**		**208**
		Retail	300			*3,234*		*76*		*46*		*30*		*297*		*143*		*154*
		Residential	*70,100*			*1,468*		*100*		*23*		*77*		*156*		*102*		*54*
Vacant Residential																		
6.	*Highlands*	Single Family Housing	97	1.00	9.57	928	0.700	68	25%	17	75%	51	1.01	98	64%	63	36%	35
7.	*Parkville Road*	Single Family Housing	13	1.00	9.57	124	0.700	9	25%	2	75%	7	1.01	13	64%	8	36%	5
8.	*Rancho Pet Kennel*	Condos	132	1.00	5.86	774	0.440	58	16%	9	84%	49	0.52	69	67%	46	33%	23
9.	*Mahin Tract*	Single Family Housing	14	1.00	9.57	134	0.700	10	25%	3	75%	7	1.01	14	64%	9	36%	5
10.	*w/o Headwaters Corner*	Single Family Housing	8	1.00	9.57	77	0.700	6	25%	2	75%	4	1.01	8	64%	5	36%	3
11.	*L.Pollack Lots*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
12.	*A.Howard Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
13.	*Wilson Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
14.	*Dry Canyon Tract -East*	Single Family Housing	9	1.00	9.57	86	0.700	6	25%	2	75%	4	1.01	9	64%	6	36%	3
15.	*Vacant*	Single Family Housing	37	1.00	9.57	354	0.700	26	25%	7	75%	19	1.01	37	64%	24	36%	13
	Sub - Total:		**317**			**2,544**		**187**		**43**		**144**		**255**		**165**		**90**

Planned Development

16.	*Las Virgenes 1*	Single Family Housing	30	1.00	9.57	287	0.700	21	25%	5	75%	16	1.01	30	84%	19	36%	11
		Condos	40	1.00	5.86	234	0.440	18	16%	3	84%	15	0.52	21	67%	14	33%	7
17.	*Las Virgenes 2*	Condos	160	1.00	5.86	938	0.440	70	16%	11	84%	59	0.52	83	67%	56	33%	27
		Office	150,000	1.00	12.15	1,823	1.730	260	86%	224	14%	36	1.65	248	14%	35	86%	213
		Retail	25,000	0.66	44.28	731	1.330	22	61%	13	39%	9	3.26	54	48%	26	52%	28

Business Park (BP)

18.	*Vacant Business Park*	Office	31,363	1.00	17.42	546	2.370	74	86%	64	14%	10	2.52	79	14%	11	86%	68

Business Limited Intensity (BLI)

19.	*Vacant BLI*	Office	166,643	1.00	11.86	1,976	1.690	282	88%	248	12%	34	1.59	265	17%	45	83%	220
		Retail	41,661	0.66	43.68	1,201	1.310	36	61%	22	39%	14	2.92	80	44%	35	56%	45
	Sub - Total:					**7,736**		**783**		**590**		**193**		**860**		**241**		**619**

Proposed Mixed-Use Development

20.	*West Village*	Condos	229	1.00	5.86	1,342	0.440	101	16%	16	84%	85	0.52	119	67%	80	33%	39
		Office (Net New)	218,407	1.00	11.15	2,435	1.600	349	88%	307	12%	42	1.48	323	17%	55	83%	268
		Retail	206,204	0.66	52.71	7,174	1.170	159	61%	97	39%	62	4.89	666	48%	320	52%	346
21.	*Las Virgenes/Mureau*	Condos	61	1.00	5.86	475	0.440	36	16%	6	84%	30	0.52	42	67%	28	33%	14
		Office	150,585	1.00	12.14	1,828	1.730	261	86%	224	14%	37	1.64	247	14%	35	86%	212
		Retail	73,102	0.66	75.78	3,656	1.770	85	61%	52	39%	33	6.96	336	48%	161	52%	175
	East Village																	
22.	*n/o Calabasas Road*	Condos	123	1.00	5.86	721	0.440	54	16%	9	84%	45	0.52	64	67%	43	33%	21
		Office	228,428	1.00	11.03	2,520	1.590	363	88%	319	12%	44	1.47	336	17%	57	83%	279
		Retail	85,030	0.66	71.88	4,034	1.670	94	61%	57	39%	37	6.62	372	48%	179	52%	193
23.	*s/o Calabasas Road*	Condos	191	1.00	5.86	1,119	0.440	84	16%	13	84%	71	0.52	99	67%	66	33%	33
		Office	938,611	1.00	7.97	7,481	1.200	1126	86%	968	14%	158	1.20	1126	14%	158	86%	968
		Retail	63,103	0.66	79.78	3,323	1.680	78	61%	48	39%	30	7.32	305	48%	146	52%	159
24.	*Craftsman Corner*	Condos	250	1.00	5.86	1,465	0.440	110	16%	18	84%	92	0.52	130	67%	87	33%	43
		Office	560,493	1.00	8.97	5,028	1.330	745	86%	641	14%	104	1.26	706	14%	99	86%	607
		Retail	216,614	0.66	51.81	7,407	1.150	164	61%	100	39%	64	4.81	688	48%	330	52%	358
	Sub - Total:					**50,008**		**3,809**		**2,875**		**934**		**5,559**		**1,844**		**3,715**

Total Condo units (MFR): 1,371 Units
Total Single Family Units (SFR): 215 Units
Total Senior Housing Units (Sr. MFR): 135 Units
Total Office Development: 2,444,530 SF
Total Retail Development: 780,814 SF

L.A. County

Agoura Road	Office	50,000	1.00	15.65	783	2.150	108	88%	95	12%	13	2.23	112	17%	19	83%	93
Las Virgenes Road	Retail	15,620	0.66	44.25	456	1.330	14	60%	8	40%	6	3.24	33	44%	15	56%	18
Calabasas Road	Office	44,280	1.00	16.09	712	2.210	98	88%	86	12%	12	2.30	102	17%	17	83%	85
Mullholland n/o U.S. 101	Restaurant	10,000	1.00	127.15	1,272	11.520	115	52%	60	48%	55	10.92	109	61%	66	39%	43
Las Virgenes Road	Single Family Housing	81	1.00	9.57	775	0.700	57	25%	14	75%	43	1.01	82	64%	52	36%	30

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

CITY OF CALABASAS - GENERAL PLAN PARTIAL BUILDOUT

	Project Name	Land Use	Size	Pass-By	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. In Trips	A.M. Out %	A.M. Out Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. In Trips	P.M. Out %	P.M. Out Trips
Approved/Pending Development																		
1.	*Standard Pacific*	Condos	86	1.00	5.86	504	0.440	38	16%	6	84%	32	0.52	45	67%	30	33%	15
2.	*Malibu Hills Road*	Senior Housing	60	1.00	3.71	223	0.200	12	42%	5	58%	7	0.52	31	63%	20	37%	11
3.	*Calabasas Inn*	Condos	79	1.00	5.86	463	0.440	35	16%	6	84%	29	0.52	41	67%	27	33%	14
4.	*Safran*	Senior Housing	75	1.00	3.71	278	0.200	15	42%	6	58%	9	0.52	39	63%	25	37%	14
5.	*Dollinger (The Summit)*	Retail	70,100	0.60	76.90	3,234	1.800	76	61%	46	39%	30	7.06	297	46%	143	52%	154
						4,702		**176**		**69**		**107**		**453**		**245**		**208**
		Retail	300			*3,234*		*76*		*46*		*30*		*297*		*143*		*154*
		Residential	*70,100*			*1,468*		*100*		*23*		*77*		*156*		*102*		*54*
Vacant Residential																		
6.	*Highlands*	Single Family Housing	97	1.00	9.57	928	0.700	68	25%	17	75%	51	1.01	98	64%	63	36%	35
7.	*Parkville Road*	Single Family Housing	13	1.00	9.57	124	0.700	9	25%	2	75%	7	1.01	13	64%	8	36%	5
8.	*Rancho Pet Kennel*	Condos	132	1.00	5.86	774	0.440	58	16%	9	84%	49	0.52	69	67%	46	33%	23
9.	*Mahin Tract*	Single Family Housing	14	1.00	9.57	134	0.700	10	25%	3	75%	7	1.01	14	64%	9	36%	5
10.	*w/o Headwaters Corner*	Single Family Housing	8	1.00	9.57	77	0.700	6	25%	2	75%	4	1.01	8	64%	5	36%	3
11.	*L.Pollack Lots*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
12.	*A.Howard Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
13.	*Wilson Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
14.	*Dry Canyon Tract -East*	Single Family Housing	9	1.00	9.57	86	0.700	6	25%	2	75%	4	1.01	9	64%	6	36%	3
15.	*Vacant*	Single Family Housing	37	1.00	9.57	354	0.700	26	25%	7	75%	19	1.01	37	64%	24	36%	13
	Sub - Total:		**317**			**2,544**		**187**		**43**		**144**		**255**		**165**		**90**
Planned Development																		
16.	*Las Virgenes 1*	Single Family Housing	30	1.00	9.57	287	0.700	21	25%	5	75%	16	1.01	30	64%	19	36%	11
		Condos	0	1.00	5.86	0	0.440	0	16%	0	84%	0	0.52	0	67%	0	33%	0
17.	*Las Virgenes 2*	Condos	160	1.00	5.86	938	0.440	70	16%	11	84%	59	0.52	83	67%	56	33%	27
		Office	150,000	1.00	12.15	1,823	1.730	260	86%	224	14%	36	1.65	248	14%	35	86%	213
		Retail	25,000	0.66	44.28	731	1.330	22	61%	13	39%	9	3.26	54	48%	26	52%	28
Business Park (BP)																		
18.	*Vacant Business Park*	Office	31,363	1.00	17.42	546	2.370	74	86%	64	14%	10	2.52	79	14%	11	86%	68
Business Limited Intensity (BLI)																		
19.	*Vacant BLI*	Office	166,643	1.00	11.86	1,976	1.690	282	88%	248	12%	34	1.59	265	17%	45	83%	220
		Retail	41,661	0.66	43.56	1,201	1.310	36	61%	22	39%	14	2.92	80	44%	35	56%	45
	Sub - Total:					**7,502**		**765**		**587**		**178**		**839**		**227**		**612**
Proposed Mixed-Use Development																		
20.	*West Village*	Condos	115	1.00	5.86	674	0.440	51	16%	8	84%	43	0.52	60	67%	40	33%	20
		Office (Net New)	169,204	1.00	11.15	1,218	1.600	175	88%	154	12%	21	1.48	162	17%	28	83%	134
		Retail	103,102	0.66	52.71	3,587	1.170	80	61%	49	39%	31	4.89	333	48%	160	52%	173
21.	*Las Virgenes/Mureau*	Condos	41	1.00	5.86	240	0.440	18	16%	3	84%	15	0.52	21	67%	14	33%	7
		Office	75,292	1.00	12.14	914	1.730	130	86%	112	14%	18	1.64	123	14%	17	86%	106
		Retail	36,551	0.66	75.78	1,828	1.770	43	61%	26	39%	17	6.96	168	48%	81	52%	87
	East Village																	
22.	*n/o Calabasas Road*	Condos	62	1.00	5.86	363	0.440	27	16%	4	84%	23	0.52	32	67%	21	33%	11
		Office	114,214	1.00	11.03	2,520	1.590	182	88%	160	12%	22	1.47	168	17%	29	83%	139
		Retail	42,515	0.66	71.88	2,017	1.670	47	61%	29	39%	18	6.62	186	48%	89	52%	97
23.	*s/o Calabasas Road*	Condos	95	1.00	5.86	557	0.440	42	16%	7	84%	35	0.52	49	67%	33	33%	16
		Office	469,306	1.00	7.97	3,740	1.200	563	86%	484	14%	79	1.20	563	14%	79	86%	484
		Retail	31,551	0.66	79.78	1,661	1.880	39	61%	24	39%	15	7.32	152	48%	73	52%	79
24.	*Craftsman Corner*	Condos	125	1.00	5.86	733	0.440	55	16%	9	84%	46	0.52	65	67%	44	33%	21
		Office	280,247	1.00	8.97	2,514	1.330	373	86%	321	14%	52	1.26	353	14%	49	86%	304
		Retail	198,307	0.66	51.81	3,704	1.150	82	61%	50	39%	32	4.81	344	48%	165	52%	179
	Sub - Total:					**26,270**		**1,067**		**1,446**		**467**		**2,779**		**922**		**1,857**

Total Condo units (MFR): 895 Units
Total Single Family Units (SFR): 215 Units
Total Senior Housing Units (Sr. MFR): 135 Units
Total Office Development: 1,396,269 SF
Total Retail Development: 458,787 SF

L.A. County

	Agoura Road	Office	50,000	1.00	15.66	783	2.150	108	88%	95	12%	13	2.23	112	17%	19	83%	93
	Las Virgenes Road	Retail	15,620	0.66	44.25	456	1.330	14	60%	8	40%	6	3.24	33	44%	15	56%	18
	Calabasas Road	Office	44,280	1.00	16.09	712	2.210	98	88%	86	12%	12	2.30	102	17%	17	83%	85
	Multholland n/o U.S. 101	Restaurant	10,000	1.00	127.15	1,272	11.520	115	52%	60	48%	55	10.92	109	61%	66	39%	43
	Las Virgenes Road	Single Family Housing	81	1.00	9.57	775	0.700	57	25%	14	75%	43	1.01	82	64%	52	36%	30

REDUCED BUILDOUT

West Village - Mureau/Las Virgenes N/O US 101

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.						P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
21.	*Las Virgenes/Mureau*	Condos	41	1.00	5.86	240	0.440	18	16%	3	84%	15	0.52	21	67%	14	33%	7
		Office	75,292	1.00	12.14	914	1.730	130	86%	112	14%	18	1.64	123	14%	17	86%	106
		Retail	36,551	0.66	75.78	1,826	1.770	43	61%	26	39%	17	6.96	168	48%	81	52%	87
15.	*Vacant Residential*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
		Total:				3,011		193		142		51		315		114		201
		-20% Internal Capture				**2,409**		**154**		**114**		**41**		**252**		**91**		**161**

West Village - Agoura Road

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.						P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
2.	*Malibu Hills Road*	Senior Housing	60	1.00	3.71	223	0.200	12	42%	5	58%	7	0.52	31	63%	20	37%	11
5.	*Dollinger (The Summit)*	Retail	70,100	0.60	76.99	3,234	1.800	76	61%	46	39%	30	7.06	297	48%	143	52%	154
18.	*Vecent Business Park*	Office	31,363	1.00	17.42	546	2.370	74	86%	64	14%	10	2.52	79	14%	11	86%	68
20.	*West Village*	Condos	115	1.00	5.86	674	0.440	51	16%	8	84%	43	0.52	60	67%	40	33%	20
		Office (Net New)	109,204	1.00	11.15	1,218	1.600	175	88%	154	12%	21	1.48	162	17%	28	83%	134
		Retail	103,102	0.66	52.71	3,587	1.170	80	61%	49	39%	31	4.89	333	48%	160	52%	173
LA	*APN 2064-002-045*	Office	50,000	1.00	15.65	783	2.150	108	88%	95	12%	13	2.23	112	17%	19	83%	93
		Total:				10,265		576		421		155		1,074		421		653
		-20% Internal Capture				**8,212**		**461**		**337**		**124**		**859**		**337**		**522**

West Village - Las Virgenes Road

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.						P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1.	*Standard Pacific*	Condos	86	1.00	5.86	504	0.440	38	16%	6	84%	32	0.52	45	67%	30	33%	15
16.	*Las Virgenes 1*	Single Family Housing	30	1.00	9.57	287	0.700	21	25%	5	75%	16	1.01	30	64%	19	36%	11
		Condos	0	1.00	5.86	0	0.440	0	16%	0	84%	0	0.52	0	67%	0	33%	0
17.	*Las Virgenes 2*	Condos	160	1.00	5.86	938	0.440	70	16%	11	84%	59	0.52	83	67%	56	33%	27
		Office	150,000	1.00	12.15	1,823	1.730	260	86%	224	14%	36	1.65	248	14%	35	86%	213
		Retail	25,000	0.66	44.28	731	1.330	22	61%	13	39%	9	3.26	54	48%	26	52%	28
15.	*Vacant Residential*	Single Family Housing	16	1.00	9.57	153	0.700	11	25%	3	75%	8	1.01	16	64%	10	36%	6
LA	*Las Virgenes Road*	Retail	15,620	0.66	44.25	456	1.330	14	60%	8	40%	6	3.24	33	44%	15	56%	18
LA	*Vacant Residential*	Single Family Housing	81	1.00	9.57	775	0.700	57	25%	14	75%	43	1.01	82	64%	52	36%	30
		Total:				5,667		493		284		209		591		243		348
		-20% Internal Capture				**4,534**		**394**		**227**		**167**		**473**		**194**		**278**

West Village - N/O US 101

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.						P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
7.	*Parkville Road*	Single Family Housing	13	1.00	9.57	124	0.700	9	25%	2	75%	7	1.01	13	64%	8	36%	5
8.	*Rancho Pet Kennel*	Condos	132	1.00	5.86	774	0.440	58	16%	9	84%	49	0.52	69	67%	46	33%	23
		Total:				**898**		**67**		**11**		**56**		**82**		**54**		**28**

PARTIAL BUILDOUT

East Village - Calabasas Road

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
3. *Calabasas Inn*	Condos	79	1.00	5.86	463	0.440	35	16%	6	84%	29	0.52	41	67%	27	33%	14
4. *Safran*	Senior Housing	75	1.00	3.71	278	0.200	15	42%	6	58%	9	0.52	39	63%	25	37%	14
22. *n/o Calabasas Road*	Condos	62	1.00	5.86	363	0.440	27	16%	4	84%	23	0.52	32	67%	21	33%	11
	Office	114,214	1.00	11.03	2,520	1.590	182	88%	160	12%	22	1.47	168	17%	29	83%	139
	Retail	42,515	0.66	71.88	2,017	1.670	47	61%	29	39%	18	6.62	186	48%	89	52%	97
23. *s/o Calabasas Road*	Condos	95	1.00	5.86	557	0.440	42	16%	7	84%	35	0.52	49	67%	33	33%	16
	Office	469,306	1.00	7.97	3,740	1.200	563	86%	484	14%	79	1.20	563	14%	79	86%	484
	Retail	31,551	0.66	79.76	1,661	1.880	39	61%	24	39%	15	7.32	152	48%	73	52%	79
LA *Mulholland n/o U.S. 101*	Restaurant	10,000	1.00	127.15	1,272	11.520	115	52%	60	48%	55	10.92	109	61%	66	39%	43
	Total:				12,871		1,065		780		285		1,339		442		897
	-20% Internal Capture				**10,297**		**852**		**624**		**228**		**1,071**		**354**		**718**

East Village - South

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
6. *Highlands*	Single Family Housing	97	1.00	9.57	928	0.700	68	25%	17	75%	51	1.01	98	64%	63	36%	35
9. *Mahin Tract*	Single Family Housing	14	1.00	9.57	134	0.700	10	25%	3	75%	7	1.01	14	64%	9	36%	5
10. *w/o Headwaters Corner*	Single Family Housing	8	1.00	9.57	77	0.700	6	25%	2	75%	4	1.01	8	64%	5	36%	3
11. *L.Pollack Lots*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
12. *A.Howard Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
13. *Wilson Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
14. *Dry Canyon Tract -East*	Single Family Housing	9	1.00	9.57	86	0.700	6	25%	2	75%	4	1.01	9	64%	6	36%	3
15. *Vacant*	Single Family Housing	18	1.00	9.57	172	0.700	13	25%	3	75%	10	1.01	18	64%	12	36%	6
	Total:				1,464		107		28		79		154		99		55

East Village - E/O Mureau

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
19. *Vacant BLI*	Office	166,643	1.00	11.86	1,976	1.690	282	88%	248	12%	34	1.59	265	17%	45	83%	220
	Retail	41,661	0.66	43.68	1,201	1.310	36	61%	22	39%	14	2.92	80	44%	35	56%	45
	Total:				3,177		318		270		48		345		80		265

East Village - N/O U.S. 101

24. *Craftsman Corner*	Condos	125	1.00	5.86	733	0.440	55	16%	9	84%	46	0.52	65	67%	44	33%	21
	Office	280,247	1.00	8.97	2,514	1.330	373	86%	321	14%	52	1.26	353	14%	49	86%	304
	Retail	108,307	0.66	51.81	3,704	1.150	82	61%	50	39%	32	4.81	344	48%	165	52%	179
	Total:				6,951		510		380		130		762		258		504
	-10% Internal Capture				**6,256**		**459**		**342**		**117**		**686**		**232**		**454**

West Village - Mureau/Las Virgenes N/O US 101

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.					P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
21.	*Las Virgenes/Mureau*	Condos	81	1.00	5.86	475	0.440	36	16%	6	84%	30	0.52	42	67%	28	33%	14
		Office	150,585	1.00	12.14	1,828	1.730	261	86%	224	14%	37	1.64	247	14%	35	86%	212
		Retail	73,102	0.66	75.78	3,656	1.770	85	61%	52	39%	33	6.96	336	48%	161	52%	175
15.	*Vacant Residential*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
		Total:				5,988		384		283		101		628		226		402
		-20% Internal Capture				**4,790**		**307**		**226**		**81**		**502**		**181**		**322**

West Village - Agoura Road

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.					P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
2.	*Malibu Hills Road*	Senior Housing	60	1.00	3.71	223	0.200	12	42%	5	58%	7	0.52	31	63%	20	37%	11
5.	*Dollinger (The Summit)*	Retail	70,100	0.60	76.90	3,234	1.800	76	61%	46	39%	30	7.06	297	48%	143	52%	154
18.	*Vacant Business Park*	Office	31,363	1.00	17.42	546	2.370	74	86%	64	14%	10	2.52	79	14%	11	86%	68
20.	*West Village*	Condos	229	1.00	5.86	1,342	0.440	101	16%	16	84%	85	0.52	119	67%	80	33%	39
		Office (Net New)	218,407	1.00	11.15	2,435	1.600	349	88%	307	12%	42	1.48	323	17%	55	83%	268
		Retail	206,204	0.66	52.71	7,174	1.170	159	61%	97	39%	62	4.89	666	48%	320	52%	346
LA	*APN 2064-002-045*	Office	50,000	1.00	15.65	783	2.150	108	88%	95	12%	13	2.23	112	17%	19	83%	93
		Total:				15,737		879		630		249		1,627		648		979
		-20% Internal Capture				**12,590**		**703**		**504**		**199**		**1,302**		**518**		**783**

West Village - Las Virgenes Road

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.					P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1.	*Standard Pacific*	Condos	86	1.00	5.86	504	0.440	38	16%	6	84%	32	0.52	45	67%	30	33%	15
15.	*Vacant Residential*	Single Family Housing	16	1.00	9.57	153	0.700	11	25%	3	75%	8	1.01	16	64%	10	36%	6
LA	*Las Virgenes Road*	Retail	15,620	0.66	44.25	456	1.330	14	60%	8	40%	6	3.24	33	44%	15	56%	18
LA	*Vacant Residential*	Single Family Housing	81	1.00	9.57	775	0.700	57	25%	14	75%	43	1.01	82	64%	52	36%	30
		Total:				1,888		120		31		89		176		107		69
		-20% Internal Capture				**1,510**		**96**		**25**		**71**		**141**		**86**		**55**
16.	*Las Virgenes 1*	Single Family Housing	30	1.00	9.57	287	0.700	21	25%	5	75%	16	1.01	30	64%	19	36%	11
		Condos	40	1.00	5.86	234	0.440	18	16%	3	84%	15	0.52	21	67%	14	33%	7
		TOTAL:				521		39		8		31		51		33		18
		-20% Internal Capture				**417**		**31**		**6**		**25**		**41**		**26**		**14**
17.	*Las Virgenes 2*	Condos	160	1.00	5.86	938	0.440	70	16%	11	84%	59	0.52	83	67%	56	33%	27
		Office	150,000	1.00	12.15	1,823	1.730	260	86%	224	14%	36	1.65	248	14%	35	86%	213
		Retail	25,000	0.66	44.28	731	1.330	22	61%	13	39%	9	3.26	54	48%	26	52%	28
		TOTAL:				3,492		352		248		104		385		117		268
		-20% Internal Capture				**2,794**		**282**		**198**		**83**		**308**		**94**		**214**

West Village - N/O US 101

	Project	Land Use	Size	Pass-By/Multi-Use	ADT		A.M.					P.M.					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
7.	*Parkville Road*	Single Family Housing	13	1.00	9.57	124	0.700	9	25%	2	75%	7	1.01	13	64%	8	36%	5
8.	*Rancho Pet Kennel*	Condos	132	1.00	5.86	774	0.440	58	16%	9	84%	49	0.52	69	67%	46	33%	23
		Total:				**898**		**67**		**11**		**56**		**82**		**54**		**28**

East Village - Calabasas Road

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
3. *Calabasas Inn*	Condos	79	1.00	5.86	463	0.440	35	16%	6	84%	29	0.52	41	67%	27	33%	14
4. *Safran*	Senior Housing	75	1.00	3.71	278	0.200	15	42%	6	58%	9	0.52	39	63%	25	37%	14
22. *n/o Calabasas Road*	Condos	123	1.00	5.86	721	0.440	54	16%	9	84%	45	0.52	64	67%	43	33%	21
	Office	228,428	1.00	11.03	2,520	1.590	363	88%	319	12%	44	1.47	336	17%	57	83%	279
	Retail	85,030	0.66	71.88	4,034	1.670	94	61%	57	39%	37	6.62	372	48%	179	52%	193
23. *s/o Calabasas Road*	Condos	191	1.00	5.86	1,119	0.440	84	16%	13	84%	71	0.52	99	67%	66	33%	33
	Office	938,611	1.00	7.97	7,481	1.200	1126	86%	968	14%	158	1.20	1126	14%	158	86%	968
	Retail	63,103	0.66	79.78	3,323	1.880	78	61%	48	39%	30	7.32	305	48%	146	52%	159
LA *Mulholland n/o U.S. 101*	Restaurant	10,000	1.00	127.15	1,272	11.520	115	52%	60	48%	55	10.92	109	61%	66	39%	43
	Total:				21,211		1,964		1,485		478		2,491		767		1,724
	-20% Internal Capture				**16,969**		**1,571**		**1,189**		**382**		**1,993**		**614**		**1,379**

East Village - South

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
6. *Highlands*	Single Family Housing	97	1.00	9.57	928	0.700	68	25%	17	75%	51	1.01	98	64%	63	36%	35
9. *Mahin Tract*	Single Family Housing	14	1.00	9.57	134	0.700	10	25%	3	75%	7	1.01	14	64%	9	36%	5
10. *w/o Headwaters Corner*	Single Family Housing	8	1.00	9.57	77	0.700	6	25%	2	75%	4	1.01	8	64%	5	36%	3
11. *L.Pollack Lots*	Single Family Housing	3	1.00	9.57	29	0.700	2	25%	1	75%	1	1.01	3	64%	2	36%	1
12. *A.Howard Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
13. *Wilson Parcels*	Single Family Housing	2	1.00	9.57	19	0.700	1	25%	0	75%	1	1.01	2	64%	1	36%	1
14. *Dry Canyon Tract -East*	Single Family Housing	9	1.00	9.57	86	0.700	6	25%	2	75%	4	1.01	9	64%	6	36%	3
15. *Vacant*	Single Family Housing	18	1.00	9.57	172	0.700	13	25%	3	75%	10	1.01	18	64%	12	36%	6
	Total:				1,464		107		28		79		154		99		55

East Village - E/O Mureau

Project	Land Use	Size	Pass-By	ADT		A.M.						P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
19. *Vacant BLI*	Office	166,643	1.00	11.86	1,976	1.690	282	88%	248	12%	34	1.59	265	17%	45	83%	220
	Retail	41,661	0.66	43.68	1,201	1.310	36	61%	22	39%	14	2.92	80	44%	35	56%	45
	Total:				3,177		318		270		48		345		80		265

East Village - N/O U.S. 101

24. *Craftsman Corner*	Condos	250	1.00	5.86	1,465	0.440	110	16%	18	84%	92	0.52	130	67%	87	33%	43
	Office	560,493	1.00	8.97	5,028	1.330	745	86%	641	14%	104	1.26	706	14%	99	86%	607
	Retail	215,614	0.66	51.81	7,407	1.150	164	61%	100	39%	64	4.81	688	48%	330	52%	358
	Total:				13,900		1,019		759		260		1,524		516		1,008
	-10% Internal Capture				**12,510**		**917**		**683**		**234**		**1,372**		**464**		**907**

Calabasas General Plan #06135

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REFERENCE #01AM

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	419	56	0	0	124	50	0	0	0	399	2	56
(B) CUMULATIVE	468	72	0	0	184	72	0	0	0	502	2	61

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT	T R		L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	419	468	0.000	0.000
NBT	1	1600	56	72	0.297 *	0.338 *
NBR	0	0	0	0	0.000	0.000
SBL	0	0	0	0	0.000	0.000
SBT	1	1600	124	184	0.078 *	0.115 *
SBR (a)	1	1600	28	40	0.018	0.025
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	1	1600	399	502	0.249 *	0.314 *
WBT	1	1600	2	2	0.020	0.022
WBR (b)	0	0	30	33	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		**0.724**	**0.867**
			LEVEL OF SERVICE:		**C**	**D**

NOTES:

(a) 44% R.T.O.R.

(b) 46% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #01PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	893	83	0	0	82	32	0	0	0	151	2	52
(B) CUMULATIVE	1050	154	0	0	117	43	0	0	0	277	2	76

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT	T R		L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	0	0	893	1050	0.000	0.000
NBT	1	1600	83	154	0.610 *	0.753 *
NBR	0	0	0	0	0.000	0.000
SBL	0	0	0	0	0.000	0.000
SBT	1	1600	82	117	0.051 *	0.073 *
SBR *(a)*	1	1600	26	35	0.016	0.022
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	1	1600	151	277	0.094 *	0.173 *
WBT	1	1600	2	2	0.010	0.014
WBR *(b)*	0	0	14	21	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		**0.855**	**1.099**
			LEVEL OF SERVICE:		**D**	**F**

NOTES:

(a) 19% R.T.O.R.

(b) 73% R.T.O.R.

05/02/08

Calabasas General Plan #06135

REFERENCE #01AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

With Programmed Improvements

N/S STREET: *LOST HILLS RD.*

E/W STREET: *US101 NB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	419	56	0	0	124	50	0	0	0	399	2	56
(B) CUMULATIVE	468	72	0	0	184	72	0	0	0	502	2	61

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	2	3200	419	468	0.131 *	0.146 *
NBT	1	1600	56	72	0.035	0.045
NBR	0	0	0	0	0.000	0.000
SBL	0	0	0	0	0.000	0.000
SBT	1	1600	124	184	0.078 *	0.115 *
SBR *(a)*	1	1600	28	40	0.018	0.025
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	0	0	399	502	0.000	0.000
WBT	2	3200	2	2	0.135 *	0.168 *
WBR *(b)*	0	0	30	33	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		0.444	0.529
			LEVEL OF SERVICE:		A	A

NOTES:

(a) 44% R.T.O.R.

(b) 46% R.T.O.R.

05/29/08

Calabasas General Plan #06135

REFERENCE #01PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

With Programmed Improvements

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	893	83	0	0	82	32	0	0	0	151	2	52
(B) CUMULATIVE	1050	154	0	0	117	43	0	0	0	277	2	76

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	2	3200	893	1050	0.279 *	0.328 *
NBT	1	1600	83	154	0.052	0.096
NBR	0	0	0	0	0.000	0.000
SBL	0	0	0	0	0.000	0.000
SBT	1	1600	82	117	0.051 *	0.073 *
SBR *(a)*	1	1600	26	35	0.016	0.022
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	0	0	151	277	0.000	0.000
WBT	2	3200	2	2	0.052 *	0.094 *
WBR *(b)*	0	0	14	21	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		0.482	0.595
			LEVEL OF SERVICE:		A	A

NOTES:

(a) 19% R.T.O.R.

(b) 73% R.T.O.R.

05/29/08

Calabasas General Plan #06135 **REFERENCE #02AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	449	108	92	459	0	29	5	1015	0	0	0
(B) CUMULATIVE	0	510	150	117	597	0	33	5	1141	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	0	0	0.000	0.000
NBT	2	3200	449	510	0.140 *	0.159 *
NBR *(a)*	1	1600	38	53	0.024	0.033
SBL	0	0	92	117	0.000	0.000
SBT	1	1600	459	597	0.344 *	0.446 *
SBR	0	0	0	0	0.000	0.000
EBL	0	0	29	33	0.000	0.000
EBT	1	1600	5	5	0.021	0.024
EBR *(b)*	2	3200	396	445	0.124 *	0.139 *
WBL	0	0	0	0	0.000	0.000
WBT	0	0	0	0	0.000	0.000
WBR	0	0	0	0	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		**0.708**	**0.844**
			LEVEL OF SERVICE:		**C**	**D**

NOTES:

(a) 65% R.T.O.R.

(b) 61% R.T.O.R.

05/02/08

Calabasas General Plan #06135

REFERENCE #02PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	842	451	68	168	0	39	5	490	0	0	0
(B) CUMULATIVE	0	1091	625	81	304	0	61	5	615	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	2	3200	842	1091				0.263 *	0.341 *			
NBR *(a)*	1	1600	370	513				0.231	0.321			
SBL	0	0	68	81				0.000	0.000			
SBT	1	1600	168	304				0.148 *	0.241 *			
SBR .	0	0	0	0				0.000	0.000			
EBL	0	0	39	61				0.000	0.000			
EBT	1	1600	5	5				0.028 *	0.041 *			
EBR *(b)*	2	3200	201	252				0.063	0.079			
WBL	0	0	0	0				0.000	0.000			
WBT	0	0	0	0				0.000	0.000			
WBR	0	0	0	0				0.000	0.000			
							LOST TIME:	0.100 *	0.100 *			
			INTERSECTION CAPACITY UTILIZATION:					**0.539**	**0.723**			
			LEVEL OF SERVICE:					**A**	**C**			

NOTES:

(a) 18% R.T.O.R.

(b) 59% R.T.O.R.

ADJUSTED EXISTING EB THROUGH MOVEMENT VOLUME FROM 414 TO 5 (ASSUMED INCIDENT ON 101 SB DURING PM COUNT) 05/02/08

Calabasas General Plan #06135

REFERENCE #02AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

With Programmed Improvements

N/S STREET: *LOST HILLS RD.*

E/W STREET: *US101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	449	108	92	459	0	29	5	1015	0	0	0
(B) CUMULATIVE	0	510	150	117	597	0	33	5	1141	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	0	0	0.000	0.000
NBT	2	3200	449	510	0.140 *	0.159 *
NBR *(a)*	1	1600	38	53	0.024	0.033
SBL	1	1600	92	117	0.058	0.073
SBT	2	3200	459	597	0.143 *	0.187 *
SBR	0	0	0	0	0.000	0.000
EBL	0	0	29	33	0.000	0.000
EBT	1	1600	5	5	0.021	0.024
EBR *(b)*	2	3200	396	445	0.124 *	0.139 *
WBL	0	0	0	0	0.000	0.000
WBT	0	0	0	0	0.000	0.000
WBR	0	0	0	0	0.000	0.000
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		0.507	0.585
			LEVEL OF SERVICE:		A	A

NOTES:

(a) 65% R.T.O.R.

(b) 61% R.T.O.R.

05/29/08

Calabasas General Plan #06135

REFERENCE #02PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

With Programmed Improvements

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	842	451	68	168	0	39	5	490	0	0	0
(B) CUMULATIVE	0	1091	625	81	304	0	61	5	615	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	2	3200	842	1091				0.263 *	0.341 *			
NBR *(a)*	1	1600	370	513				0.231	0.321			
SBL	1	1600	68	81				0.043	0.051			
SBT	2	3200	168	304				0.053 *	0.095 *			
SBR .	0	0	0	0				0.000	0.000			
EBL	0	0	39	61				0.000	0.000			
EBT	1	1600	5	5				0.028 *	0.041 *			
EBR *(b)*	2	3200	201	252				0.063	0.079			
WBL	0	0	0	0				0.000	0.000			
WBT	0	0	0	0				0.000	0.000			
WBR	0	0	0	0				0.000	0.000			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.444	0.577			
							LEVEL OF SERVICE:	A	A			

NOTES:

(a) 18% R.T.O.R.

(b) 59% R.T.O.R.

ADJUSTED EXISTING EB THROUGH MOVEMENT VOLUME FROM 414 TO 5 (ASSUMED INCIDENT ON 101 SB DURING PM COUNT) 05/29/08

Calabasas General Plan #06135 **REFERENCE #03AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***AGOURA RD.***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	46	443	65	328	840	271	31	138	23	52	134	87
(D) CUMULATIVE	47	451	217	586	843	274	32	187	23	108	156	175

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	46	47				0.029	0.029			
NBT	2	3200	443	451				0.154 *	0.192 *			
NBR *(a)*	0	0	49	163				0.000	0.000			
SBL	1	1600	328	586				0.205 *	0.366 *			
SBT	2	3200	840	843				0.330	0.332			
SBR *(b)*	0	0	217	219				0.000	0.000			
EBL	1	1600	31	32				0.019	0.020			
EBT	2	3200	138	187				0.047 *	0.062 *			
EBR *(c)*	0	0	11	11				0.000	0.000			
WBL	1	1600	52	108				0.033 *	0.068 *			
WBT	2	3200	134	156				0.042	0.049			
WBR *(d)*	1	1600	30	60				0.019	0.038			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	**0.539**	**0.788**			
							LEVEL OF SERVICE:	A	C			

NOTES:

(a) 25% R.T.O.R.

(b) 20% R.T.O.R.

(c) 52% R.T.O.R.

(d) 66% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #03PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***AGOURA RD.***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	84	777	86	191	345	39	190	501	153	81	194	329
(B) CUMULATIVE	85	799	213	450	346	40	193	548	153	317	264	661

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	84	85				0.053	0.053			
NBT	2	3200	777	799				0.260 *	0.292 *			
NBR *(a)*	0	0	55	136				0.000	0.000			
SBL	1	1600	191	450				0.119 *	0.281 *			
SBT	2	3200	345	346				0.118	0.119			
SBR *(b)*	0	0	34	35				0.000	0.000			
EBL	1	1600	190	193				0.119 *	0.121 *			
EBT	2	3200	501	548				0.183	0.197			
EBR *(c)*	0	0	83	83				0.000	0.000			
WBL	1	1600	81	317				0.051	0.198			
WBT	2	3200	194	264				0.061	0.083			
WBR *(d)*	1	1600	230	463				0.144 *	0.289 *			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	**0.742**	**1.083**			
							LEVEL OF SERVICE:	**C**	**F**			

NOTES:

(a) 36% R.T.O.R.

(b) 13% R.T.O.R.

(c) 46% R.T.O.R.

(d) 30% R.T.O.R. (Right-turn not critical due to overlap with SB left)

05/02/08

Calabasas General Plan #06135 — REFERENCE #03AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *LOST HILLS RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

With Programmed Improvements

Dual Southbound Left-Turn Lanes

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	46	443	65	328	840	271	31	138	23	52	134	87
(D) CUMULATIVE	47	451	217	586	843	274	32	187	23	108	156	175

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL T TR	EAST BOUND L T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	46	47				0.029	0.029			
NBT	2	3200	443	451				0.154 *	0.192 *			
NBR *(a)*	0	0	49	163				0.000	0.000			
SBL	2	3200	328	586				0.103 *	0.183 *			
SBT	2	3200	840	843				0.330	0.332			
SBR *(b)*	0	0	217	219				0.000	0.000			
EBL	1	1600	31	32				0.019	0.020			
EBT	2	3200	138	187				0.047 *	0.062 *			
EBR *(c)*	0	0	11	11				0.000	0.000			
WBL	1	1600	52	108				0.033 *	0.068 *			
WBT	2	3200	134	156				0.042	0.049			
WBR *(d)*	1	1600	30	60				0.019	0.038			
				LOST TIME:				0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:				0.437	0.605			
				LEVEL OF SERVICE:				A	B			

NOTES:

(a) 25% R.T.O.R.

(b) 20% R.T.O.R.

(c) 52% R.T.O.R.

(d) 66% R.T.O.R.

05/29/08

Calabasas General Plan #06135 REFERENCE #03PM_Imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM* *With Programmed Improvements*

N/S STREET: *LOST HILLS RD.* *Dual Southbound Left-Turn Lanes*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	84	777	86	191	345	39	190	501	153	81	194	329
(B) CUMULATIVE	85	799	213	450	346	40	193	548	153	317	264	661

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL T TR	EAST BOUND L T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	84	85				0.053	0.053			
NBT	2	3200	777	799				0.260 *	0.292 *			
NBR *(a)*	0	0	55	136				0.000	0.000			
SBL	2	3200	191	450				0.060 *	0.141 *			
SBT	2	3200	345	346				0.118	0.119			
SBR *(b)*	0	0	34	35				0.000	0.000			
EBL	1	1600	190	193				0.119 *	0.121 *			
EBT	2	3200	501	548				0.183	0.197			
EBR *(c)*	0	0	83	83				0.000	0.000			
WBL	1	1600	81	317				0.051	0.198			
WBT	2	3200	194	264				0.061	0.083			
WBR *(d)*	1	1600	230	463				0.144 *	0.289 *			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.683	0.943			
							LEVEL OF SERVICE:	B	E			

NOTES:

(a) 36% R.T.O.R.

(b) 13% R.T.O.R.

(c) 46% R.T.O.R.

(d) 30% R.T.O.R. (Right-turn not critical due to overlap with SB left)

05/29/08

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*04_EX*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*EXISTING CONDITIONS*
Analysis Time Period	*AM PEAK HOUR*		

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	82	0	16	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	449	0	0	675	50
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	98				232	225	337	388
% Heavy Vehicles	2				2	2	2	2
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.8				0.0	0.0	0.0	0.0
Prop. Right-Turns	0.2				0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1	0.0	0.0	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.09				0.21	0.20	0.30	0.34
hd, final value (s)	6.27				5.68	5.67	5.38	5.29
x, final value	0.17				0.37	0.35	0.50	0.57
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	4.3				3.4	3.4	3.1	3.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	348				482	475	587	638
Delay (s/veh)	10.55				11.63	11.44	13.42	14.77
LOS	B				B	B	B	B
Approach: Delay (s/veh)	10.55				11.54		14.14	
LOS	B				B		B	
Intersection Delay (s/veh)	12.94							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*04_EX*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*EXISTING CONDITIONS*
Analysis Time Period	*PM PEAK HOUR*		

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	0	2	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	584	0	0	566	79
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	47				296	292	283	362
% Heavy Vehicles	2				2	2	2	2
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0				0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0				0.0	0.0	0.0	0.2
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.2				0.0	0.0	0.0	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.04				0.26	0.26	0.25	0.32
hd, final value (s)	6.40				5.35	5.34	5.30	5.14
x, final value	0.08				0.44	0.43	0.42	0.52
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	4.4				3.0	3.0	3.0	2.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	297				546	542	533	612
Delay (s/veh)	9.98				12.18	12.06	11.72	13.21
LOS	A				B	B	B	B
Approach: Delay (s/veh)	9.98				12.12		12.56	
LOS	A				B		B	
Intersection Delay (s/veh)	12.26							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*DLH*	Intersection	*04_CU*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*AM PEAK HOUR*		

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*119*	*0*	*16*	*0*	*0*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*8*	*538*	*0*	*0*	*705*	*62*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*				*LT*	*T*	*T*	*TR*
PHF	*1.00*				*1.00*	*1.00*	*1.00*	*1.00*
Flow Rate (veh/h)	*135*				*277*	*269*	*352*	*415*
% Heavy Vehicles	*2*				*2*	*2*	*2*	*2*
No. Lanes	*1*		*0*		*2*		*2*	
Geometry Group	*1*				*5*		*5*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.9*				*0.0*	*0.0*	*0.0*	*0.0*
Prop. Right-Turns	*0.1*				*0.0*	*0.0*	*0.0*	*0.1*
Prop. Heavy Vehicle	*0.0*				*0.0*	*0.0*	*0.0*	*0.0*
hLT-adj	*0.2*	*0.2*			*0.5*	*0.5*	*0.5*	*0.5*
hRT-adj	*-0.6*	*-0.6*			*-0.7*	*-0.7*	*-0.7*	*-0.7*
hHV-adj	*1.7*	*1.7*			*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*				*0.0*	*0.0*	*0.0*	*-0.1*

Departure Headway and Service Time

hd, initial value (s)	*3.20*				*3.20*	*3.20*	*3.20*	*3.20*
x, initial	*0.12*				*0.25*	*0.24*	*0.31*	*0.37*
hd, final value (s)	*6.54*				*5.96*	*5.95*	*5.70*	*5.60*
x, final value	*0.25*				*0.46*	*0.44*	*0.56*	*0.65*
Move-up time, m (s)	*2.0*				*2.3*		*2.3*	
Service Time, t_s (s)	*4.5*				*3.7*	*3.6*	*3.4*	*3.3*

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*385*				*527*	*519*	*602*	*636*
Delay (s/veh)	*11.66*				*13.62*	*13.32*	*15.34*	*17.89*
LOS	*B*				*B*	*B*	*C*	*C*
Approach: Delay (s/veh)	*11.66*				*13.47*		*16.72*	
LOS	*B*				*B*		*C*	
Intersection Delay (s/veh)	*15.02*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*04_CU*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*PM PEAK HOUR*		

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*78*	*0*	*2*	*0*	*0*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*4*	*673*	*0*	*0*	*683*	*132*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*				*LT*	*T*	*T*	*TR*
PHF	*1.00*				*1.00*	*1.00*	*1.00*	*1.00*
Flow Rate (veh/h)	*80*				*340*	*337*	*341*	*474*
% Heavy Vehicles	*2*				*2*	*2*	*2*	*2*
No. Lanes	*1*		*0*		*2*		*2*	
Geometry Group	*1*				*5*		*5*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*				*0.0*	*0.0*	*0.0*	*0.0*
Prop. Right-Turns	*0.0*				*0.0*	*0.0*	*0.0*	*0.3*
Prop. Heavy Vehicle	*0.0*				*0.0*	*0.0*	*0.0*	*0.0*
hLT-adj	*0.2*	*0.2*			*0.5*	*0.5*	*0.5*	*0.5*
hRT-adj	*-0.6*	*-0.6*			*-0.7*	*-0.7*	*-0.7*	*-0.7*
hHV-adj	*1.7*	*1.7*			*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.2*				*0.0*	*0.0*	*0.0*	*-0.2*

Departure Headway and Service Time

hd, initial value (s)	*3.20*				*3.20*	*3.20*	*3.20*	*3.20*
x, initial	*0.07*				*0.30*	*0.30*	*0.30*	*0.42*
hd, final value (s)	*6.78*				*5.77*	*5.77*	*5.63*	*5.43*
x, final value	*0.15*				*0.55*	*0.54*	*0.53*	*0.72*
Move-up time, m (s)	*2.0*				*2.3*		*2.3*	
Service Time, t_s (s)	*4.8*				*3.5*	*3.5*	*3.3*	*3.1*

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*330*				*590*	*587*	*591*	*657*
Delay (s/veh)	*10.98*				*15.17*	*15.02*	*14.57*	*20.57*
LOS	*B*				*C*	*C*	*B*	*C*
Approach: Delay (s/veh)	*10.98*				*15.10*		*18.06*	
LOS	*B*				*C*		*C*	
Intersection Delay (s/veh)	*16.42*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*05_EX*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*EXISTING CONDITIONS*
Analysis Time Period	*AM PEAK*		

Project ID *06112*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	19	46	4	28	142
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	326	6	35	643	2
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	70		174		188	169	356	324
% Heavy Vehicles	2		2		2	0	2	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.1	0.0	0.1	0.0
Prop. Right-Turns	0.7		0.8		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		-0.5		0.1	-0.0	0.1	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.06		0.15		0.17	0.15	0.32	0.29
hd, final value (s)	6.22		5.83		6.27	6.14	5.86	5.77
x, final value	0.12		0.28		0.33	0.29	0.58	0.52
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.2		3.8		4.0	3.8	3.6	3.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	320		424		438	419	605	574
Delay (s/veh)	10.07		11.10		11.99	11.31	16.30	14.52
LOS	B		B		B	B	C	B
Approach: Delay (s/veh)	10.07		11.10		11.67		15.45	
LOS	B		B		B		C	
Intersection Delay (s/veh)	13.51							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*MMF*
Agency/Co.	*ATE*
Date Performed	*11/20/2006*
Analysis Time Period	*PM PEAK*

Site Information

Intersection	*05_EX*
Jurisdiction	*CITY OF CALABASAS*
Analysis Year	*EXISTING CONDITIONS*

Project ID *06112*

East/West Street: *MEADOW CREEK LN.* North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	13	36	3	18	41
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	48	533	15	71	417	8
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	52		62		314	282	279	217
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.2	0.0	0.3	0.0
Prop. Right-Turns	0.7		0.7		0.0	0.1	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		-0.4		0.1	-0.0	0.2	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.05		0.06		0.28	0.25	0.25	0.19
hd, final value (s)	5.88		5.87		5.52	5.41	5.68	5.52
x, final value	0.08		0.10		0.48	0.42	0.44	0.33
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	3.9		3.9		3.2	3.1	3.4	3.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	302		312		564	532	529	467
Delay (s/veh)	9.42		9.52		13.24	12.02	12.76	10.96
LOS	A		A		B	B	B	B
Approach: Delay (s/veh)	9.42		9.52		12.66		11.97	
LOS	A		A		B		B	
Intersection Delay (s/veh)	12.08							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*05_CU*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*AM PEAK*		

Project ID *06135 CALABASAS GENERAL PLAN*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	19	46	4	28	161
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	388	6	41	666	8
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	87		193		219	200	374	341
% Heavy Vehicles	2		2		2	0	2	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.0		0.1	0.0	0.1	0.0
Prop. Right-Turns	0.5		0.8		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.5		0.1	-0.0	0.1	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.08		0.17		0.19	0.18	0.33	0.30
hd, final value (s)	6.67		6.11		6.54	6.43	6.17	6.06
x, final value	0.16		0.33		0.40	0.36	0.64	0.57
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.7		4.1		4.2	4.1	3.9	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	337		443		469	450	576	585
Delay (s/veh)	10.94		12.06		13.50	12.66	19.19	16.60
LOS	B		B		B	B	C	C
Approach: Delay (s/veh)	10.94		12.06		13.10		17.95	
LOS	B		B		B		C	
Intersection Delay (s/veh)	15.28							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*MMF*	Intersection	*05_CU*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*11/20/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*PM PEAK*		

Project ID *06135 CALABASAS GENERAL PLAN*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	13	36	3	18	59
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	48	580	15	99	498	35
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	67		80		338	305	348	284
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.0		0.1	0.0	0.3	0.0
Prop. Right-Turns	0.5		0.7		0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.4		0.1	-0.0	0.2	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.06		0.07		0.30	0.27	0.31	0.25
hd, final value (s)	6.41		6.21		5.89	5.78	5.97	5.74
x, final value	0.12		0.14		0.55	0.49	0.58	0.45
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.4		4.2		3.6	3.5	3.7	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	317		330		588	555	594	534
Delay (s/veh)	10.28		10.20		15.61	13.90	16.49	13.10
LOS	B		B		C	B	C	B
Approach: Delay (s/veh)	10.28		10.20		14.80		14.96	
LOS	B		B		B		B	
Intersection Delay (s/veh)	14.40							
Intersection LOS	B							

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Calabasas General Plan #06135 **REFERENCE #06AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	257	273	2	3	931	23	13	10	793	7	1	1
(B) CUMULATIVE	310	308	2	3	951	23	66	45	814	7	21	1

GEOMETRICS

GEOMETRICS	NORTH BOUND LL T R	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	2	3200	257	310		0.080 *	0.097 *	
NBT	1	1600	273	308		0.171	0.193	
NBR	1	1600	2	2		0.001	0.001	
SBL	1	1600	3	3		0.002	0.002	
SBT	1	1600	931	951		0.582 *	0.594 *	
SBR *(a)*	1	1600	15	15		0.009	0.009	
EBL	1	1600	13	66		0.008	0.041	
EBT	1	1600	10	45		0.006	0.028	
EBR *(b)*	1	1600	666	684		0.416 *	0.428 *	
WBL	0	0	7	7		0.000	0.000	
WBT	1	1600	1	21		0.006	0.018	
WBR	0	0	1	1		0.000	0.000	
				LOST TIME:		0.100 *	0.100 *	
			INTERSECTION CAPACITY UTILIZATION:			**1.178**	**1.219**	
			LEVEL OF SERVICE:			F	F	

NOTES:

(a) 35% R.T.O.R.

(b) 16% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)

05/02/08

Calabasas General Plan #06135 **REFERENCE #06PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	574	627	0	3	573	35	22	2	503	2	0	3
(B) CUMULATIVE	630	659	0	3	656	35	22	2	586	2	0	3

GEOMETRICS

GEOMETRICS	NORTH BOUND LL T R	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3
NBL	2	3200	574	630				0.179 *	0.197 *	
NBT	1	1600	627	659				0.392	0.412	
NBR	1	1600	0	0				0.000	0.000	
SBL	1	1600	3	3				0.002	0.002	
SBT	1	1600	573	656				0.358 *	0.410 *	
SBR *(a)*	1	1600	23	23				0.014	0.014	
EBL	1	1600	22	22				0.014	0.014	
EBT	1	1600	2	2				0.001	0.001	
EBR *(b)*	1	1600	216	252				0.135 *	0.158 *	
WBL	0	0	2	2				0.000	0.000	
WBT	1	1600	0	0				0.003	0.003	
WBR	0	0	3	3				0.000	0.000	
							LOST TIME:	0.100 *	0.100 *	
			INTERSECTION CAPACITY UTILIZATION:					**0.772**	**0.865**	
			LEVEL OF SERVICE:					C	D	

NOTES:

(a) 34% R.T.O.R.

(b) 57% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)

05/02/08

Calabasas General Plan #06135 REFERENCE #06AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM* ***WITH PROGRAMMED IMPROVEMENTS***

N/S STREET: *LOST HILLS RD.*

E/W STREET: *LAS VIRGENES RD.*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	257	273	2	3	931	23	13	10	793	7	1	1
(B) CUMULATIVE	310	308	2	3	951	23	66	45	814	7	21	1

GEOMETRICS

GEOMETRICS	NORTH BOUND LL T R	SOUTH BOUND L T TR	EAST BOUND LT RR	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	2	3200	257	310		0.080 *	0.097 *	
NBT	1	1600	273	308		0.171	0.193	
NBR	1	1600	2	2		0.001	0.001	
SBL	1	1600	3	3		0.002	0.002	
SBT	2	3200	931	951		0.296 *	0.302 *	
SBR *(a)*	0	0	15	15		0.000	0.000	
EBL	0	0	13	66		0.000	0.000	
EBT	1	1600	10	45		0.014	0.069	
EBR *(b)*	2	3200	666	684		0.208 *	0.214 *	
WBL	0	0	7	7		0.000	0.000	
WBT	1	1600	1	21		0.006	0.018	
WBR	0	0	1	1		0.000	0.000	
				LOST TIME:		0.100 *	0.100 *	
				INTERSECTION CAPACITY UTILIZATION:		0.684	0.713	
				LEVEL OF SERVICE:		B	C	

NOTES:

(a) 35% R.T.O.R.

(b) 16% R.T.O.C. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)

05/29/08

Calabasas General Plan #06135 REFERENCE #06PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM* ***WITH PROGRAMMED IMPROVEMENTS***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	574	627	0	3	573	35	22	2	503	2	0	3
(B) CUMULATIVE	630	659	0	3	656	35	22	2	586	2	0	3

GEOMETRICS

GEOMETRICS	NORTH BOUND LL T R	SOUTH BOUND L T TR	EAST BOUND LT RR	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3
NBL	2	3200	574	630				0.179 *	0.197 *	
NBT	1	1600	627	659				0.392	0.412	
NBR	1	1600	0	0				0.000	0.000	
SBL	1	1600	3	3				0.002	0.002	
SBT	2	3200	573	656				0.186 *	0.212 *	
SBR *(a)*	0	0	23	23				0.000	0.000	
EBL	0	0	22	22				0.000	0.000	
EBT	1	1600	2	2				0.015	0.015	
EBR *(b)*	2	3200	216	252				0.068 *	0.079 *	
WBL	0	0	2	2				0.000	0.000	
WBT	1	1600	0	0				0.003	0.003	
WBR	0	0	3	3				0.000	0.000	
							LOST TIME:	0.100 *	0.100 *	
							INTERSECTION CAPACITY UTILIZATION:	**0.533**	**0.588**	
							LEVEL OF SERVICE:	A	A	

NOTES:

(a) 34% R.T.O.R.

(b) 57% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)

05/29/08

Calabasas General Plan #06135 **REFERENCE #07AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	152	537	0	0	672	489	0	0	0	981	2	369
(B) CUMULATIVE	235	688	0	0	806	597	0	0	0	1103	2	426

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	152	235				0.095 *	0.147 *			
NBT	2	3200	537	688				0.168	0.215			
NBR	0	0	0	0				0.000	0.000			
SBL	0	0	0	0				0.000	0.000			
SBT	2	3200	672	806				0.210 *	0.252 *			
SBR	1	1600	489	597				0.306	0.373			
EBL	0	0	0	0				0.000	0.000			
EBT	0	0	0	0				0.000	0.000			
EBR	0	0	0	0				0.000	0.000			
WBL	0	0	981	1103				0.000	0.000			
WBT	2	3200	2	2				0.307 *	0.345 *			
WBR *(a)*	1	1600	362	417				0.226	0.261			
				LOST TIME:				0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:				**0.712**	**0.844**			
				LEVEL OF SERVICE:				**C**	**D**			

NOTES:

(a) 2% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #07PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	246	1049	0	0	394	317	0	0	0	488	1	264
(D) CUMULATIVE	366	1190	0	0	735	398	0	0	0	618	1	309

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	246	366				0.154	0.229 *			
NBT	2	3200	1049	1190				0.328 *	0.372			
NBR	0	0	0	0				0.000	0.000			
SBL	0	0	0	0				0.000	0.000			
SBT	2	3200	394	735				0.123	0.230 *			
SBR	1	1600	317	398				0.198	0.249			
EBL	0	0	0	0				0.000	0.000			
EBT	0	0	0	0				0.000	0.000			
EBR	0	0	0	0				0.000	0.000			
WBL	0	0	488	618				0.000	0.000			
WBT	2	3200	1	1				0.153	0.193			
WBR *(a)*	1	1600	259	303				0.162 *	0.189 *			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	**0.590**	**0.748**			
							LEVEL OF SERVICE:	**A**	**C**			

NOTES:

(a) 2% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #08AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	859	2	29	1460	262	279	10	258	7	1	59
(D) CUMULATIVE	0	1151	10	59	1527	267	338	45	355	9	5	63

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	2	3200	859	1151				0.268	0.360			
NBR *(a)*	1	1600	1	5				0.001	0.003			
SBL	1	1600	29	59				0.018	0.037			
SBT	2	3200	1460	1527				0.456 *	0.477 *			
SBR *(b)*	1	1600	236	240				0.148	0.150			
EBL	0	0	279	338				0.000	0.000			
EBT	1	1600	10	45				0.181 *	0.239 *			
EBR *(c)*	1	1600	235	323				0.147	0.202			
WBL	0	0	7	9				0.000	0.000			
WBT	1	1600	1	5				0.028 *	0.034 *			
WBR *(d)*	0	0	37	40				0.000	0.000			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	**0.765**	**0.850**			
							LEVEL OF SERVICE:	**C**	**D**			

NOTES:

(a) 50% R.T.O.R.

(b) 10% R.T.O.R.

(c) 9% R.T.O.R.

(d) 37% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #08PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1698	1	37	720	185	481	8	145	10	0	67
(B) CUMULATIVE	0	2127	3	43	1110	266	537	15	247	23	29	97

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	2	3200	1698	2127				0.531 *	0.665 *			
NBR	1	1600	1	3				0.001	0.002			
SBL	1	1600	37	43				0.023 *	0.027 *			
SBT	2	3200	720	1110				0.225	0.347			
SBR *(a)*	1	1600	144	207				0.090	0.129			
EBL	0	0	481	537				0.000	0.000			
EBT	1	1600	8	15				0.306 *	0.345 *			
EBR *(b)*	1	1600	94	161				0.059	0.101			
WBL	0	0	10	23				0.000	0.000			
WBT	1	1600	0	29				0.038	0.079			
WBR *(c)*	0	0	51	74				0.000	0.000			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	**0.960**	**1.137**			
							LEVEL OF SERVICE:	E	F			

NOTES:

(a) 22% R.T.O.R.

(b) 35% R.T.O.R.

(c) 24% R.T.O.R.

05/02/08

Calabasas General Plan #06135 **REFERENCE #08AM_imp**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06*** ***With Programmed Improvements***

TIME PERIOD: ***AM*** ***(Add NB Thru Lane, WB Right-Turn Lane, & EB Left-Turn Lane)***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	859	2	29	1460	262	279	10	258	7	1	59
(D) CUMULATIVE	0	1151	10	59	1527	267	338	45	355	9	5	63

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT TR	L TT R	LT R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	3	4800	859	1151				0.179	0.242			
NBR	0	0	2	10				0.000	0.000			
SBL	1	1600	29	59				0.018	0.037			
SBT	2	3200	1460	1527				0.456 *	0.477 *			
SBR *(a)*	1	1600	231	240				0.144	0.150			
EBL	0	0	279	338				0.000	0.000			
EBT	1	1600	10	45				0.181 *	0.239 *			
EBR *(b)*	1	1600	168	323				0.105	0.202			
WBL	0	0	7	9				0.000	0.000			
WBT	1	1600	1	5				0.005 *	0.009 *			
WBR *(c)*	1	1600	45	40				0.028	0.025			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.742	0.825			
							LEVEL OF SERVICE:	C	D			

NOTES:

(a) 22% R.T.O.R.

(b) 35% R.T.O.R.

(c) 24% R.T.O.R.

05/29/08

Calabasas General Plan #06135 REFERENCE #08PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM* *With Programmed Improvements*

N/S STREET: *LAS VIRGENES RD.* *(Add NB Thru Lane, WB Right-Turn Lane, & EB Left-Turn Lane)*

E/W STREET: *US101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1698	1	37	720	185	481	8	145	10	0	67
(B) CUMULATIVE	0	2127	3	43	1110	266	537	15	247	23	29	97

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT TR	L TT R	L LTR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0				0.000	0.000			
NBT	3	4800	1698	2127				0.354 *	0.444 *			
NBR	0	0	1	3				0.000	0.000			
SBL	1	1600	37	43				0.023 *	0.027 *			
SBT	2	3200	720	1110				0.225	0.347			
SBR *(a)*	1	1600	144	207				0.090	0.129			
EBL	0	0	481	537				0.000	0.000			
EBT	2	3200	8	15				0.182 *	0.223 *			
EBR *(b)*	0	0	94	161				0.000	0.000			
WBL	0	0	10	23				0.000	0.000			
WBT	1	1600	0	29				0.006 *	0.033 *			
WBR *(c)*	1	1600	51	74				0.032	0.046			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.665	0.827			
							LEVEL OF SERVICE:	B	D			

NOTES:

(a) 22% R.T.O.R.

(b) 35% R.T.O.R.

(c) 24% R.T.O.R.

05/29/08

Calabasas General Plan #06135 **REFERENCE #09AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *LAS VIRGENES RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	113	607	0	0	930	612	202	0	156	0	0	0
(B) CUMULATIVE	150	744	10	168	959	710	277	20	171	4	8	71

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L T TR	LL T R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	113	150		0.071 *	0.094 *			
NBT	2	3200	607	744		0.190	0.233			
NBR	1	1600	0	10		0.000	0.006			
SBL	1	1600	0	168		0.000	0.105			
SBT	2	3200	930	959		0.446 *	0.479 *			
SBR *(a)*	0	0	496	575		0.000	0.000			
EBL	2	3200	202	277		0.063 *	0.087 *			
EBT	1	1600	0	20		0.000	0.013			
EBR *(b)*	1	1600	76	84		0.048	0.053			
WBL	0	0	0	4		0.000	0.000			
WBT	1	1600	0	8		0.000	0.008			
WBR *(c)*	1	1600	0	39		0.000	0.024 *			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	**0.680**	**0.784**			
					LEVEL OF SERVICE:	B	C			

NOTES:

(a) 19% R.T.O.R.

(b) 51% R.T.O.R.

(c) 45% R.T.O.R.

06/04/08

Calabasas General Plan #06135 REFERENCE #09PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: *LAS VIRGENES RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	150	740	0	0	558	238	965	0	238	0	0	0
(B) BASELINE	184	839	5	80	750	393	1090	9	291	11	21	182

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L T TR	LL T R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BASELINE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	150	184		0.094 *	0.115 *			
NBT	2	3200	740	839		0.231	0.262			
NBR	1	1600	0	5		0.000	0.003			
SBL	1	1600	0	80		0.000	0.050			
SBT	2	3200	558	750		0.221 *	0.311 *			
SBR *(a)*	0	0	148	244		0.000	0.000			
EBL	2	3200	965	1090		0.302 *	0.341 *			
EBT	1	1600	0	9		0.000	0.006			
EBR *(b)*	1	1600	117	143		0.073	0.089			
WBL	0	0	0	11		0.000	0.000			
WBT	1	1600	0	21		0.000	0.020			
WBR *(c)*	1	1600	0	100		0.000	0.063 *			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.717**	**0.930**			
				LEVEL OF SERVICE:		C	E			

NOTES:

(a) 38% R.T.O.R.

(b) 51% R.T.O.R.

(c) 45% R.T.O.R.

06/04/08

Calabasas General Plan #06135

COUNT DATE: *01-10-2006*
TIME PERIOD: *A.M. PEAK HOUR* *7:30 - 8:30*
N/S STREET: LAS VIRGENES ROAD
E/W STREET: MUREAU ROAD
CONTROL TYPE: SIGNAL

REF: 10_AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	463	231	80	884	0	0	0	0	202	0	5
(B) CUMULATIVE	0	609	293	90	992	0	0	0	0	248	0	15

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	0	0	0	0	0.000	0.000
NBT	2	3200	463	609	0.145	0.190
NBR	1	1600	231	293	0.144	0.183
SBL	1	1600	80	90	0.050	0.056
SBT	2	3200	884	992	0.276 *	0.310 *
SBR *(a)*	0	0	0	0	0.000	0.000
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	1	1600	202	248	0.126 *	0.155 *
WBT	0	0	0	0	0.000	0.000
WBR *(b)*	1	1600	5	8	0.003	0.005
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		0.502	0.565
			LEVEL OF SERVICE:		A	A

NOTES:

06/04/08

Calabasas General Plan #06135

COUNT DATE: *01-10-2006*
TIME PERIOD: *P.M. PEAK HOUR* *5:00 - 6:00*
N/S STREET: LAS VIRGENES ROAD
E/W STREET: MUREAU ROAD
CONTROL TYPE: SIGNAL

REF: 10_PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	660	321	74	330	0	0	0	0	358	0	22
(B) CUMULATIVE	0	790	377	84	625	0	0	0	0	485	0	32

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	0	0	0	0	0.000	0.000
NBT	2	3200	660	790	0.206 *	0.247 *
NBR	1	1600	321	377	0.201	0.236
SBL	1	1600	74	84	0.046 *	0.053 *
SBT	2	3200	330	625	0.103	0.195
SBR (a)	0	0	0	0	0.000	0.000
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	1	1600	358	485	0.224 *	0.303 *
WBT	0	0	0	0	0.000	0.000
WBR (b)	1	1600	22	17	0.014	0.011
			LOST TIME:		0.100 *	0.100 *
			INTERSECTION CAPACITY UTILIZATION:		**0.576**	**0.703**
			LEVEL OF SERVICE:		A	B

NOTES:

06/04/08

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*AM_CALABASAS RD/MUREAU RD*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*3/15/2006*	Analysis Year	*EXISTING CONDITIONS*
Analysis Time Period	*A.M. PEAK HOUR*	Project ID	*CALABASAS GENERAL PLAN #06135*

East/West Street: *CALABASAS RD*	North/South Street: *MUREAU RD/CALABASAS RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*20*	*346*	*0*	*0*	*496*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*346*	*0*	*0*	*496*	*6*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*3*	*0*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*3*	*0*	*7*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*20*						*10*	
C (m) (vph)	*1052*						*453*	
v/c	*0.02*						*0.02*	
95% queue length	*0.06*						*0.07*	
Control Delay	*8.5*						*13.1*	
LOS	*A*						*B*	
Approach Delay	--	--					*13.1*	
Approach LOS	--	--					*B*	

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AWD = 10.0 sec. LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*PM_CALABASAS RD/MUREAU RD*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*3/15/2006*	Analysis Year	*EXISTING CONDITIONS*
Analysis Time Period	*P.M. PEAK HOUR*	Project ID	*CALABASAS GENERAL PLAN #06135*

East/West Street: *CALABASAS RD*	North/South Street: *MUREAU RD/CALABASAS RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*20*	*390*	*0*	*0*	*975*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*390*	*0*	*0*	*975*	*6*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*3*	*0*	*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*3*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*20*						*28*	
C (m) (vph)	*696*						*271*	
v/c	*0.03*						*0.10*	
95% queue length	*0.09*						*0.34*	
Control Delay	*10.3*						*19.8*	
LOS	*B*						*C*	
Approach Delay	--	--					*19.8*	
Approach LOS	--	--					*C*	

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AWD = 15.8 sec LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*AM_CALABASAS RD/MUREAU RD*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*3/15/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*A.M. PEAK HOUR*	Project ID	*CALABASAS GENERAL PLAN #06135*

East/West Street: *CALABASAS RD*	North/South Street: *MUREAU RD/CALABASAS RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*20*	*369*	*0*	*0*	*504*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*369*	*0*	*0*	*504*	*6*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*3*	*0*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*3*	*0*	*7*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*20*						*10*	
C (m) (vph)	*1045*						*441*	
v/c	*0.02*						*0.02*	
95% queue length	*0.06*						*0.07*	
Control Delay	*8.5*						*13.4*	
LOS	*A*						*B*	
Approach Delay	--	--					*13.4*	
Approach LOS	--	--					*B*	

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AWD = 10.1 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*PM_CALABASAS RD/MUREAU RD*
Agency/Co.	*ATE*	Jurisdiction	*CITY OF CALABASAS*
Date Performed	*3/15/2006*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*P.M. PEAK HOUR*	Project ID	*CALABASAS GENERAL PLAN #06135*

East/West Street: *CALABASAS RD*	North/South Street: *MUREAU RD/CALABASAS RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*20*	*408*	*0*	*0*	*1007*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*408*	*0*	*0*	*1007*	*6*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*3*	*0*	*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*3*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*20*						*28*	
C (m) (vph)	*677*						*258*	
v/c	*0.03*						*0.11*	
95% queue length	*0.09*						*0.36*	
Control Delay	*10.5*						*20.7*	
LOS	*B*						*C*	
Approach Delay	--	--					*20.7*	
Approach LOS	--	--					*C*	

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AWD = 16.5 sec LOS C

Calabasas General Plan #06135

REFERENCE #12AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *U.S. 101 SB RAMPS (WEST)*

E/W STREET: *CALABASAS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	568	0	48	234	303	0	0	501	49
(B) CUMULATIVE	0	0	0	1169	0	129	251	367	0	0	708	143

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND LL R	EAST BOUND L T	WEST BOUND T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0		0.000 *	0.000 *			
NBT	0	0	0	0		0.000	0.000			
NBR	0	0	0	0		0.000	0.000			
SBL	2	3200	568	1169		0.178 *	0.365 *			
SBT	0	0	0	0		0.000	0.000			
SBR *(a)*	1	1600	30	80		0.019	0.050			
EBL	1	1600	234	251		0.146 *	0.157 *			
EBT	1	1600	303	367		0.189	0.229			
EBR	0	0	0	0		0.000	0.000			
WBL	0	0	0	0		0.000	0.000			
WBT	1	1600	501	708		0.313 *	0.443 *			
WBR *(b)*	1	1600	24	70		0.015	0.044			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.737	1.065			
				LEVEL OF SERVICE:		C	F			

NOTES:

(a) 38% R.T.O.R.

(b) 51% R.T.O.R.

06/04/08

Calabasas General Plan #06135 REFERENCE #12PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: *U.S. 101 SB RAMPS (WEST)*

E/W STREET: *CALABASAS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	470	0	19	298	502	0	0	371	284
(B) CUMULATIVE	0	0	0	886	0	43	391	621	0	0	552	647

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		LL R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0		0.000 *	0.000 *			
NBT	0	0	0	0		0.000	0.000			
NBR	0	0	0	0		0.000	0.000			
SBL	2	3200	470	886		0.147 *	0.277 *			
SBT	0	0	0	0		0.000	0.000			
SBR *(a)*	1	1600	12	27		0.008	0.017			
EBL	1	1600	298	391		0.186 *	0.244 *			
EBT	1	1600	502	621		0.314	0.388			
EBR	0	0	0	0		0.000	0.000			
WBL	0	0	0	0		0.000	0.000			
WBT	1	1600	371	552		0.232 *	0.345 *			
WBR *(b)*	1	1600	139	317		0.087	0.198			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	**0.665**	**0.966**			
					LEVEL OF SERVICE:	B	E			

NOTES:

(a) 38% R.T.O.R.

(b) 51% R.T.O.R.

06/04/08

Calabasas General Plan #06135 **REFERENCE #13AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	36	76	141	3	55	3	1	2	27	660	69	120
(B) CUMULATIVE	36	117	509	3	78	3	1	2	27	1010	69	120

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	LTR	L TR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	36	36		0.000	0.000			
NBT	1	1600	76	117		0.096 *	0.191 *			
NBR *(a)*	0	0	42	153		0.000	0.000			
SBL	0	0	3	3		0.000	0.000			
SBT	1	1600	55	78		0.038 *	0.052 *			
SBR *(b)*	0	0	2	2		0.000	0.000			
EBL	1	1600	1	1		0.001	0.001			
EBT	1	1600	2	2		0.009 *	0.009 *			
EBR *(c)*	0	0	12	12		0.000	0.000			
WBL	2	3200	660	1010		0.206 *	0.316 *			
WBT	1	1600	69	69		0.097	0.097			
WBR *(d)*	0	0	86	86		0.000	0.000			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.449	0.668			
				LEVEL OF SERVICE:		A	B			

NOTES:

(a) 70% R.T.O.R.

(b) 50% R.T.O.R.

© 56% R.T.O.R

(d) 28% R.T.O.R.

06/04/08

Calabasas General Plan #06135 REFERENCE #13PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	7	32	15	2	205	0	0	6	90	859	34	234
(B) CUMULATIVE	7	60	265	2	296	0	0	6	90	1727	34	234

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	LTR	L TR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	7	7		0.000	0.000			
NBT	1	1600	32	60		0.028 *	0.092 *			
NBR *(a)*	0	0	5	80		0.000	0.000			
SBL	0	0	2	2		0.000	0.000			
SBT	1	1600	205	296		0.129 *	0.186 *			
SBR	0	0	0	0		0.000	0.000			
EBL	1	1600	0	0		0.000	0.000			
EBT	1	1600	6	6		0.031 *	0.031 *			
EBR *(b)*	0	0	44	44		0.000	0.000			
WBL	2	3200	859	1727		0.268 *	0.540 *			
WBT	1	1600	34	34		0.168	0.168			
WBR *(C)*	0	0	234	234		0.000	0.000			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.556**	**0.949**			
				LEVEL OF SERVICE:		A	E			

NOTES:

(a) 70% R.T.O.R.

(b) 56% R.T.O.R.

© 28% R.T.O.R

06/04/08

Calabasas General Plan #06135 REFERENCE #14AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: **US 101 NORTHBOUND OFF-RAMPS**

E/W STREET: **VENTURA BOULEVARD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	799	0	169	0	0	0	0	139	0	0	43	0
(B) CUMULATIVE	936	0	442	0	0	0	0	507	0	0	256	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL R		T	TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	2	3200	799	936		0.250 *	0.293 *			
NBT	0	0	0	0		0.000	0.000			
NBR *(a)*	1	1600	85	221		0.053	0.138			
SBL	0	0	0	0		0.000	0.000			
SBT	0	0	0	0		0.000	0.000			
SBR	0	0	0	0		0.000	0.000			
EBL	0	0	0	0		0.000	0.000			
EBT	1	1600	139	507		0.087 *	0.317 *			
EBR	0	0	0	0		0.000	0.000			
WBL	0	0	0	0		0.000	0.000			
WBT	2	3200	43	256		0.013	0.080			
WBR	0	0	0	0		0.000	0.000			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.437**	**0.710**			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) 50%

06/03/08

Calabasas General Plan #06135 **REFERENCE #14PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **US 101 NORTHBOUND OFF-RAMPS**

E/W STREET: **VENTURA BOULEVARD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	637	0	45	0	0	0	0	302	0	0	24	0
(B) CUMULATIVE	689	0	231	0	0	0	0	552	0	0	840	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL R		T	TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5	
NBL	2	3200	637	689		0.199 *	0.215 *				
NBT	0	0	0	0		0.000	0.000				
NBR *(a)*	1	1600	23	116		0.014	0.073				
SBL	0	0	0	0		0.000	0.000				
SBT	0	0	0	0		0.000	0.000				
SBR	0	0	0	0		0.000	0.000				
EBL	0	0	0	0		0.000	0.000				
EBT	1	1600	302	552		0.189 *	0.345 *				
EBR	0	0	0	0		0.000	0.000				
WBL	0	0	0	0		0.000	0.000				
WBT	2	3200	24	840		0.008	0.263				
WBR	0	0	0	0		0.000	0.000				
				LOST TIME:		0.100 *	0.100 *				
				INTERSECTION CAPACITY UTILIZATION:		0.488	0.660				
				LEVEL OF SERVICE:		A	B				

NOTES:

(a) 50%

06/03/08

Calabasas General Plan #06135 **REFERENCE #15AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARKWAY CALABASAS**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	49	614	14	72	334	262	168	356	341	44	178	216
(B) CUMULATIVE	91	692	14	199	357	451	407	733	390	132	266	389

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT TR	L LT T R	L TT R	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	49	91		0.031	0.057			
NBT	3	4800	614	692		0.130 *	0.146 *			
NBR *(a)*	0	0	11	11		0.000	0.000			
SBL	0	0	72	199		0.000	0.000			
SBT	3	4800	334	357		0.085 *	0.116 *			
SBR *(b)*	1	1600	89	153		0.056	0.096			
EBL	1	1600	168	407		0.105 *	0.254 *			
EBT	2	3200	356	733		0.111	0.229			
EBR *(c)*	1	1600	150	172		0.094	0.108			
WBL	1	1600	44	132		0.028	0.083			
WBT	2	3200	178	266		0.056	0.083			
WBR *(d)*	1	1600	121	218		0.076 *	0.136 *			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.496**	**0.752**			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) 21% RTOR

(b) 66% RTOR

(c) 56% RTOR

(d) 44% RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #15PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: CALABASAS ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	50	614	43	172	312	406	110	655	269	57	165	409
(B) CUMULATIVE	63	691	43	332	403	797	272	957	340	57	305	730

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT TR	L LT T R	L TT R	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	50	63		0.031	0.039			
NBT	3	4800	614	691		0.137 *	0.153 *			
NBR *(a)*	0	0	43	43		0.000	0.000			
SBL	0	0	172	332		0.000	0.000			
SBT	3	4800	312	403		0.101 *	0.153 *			
SBR *(b)*	1	1600	158	311		0.099	0.194			
EBL	1	1600	110	272		0.069	0.170			
EBT	2	3200	655	957		0.205 *	0.299 *			
EBR *(c)*	1	1600	196	248		0.123	0.155			
WBL	1	1600	57	57		0.036 *	0.036 *			
WBT	2	3200	165	305		0.052	0.095			
WBR *(d)*	1	1600	213	380		0.133	0.238			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.579**	**0.741**			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) 21% RTOR

(b) 66% RTOR

(c) 56% RTOR

(d) 44% RTOR

05/29/08

Calabasas General Plan #06135 REFERENCE #16AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARKWAY CALABASAS**

E/W STREET: **PARK GRANADA**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	5	406	192	219	354	18	25	28	4	119	12	117
(B) CUMULATIVE	5	515	228	262	384	18	25	28	4	131	12	124

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	LT TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3	SCENARIO V/C RATIOS 4	SCENARIO V/C RATIOS 5
NBL	1	1600	5	5		0.003	0.003			
NBT	2	3200	406	515		0.187 *	0.232 *			
NBR	0	0	192	228		0.000	0.000			
SBL	1	1600	219	262		0.137 *	0.164 *			
SBT	2	3200	354	384		0.116	0.126			
SBR	0	0	18	18		0.000	0.000			
EBL	0	0	25	25		0.000	0.000			
EBT	2	3200	28	28		0.018 *	0.018 *			
EBR	0	0	4	4		0.000	0.000			
WBL	1	1600	119	131		0.074 *	0.082 *			
WBT	1	1600	12	12		0.008	0.008			
WBR	1	1600	117	124		0.073	0.078			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.516**	**0.596**			
				LEVEL OF SERVICE:		A	A			

NOTES:

05/29/08

Calabasas General Plan #06135 **REFERENCE #16PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **PARKWAY CALABASAS**

E/W STREET: **PARK GRANADA**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	4	442	173	133	367	24	19	20	3	189	14	141
(B) CUMULATIVE	4	500	193	332	403	24	19	20	3	232	14	168

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND LT TR	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5	
NBL	1	1600	4	4		0.003	0.003				
NBT	2	3200	442	500		0.192 *	0.217 *				
NBR	0	0	173	193		0.000	0.000				
SBL	1	1600	133	332		0.083 *	0.208 *				
SBT	2	3200	367	403		0.122	0.133				
SBR	0	0	24	24		0.000	0.000				
EBL	0	0	19	19		0.000	0.000				
EBT	2	3200	20	20		0.013 *	0.013 *				
EBR	0	0	3	3		0.000	0.000				
WBL	1	1600	189	232		0.118 *	0.145 *				
WBT	1	1600	14	14		0.009	0.009				
WBR	1	1600	141	168		0.088	0.105				
				LOST TIME:		0.100 *	0.100 *				
				INTERSECTION CAPACITY UTILIZATION:		**0.506**	**0.683**				
				LEVEL OF SERVICE:		A	B				

NOTES:

05/29/08

Calabasas General Plan #06135 **REFERENCE #17AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARK CENTRE**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	15	0	13	0	0	0	39	319	16	97	358	0
(B) CUMULATIVE	15	0	13	0	0	0	39	772	16	97	619	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL R		L TT R	LL TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	2	3200	15	15		0.005 *	0.005 *			
NBT	0	0	0	0		0.000	0.000			
NBR *(a)*	1	1600	13	13		0.008	0.008			
SBL	0	0	0	0		0.000	0.000			
SBT	0	0	0	0		0.000	0.000			
SBR	0	0	0	0		0.000	0.000			
EBL	1	1600	39	39		0.024 *	0.024 *			
EBT	2	3200	319	772		0.100	0.241			
EBR	1	1600	16	16		0.010	0.010			
WBL	2	3200	97	97		0.030	0.030			
WBT	2	3200	358	619		0.112 *	0.193 *			
WBR	0	0	0	0		0.000	0.000			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	0.241	0.322			
					LEVEL OF SERVICE:	A	A			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #17PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **PARK CENTRE**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	44	0	75	0	0	0	10	575	19	55	530	0
(B) CUMULATIVE	44	0	75	0	0	0	10	1037	19	55	991	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL R		L TT R	LL TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	2	3200	44	44		0.014	0.014			
NBT	0	0	0	0		0.000	0.000			
NBR *(a)*	1	1600	75	75		0.047 *	0.047 *			
SBL	0	0	0	0		0.000	0.000			
SBT	0	0	0	0		0.000	0.000			
SBR	0	0	0	0		0.000	0.000			
EBL	1	1600	10	10		0.006	0.006			
EBT	2	3200	575	1037		0.180 *	0.324 *			
EBR	1	1600	19	19		0.012	0.012			
WBL	2	3200	55	55		0.017 *	0.017 *			
WBT	2	3200	530	991		0.166	0.310			
WBR	0	0	0	0		0.000	0.000			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.344	0.488			
				LEVEL OF SERVICE:		A	A			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #18AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **COMMONS WAY**

E/W STREET: **CA:LABASAS ROAD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	54	3	34	5	1	3	38	225	47	38	437	60
(B) CUMULATIVE	54	3	34	5	1	3	38	678	47	38	698	60

GEOMETRICS

GEOMETRICS	NORTH BOUND L LT R	SOUTH BOUND LTR	EAST BOUND L TT R	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	54	54		0.000	0.000			
NBT	2	3200	3	3		0.018 *	0.018 *			
NBR *(a)*	1	1600	34	34		0.021	0.021			
SBL	0	0	5	5		0.000	0.000			
SBT	1	1600	1	1		0.006 *	0.006 *			
SBR	0	0	3	3		0.000	0.000			
EBL	1	1600	38	38		0.024 *	0.024 *			
EBT	2	3200	225	678		0.070	0.212			
EBR	1	1600	47	47		0.029	0.029			
WBL	1	1600	38	38		0.024	0.024			
WBT	2	3200	437	698		0.155 *	0.237 *			
WBR	0	0	60	60		0.000	0.000			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	0.303	0.385			
					LEVEL OF SERVICE:	A	A			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #18PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **COMMONS WAY**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	88	4	102	33	5	18	17	523	85	0	333	18
(B) CUMULATIVE	88	4	102	33	5	18	17	985	85	0	794	18

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L LT R	LTR	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	88	88		0.000	0.000			
NBT	2	3200	4	4		0.029	0.029			
NBR *(a)*	1	1600	102	102		0.064 *	0.064 *			
SBL	0	0	33	33		0.000	0.000			
SBT	1	1600	5	5		0.035 *	0.035 *			
SBR	0	0	18	18		0.000	0.000			
EBL	1	1600	17	17		0.011	0.011			
EBT	2	3200	523	985		0.163 *	0.308 *			
EBR	1	1600	85	85		0.053	0.053			
WBL	1	1600	0	0		0.000 *	0.000 *			
WBT	2	3200	333	794		0.110	0.254			
WBR	0	0	18	18		0.000	0.000			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	0.362	0.507			
					LEVEL OF SERVICE:	A	A			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/29/08

Calabasas General Plan #06135 REFERENCE #19AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: CALABASAS ROAD

E/W STREET: PARK GRANADA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	68	44	283	35	33	46	10	131	82	360	412	85
(B) CUMULATIVE	157	44	377	35	33	46	10	474	192	433	584	85

GEOMETRICS

GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND L T R	EAST BOUND L T TR	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	68	157		0.043	0.098			
NBT	1	1600	44	44		0.028	0.028			
NBR *(a)*	1	1600	102	136		0.064 *	0.085 *			
SBL	1	1600	35	35		0.022 *	0.022 *			
SBT	1	1600	33	33		0.021	0.021			
SBR	1	1600	46	46		0.029	0.029			
EBL	1	1600	10	10		0.006	0.006			
EBT	2	3200	131	474		0.067 *	0.208 *			
EBR	0	0	82	192		0.000	0.000			
WBL	2	3200	360	433		0.113 *	0.135 *			
WBT	2	3200	412	584		0.129	0.183			
WBR	1	1600	85	85		0.053	0.053			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	0.366	0.550			
					LEVEL OF SERVICE:	A	A			

NOTES:

(a) 64% RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #19PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARK GRANADA

E/W STREET: CALABASAS ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	99	68	394	96	70	34	16	496	115	379	249	92
(B) CUMULATIVE	218	68	456	96	70	34	16	794	279	494	591	92

GEOMETRICS

GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND L T R	EAST BOUND L T TR	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	99	218		0.062	0.136			
NBT	1	1600	68	68		0.043	0.043			
NBR *(a)*	1	1600	205	237		0.128 *	0.148 *			
SBL	1	1600	96	96		0.060 *	0.060 *			
SBT	1	1600	70	70		0.044	0.044			
SBR	1	1600	34	34		0.021	0.021			
EBL	1	1600	16	16		0.010	0.010			
EBT	2	3200	496	794		0.191 *	0.335 *			
EBR	0	0	115	279		0.000	0.000			
WBL	2	3200	379	494		0.118 *	0.154 *			
WBT	2	3200	249	591		0.078	0.185			
WBR	1	1600	92	92		0.058	0.058			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.597**	**0.797**			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) 48% RTOR

05/29/08

Calabasas General Plan #06135 **REFERENCE #20AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: PARK GRANADA

E/W STREET: PARK SORRENTO

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	59	216	55	201	175	95	57	20	31	25	40	96
(B) CUMULATIVE	59	216	212	384	175	95	57	20	31	77	41	215

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L TT R	L TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	59	59		0.037	0.037			
NBT	2	3200	216	216		0.085 *	0.134 *			
NBR	0	0	55	212		0.000	0.000			
SBL	1	1600	201	384		0.126 *	0.240 *			
SBT	2	3200	175	175		0.055	0.055			
SBR	1	1600	95	95		0.059	0.059			
EBL	1	1600	57	57		0.036 *	0.036 *			
EBT	1	1600	20	20		0.032	0.032			
EBR	0	0	31	31		0.000	0.000			
WBL	1	1600	25	77		0.016	0.048			
WBT	2	3200	40	41		0.013 *	0.013 *			
WBR *(a)*	1	1600	96	215		0.060	0.134			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.360	0.523			
				LEVEL OF SERVICE:		A	A			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

Calabasas General Plan #06135 **REFERENCE #20PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARK GRANADA

E/W STREET: PARK SORRENTO

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	60	322	54	262	167	131	65	65	50	34	68	167
(B) CUMULATIVE	60	322	138	491	167	131	65	65	50	220	70	256

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L TT R	L TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	60	60		0.038	0.038			
NBT	2	3200	322	322		0.118 *	0.144 *			
NBR	0	0	54	138		0.000	0.000			
SBL	1	1600	262	491		0.164 *	0.307 *			
SBT	2	3200	167	167		0.052	0.052			
SBR	1	1600	131	131		0.082	0.082			
EBL	1	1600	65	65		0.041	0.041			
EBT	1	1600	65	65		0.072 *	0.072 *			
EBR	0	0	50	50		0.000	0.000			
WBL	1	1600	34	220		0.021 *	0.138 *			
WBT	2	3200	68	70		0.021	0.022			
WBR (a)	1	1600	167	256		0.104	0.160			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.475	0.761			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/29/08

LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Calabasas Rd & U.S. 101 SB Ramps Analysis Date: 6/4/2008 AM Peak: 8:00 AM		**2006, EXISTING** Signal System*: 3 Phases: 3 N-S Opposed: N E-W Opposed: N RTOR reduction: 0%			**MAXIMUM BUILDOUT SCENARIO** ***Signal System:** 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS		Signal System*: 3 Phases: 3 N-S Opposed: N E-W Opposed: N RTOR reduction: 0%		
		Counts Volume	**Lanes**	**Lane Volume**	**+ 2.0% Cumulative Added**	**+ Related Projects**	**= Total Volume**	**Lanes**	**Lane Volume**
Northbound	Left	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0
	Thru	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0
	Right	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0
Southbound	Left	365	2	**201**	10	0	375	2	**206**
	Left-Thru		0	0				0	0
	Thru	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0
	Right	38	1	38	129	0	167	1	167
	Left-Thru-Rt		0	0				0	0
Eastbound	Left*	119	1	**119**	38	0	157	1	**157**
	Left-Thru		0	0				0	0
	Thru	272	2	136	365	0	637	2	319
	Thru-Right		0	0				0	0
	Right	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0
Westbound	Left	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0
	Thru	549	1	**549**	469	0	1018	1	**1018**
	Thru-Right		0	0				0	0
	Right	410	1	410	25	0	435	1	435
	Left-Thru-Rt		0	0				0	0
Critical Volumes:		North-South:		201				North-South:	206
*EB left with 12% HOV reduction existing & 25% @ buildout		East-West:		668				East-West:	1175
		Total:		869				Total:	1381
Volume/capacity (*v/c*) ratio:				0.610					0.969
v/c less ATSAC adjustment:				0.510					0.869
Level of Service (LOS):				**A**					**D**

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\21_Calabasas Rd_US 101 SB (East)_AM_PM_2008.xls

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LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Calabasas Rd & U.S. 101 SB Ramps		2006, EXISTING			MAXIMUM BUILDOUT SCENARIO				
Analysis Date: 6/4/2008		Signal System*:		3	*Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS		Signal System*:		3
		Phases:		3			Phases:		3
		N-S Opposed:		N			N-S Opposed:		N
		E-W Opposed:		N			E-W Opposed:		N
		RTOR reduction:		0%			RTOR reduction:		0%
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0
	Thru	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0
	Right	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0
Southbound	Left	803	2	**442**	35	0	838	2	**461**
	Left-Thru		0	0				0	0
	Thru	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0
	Right	28	1	28	64	0	92	1	92
	Left-Thru-Rt		0	0				0	0
Eastbound	Left*	160	1	**160**	168	0	328	1	**328**
	Left-Thru		0	0				0	0
	Thru	849	2	425	105	0	954	2	477
	Thru-Right		0	0				0	0
	Right	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0
Westbound	Left	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0
	Thru	428	1	**428**	189	0	617	1	**617**
	Thru-Right		0	0				0	0
	Right	211	1	211	13	0	224	1	224
	Left-Thru-Rt		0	0				0	0
Critical Volumes:		North-South:		442			North-South:		461
*EB left with 12% HOV reduction		East-West:		588			East-West:		945
existing & 25% @ buildout		Total:		1030			Total:		1406
Volume/capacity (*v/c*) ratio:				0.723					0.987
v/c less ATSAC adjustment:				0.623					0.887
Level of Service (LOS):				**B**					**D**

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\21_Calabasas Rd_US 101 SB (East)_AM_PM_2006.xls

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LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Mullholland Dr & Calabasas Rd		2006, EXISTING			MAXIMUM BUILDOUT SCENARIO					
Analysis Date: 6/4/2008		Signal System*:		3	*Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS		Signal System*:		3	3
		Phases:		4			Phases:		4	4
		N-S Opposed:		N			N-S Opposed:		N	N
		E-W Opposed:		N			E-W Opposed:		N	N
		RTOR reduction:		0%			RTOR reduction:		0%	0%
AM Peak: 7:30 AM		Counts Volume	Lanes	Lane Volume	Cumulative Added	+ Related Projects	= Total Volume	Lanes	Lane Volume	Lane Volume
Northbound	Left	78	1	78	147	0	225	1	**225**	**226**
	Left-Thru		0	0				0	0	0
	Thru	695	2	**348**	63	0	758	2	379	379
	Thru-Right		0	0				0	0	0
	Right	29	1	29	0	0	29	1	29	29
	Left-Thru-Rt		0	0				0	0	0
Southbound	Left	100	1	**100**	0	0	100	1	100	100
	Left-Thru		0	0				0	0	0
	Thru	543	2	272	12	0	555	2	**278**	**278**
	Thru-Right		0	0				0	0	0
	Right (Free)	933	2	0	469	0	0	2	0	0
	Left-Thru-Rt		0	0				0	0	0
Eastbound	Left	338	2	**186**	62	0	400	2	**220**	**222**
	Left-Thru		0	0				0	0	0
	Thru	79	1	79	9	0	88	1	88	88
	Thru-Right		1	223				1	295	296
	Right	223	0	0	72	0	295	0	0	0
	Left-Thru-Rt		0	0				0	0	0
Westbound	Left	92	1	92	0	0	92	1	92	92
	Left-Thru		0	0				0	0	0
	Thru	296	1	**296**	0	0	296	1	**296**	**296**
	Thru-Right		0	0				0	0	0
	Right	200	1	200	0	0	200	1	200	200
	Left-Thru-Rt		0	0				0	0	0
Critical Volumes:		North-South:		448				North-South:	503	504
		East-West:		482				East-West:	516	518
		Total:		929				Total:	1019	1022
Volume/capacity (*v/c*) ratio:				0.676					0.741	0.743
v/c less ATSAC adjustment:				0.576					0.641	0.643
Level of Service (LOS):				A					B	B

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

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0.002
N/A

#27 AM

LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Mullholland Dr & Calabasas Rd		2006, EXISTING			MAXIMUM BUILDOUT SCENARIO					
Analysis Date: 6/4/2008		Signal System*:		3	*Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS		Signal System*:	3	3	
		Phases:		4			Phases:	4	4	
		N-S Opposed:		N			N-S Opposed:	N	N	
		E-W Opposed:		N			E-W Opposed:	N	N	
		RTOR reduction:		0%			RTOR reduction:	0%	0%	
PM Peak: 4:45 PM		Counts Volume	Lanes	Lane Volume	Cumulative Added	+ Related Projects	= Total Volume	Lanes	Lane Volume	Lane Volume
Northbound	Left	126	1	126	120	0	246	1	**246**	**249**
	Left-Thru		0	0				0	0	0
	Thru	716	2	**358**	45	0	761	2	381	381
	Thru-Right		0	0				0	0	0
	Right	75	1	75	0	0	75	1	75	75
	Left-Thru-Rt		0	0				0	0	0
Southbound	Left	141	1	**141**	0	0	141	1	141	141
	Left-Thru		0	0				0	0	0
	Thru	611	2	306	45	0	656	2	**328**	**328**
	Thru-Right		0	0				0	0	0
	Right (Free)	644	2	0	252	0	0	2	0	0
	Left-Thru-Rt		0	0				0	0	0
Eastbound	Left	1033	2	**568**	272	0	1305	2	**718**	**721**
	Left-Thru		0	0				0	0	0
	Thru	322	1	306	0	0	322	1	322	322
	Thru-Right		1	306				1	575	577
	Right	289	0	0	286	0	575	0	0	0
	Left-Thru-Rt		0	0				0	0	0
Westbound	Left	60	1	60	0	0	60	1	60	60
	Left-Thru		0	0				0	0	0
	Thru	130	1	130	16	0	146	1	146	146
	Thru-Right		0	0				0	0	0
	Right	168	1	**168**	0	0	168	1	**168**	**168**
	Left-Thru-Rt		0	0				0	0	0
Critical Volumes:		North-South:		499				North-South:	574	577
		East-West:		736				East-West:	886	889
		Total:		1235				Total:	1460	1466
Volume/capacity (*v/c*) ratio:				0.898					1.062	1.066
v/c less ATSAC adjustment:				0.798					0.962	0.966
Level of Service (LOS):				C					E	E

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

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0.004
N/A

NB 23 #

LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Valley Circle Blvd & U.S. 101 NB Ramps Analysis Date: 6/3/2008 AM Peak: 8:00 AM		**2006, EXISTING** Signal System*: 3 Phases: 4 N-S Opposed: N E-W Opposed: Y RTOR reduction: 3%			***Signal System:** 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS		**Cumulative** Signal System*: 3 Phases: 4 N-S Opposed: N E-W Opposed: Y RTOR reduction: 3%			
		Counts Volume	**Lanes**	**Lane Volume**	**Cumulative Added**	**+ Related Projects**	**= Total Volume**	**Lanes**	**Lane Volume**	**Lane Volume**
Northbound	Left	336	1	**336**	110	0	446	1	**446**	**448**
	Left-Thru		0	0				0	0	0
	Thru	517	2	259	27	0	544	2	272	273
	Thru-Right		0	0				0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0	0
Southbound	Left	0	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0	0
	Thru	1006	3	**335**	88	0	1094	3	**365**	**365**
	Thru-Right		0	0				0	0	0
	Right*	0	1	0	0	0	0	1	0	0
	Left-Thru-Rt		0	0				0	0	0
Eastbound	Left	21	1	21	0	0	21	1	21	21
	Left-Thru		0	0				0	0	0
	Thru	0	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0	0
	Right	61	1	**51**	0	0	61	1	**48**	48
	Left-Thru-Rt		0	0				0	0	0
Westbound	Left	523	2	**288**	393	0	916	2	**504**	**509**
	Left-Thru		0	0				0	0	0
	Thru	40	0	0	0	0	40	0	0	0
	Thru-Right		1	116				1	116	116
	Right	169	1	93	0	0	169	1	93	93
	Left-Thru-Rt		0	0				0	0	0
Critical Volumes:		North-South:		671				North-South:	811	813
		East-West:		339				East-West:	552	557
		Total:		1010				Total:	1362	1370
Volume/capacity (*v/c*) ratio:				0.735					0.991	0.996
v/c less ATSAC adjustment:				0.635					0.891	0.896
Level of Service (LOS):				**B**					**D**	**D**

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\22_Valley Circle_US 101 NB_AM_PM_2008.xls

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0.005
N/A

* SB RIGHT TURNS PER CALTRANS - PAGE 17 OMS

#22 AM

LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION:
Valley Circle Blvd
& U.S. 101 NB Ramps

Analysis Date: 6/3/2008

PM Peak: 4:45 PM

2006, EXISTING

Signal System*: 3
Phases: 4
N-S Opposed: N
E-W Opposed: Y
RTOR reduction: 3%

*Signal System:
1: Standard Signal
2: ATSAC
3: ATSAC with ATCS

Cumulative

Signal System*: 3 | 3
Phases: 4 | 4
N-S Opposed: N | N
E-W Opposed: Y | Y
RTOR reduction: 3% | 3%

		Counts Volume	Lanes	Lane Volume	Cumulative Added	+ Related Projects	= Total Volume	Lanes	Lane Volume	Lane Volume
Northbound	Left	220	1	220	230	0	450	1	450	453
	Left-Thru		0	0				0	0	0
	Thru	1452	2	**726**	87	0	1539	2	**770**	**771**
	Thru-Right		0	0				0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Thru-Rt		0	0				0	0	0
Southbound	Left	0	0	0	0	0	0	0	0	0
	Left-Thru		0	0				0	0	0
	Thru	731	3	244	49	0	780	3	260	262
	Thru-Right		0	0				0	0	0
	Right	0	1	0	0	0	0	1	0	0
	Left-Thru-Rt		0	0				0	0	0
Eastbound	Left	57	1	57	0	0	57	1	57	57
	Left-Thru		0	0				0	0	0
	Thru	0	0	0	0	0	0	0	0	0
	Thru-Right		0	0				0	0	0
	Right	67	1	**60**	0	0	67	1	**53**	**53**
	Left-Thru-Rt		0	0				0	0	0
Westbound	Left	546	2	**300**	248	0	794	2	**437**	**449**
	Left-Thru		0	0				0	0	0
	Thru	42	0	0	0	0	42	0	0	0
	Thru-Right		1	270				1	284	284
	Right	507	1	279	31	0	538	1	296	296
	Left-Thru-Rt		0	0				0	0	0
Critical Volumes:			North-South:	726				North-South:	770	771
			East-West:	360				East-West:	490	502
			Total:	1086				Total:	1259	1273
Volume/capacity (*v/c*) ratio:				0.790					0.916	0.926
v/c less ATSAC adjustment:				0.690					0.816	0.826
Level of Service (LOS):				**B**					**D**	**D**

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0.010
N/A

SB right turns not critical - free at LMAS

WP #22

24 am

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JB	Intersection	PARK SORRENTO/PARK ORA
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	6/20/2007	Analysis Year	EXISTING
Analysis Time Period	AM PEAK HOUR	Project ID	# 06033.01

East/West Street: PARK ORA | North/South Street: PARK SORRENTO

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	208	0	0	141	144
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	72	0	6
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	20	208	141	144			72	6
% Heavy Vehicles	4	4	4	44			4	4
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.4			0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	5.24	5.24	5.24	5.24			5.24	5.24

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.02	0.18	0.13	0.13			0.06	0.01
hd, final value	5.24	5.24	5.24	5.24			5.24	5.24
x, final value	0.03	0.29	0.19	0.20			0.11	0.01
Move-up time, m	2.3		2.3				2.0	
Service Time	2.9	2.7	2.9	2.7	2.9	2.7	2.9	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	270	458	391	394			322	256
Delay	8.10	9.80	8.88	9.04			8.96	7.56
LOS	A	A	A	A			A	A
Approach: Delay	9.65		8.96				8.85	
LOS	A		A				A	
Intersection Delay	9.21							
Intersection LOS	A							

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#24 pm

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JB	Intersection	PARK SORRENTO/PARK ORA
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	6/20/2007	Analysis Year	EXISTING
Analysis Time Period	PM PEAK HOUR	Project ID	# 06033.01
East/West Street: PARK ORA		North/South Street: PARK SORRENTO	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	12	209	0	0	269	121
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	167	0	17
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	12	209	269	121			167	17
% Heavy Vehicles	4	4	4	44			4	4
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.4			0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	5.74	5.74	5.74	5.74			5.74	5.74

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.01	0.19	0.24	0.11			0.15	0.02
hd, final value	5.74	5.74	5.74	5.74			5.74	5.74
x, final value	0.02	0.32	0.40	0.18			0.26	0.02
Move-up time, m	2.3		2.3				2.0	
Service Time	3.4	3.2	3.4	3.2	3.4	3.2	3.4	3.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	262	459	519	371			417	267
Delay	8.55	10.86	11.61	9.35			10.58	7.92
LOS	A	B	B	A			B	A
Approach: Delay	10.73		10.91				10.33	
LOS	B		B				B	
Intersection Delay	10.73							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JB	Intersection	23CU_AM
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	6/20/2007	Analysis Year	CUMULATIVE
Analysis Time Period	AM PEAK HOUR	Project ID	# 06033.01
East/West Street: PARK ORA		North/South Street: PARK SORRENTO	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	208	0	0	141	231
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	102	0	6
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	20	208	141	231			102	6
% Heavy Vehicles	4	4	4	44			4	4
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.4			0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	5.44	5.44	5.44	5.44			5.44	5.44

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.02	0.18	0.13	0.21			0.09	0.01
hd, final value	5.44	5.44	5.44	5.44			5.44	5.44
x, final value	0.03	0.30	0.20	0.33			0.16	0.01
Move-up time, m	2.3		2.3				2.0	
Service Time	3.1	2.9	3.1	2.9	3.1	2.9	3.1	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	270	458	391	481			352	256
Delay	8.31	10.21	9.06	10.44			9.54	7.76
LOS	A	B	A	B			A	A
Approach: Delay	10.05		9.92				9.44	
LOS	B		A				A	
Intersection Delay	9.89							
Intersection LOS	A							

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#25 PM

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JB	Intersection	PARK SORRENTO/PARK ORA
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	6/20/2007	Analysis Year	CUMULATIVE
Analysis Time Period	PM PEAK HOUR	Project ID	# 06033.01
East/West Street: PARK ORA		North/South Street: PARK SORRENTO	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	12	209	0	0	269	174
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	270	0	17
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	12	209	269	174			270	17
% Heavy Vehicles	4	4	4	44			4	4
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.4			0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	6.23	6.23	6.23	6.23			6.23	6.23

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.01	0.19	0.24	0.15			0.24	0.02
hd, final value	6.23	6.23	6.23	6.23			6.23	6.23
x, final value	0.02	0.35	0.43	0.28			0.43	0.02
Move-up time, m	2.3		2.3				2.0	
Service Time	3.9	3.7	3.9	3.7	3.9	3.7	3.9	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	262	459	519	424			520	267
Delay	9.07	11.97	12.78	10.82			13.20	8.11
LOS	A	B	B	B			B	A
Approach: Delay	11.81		12.01				12.90	
LOS	B		B				B	
Intersection Delay	12.23							
Intersection LOS	B							

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Calabasas General Plan #06135 **REFERENCE #26AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: VALMAR ROAD

E/W STREET: PARK ORA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	156	393	3	2	396	80	135	5	173	6	9	6
(B) CUMULATIVE	241	521	3	2	436	82	137	5	201	6	9	6

GEOMETRICS

GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L TR	WEST BOUND LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	156	241		0.098 *	0.151 *			
NBT	2	3200	393	521		0.124	0.164			
NBR	0	0	3	3		0.000	0.000			
SBL	1	1600	2	2		0.001	0.001			
SBT	2	3200	396	436		0.149 *	0.162 *			
SBR	0	0	80	82		0.000	0.000			
EBL	1	1600	135	137		0.084	0.086			
EBT	1	1600	5	5		0.111 *	0.129 *			
EBR	0	0	173	201		0.000	0.000			
WBL	0	0	6	6		0.000	0.000			
WBT	1	1600	9	9		0.009 *	0.009 *			
WBR	1	1600	6	6		0.004	0.004			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	**0.467**	**0.551**			
					LEVEL OF SERVICE:	A	A			

NOTES:

05/29/08

Calabasas General Plan #06135 REFERENCE #26PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: VALMAR ROAD

E/W STREET: PARK ORA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	127	470	5	8	352	253	200	29	154	7	15	7
(B) CUMULATIVE	175	548	5	8	509	258	203	29	254	7	15	7

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	127	175		0.079 *	0.109 *			
NBT	2	3200	470	548		0.148	0.173			
NBR	0	0	5	5		0.000	0.000			
SBL	1	1600	8	8		0.005	0.005			
SBT	2	3200	352	509		0.189 *	0.240 *			
SBR	0	0	253	258		0.000	0.000			
EBL	1	1600	200	203		0.125 *	0.127 *			
EBT	1	1600	29	29		0.114	0.177			
EBR	0	0	154	254		0.000	0.000			
WBL	0	0	7	7		0.000	0.000			
WBT	1	1600	15	15		0.014 *	0.014 *			
WBR	1	1600	7	7		0.004	0.004			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	0.507	0.590			
					LEVEL OF SERVICE:	A	A			

NOTES:

05/29/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LOST HILLS RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

With Programmed Improvements
Dual Southbound Left-Turn Lanes

Mitigations: **WB Right-Turn Arrow Overlap**
NB Right-Turn Lane
EB Right-Turn Lane

REFERENCE #03PM_MIT_1
OPTION #1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	84	777	86	191	345	39	190	501	153	81	194	329
(B) CUMULATIVE	85	799	213	450	346	40	193	548	153	317	264	661

GEOMETRICS

GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND LL T TR	EAST BOUND L TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	84	85				0.053	0.053			
NBT	2	3200	777	799				0.243 *	0.250 *			
NBR *(a)*	1	1600	55	136				0.034	0.085			
SBL	2	3200	191	450				0.060 *	0.141 *			
SBT	2	3200	345	346				0.118	0.119			
SBR *(b)*	0	0	34	35				0.000	0.000			
EBL	1	1600	190	193				0.119 *	0.121			
EBT	2	3200	501	548				0.157	0.171 *			
EBR *(c)*	1	1600	83	83				0.052	0.052			
WBL	1	1600	81	317				0.051	0.198 *			
WBT	2	3200	194	264				0.061	0.083			
WBR *(d)*	1	1600	329	436				0.206 *	0.273			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.728	0.860			
							LEVEL OF SERVICE:	C	D			

NOTES:

(a) 36% R.T.O.R.
(b) 13% R.T.O.R.
(c) 46% R.T.O.R.
(d) RIGHT-TURN OVERLAP WITH SB LEFT-TURN

06/04/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LOST HILLS RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

With Programmed Improvements
Dual Southbound Left-Turn Lanes

Mitigations: **WB Right-Turn Arrow Overlap**
NB Right-Turn Lane
EB Right-Turn Lane
30% Reduction in West Village Development

REFERENCE #03PM_MIT_2
Option #2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	84	777	86	191	345	39	190	501	153	81	194	329
(B) CUMULATIVE	85	799	175	372	346	40	193	535	153	246	243	588

GEOMETRICS

GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND LL T TR	EAST BOUND L TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	5	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	84	85				0.053	0.053			
NBT	2	3200	777	799				0.243 *	0.250 *			
NBR *(a)*	1	1600	55	112				0.034	0.070			
SBL	2	3200	191	372				0.060 *	0.116 *			
SBT	2	3200	345	346				0.118	0.119			
SBR *(b)*	0	0	34	35				0.000	0.000			
EBL	1	1600	190	193				0.119 *	0.121			
EBT	2	3200	501	535				0.157	0.167 *			
EBR *(c)*	1	1600	83	83				0.052	0.052			
WBL	1	1600	81	246				0.051	0.154 *			
WBT	2	3200	194	243				0.061	0.076			
WBR *(d)*	1	1600	230	402				0.144 *	0.251			
							LOST TIME:	0.100 *	0.100 *			
							INTERSECTION CAPACITY UTILIZATION:	0.666	0.787			
							LEVEL OF SERVICE:	B	C			

NOTES:

(a) 36% R.T.O.R.
(b) 13% R.T.O.R.
(c) 46% R.T.O.R.
(d) RIGHT-TURN OVERLAP WITH SB LEFT-TURN

06/04/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LAS VIRGENES RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

REFERENCE #09PM_MIT__1
OPTION #1

MITIGATION: SB RIGHT-TURN LANE

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	150	740	0	0	558	238	965	0	238	0	0	0
(B) BASELINE	184	839	5	80	750	393	1090	9	291	11	21	182

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L T TR	LL T R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	150	184		0.094 *	0.115 *			
NBT	2	3200	740	839		0.231	0.262			
NBR	1	1600	0	5		0.000	0.003			
SBL	1	1600	0	80		0.000	0.050			
SBT	2	3200	558	750		0.174 *	0.234 *			
SBR *(a)*	1	1600	148	244		0.093	0.153			
EBL	2	3200	965	1090		0.302 *	0.341 *			
EBT	1	1600	0	9		0.000	0.006			
EBR *(b)*	1	1600	117	143		0.073	0.089			
WBL	0	0	0	11		0.000	0.000			
WBT	1	1600	0	21		0.000	0.020			
WBR *(c)*	1	1600	0	100		0.000	0.063 *			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.670**	**0.853**			
				LEVEL OF SERVICE:		B	D			

NOTES:

(a) 38% R.T.O.R.
(b) 51% R.T.O.R.
(c) 45% R.T.O.R.

06/04/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LAS VIRGENES RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

REFERENCE #09PM_MIT_2
OPTION #2

MITIGATION: SB RIGHT-TURN LANE
40% REDUCTION IN DEVELOPMENT

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	150	740	0	0	558	238	965	0	238	0	0	0
(B) BASELINE	171	839	3	48	750	331	1040	5	269	7	13	110

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L T TR	LL T R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	1	1600	150	171		0.094 *	0.107 *			
NBT	2	3200	740	839		0.231	0.262			
NBR	1	1600	0	3		0.000	0.002			
SBL	1	1600	0	48		0.000	0.030			
SBT	2	3200	558	750		0.174 *	0.234 *			
SBR *(a)*	1	1600	148	205		0.093	0.128			
EBL	2	3200	965	1040		0.302 *	0.325 *			
EBT	1	1600	0	5		0.000	0.003			
EBR *(b)*	1	1600	117	132		0.073	0.083			
WBL	0	0	0	7		0.000	0.000			
WBT	1	1600	0	13		0.000	0.013			
WBR *(c)*	1	1600	0	61		0.000	0.038 *			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.670	0.804			
				LEVEL OF SERVICE:		B	C			

NOTES:

(a) 38% R.T.O.R.
(b) 51% R.T.O.R.
(c) 45% R.T.O.R.

06/04/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *AM*
N/S STREET: *U.S. 101 SB RAMPS (WEST)*
E/W STREET: *CALABASAS ROAD*
CONTROL TYPE: SIGNAL

REFERENCE #12AM_MIT_1
OPTION #1

Mitigation: Two WB Through Lanes

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	568	0	48	234	303	0	0	501	49
(B) CUMULATIVE	0	0	0	1169	0	129	251	367	0	0	708	143

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		LL R	L T	TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0		0.000 *	0.000 *			
NBT	0	0	0	0		0.000	0.000			
NBR	0	0	0	0		0.000	0.000			
SBL	2	3200	568	1169		0.178 *	0.365 *			
SBT	0	0	0	0		0.000	0.000			
SBR *(a)*	1	1600	30	80		0.019	0.050			
EBL	1	1600	234	251		0.146 *	0.157 *			
EBT	1	1600	303	367		0.189	0.229			
EBR	0	0	0	0		0.000	0.000			
WBL	0	0	0	0		0.000	0.000			
WBT	2	3200	501	708		0.157 *	0.221 *			
WBR *(b)*	1	1600	49	143		0.031	0.089			
					LOST TIME:	0.100 *	0.100 *			
					INTERSECTION CAPACITY UTILIZATION:	**0.581**	**0.843**			
					LEVEL OF SERVICE:	A	D			

NOTES:

(a) 38% R.T.O.R.
(b) FREE RIGHT-TURN, NOT CRITICAL

06/04/08

Calabasas General Plan #06135
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *U.S. 101 SB RAMPS (WEST)*
E/W STREET: *CALABASAS ROAD*
CONTROL TYPE: SIGNAL

REFERENCE #12PM_MIT
OPTION #1

Mitigation: Dual WB Through Lanes

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	470	0	19	298	502	0	0	371	284
(B) CUMULATIVE	0	0	0	886	0	43	391	621	0	0	552	647

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		LL R	L T	TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	0	0		0.000 *	0.000 *			
NBT	0	0	0	0		0.000	0.000			
NBR	0	0	0	0		0.000	0.000			
SBL	2	3200	470	886		0.147 *	0.277 *			
SBT	0	0	0	0		0.000	0.000			
SBR *(a)*	1	1600	12	27		0.008	0.017			
EBL	1	1600	298	391		0.186 *	0.244 *			
EBT	1	1600	502	621		0.314	0.388			
EBR	0	0	0	0		0.000	0.000			
WBL	0	0	0	0		0.000	0.000			
WBT	2	3200	371	552		0.116 *	0.173 *			
WBR *(b)*	1	1600	284	647		0.178	0.404			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		**0.549**	**0.794**			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) 38% R.T.O.R.
(b) FREE RIGHT-TURN, NOT CRITICAL

06/04/08

Calabasas General Plan #06135 REFERENCE #13PM_MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

CONTROL TYPE: SIGNAL

Mitigations: *Restripe NB Approach - Left-Through Lane, Right-Turn Lane*
Restripe SB Approach: Shared Left-Through Lane, Shared Through-Right-Turn Lane
5% Reduction in Craftsman Corner Buildout

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	7	32	15	2	205	0	0	6	90	859	34	234
(B) CUMULATIVE	7	59	253	2	291	0	0	6	90	1684	34	234

GEOMETRICS

GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LT TR	EAST BOUND L TR	WEST BOUND LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: CUMULATIVE (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3	4	5
NBL	0	0	7	7		0.000	0.000			
NBT	1	1600	32	59		0.024 *	0.041 *			
NBR *(a)*	1	1600	15	253		0.009	0.158			
SBL	0	0	2	2		0.000	0.000			
SBT	2	3200	205	291		0.065 *	0.092 *			
SBR	0	0	0	0		0.000	0.000			
EBL	1	1600	0	0		0.000	0.000			
EBT	1	1600	6	6		0.029 *	0.029 *			
EBR *(b)*	0	0	40	40		0.000	0.000			
WBL	2	3200	859	1684		0.268 *	0.526 *			
WBT	1	1600	34	34		0.126	0.126			
WBR *(c)*	0	0	168	168		0.000	0.000			
				LOST TIME:		0.100 *	0.100 *			
				INTERSECTION CAPACITY UTILIZATION:		0.486	0.788			
				LEVEL OF SERVICE:		A	C			

NOTES:

(a) RIGHT-TURN NOT CRITICAL DUE TO OVERLAP WITH WB LEFT-TURN
(b) 56% R.T.O.R.
c) 28% R.T.O.R

06/04/08

OPTION #1

LADOT Bureau of Planning and Land Use Development

Critical Movement Analysis using Circular 212 Method

INTERSECTION: Mullholland Dr & Calabasas Rd			2006, EXISTING						cumulative				
Analysis Date: 6/4/2008			Signal System*:		3	*Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS			Signal System*:		3		3
			Phases:		4				Phases:		4		4
			N-S Opposed:		N				N-S Opposed:		N		N
			E-W Opposed:		N				E-W Opposed:		N		N
			RTOR reduction:		0%				RTOR reduction:		0%		0%
PM Peak: 4:45 PM			Counts Volume	Lanes	Lane Volume	Cumulative Added	+ Related Projects	= Total Volume		Lanes	Lane Volume		Lane Volume
Northbound	Left		126	1	126	120	0	246		1	**246**		**249**
	Left-Thru			0	0					0	0		0
	Thru		716	2	**358**	45	0	761		2	381		381
	Thru-Right			0	0					0	0		0
	Right		75	1	75	0	0	75		1	75		75
	Left-Thru-Rt			0	0					0	0		0
Southbound	Left		141	1	**141**	0	0	141		1	141		141
	Left-Thru			0	0					0	0		0
	Thru		611	2	306	45	0	656		2	**328**		**328**
	Thru-Right			0	0					0	0		0
	Right (Free)		644	2	0	252	0	0		2	0		0
	Left-Thru-Rt			0	0					0	0		0
Eastbound	Left		1033	1	**379**	272	0	1305		1	**479**		**479**
	Left-Thru			0	0					0	0		0
	Thru		322	1	306	0	0	322		1	322		322
	Thru-Right			1	306					1	575		577
	Right		289	0	0	286	0	575		0	0		0
	Left-Thru-Rt			0	0					0	0		0
Westbound	Left		60	1	60	0	0	60		1	60		60
	Left-Thru			0	0					0	0		0
	Thru		130	1	130	16	0	146		1	146		146
	Thru-Right			0	0					0	0		0
	Right		168	1	**168**	0	0	168		1	**168**		**168**
	Left-Thru-Rt			0	0					0	0		0
Critical Volumes:			North-South:		499					North-South:	574		577
			East-West:		547					East-West:	647		647
			Total:		1046					Total:	1221		1224
Volume/capacity (*v/c*) ratio:					0.761						0.888		0.890
v/c less ATSAC adjustment:					0.661						0.788		0.790
Level of Service (LOS):					B						C		C

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

Mitigated LOS with EB triple left-turn lanes. EB left-turn volume adjusted for 3 lanes with 10% lane utilization factor.

0.002
YES

Appendix G

Financial Analysis

M E M O R A N D U M

TO:	Joe Power, AICP Rincon Consultants	**DATE:**	July 13, 2007
FROM:	The Natelson Dale Group, Inc. (TNDG)	**FILE:**	#3886

SUBJECT: FINANCIAL ANALYSIS OF MIXED-USE PROTOTYPES

Introduction

This memo summarizes the results of an analysis of the financial feasibility of redevelopment scenarios involving specific land use mixes. Three scenarios were analyzed at the request of Rincon Consultants, all using a specified FAR of 0.75 as a starting point. Alternative scenarios with FAR's of 1.0 and 1.25 were also evaluated.

1. Mixed Retail/Residential, with 25% retail/75% residential
2. Mixed Office/Residential, with a 50/50 mix
3. Mixed Retail/Office, with 25% retail/75% office

Key assumptions on the size of the project components, under each scenario and FAR, are the following:

FAR: 0.75

	1. Retail/Res. Mix	2. Office/Res. Mix	3. Retail/Ofc. Mix
Total developed square feet	130,680	130,680	130,680
Retail SF	32,670	0	32,670
Office SF	0	65,340	98,010
Residential SF	98,010	65,340	0
No. residential units	85	57	0

FAR: 1.0

	1. Retail/Res. Mix	2. Office/Res. Mix	3. Retail/Ofc. Mix
Total developed square feet	174,240	174,240	174,240
Retail SF	43,560	0	43,560
Office SF	0	87,120	130,680
Residential SF	130,680	87,120	0
No. of residential units	114	76	0

FAR: 1.25

	1. Retail/Res. Mix	2. Office/Res. Mix	3. Retail/Ofc. Mix
Total developed square feet	217,800	217,800	217,800
Retail SF	54,450	0	54,450
Office SF	0	108,900	163,350
Residential SF	163,350	108,900	0
No. residential units	142	95	0

24835 E. La Palma Ave., Suite I . Yorba Linda, California 92887
Phone: (714) 692-9596 . Fax: (714) 692-9597

The figures for all the scenarios are based on a 4-acre site (as also indicated on the summary tables below), which represents a reasonable redevelopment scale for Calabasas; however, we would expect to generate essentially the same findings, relatively speaking, for different site sizes.

The analysis should be considered as a preliminary and generalized assessment of these alternatives. The projects are hypothetical in the sense that the analysis was based on broad assumptions and not on any specific site, land use plan, targeted tenants, etc.

Summary of Key Findings

The analysis indicates that, with underground parking, development densities with a Floor Area Ratio (FAR) in excess of 1.0 will likely be necessary for redevelopment to be feasible. With above-grade structured parking, redevelopment begins to be feasible with an FAR between 0.75 and 1.0. However, this type of analysis is very sensitive to a variety of financial considerations, which could vary significantly among individual actual projects.

Description of the Financial Model

The model used for this analysis combines "static" inputs (passage of time is not a factor) of construction costs, densities, rents, capitalization rates, etc. and compares outputs of estimated values, by development scenario.

Structured parking plays a major role in the costs of development for these projects. Based on input from Associated Transportation Engineers (ATE), the model includes costs for underground parking. In addition, because of the tendency for the higher costs of underground parking to make the projects infeasible, we have generated analysis results using above-ground structured parking (which according to ATE is half the cost of underground parking). For each of these parking concepts, we have generated figures for three FAR levels, 0.75, 1.0, and 1.25. The model results include an allowance for shared parking for the two scenarios that include residential in the mix.

The model results, shown in the following table, indicate that project values, net of hard and soft development costs, tend to be highest for Scenario 2, the Office/Residential Mix, if the residential portion is developed as for-sale units. The "bottom line" of the value differences includes subtracting an additional value, which is the value of a hypothetical typical existing project that would be a potential candidate for redevelopment. The value of this project is based on an office use with an FAR of 0.45, which is average for potential redevelopment sites in Calabasas, and rents that are approximately 55 to 60 percent of the (non-residential) redeveloped projects in the three scenarios. To be feasible, a redeveloped project would have to have a value greater than the cost to produce it plus the value of the existing project on the site, by a meaningful margin.

This margin is represented by the "% return on costs" line in the table. Note that the results differ significantly for for-rent and for-sale residential components of Scenarios 1 and 2. Developers would most likely be receptive to projects that, under these scenarios and their assumptions, generated a Percent Return on Costs in the mid-20s or higher, assuming these

redevelopments would take a minimum of two years. (The model allows for many other combinations of assumptions and conditions to be evaluated, if necessary.)

SUMMARY OF REDEVELOPMENT OPTIONS ANALYSIS

Underground Parking

FAR: 0.75

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$38,919,771	$48,466,598	$59,329,373
Hard/soft costs	$31,788,569	$34,505,988	$43,775,855
Net value after hard/soft costs	$7,131,202	$13,960,610	$15,553,518
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	-$11,777,189	-$4,947,780	-$3,354,873
% return on costs	-37.0%	-14.3%	-7.7%
Values assuming residential sales	$47,964,623	$54,634,500	
Hard/soft costs	$31,788,569	$34,505,988	
Net value after hard/soft costs	$16,176,054	$20,128,512	
Net value less hard/soft costs, exist. project	-$2,732,337	$1,220,121	
% return on costs	-8.6%	3.5%	

FAR 1.0

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$51,893,028	$64,622,131	$79,105,831
Hard/soft costs	$42,384,759	$46,007,984	$58,367,807
Net value after hard/soft costs	$9,508,269	$18,614,147	$20,738,024
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	-$9,400,122	-$294,244	$1,829,633
% return on costs	-22.2%	-0.6%	3.1%
Values assuming residential sales	$64,228,831	$72,846,000	
Hard/soft costs	$42,384,759	$46,007,984	
Net value after hard/soft costs	$21,844,072	$26,838,016	
Net value less hard/soft costs, exist. project	$2,935,681	$7,929,625	
% return on costs	6.9%	17.2%	

FAR 1.25

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$64,866,285	$80,777,664	$98,882,289
Hard/soft costs	$52,980,949	$57,509,980	$72,959,759
Net value after hard/soft costs	$11,885,336	$23,267,684	$25,922,530
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	-$7,023,055	$4,359,293	$7,014,139
% return on costs	-13.3%	7.6%	9.6%
Values assuming residential sales	$80,079,039	$91,057,500	
Hard/soft costs	$52,980,949	$57,509,980	
Net value after hard/soft costs	$27,098,090	$33,547,520	
Net value less hard/soft costs, exist. project	$8,189,699	$14,639,129	
% return on costs	15.5%	25.5%	

Above-Ground Structured Parking

FAR: 0.75

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$38,919,771	$48,466,598	$59,329,373
Hard/soft costs	$27,070,697	$28,901,155	$33,069,430
Net value after hard/soft costs	$11,849,074	$19,565,443	$26,259,944
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	-$7,059,317	$657,052	$7,351,553
% return on costs	-26.1%	2.3%	22.2%
Values assuming residential sales	$47,964,623	$54,634,500	
Hard/soft costs	$27,070,697	$28,901,155	
Net value after hard/soft costs	$20,893,927	$25,733,345	
Net value less hard/soft costs, exist. project	$1,985,536	$6,824,954	
% return on costs	7.3%	23.6%	

FAR: 1.0

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$51,893,028	$64,622,131	$79,105,831
Hard/soft costs	$36,094,262	$38,534,874	$44,092,573
Net value after hard/soft costs	$15,798,766	$26,087,257	$35,013,258
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	-$3,109,625	$7,178,867	$16,104,868
% return on costs	-8.6%	18.6%	36.5%
Values assuming residential sales	$64,228,831	$72,846,000	
Hard/soft costs	$36,094,262	$38,534,874	
Net value after hard/soft costs	$28,134,569	$34,311,126	
Net value less hard/soft costs, exist. project	$9,226,178	$15,402,735	
% return on costs	25.6%	40.0%	

FAR: 1.25

Cost/Value Factors	1. Retail/Res Mix	2. Office/Res Mix	3. Retail/Ofc Mix
Land area, acres	4.00	4.00	4.00
Value based on cap rates	$64,866,285	$80,777,664	$98,882,289
Hard/soft costs	$45,117,828	$48,168,592	$55,115,716
Net value after hard/soft costs	$19,748,457	$32,609,072	$43,766,573
Value of existing (case study) project	$18,908,391	$18,908,391	$18,908,391
Net value	$840,066	$13,700,681	$24,858,182
% return on costs	1.9%	28.4%	45.1%
Values assuming residential sales	$80,079,039	$91,057,500	
Hard/soft costs	$45,117,828	$48,168,592	
Net value after hard/soft costs	$34,961,211	$42,888,908	
Net value less hard/soft costs, exist. project	$16,052,820	$23,980,517	
% return on costs	35.6%	49.8%	

Based on the assumptions evaluated herein, the most attractive land uses would appear to be mixes involving offices and condominiums. However, future zoning should be flexible enough to allow the market to determine the optimal mix for individual projects, as the economics of individual land uses may well change over time based on future supply/demand conditions.

Higher FAR values clearly generate more-profitable projects, under the set of assumptions in this model, and the parking costs are also a major factor.

The product types addressed in the model are assumed to be at the upper end of the quality/price scale, in keeping with the overall character of the community. The model results include the assumption that generally favorable market conditions prevail, e. g. that demand exists for the product mixes used in the scenarios, that financing is available at reasonable rates, and that construction costs are stable. Similarly to the redevelopment analysis TNDG developed previously as part of this project, there are a number of “real world” considerations that apply to an analysis of this kind:

- At the FAR values used in the analysis, the mix of retail with other uses poses particular design challenges in making the retail space accessible to shoppers.
- There are a series of factors that would influence individual property owners/redevelopers that are not practical to consider within the scope of this exercise. These include tax implications of various actions, financing and the potential added value of leveraged investment, and the like.
- Property owners who will tend to redevelop their property are those who either 1) have the desire, capability, financial means, etc. to take on the development role, or 2) are developers who have purchased an existing project at a price that they believe, based on that and other factors, can justify such action. Owners in today’s market are likely to be realizing premium rents, plus they can also sell at very low capitalization rates, or in other words relatively high prices, which are also prevalent in the current market.
- Property owners considering a sale to a redeveloper will attempt to capture at least some of the premium associated with the expectation (or assurance) of an increased FAR for the property, and this will negatively affect the potential for such sales.

- Owners of this type of property are seldom “motivated sellers,” barring some personal reason to relinquish their property, and therefore prices will generally tend to discourage sales. They are also not necessarily people who are interested in or inclined to function as developers. Due to tax laws and other factors, property owners cannot be assumed to act in their best financial interest, especially since an owner can seldom go wrong by simply holding property and doing nothing.

Please feel free to contact us if you have any questions or would like to discuss our analysis further.

Roger Dale, Principal

Appendix H

Responses to Comments on the Draft EIR

RESPONSES to COMMENTS
on the
DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Calabasas received eight written comment letters during the 45-day public review period for the 2030 General Plan Draft Environmental Impact Report (DEIR). In addition, the City received seven comment letters after the close of the 45-day comment period, which ran from July 7, 2008 until August 20, 2008. The City has prepared responses to each comment letter. The commenters and the page on which each comment letter can be found are listed below.

Commenter	Page on Which the Comment Letter Can be Found
1. Christopher R. Salomon, Supervising Engineer, Planning Section, County Sanitation Districts of Los Angeles County	3
2. Sandra Albers, Conservation Biologist, Resource Conservation District of the Santa Monica Mountains	9
3. Las Virgenes Unified School District	15
4. David R. Lippman, Director of Facilities and Operations, Las Virgenes Municipal Water District	18
5. Steve Freedland, Mayor, City of Hidden Hills	20
6. Mary Hubbard, President, Malibu Canyon Community Association	23
7. Irv and Reva Isaacman	34
8. Daniel J. Shelley, EHS III, County of Los Angeles Department of Public Health	36
9. Calabasas Westside Coalition	40
10. Norman Buehring, President, Community Association of Saratoga Hills, and Andrew Leff, President, Saratoga Ranch Owners Association	43
11. Robert J. Lia	55
12. Candice Weber	58

Commenter	Page on Which the Comment Letter Can be Found
13. Peter & Deborah Heumann	60
14. Ellie Bracken, President, Malibu Canyon Villas	65
15. Robert A. Adelman, Esq., CLFS	67

These letters and the responses to the letters follow.

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

May 7, 2008

File No.: 31R-100.10

Mr. Isidro Figueroa
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Figueroa:

Comments on the Notice of Preparation of a
Draft Environmental Impact Report for the City of Calabasas 2030 General Plan

The County Sanitation Districts of Los Angeles County (Districts) received the above-referenced Notice of Preparation for the proposed project on April 8, 2008. Regarding solid waste management for the above-mentioned project, the Districts offer the following comments:

1. The California Integrated Waste Management Board's Web site at http://www.ciwmb.gov contains information regarding solid waste disposal facilities. There are numerous public and private landfills and transfer stations in Los Angeles County that could potentially receive waste from the proposed project. The Calabasas Landfill (CALF), located at 5300 Lost Hills Road in Agoura, is the closest landfill operated by the Districts that could be used by the proposed project. The conditional use permit (CUP) for the CALF authorizes the disposal of a maximum of 3,500 tons per day. The remaining site life is currently estimated at 16 years at an average tonnage rate of 1,555 tons per day on a six-day operating week. This estimate may change due to variations in incoming tonnage. The Puente Hills Landfill (PHLF), located at 13130 Crossroads Parkway South in the City of Industry is another Districts-operated landfill that could be used by the proposed project. The CUP for the PHLF authorizes the disposal of a maximum of 13,200 tons per day. Typically, the PHLF closes early due to this permit-imposed tonnage restriction. Disposal operations will continue under the CUP until October 31, 2013. The site will then stop accepting waste for disposal. A

   Other solid waste management facilities operated by the Districts that are available to the proposed project and offer recycling options include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF). CREF is located at 5926 Sheila Street in the city of Commerce. CREF is a transformation facility that is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. CREF currently receives approximately 420 tons per day of refuse. DART is located at 9770 Washburn Road in the city of Downey. DART is a materials recovery/transfer facility that is permitted to accept up to 5,000 tons per day and currently receives approximately 1,200 tons per day of refuse. The South Gate Transfer Station is located at 9530 Garfield Avenue in the city of South Gate that is permitted to accept up to 1,000 tons per day of refuse and currently receives approximately 400 tons per day of refuse. The

PHMRF is located at 2808 Workman Mill Road in the city of Whittier and began operating in July 2005. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week of municipal solid waste. The PHMRF currently receives approximately 350 tons per day from select commercial waste upon a pre-approved basis or upon satisfactory inspection at the facility.

2. There are seven major landfills currently operating within Los Angeles County. These landfills serve large geographic areas that are not necessarily limited to those areas in the immediate vicinity of these sites. There is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs. There are not plans for expansion of the three public landfills currently operated by the Districts. However, there is additional capacity potentially available within Los Angeles County through the expansion of local landfills, and outside of Los Angeles County through the use of waste-by-rail at the proposed Eagle Mountain Landfill in Riverside County and the Mesquite Regional Landfill in Imperial County. Consequently, while this additional capacity will be needed, the necessary permits and approvals have not yet been issued to access and/or use these facilities. B

   The Districts entered into a Purchase and Sale Agreements in August 2000 on the only two-fully permitted rail haul landfills in California: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Districts closed escrow on the Mesquite Regional Landfill in December 2002. Due in part to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill.

   In the Mesquite Regional Landfill Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from Metropolitan Los Angeles to Glamis and then by a proposed 4.5-mile rail spur built to the site. The Districts have prepared a comprehensive master plan for the site and is in the process of designing and constructing the facilities necessary to begin operation. The Mesquite Regional Landfill is scheduled to be operational by the end of 2008. The Waste-by-Rail system is expected to be operational by 2011/2012.

3. The California Integrated Waste Management Act, AB 939, requires cities to divert 50 percent of the waste stream away from land disposal. In order to assist in meeting this goal, the Districts recommend that the proposed development incorporate storage and collection of recyclables into each project design. It is recommended that refuse collection contracts include provisions for collection of recyclables. The County of Los Angeles Department of Public Works should also be contacted with regard to any commercial recycling programs that may be available. All occupants should be encouraged to recycle, at a minimum, newspaper, glass bottles, aluminum and bimetal cans, and P.E.T. bottles. Recycling should be included in the design of the project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles. In addition, all contractors should be urged to recycle construction and demolition wastes to the extent feasible. It should be recognized that, even with recycling, adequate regional disposal capacity is needed to accommodate new developments. If you have any further questions regarding recycling options, please contact Nick Morell, Recycling Coordinator for the Districts at (562) 908-4288, extension 2444. C

Regarding the proposed changes to the land use map as they relate to the Calabasas Landfill, the Districts offer the following comment:

1. The CALF provides environmentally sound and cost-effective solid waste disposal capacity to the City of Calabasas (City) and other nearby cities and communities within the wasteshed, in accordance with state and local regulations. The CALF has been in operation since February 14, 1961. It is owned by the County of Los Angeles (County) and operated by the Districts pursuant to a Joint Powers Agreement (JPA) between the entities. The County approved the first land use permit for the CALF in 1958 (Zone Exception Case No. 3349-5). Subsequent land use permits (Nos. 8477-5 and 5022-5) were issued for additional parcels used for refuse disposal, all within unincorporated County lands. By Act of Congress (Title 16 United States Code, Section 460k et seq.), the CALF is part of the Santa Monica Mountains National Recreation Area and operates under a special use permit issued by the National Park Service. D

   The CALF property is outside City boundary. Therefore, land use for the landfill is the responsibility of the County's Department of Regional Planning (DRP). DRP has designated most of the landfill property as "Public and Semi-Public Facilities," which is the appropriate designation for the current and the foreseeable-future activities at CALF (see attached map). The City is proposing land use designation of the area as 'Open Space-Recreational" with the potential for "Possible Future Annexation." We recommend that the City coordinate their land use designations for the landfill with DRP and avoid designations that would be in apparent conflict with the operations of the landfill, thereby, ensuring its continued beneficial use by the City and the wasteshed communities.

If you have additional questions concerning this response, please contact Mr. Ziad El Jack at telephone (562) 908-4288, extension 2764.

Very truly yours,

Stephen R. Maguin

CR Salomon

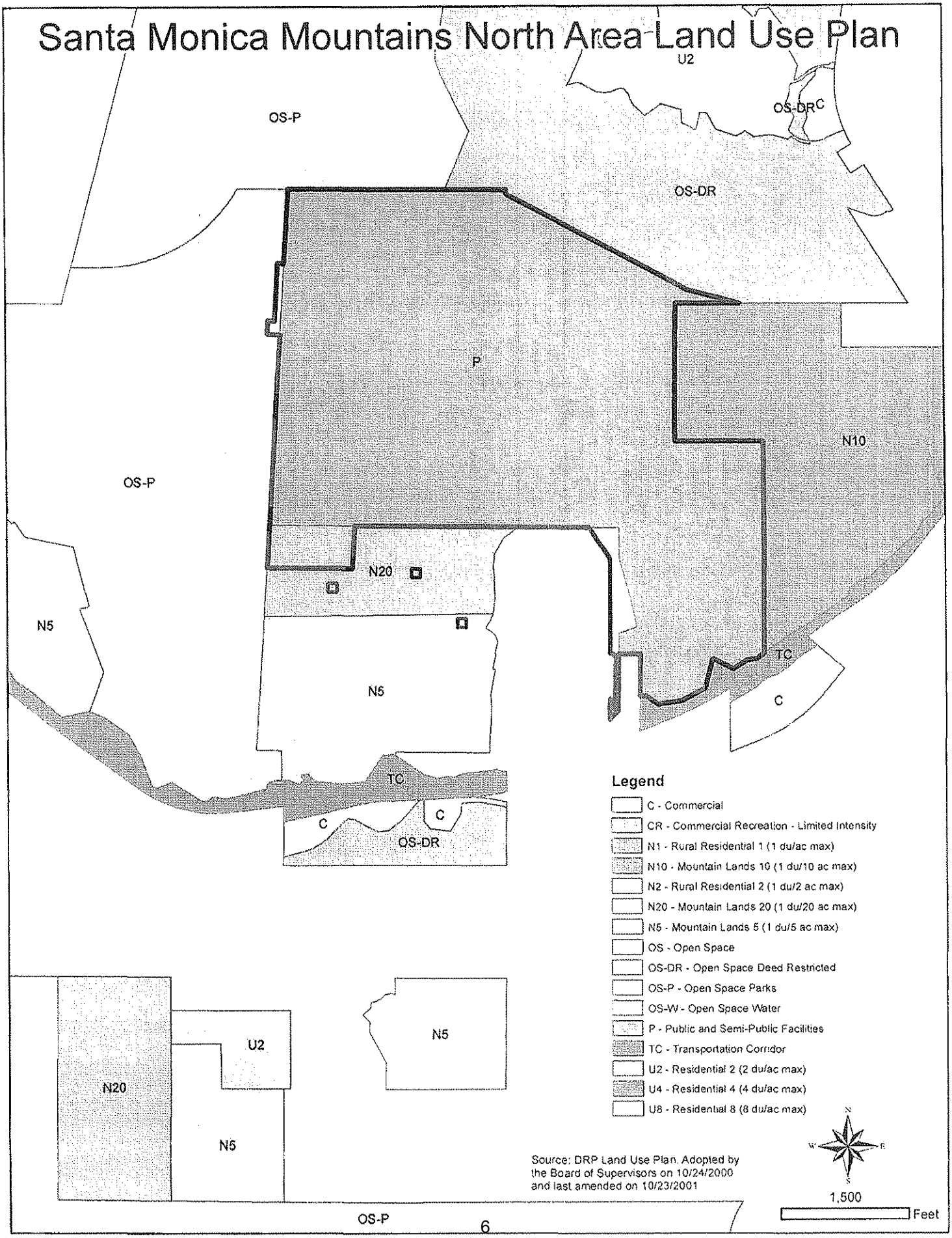
Christopher R. Salomon
Supervising Engineer
Planning Section

CRS:ZE:ld

Attachment

Cc: Paul Alva, L.A. County Department of Public Work
Mark Childs, L.A. County Department of Regional Planning

Santa Monica Mountains North Area Land Use Plan



Source: DRP Land Use Plan. Adopted by the Board of Supervisors on 10/24/2000 and last amended on 10/23/2001

Letter 1

COMMENTER: Christopher R. Salomon, Supervising Engineer, Planning Section, County Sanitation Districts of Los Angeles County

DATE: May 7, 2008

Response 1A

The commenter provides information about the Calabasas Landfill and other solid waste management facilities serving the region. The information provided is generally consistent with the included in Section 4.14, *Utilities and Service Systems*, of the DEIR. However, in response to this comment, the fifth paragraph under subsection c of the Setting (second full paragraph on page 4.14-14) will be revised to read as follows (new/revised text is underlined):

> *The Calabasas Sanitary Landfill has a permitted design capacity of 69,700,000 cubic yards, with a remaining capacity of 8.1 million tons, as of March 2008 (Los Angeles County Sanitation District, 2008). An average of 1,555 tons of waste are landfilled daily, with a permitted maximum daily tonnage of 3,500 tons per day (Nicole Gonzales, 2008). Based on the current average daily disposal rate and a six-day operating week, the landfill is projected to close in about 16 years (by about 2024).*

In addition, the first paragraph under Impact U-2 will be revised to read as follows:

> *Maximum development facilitated by the 2030 General Plan could add a maximum net increase of 1,681 residential units, 2.4 million square feet of office space, and 780,814 square feet of retail space. As illustrated in Table 4.14-7, development facilitated by the draft General Plan could generate approximately 32,299 net lbs/day, or 16.1 net tons/day. The Calabasas Sanitary Landfill currently averages 1,555 tons/day with a maximum daily permitted capacity set at 3,500 tons/day. The added 16.1 net tons/day would represent a .008 percent of the average remaining daily capacity and would not cause the average daily tonnage to exceed the permitted maximum capacity of the landfill. Nonetheless, development that could occur throughout the lifetime of the General Plan would contribute to the acceleration of the landfill closure timeline or the use of more distant sites.*

These text revisions do not alter the DEIR conclusions or identify any new significant environmental impacts.

Response 1B

The commenter describes current solid waste management facilities in Los Angeles County as well as efforts to expand local landfills and identify disposal facilities outside the County. These facilities and efforts are acknowledged. The City will continue to support the County's efforts to develop needed new solid waste management facilities.

Response 1C

The commenter describes current State of California solid waste diversion requirements, encourages solid waste recycling, and notes that adequate regional waste management facilities will continue to be needed. As discussed in Section 4.14, Calabasas implements an expansive citywide solid waste recycling program. The City has achieved the 50% waste diversion target of AB 939 and has adopted a resolution requiring a citywide diversion rate of 75% by 2012. Also, please see Response 1B.

Response 1D

The commenter provides information about the Calabasas Landfill, notes that the County of Los Angeles land use designation for the landfill (pursuant to the Santa Monica Mountains North Area Plan) is "Public and Semi-Public Facilities," and states an opinion that this is the appropriate designation for the landfill. The County designation and the commenter's opinion regarding the appropriate designation are acknowledged. However, the 2030 General Plan represents a long-term vision for Calabasas that extends beyond the lifespan of the Calabasas Landfill, which is estimated to close in about 14-16 years. The City believes that once the landfill is closed, it may be an appropriate location for recreational facilities; thus, the 2030 General Plan designates the landfill "Open Space-Recreation" (OS-R). Of course, if the landfill does not close within the timeframe of the 2030 General Plan, this designation will not be realized, but given the currently anticipated closure date the City believes it is prudent to plan for how the landfill property will be used post-closure. It should be noted that the OS-R designation does not represent a change in designation as the current General Plan (adopted in 1995) also designates the landfill OS-R. Also, an open space-recreational use is a more specific type of "public/semi-public facility."

RESOURCE CONSERVATION DISTRICT
OF THE
SANTA MONICA MOUNTAINS

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August 20, 2008

Tom Bartlett, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

RE: NOC for DEIR - City of Calabasas 2030 General Plan

Mr. Bartlett,

These comments on the Draft EIR for the City of Calabasas 2030 General Plan (GP) are provided on behalf of the Resource Conservation District of the Santa Monica Mountains. We thank the City of Calabasas for the opportunity to comment on this document. The RCDSMM previously commented on the Notice of Preparation of an EIR and addressed the impacts of the GP updates to wildlife corridors, hillside management, water quality, and oak protection. A

After reviewing the Draft EIR for the 2030 GP, our primary concern still remains the "Planned Development" designation for two areas along Las Virgenes Road, Las Virgenes 1 (LV 1) and Las Virgenes 2 (LV 2) and their associated impacts on hillside management, water quality and sensitive biological resources.

Additionally, we did not see any substantive revisions of the Plan that responded to the concerns expressed in our letter of May 21, 2008. Therefore, we wish to reiterate that those issues remain to be addressed.

Las Virgenes 1

The development of the Las Virgenes 1 site would involve the conversion of a low density (3 units on 7.5 acres) site to 30 single-family residential units on 5 acres and a park. The proposed LV 1 site would abut the section of Las Virgenes Creek just south of Agoura Road, which flows approximately 3 miles through dense residential and commercial uses before passing south into the Malibu Creek State Park. B

From Figure 2-5 of the DEIR, it is apparent that the increased runoff from the single and multi-family residential use and community park at this site would drain directly into Las Virgenes Creek, which would eventually enter Malibu Creek further south, an already impaired water body on the Regional Water Quality Control Board's (RWQCB) 303(d) list. The RWQCB of Los Angeles identified seven

pollutants for Las Virgenes Creek, including high coliform count, nutrients, organic enrichment/low dissolved oxygen, scum/foam-unnatural, sedimentation/siltation selenium, and trash. The increase in the intensity of development of this area would cause additional floodplain encroachment, and would not be consistent with either the 2030 General Plan policies or the City of Calabasas Creeks Master Plan.

Las Virgenes 2

The development on the LV 2 site would accommodate up to 160 multi-family residences and 175,000 square feet of commercial development on approximately 20 acres. The LV 2 site is along the east side of Las Virgenes Road and lies within a City-designated Wildlife Linkages and Corridor Area. Although the development on this site may not cause a total loss of a habitat linkage, it would likely have detrimental effects on already declining populations of local species with large home range requirements. The GP Conservation Element Policy IV-2 requires the preservation of wildlife corridors and supporting the acquisition of additional lands near wildlife corridors for open space preservation. C

In addition, the designated LV 2 site is within close proximity to a significant ridgeline to the northeast, as identified on Figure 4.1-1. The GP Open Space Element policies require the preservation of all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Improper hillside development can cause erosion, degradation of water quality, increased downstream runoff and slope failures. Every attempt should be made to maintain the natural topography of hillside areas by using appropriate hillside management techniques.

Conclusion

The fact that the County of Los Angeles has proposed to expand the Signficant Ecological Areas to include Las Virgenes Creek (and its associated riparian habitat) and all of the Wildlife Linkage and Corridor areas confirms the widespread recognition of the need to protect these areas. The revision of the Calabasas General Plan is an opportunity to look forward and sustainably manage the need for housing within the context of preserving, enhancing and protecting valuable riparian areas. It is much easier to avoid problems with sensitive planning, rather than trying to solve water quality impacts, loss of ridgelines, and impacts to wildlife corridors after the fact. D

The DEIR does not offer an alternative that both achieves the City's housing needs and avoids biologically sensitive areas, such as the LV1 and LV 2 sites. Therefore, the RCDSMM strongly recommends that the DEIR include an alternative that would facilitate fewer overall residences in the most biologically sensitive areas, resulting in a reduced impact to hillsides, water quality and sensitive vegetation communities.

Thank you for the opportunity to comment on this project.

Sincerely,
Sandra Albers
Conservation Biologist
Resource Conservation District of the Santa Monica Mountains

Letter 2

COMMENTER: Sandra Albers, Conservation Biologist, Resource Conservation District of the Santa Monica Mountains

DATE: August 20, 2008

Response 2A

The commenter restates concerns raised in the Resource Conservation District's response to the Notice of Preparation (NOP) and states an opinion that issues raised in that NOP response remain to be addressed. The commenter's response to the NOP is included in Appendix A of the DEIR. Contrary to what the commenter suggests, the issues raised in the NOP response are addressed in the DEIR. The NOP response raises concerns about impacts to wildlife corridors and water quality, both of which are specifically addressed in the DEIR (please see sections 4.3, *Biological Resources*, and 4.7, *Hydrology and Water Quality*). As noted under Impact BIO-4 in Section 4.2, although the Las Virgenes 2 site would partially intrude into the wildlife corridor east of Las Virgenes Road, implementation of proposed General Plan policies would address potential impacts to wildlife movement. Moreover, the proposed General Plan land use map would have substantially less impact than the current map as the current map designates a 77-acre area extending substantially into the hillside east of Las Virgenes Road for residential and commercial development. By contrast, the proposed land use map designates approximately 60 of these 77 acres as open space, limiting development to the westernmost portion of the properties along the Agoura Road frontage. Consequently, as compared to buildout under the current General Plan, the proposed 2030 General Plan would have substantial benefits with respect to wildlife movement through this area.

Similarly, the commenter apparently fails to recognize that the Las Virgenes 1 site is already designated R-SF (Residential-Single Family), which would accommodate up to six units per acre or about 45 total residences. The proposed Planned Development designation, by contrast, would dedicate about 2.5 acres of the Las Virgenes 1 property to a park, thus limiting overall development potential to about 30 single family units. It would also promote superior site design with respect to the creek. As such, contrary to what the commenter suggests, buildout under the proposed designation would have less impact than under the current designation.

The specific purpose of the Planned Development designation is to recognize the unique constraints present on the Las Virgenes 1 and Las Virgenes 2 sites. As such, the designation specifies that unique standards will be needed for any development on these sites.

The commenter appears to suggest that it is the EIR's purpose to revise the proposed 2030 General Plan to address comments raised in response to the NOP. This is not correct. The EIR's purpose is to analyze the potential environmental effects of the project that is proposed and to

consider feasible alternatives for identified significant impacts. The DEIR considers the issues raised in the commenter's NOP response, but does not identify any significant impacts relating to these issues. Therefore, although the DEIR analyzes a number of possible alternative land use scenarios, analysis of specific alternatives to address the issues raised by the commenter is not warranted.

Response 2B

The commenter reiterates concerns about possible impacts to Las Virgenes Creek relating to runoff from the Las Virgenes 1 site, stating opinions that development on the Las Virgenes 1 site would cause floodplain encroachment and would not be consistent with the 2030 General Plan or the Calabasas Creeks Master Plan (presumably, the commenter is referring to the Las Virgenes Creek Master Plan). Please see Response 2A. The suggestion that development on the Las Virgenes 1 site would necessarily encroach into the 100-year flood zone is incorrect. Only the westernmost edge of the Las Virgenes site is within the 100-year flood zone so development on the remainder of the site would not encroach into the flood zone. The opinions with respect to consistency with the 2030 General Plan and Creek Master Plan are noted. However, the EIR preparers do not share this opinion. By their nature, all General Plans must consider competing objectives. As noted throughout the draft 2030 General Plan, environmental preservation, including preservation of creeks and water quality, are important considerations in Calabasas. To that end, the draft General Plan includes numerous policies relating to environmental protection to which any development on the Las Virgenes 1 site would be subject. However, these concerns must be considered in light of basic property rights and other planning considerations. As noted in the DEIR and in Response 2A, while the proposed Planned Development designation for the Las Virgenes 1 site would facilitate the development of up to 30 single family residences, it would reduce the development potential for the site as compared to the current R-SF designation, which would facilitate development of up to 45 units.

In response to this comment, the following text will be added to subsection 4.7.1.f, *Regulatory Setting*, of Section 4.7:

> *Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. Calabasas is within the jurisdiction of the Los Angeles RWQCB.*
>
> *Three creeks within the City of Calabasas (Las Virgenes, McCoy, and Dry Canyon creeks) are listed by the State Water Resources Control Board as Impaired Waters under Clean Water Act Section 303(d). This listing requires that measures are developed to ensure*

that proposed projects do not contribute to the pollutant load in the creek. Project applicants are responsible for meeting all safety requirements and USEPA-approved measures to keep the water clean. All Total Maximum Daily loads (TMDL) applicable to Los Angeles River are applicable to McCoy/Calabasas Creek as headwaters and thus a responsibility of project applicants near the creeks. Similarly, all TMDLs applicable to Malibu Creek are applicable to Las Virgenes Creek. Designs of new projects near these waters must consider all TMDLs applicable to the area to ensure that project sites would not exceed targets adopted by the USEPA or State Water Resources Control Board. Such measures include, but are not limited to, installing rain gutters and orienting them towards permeable surfaces rather than driveways or non-permeable surfaces so that runoff would have the opportunity to infiltrate into the ground instead of flowing immediately offsite, also modifying grades of property to divert flow to permeable areas and to minimize the amount of storm water leaving the property. Onsite stormwater treatment measures should also include but not be limited to the use of sediment traps to intercept runoff from drainage areas and hold or slowly release the runoff, with sediments held in the trap for later removal; the use of retention structures or rooftops designed to store stormwater; the utilization of subsurface areas for storm runoff storage either for reuse or to enable release of runoff at predetermined times or rates to minimize the peak discharge into drains, cisterns are also a possible storage mechanism for reuse; and design curbs, berms or the like so as to avoid isolation permeable or landscaped areas.

Response 2C

The commenter reiterates concerns about potential impacts to wildlife movement and hillsides due to development accommodated on the Las Virgenes 2 site. Please see Response 2A. Again, the proposed land use map would designate about 60 acres currently designated for residential and commercial development as open space (OS-RP), concentrating development in the least biologically sensitive areas of the Messenger property adjacent to Las Virgenes Road. As such, the proposed land use map would have substantial benefits with respect to preservation of the wildlife corridor and views of the nearby ridgeline as compared to the current General Plan land use map.

Response 2D

The commenter reiterates previous concerns and recommends consideration of an alternative that would facilitate fewer residences in the most biological sensitive areas of the City. Please see responses 2A through 2C. The draft 2030 General Plan already focuses development in the least environmentally sensitive portions of the City. A key of objective of the General Plan, as stated throughout the document, is to focus on compact, infill development in areas with the least biological and aesthetic sensitivity. To that end, the draft General Plan designates additional areas for open space and parks, including portions of the properties that make up

the Las Virgenes 1 and Las Virgenes 2 sites. Nevertheless, as noted in Response 2B, the General Plan must consider competing objectives, including the property rights of landowners in the City.

(Revised)

c. **Public Schools**. The Las Virgenes Unified School District (LUSD) provides public educational services in the City of Calabasas. Figure 4.11-2 shows the locations of school facilities in the City that are operated by LVUSD. Additional educational facilities include private schools.

LVUSD schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The LVUSD manages three elementary schools in the City, two middle schools, and one high school. In order to accommodate for a maximum number of schools, the LVUSD has implemented relocatable classrooms and trailers at each of the schools serving the City of Calabasas.

Enrollment at LVUSD elementary schools serving Calabasas is 1,892 students for the 2007/2008 school year. Elementary schools in the City range in size from 550 to more than 675 students. The total original capacity of the 3 elementary schools is 1,668 students. Thus, currently Calabasas' elementary schools are operating at approximately 113% of capacity. The reported exceedance of original capacity for elementary school capacity within the LVUSD is in part due to the California Department of Education's recommendation that class sizes be reduced by 20%. Although several schools are operating above capacity through the addition of relocatable classroom space, the LVUSD considers the schools to be operating at acceptable levels. It should also be noted that schools within the City are experiencing a declining enrollment trend, where more students are graduating than are entering Calabasas schools (Dr. Donald Zimring, Superintendent LUVSD, 2008). Table 4.11-3 shows enrollment statistics for each of the LVUSD schools serving Calabasas.

Table 4.11-1
2007/08 LVUSD School Enrollment*

School	Student Enrollment	Original Capacity	Utilization
Elementary			
Chaparral	552	496	111%
Lupin Hill	691	644	107%
Bay Laurel	649	528	122%
Middle			
A.E. Wright	899	1,770	50%
A.C.Stelle	963	1,000	96%
High			
Calabasas	2,011	1,922	104%

*The LVUSD serves several municipalities; however, this table identified LVUSD schools serving the City of Calabasas only.

The LVUSD operates two middle schools in the City: A.E. Wright and A.C. Stelle Middle School. Enrollment during the 2007/08 school year for the two middle schools is 1,862 students or 67% of the total capacity of 2,770 students.

The LVUSD manages one high school in Calabasas (Calabasas High School). Enrollment for the 2007/08 school year was 2,011, or 105% of original capacity (1,922 students).

By the year 2030, the LVUSD plans to construct a performing arts center, a 650-seat theater, which would include one classroom. In addition, the LVUSD plans to construct a preschool to meet special education needs in the City (Dr. Donald Zimring, Superintendent of the LVUSD, 2008).

Letter 3

COMMENTER: Las Virgenes Unified School District

DATE: Undated

The commenter has provide a minor re-write of subsection 4.11.1.c of Section 4.11, *Public Services*, of the DEIR. The subsection, which describes general background information pertaining to the Las Virgenes Unified School District (LVUSD), will be revised as requested in the Final EIR. Some minor typographical errors in Section 4.11 pertaining to table references will also be corrected in the Final EIR. It should be noted that the requested changes are minor clarifications regarding LVUSD facilities that to do change any facts or alter the conclusions of the DEIR.

Post-it® Fax Note 7671	Date 8/19/08	# of pages ▶ 1
To Tom Bartlett	From Lindsay Co.	
Co./Dept. City of Calabasas	Co. LVMWD	
Phone # 818-225-7329	Phone # 818-251-2163	
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METROPOLITAN WATER
DISTRICT
OF SOUTHERN CALIFORNIA

August 19, 2008

4

Tom Bartlett, City Planner
City of Calabasas
Planning Division
100 Civic Center Way
Calabasas, CA 91302

Re: 2030 General Plan Notice of Completion of a Draft Environmental Impact Report

Dear Mr. Tom Bartlett:

Las Virgenes Municipal Water District (LVMWD) is in receipt of your request for agency comment concerning the Draft Environmental Impact Report (DEIR) on your 2030 General Plan. The proposed project involves an update of the 1995 General Plan, which currently serves as the blueprint for the development of the City. Each of the General Plan elements has been updated with goals, objectives, and policies that reflect the current needs and preferences of the community. Utilities and services systems impacts include 1.01 mgd water demand increase and 0.05 mgd wastewater generation increase.

LVMWD understands that land use designations are under the jurisdiction of the City. Potable water services to these areas by LVMWD are met with the district's purchased potable water from Metropolitan Water District (MWD). The reliability of LVMWD water supply is dependent on the reliability of its imported water supplies, which are managed and delivered by MWD. LVMWD recent updated 2007 Potable Water, Recycled Water and Sanitation Master Plans examined the ability of the existing facilities, calculated the increased water demand and wastewater flows from the City and recommended substantial capital projects to adequately meet these flows.

If you have any questions, please contact me at 818.251.2111.

Very truly yours,

Carlos G. Reyes for DRL
David R. Lippman
Director of Facilities and Operations

cc: File

Letter 4

COMMENTER: David R. Lippman, Director of Facilities and Operations, Las Virgenes Municipal Water District

DATE: August 19, 2008

The commenter summarizes the draft 2030 General Plan and notes that the LVMWD's 2007 mast plans identify water demand and wastewater flows for the City and recommend capital projects needed to meet projected demand/flows. As noted in Section 4.14 of the DEIR, it is anticipated that implementation of LVMWD master plans would continue to provide sufficient water as well as wastewater conveyance and treatment capacity to meet the City's needs. The City will continue to cooperatively plan with the LVUSD to ensure that needed system upgrades are made in conjunction with new development in Calabasas.

City of Hidden Hills

6165 Spring Valley Road • Hidden Hills, California 91302
(818) 888-9281 • Fax (818) 719-0083

August 1, 2008

Mr. Tom Bartlett, City Planner
Planning Division
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

RE: City of Calabasas 2030 General Plan

Dear Mr. Bartlett:

The City of Hidden Hills has received your "Notice of Completion of a Draft Environmental Impact Report" for the subject General Plan update. Of interest to the City of Hidden Hills is the General Plan's inclusion of property for future annexation to the City of Calabasas (in particular Craftsman's Corner) that is located within the Sphere of Influence (SOI) of the City of Hidden Hills. Figure 2, attached, illustrates the boundaries of Hidden Hills' SOI.

This letter is to inform you of the City of Hidden Hills' SOI and to notify you that it is not the City's intention to relinquish any portion of the SOI.

Thank you for the opportunity to comment on the Draft EIR. Feel free to call our City Engineer, Dirk Lovett, at (818) 888-9281 should you require additional information.

Sincerely,

CITY OF HIDDEN HILLS

Steve Freedland
Mayor

SF/dl
attachment

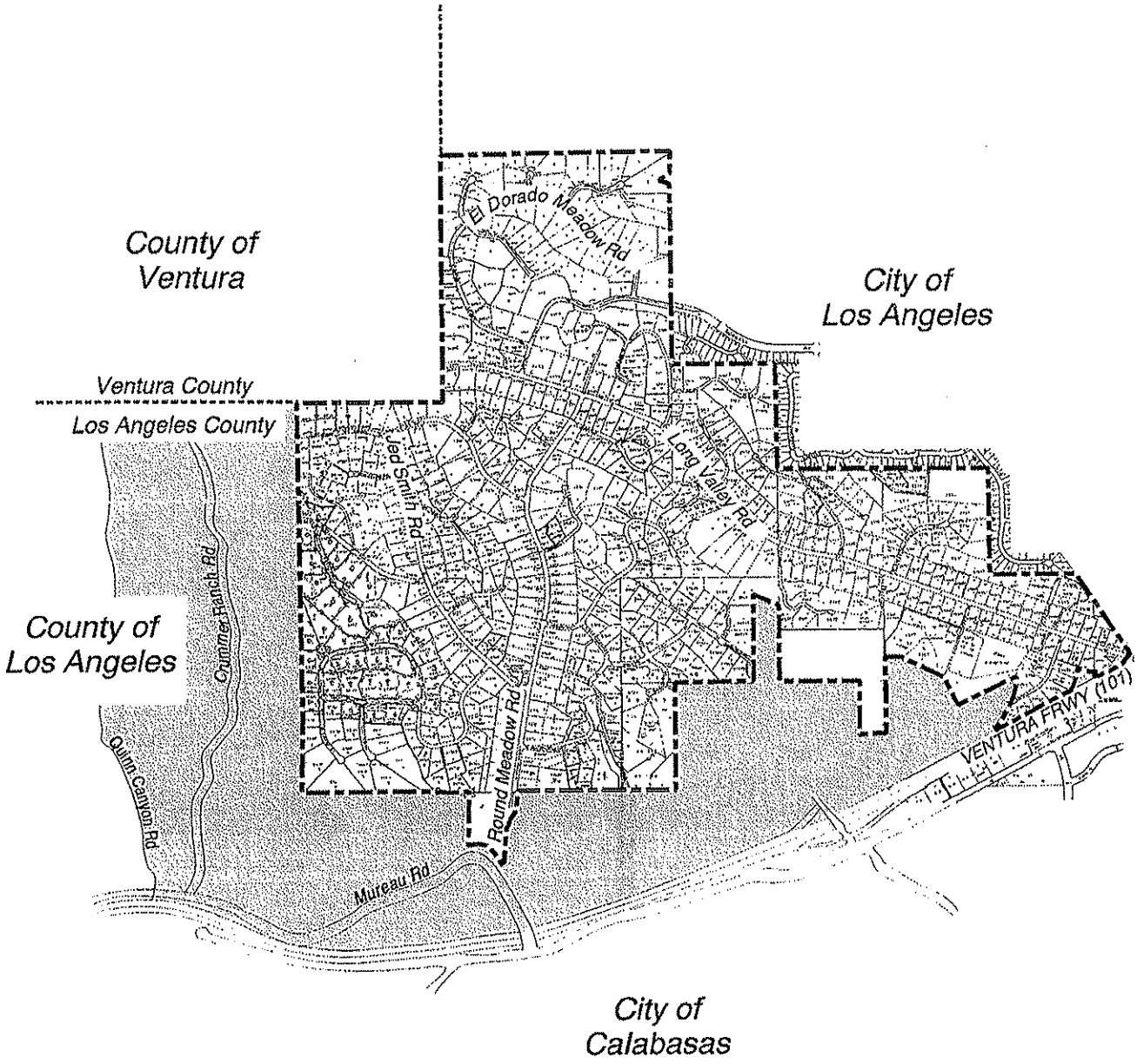


Figure 2
Sphere of Influence Map

Letter 5

COMMENTER: Steve Freedland, Mayor, City of Hidden Hills

DATE: August 1, 2008

The commenter notes that the Craftsman's Corner area, identified for possible future annexation into Calabasas, is currently within Hidden Hills sphere of influence (SOI) and states that Hidden Hills does not intend to relinquish that area.

The City of Calabasas is aware that the Craftsman's Corner area (and immediately surrounding territory) lies within Hidden Hills' SOI, even though it also remains unincorporated territory of Los Angeles County. The DEIR recognizes that Craftsman's Corner is within Hidden Hills' 501 (see pages 2-26 and 4.8-4). Nonetheless, the text of EIR Section 4.8 will be amended to more explicitly describe the process that would need to occur in order for that area to be annexed by Calabasas at some point in the future.

The Calabasas General Plan is a policy document intended to anticipate a full range of possible future development and growth scenarios for the City over a twenty-year horizon. Further, the City of Calabasas will likely consider annexation of the Craftsman's Corner area within a five-year timeframe. For these reasons the City has prepared a specific land use strategy and associated development policies for the area, and believe this potential annexation area should be retained in Calabasas' General Plan Land Use Element.

The purpose of a Sphere of Influence is to plan for the probable future physical boundaries and service area of a local government agency (Gov. Code Section 56076). Accordingly, LAFCO review of a Sphere of Influence (as obligated under state law to occur every five years) must include a review of local land use plans and development controls for the territory.

Hidden Hills' General Plan fails to specifically outline a land use strategy for the Craftsman's Corner area and lacks any indication that the City intends to annex the area. If Hidden Hills has no intention of annexing Craftsman's Corner, LAFCO policy suggests that there is no reason it should remain within the Hidden Hills SOI. It is also worth mentioning that when reviewing SOIs LAFCO also considers the existence of any social or economic communities of interest in the area (Section 56425(e)), and it is our understanding that future annexation into Calabasas is favored by a good number of property owners in the Craftsman's Corner area (many of whom happen to identify their businesses as Calabasas-based establishments).

Finally, while the City understands Hidden Hills' current position, as stated in the Hidden Hills' letter, at such time a specific annexation proposal would be put forward for consideration, such a matter would be a consideration for future leaders in our respective jurisdictions.

6

Mary Hubbard
5411 Ruthwood
Calabasas, CA 91302
August 20, 2008

City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Thank you for the opportunity to comment on the Draft Environmental Impact Report of the 2030 General Plan. While it has many excellent features, please consider examining and refining the following areas before submitting the EIR for certification:

Manipulative Language

The DEIR contains many examples of clearly or subtly biased language. For example, although the purpose of the paragraphs on page 6-6 is to detail potential impacts of alternatives to the DEIR, every paragraph confidently states that, in apparently all situations, it is already possible to conclude, for every development impact category, even before any development has actually been proposed, that, "implementation of draft General Plan policies would reduce impacts to a less than significant level" or some variation of that statement (DEIR, 6-6). A

Similarly, when an impact would be lessened under a given reduced density alternative, the magnitude of the reduction is minimized by the DEIR. For example, in an alternative on page 6-6 that reduces density, traffic, pollution, noise, and viewshed impacts, the DEIR minimizes those benefits, "Air pollutant emissions would be generally the same, but slightly lower...due to the reduction in overall residential development potential." If it is true that these impact reductions are so slight, then the alternative is not a meaningful one.

Survey

The actual results of the community survey conducted at the outset of the General Plan should be included, should guide the changes made in the General Plan, and should be included at every step of the DEIR process. Although the survey indicates that an overwhelming 80% of the community felt that the preservation of Open Space was the highest priority, this statistic is not mentioned, and Open Space acquisition and preservation is not proportionately prioritized in the draft General Plan 2030. Given its status as the highest-priority community goal, Open Space acquisition and protection should be comparatively analyzed along with development alternatives, especially since they are usually a part of development negotiations. B

Job Growth in Calabasas

Language emphasizing job growth and opportunities should be removed or modified and the corresponding portions of the DEIR reevaluated. Job growth is not historically a priority goal of Calabasas residents. The 1995 General Plan did not establish it as a goal. Instead, Calabasas was identified as a bedroom community established to escape the commercial buildup of Los Angeles. The recent resident survey did not identify job growth as a priority of residents either, but somehow it has worked its way into the 2030 General Plan as a priority though no statistical justification is provided for that change and no analysis is made of the potential impact of including it in the new plan. In fact, it is used to justify increased development. C

Alternatives

The Alternatives section does not offer meaningful choices or differences. Las Virgenes 1, Las Virgenes 2 and Rancho Pet Kennel sites simply exchange numbers of multifamily units or footprint size without offering other possible zoning designations for those properties or other possible locations for multifamily housing to reduce the disproportionate burden of affordable, multifamily housing borne by residents on the west side of Calabasas. While much effort is expended on rationalizing the need for huge numbers of multifamily affordable units, no effort is spent on the need for distributing this burden equitably throughout the city or for analyzing its effect on light, noise, police services, streetside parking, or schools, all of which may have exponential rather than incremental increases as a result of affordable MULTIFAMILY housing. D

Although incorporation of affordable multifamily housing was not an important priority for residents in the community survey, it is treated as the top priority throughout the draft 2030 General Plan and DEIR unduly influencing and often eclipsing other, higher priorities.

Lack of Detail in Alternative Analyses

The DEIR does not adequately detail the quantitative impacts of alternatives in terms of traffic flow and counts, heights, footprint size, pervious surfaces, run-off, noise, etc. so analysis is left subjective and vague. Furthermore, the west side of Calabasas has a special role as The Gateway to the Santa Monica Mountains, with a scenic corridor, that hosts Z traffic of some 19,000 cars per day, as well as millions of summer visitors to the National Recreation Areas and state beaches, which produces a special burden on development within and adjacent to this corridor. None of this is addressed in the impact analysis section of the DEIR. E

No analysis occurs of quality of life impacts on existing residents or impacts on public services for any of the alternatives. F

Section 6.4.1

If density increases were granted to accommodate residential uses in mixed use or PD areas, it is not clear why eliminating residential use would need to result in an increase in commercial use. Zoning should revert back to unadjusted commercial densities if residential use is not incorporated. Again, this feels like a manipulation to force a mixed use choice. G

Lack of Comparative Impacts

A chart summarizing and comparing the alternatives and the significance of the impacts would greatly help focus the Alternative Analysis section of the DEIR. H

Alternative sites should also be analyzed by their grading requirements as is the norm for new development. Some of the alternative sites listed are substantially steeper than others and development would have greater impacts on such sites. Similarly, viewshed and oak tree impacts differ markedly among sites and comparative analyses would facilitate fully-informed decision-making. Detailed conceptual maps, (Figures 6-2, 6-3, 6-4) indicating possible numbers of buildings and their locations, are included in the DEIR, so it seems that a conceptual grading and oak tree plan could also be derived for a comparative analysis.

Lack of Cumulative Impact Analysis

I

The purpose of a General Plan Program EIR is to consider alternative broad policy and cumulative impacts, yet this DEIR does not include cumulative impact analysis of the alternatives.

Pervious Surface Standard Changes

No analysis is made of the impacts of reducing pervious surface requirements. The city has changed them for several recent developments, including the massive New Millenium Oaks project and the Shea Homes project, both of which are in the same geographical area. Pervious surfaces or the lack thereof directly affects water quality, streambed scouring and deposition. The cumulative effect of changing pervious surfaces requirements whenever they are inconvenient, including the effects of those that have already been changed, deserves more detailed analysis. J

Meeting Greenhouse Gas (GHG) Standards

The assumption that mixed-use districts reduce emissions of air pollutants can be misleading or erroneous unless the housing is reserved for people who work within a given radius of the mixed use area. In Los Angeles, millions of dollars have recently been spent putting in multifamily housing next to public transportation stops on the premise that the units would facilitate public transportation. Huge density bonuses were given to developers in exchange for promises of affordable housing and permits were fast-tracked. However, subsequent studies of the public transportation habits of the residents of these hastily-built high rises revealed that the residents were not using the nearby public transportation. They all had cars. K

Meeting State Housing Requirements

The inability to meet pervious surface guidelines should serve as one of several compelling reasons to limit development in these locations, thus mitigating state housing requirements if feasible buildout has already occurred and suitable land for more development is not available. Similarly, a site's status as a designated landslide hazard area, or its location on a road forecast to operate at a low LOS should serve as compelling reasons to restrict, rather than expand, development in those locations. L

No mention is made in the DEIR of other ways of accommodating affordable housing requirements within the city, such as subsidizing it in existing R-MF buildings. Density increases have been granted to developers in the city if they included affordable housing units, but those affordable units reverted to market price at the end of a predetermined number of years, leaving the city short that number of affordable units without ever being able to concomitantly undo the density bonuses. The result is a continued need to scramble to meet affordable housing allocation requirements, fueling a constant pressure to approve new development no matter how poorly designed or situated, as was the case in the relatively recent and highly controversial Standard Pacific project approval. Other options to new development exist and should be fully explored before continually trying to meet the RHNA requirements with all new development. An analysis of how other nearby communities are meeting their RHNA requirements would be informative and may bring new ideas to Calabasas planners.

The Las Virgenes Road View Corridor

On page 6-18, mention is made of the importance of the Ventura Freeway view corridor to the city, but Las Virgenes Road is not given similar status though it hosts Z traffic of approximately 19,000 vehicle trips per day, as well as thousands of additional summer visitors to the National Recreation Areas and state beaches, serves as the Gateway to the Santa Monica Mountains, and visibility of buildings is much greater on that road due to the buildings' proximity to the M

road--all of which produces a special burden on development within and adjacent to this corridor.

Lost Hills Road/Ventura Freeway Interchange

N

This interchange is "forecast to operate at LOS A under General Plan buildout with implementation of programmed improvements." How was this determined? What are the "programmed improvements?" The interchange does not currently operate at LOS A, a 70,000 square foot shopping center has been approved for the southeast corner of the intersection, and there is no adequate source of funds available for the necessary improvements, or an updated assessment of the costs entailed, or a realistic financing plan for achieving the intended results.

The Environmentally Superior Alternative

O

How can the Las Virgenes 1 Site Alternative be considered as environmentally superior when it is located on a road forecasted to operate at unacceptable levels of service at maximum buildout? Highly-congested traffic areas imply high noise and exhaust levels, which should be considered in the analysis of environmentally superior locations for residential housing. The *Los Angeles Times* has on more than one occasion detailed the increased respiratory and other health problems of people living near high traffic corridors.

Again, the results of the resident survey need to be incorporated here because, in that survey, traffic is identified as a high priority to residents.

Furthermore, there is no evaluation of the flood risk or stream impacts for a high density development located as close to the creek as Las Virgenes 1 .

Thank you for your consideration of these comments.

Mary Hubbard
President, Malibu Canyon Community Association

Letter 6

COMMENTER: Mary Hubbard, President, Malibu Canyon Community Association

DATE: August 20, 2008

Response 6A

The commenter states an opinion that the DEIR uses "manipulative" language, specifically questioning the conclusion that, in many cases, General Plan policies can reduce impacts to a less than significant level and suggesting that the DEIR minimizes the benefits of alternatives.

As noted at the top of page 1-4 of the DEIR (Section 1.0, *Introduction*), the General Plan EIR is a "macro" level environmental document that uses macro level thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. As specifically noted, it should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. Therefore, determination that implementation of the 2030 General Plan as a "program" would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the General Plan. Per Section 15168(c) of the *CEQA Guidelines*, if a later activity would have effects not examined in the program EIR, a new EIR or negative declaration would need to be prepared for that activity.

With respect to the alternatives analysis, the DEIR in some instances depicts impacts as "slightly" lower or greater than those of the draft 2030 General Plan because, although impacts may be incrementally lower due to a slight reduction in development intensity, the overall magnitude of impacts with respect to CEQA is the same as for the proposed project. For example, if the project's impacts were found to be "less than significant" under CEQA and the alternative's impact would be less, but still "less than significant," the DEIR might portray the impact as slightly lower. The point is to convey that though the impact may be lower, the magnitude of the impact would not change given the scale of the project and the conclusions of the analysis would not be altered.

As for the contention that a determination that an impact is only "slightly lower" makes an alternative not meaningful, it should be recognized that EIR alternatives are typically oriented around addressing specific significant impacts identified for the proposed project. Therefore, not all alternatives will reduce all impacts. For example, an alternative that changes the location of development, but not the amount may avoid site-specific impacts (e.g., biological resources and cultural resources), but would not substantially change impacts that are more regional in nature (e.g., air quality).

Response 6B

The commenter states an opinion that open space acquisition and protection should be analyzed along with development alternatives given that these are high priorities for the community. The purpose of the EIR alternatives analysis is to compare the environmental impacts of the studied alternatives to those of the proposed 2030 General Plan. None of the DEIR alternatives would alter the amount of designated open space on the 2030 General Plan land use map, though it should be noted that the proposed land use map designates about 306 additional acres as open space (OS-R or OS-RP) within the City limits as compared to the current General Plan land use map. The 2030 General Plan also establishes a target of 4,000 designated open space acres, a 33% increase from the 3,000-acre target contained in the current General Plan.

Response 6C

The commenter notes that job growth has not been identified as a community priority and suggests that it is identified as a priority in the draft 2030 General Plan. It is agreed that job growth has not been identified by Calabasas residents as a high priority. However, contrary to what the commenter suggests, the draft 2030 General Plan does not identify job growth as a community priority. In fact, the draft General Plan (page 1-11) specifically identifies preservation of open space as the community's "number one priority."

Response 6D

The commenter reiterates a contention that the alternatives analysis does not provide meaningful choices, noting that several of the alternatives are oriented around ways in which the City's housing needs (as defined by SCAG) can be met even though the community has not identified providing multiple family housing as a priority. Please see Response 6A. With respect to housing, SCAG (the Southern California Association of Governments) has provided a specific allocation for various housing types that the City must provide for it its General Plan Housing Element is to be certified by the Department of Housing and Community Development (HCD). Several of the alternatives specifically address these housing needs because the community and the Planning Commission have expressed interest in examining the range of options for meeting the state's mandates with respect to providing for the development of new housing. One of the studied alternatives considers designating a site along West Calabasas Road (the Golf Course Driving Range site) for multiple family housing specifically to address concerns raised by west Calabasas residents about what is perceived as an inequitable distribution of land designated for multiple family residences.

Response 6E

The commenter states an opinion that the alternatives analysis is not adequately detailed with

respect to traffic and other issues and notes that the west side of is a gateway to the Santa Monica Mountains that carries high traffic levels. Contrary to what the commenter suggests, several of the DEIR alternatives (notably, the Alternative R-MF Sites alternatives) were studied quantitatively with respect to traffic and other impacts. The traffic analysis considered the effects of existing traffic and projected future traffic growth on the local circulation system. As noted in the DEIR analysis (Section 6.0, *Alternatives*), neither of the Alternative R-MF Sites options would either avoid any of the significant traffic impacts of the draft 2030 General Plan or create any new significant traffic impacts.

Response 6F

The commenter suggests that no analysis of quality of life or public services was conducted for any of the alternatives. It is not CEQA's purpose to assess "quality of life." Rather, CEQA's purpose is to identify and, when possible, mitigate the significant environmental effects of projects. Individual readers can use the information regarding environmental effects to help determine how implementation of the draft 2030 General Plan may affect their quality of life. Public service impacts are discussed for the proposed General Plan (Section 4.11, Public Services) as well as for the alternatives analyzed in Section 6.0, *Alternatives*.

Response 6G

The commenter suggests that densities in the Mixed Use (MU) and Planned Development (PD) designated areas should revert back to the allowable intensities under the current General Plan if residential uses are not incorporated. Presumably, the commenter is referring to the "No Housing Requirement in Mixed Use Districts" alternative discussed in Section 6.0, *Alternatives.* This alternative would not eliminate the residential component of the Mixed Use districts, but would simply eliminate the requirement that every individual project include a residential component that encompasses at least 20% of the development. This alternative would not change the PD designation, though it should be noted that the amount of development that could occur on both of the PD-designated properties is less than could occur under the current General Plan. On the Las Virgenes 1 site, the current R-SF designation could facilitate up to 45 single family residences, whereas the proposed PD designation would facilitate a maximum of 30 residences. The Messenger property that encompasses the Las Virgenes 2 site could currently facilitate more than 700,000 square feet of commercial development (some of which could be multiple family residences) and 41 single family residences on about 77 acres under the current General Plan. By contrast, the PD designation would allow up to 175,000 square feet of commercial development and 160 multiple family residences on approximately 17 acres, while about 60 acres currently designated for commercial and residential development would be re-designated as open space (OS-RP).

Response 6H

The commenter suggests adding a chart summarizing the impacts of the various project alternatives and including conceptual grading and oak tree plans for the alternatives. In response to this comment, a chart comparing the impacts of the various alternatives to those of the draft 2030 General Plan has been added at the end of Section 6.0, *Alternatives*. Development of conceptual grading and oak tree plans is beyond the typical scope for a program EIR such as the 2030 General Plan EIR, though the alternatives analysis specifically notes that the Driving Range and Rancho Pet Kennel sites would require more grading than would the Las Virgenes 1 site and that the Driving Range site, in particular, has stands of mature oaks that could be affected by residential development on that site.

Response 6I

The commenter suggests that the DEIR does not consider the cumulative effects of alternatives. This is not accurate. As noted on page 4-1 of the DEIR, a general plan by is nature considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area over a long-term timeframe (in this case, 22 years, to the year 2030). Therefore, the analysis of project impacts also constitutes the cumulative analysis and this EIR does not contain a separate analysis of cumulative impacts. Consequently, as with the project analysis, the analysis of each alternative is in effect a cumulative analysis.

Response 6J

The commenter suggests that the DEIR should consider the effects of changing impervious surface requirements. The purpose of the program EIR is to assess the broad impacts of implementing the draft 2030 General Plan. The analysis suggested by the commenter would need to be addressed on a project-specific basis given that it is not known at this time, and cannot be known, what specific types of paving materials will be proposed on future projects. It should be noted that the draft General Plan Safety Element includes the following policy relating to impervious surfaces:

VII-9 For discretionary development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.

Response 6K

The commenter notes that it cannot be assumed that individuals who live within mixed use districts will also work there; therefore, it cannot be assumed that the creation of mixed use districts would reduce driving and associated air pollutant emissions. The commenter is correct that there is no guarantee that any individual who lives in a given area will choose to work in

that same area, or vice versa. However, as discussed in sections 4.2 and 5.0 of the DEIR, various studies have shown that, on average, vehicle miles traveled and air pollutant emissions are lower in instances where housing, services, and job opportunities are located in close proximity to one another. Table 4.2-3 in Section 4.2 shows the results of a study prepared by the U.S. Environmental Protection Agency indicating substantial reductions in air pollutant emissions for infill development as compared to "greenfield" development.

Response 6L

The commenter notes that the DEIR does not discuss "alternative" ways of meeting the City's RHNA housing allocations and suggests including an analysis of how other communities meet their RHNA requirements. It is not the EIR's purpose to study alternative ways of meeting RHNA requirements. The EIR's purpose is to identify and, when possible, mitigate the significant environmental effects of proposed actions, such as the draft 2030 General Plan. Various options for meeting the RHNA allocations were considered by the General Plan Advisory Committee (GPAC) as the draft General Plan was prepared and some of the alternative locations for multiple family housing are considered in the DEIR. It should be noted that, although subsidizing existing multiple family residences to make them affordable is a strategy the City can pursue in its Housing Element, this would not relieve the City of the requirement to identify and zone land that would facilitate the development of new "affordable" housing units.

Response 6M

The commenter suggests that Las Virgenes Road should be identified as an important view corridor in the DEIR alternatives analysis. In response to this comment, the discussion of aesthetics for the Las Virgenes 1 Site alternative has been revised to read as follows (new/revised text is underlined):

> *The reduced density of development on the Rancho Pet Kennel site (from 110 units under the concept plan to about 66 units under a "Residential Moderate" designation) would incrementally reduce grading and associated visual impacts in that location; however, the increased density of development of the Las Virgenes 1 site could incrementally increase impacts at that location. The Las Virgenes 1 site is in an area generally characterized by more intensive development than the area surrounding the Rancho Pet Kennel site. In addition, although Las Virgenes Road is an identified view corridor, development on the Las Virgenes 1 site would not be highly visible from Las Virgenes Road because of the presence of large trees along the roadway frontage and because the site is several feet below the street level. Also, development on the Las Virgenes 1 site would not be visible from the Ventura Freeway, another important view corridor. Therefore, overall aesthetic impacts associated with this alternative would be incrementally lower than those of the draft General Plan. As with the proposed project,*

implementation of draft General Plan policies would reduce aesthetic impacts to a less than significant level.

Response 6N

The commenter requests an explanation of what improvements are proposed at the Lost Hills Road/ Ventura Freeway interchange and suggests that funds are not available for needed improvements. As noted in Section 4.13 of the DEIR, following improvements are planned at that interchange:

- *Widen the Lost Hills Road bridge to five travel lanes to provide dual left-turn lanes and one through lane on the northbound approach and two through lanes on the southbound approach*
- *Widen the westbound approach (off*-ramp) to provide one left-turn lane and one shared left-through-right lane.

The City has been collecting funds for these improvements and anticipates completion of the improvements within about the next five years, well within the timeframe of the draft 2030 General Plan. Although current service levels at that interchange are in the C-D range, implementation of the programmed improvements is anticipated to achieve acceptable service levels.

Response 6O

The commenter questions the conclusion that the "R-MF Designation for 2.5 Acres of Las Virgenes 1" alternative is the environmentally superior option, noting concerns about traffic and flooding. Although different readers may reach different conclusions depending on which issues are most important to them individually, the DEIR preparers concluded that that alternative in question is environmentally superior to the other options for multiple family development because it would reduce the overall visibility of such development as compared to the other locations, would reduce exposure to freeway-related air pollutants and noise, would reduce overall grading as compared to the other locations considered, and would avoid geologic constraints associated with the other locations. The DEIR acknowledges that placement of multiple family residences adjacent to Las Virgenes Creek would increase the potential for hydrology and water quality impacts as compared to the other options, but determined that, on balance, this potential impact is outweighed by the locations' relative environmental advantages. With respect to traffic, the DEIR concludes that the overall impacts of any of the alternative locations for multiple family housing would be about the same and that none of the alternative locations would either avoid any significant effects of the draft 2030 General Plan or create any new significant effects.

7

Mr. Bartlett:

My name is Reva Isaacman and my husband and I are residents of Calabasas Village MH park on Mulholland Hwy.Our concern is with the land use designation for the MH park. The old map had us listed as a "mixed use district". Our lease states "we must be operated as a MH park at least until 2020 when the lease expires. Then the park owners could sell to developers for whatever "mixed use" allows and we are out in the street. We need a MOBILE HOME PARK USE ONLY DESIGNATION to protect us and our homes from being evicted out. Many residents have replaced old homes with new expensive ones. Others have done extensive remodeling or renovations at great expense. We need a firm confirmation that we will safely be here for the long run!

Thank you,

Irv and Reva Isaacman
(818)222-2603

Letter 7

COMMENTER: Irv and Reva Isaacman

DATE: Undated

The commenters request that the Calabasas Village Estates Mobile Home Park be given a specific mobile home park designation. The draft 2030 General Plan actually designates the Calabasas Village Estates Mobile Home Park as a "Residential - Mobile Home" on the land use map within the Land Use Element, and as shown on Figure 2-5 (page 2-11) of the General Plan DEIR. This represents a continuation of land use policy, and is not changed from the City's previous General Plan. Also, Policy V-5 of the draft Housing Element encourages the retention of Calabasas Village Mobile Estates as a mobile home park use and establishment of permanent mobile home park zoning. The City is preparing to update the City's zoning map to appropriately reflect this land use designation by creating a new "Mobile Home Park" residential land use zoning district. This will be an improvement benefitting the residents of the park, because it will replace the "Residential Multi-family" zoning designation that exists today.

COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

Solid Waste Program
5050 Commerce Drive
Baldwin Park, California 91706
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8

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COMMUNITY DEVELOPMENT
PLANNING DEPT.

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Gloria Molina
First District
Yvonne B. Burke
Second District
Zev Yaroslavsky
Third District
Don Knabe
Fourth District
Michael D. Antonovich
Fifth District

August 11, 2008

Mr. Tom Bartlett
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

CEQA ANALYSIS SOLID WASTE MANAGEMENT PROGRAM
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
CITY OF CALABASAS 2030 GENERAL PLAN AUGUST 2008

The County of Los Angeles Solid Waste Management Program (SWMP) appreciates the opportunity to comment on the City of Calabasas DEIR document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

In Section IV, Conservation Element, subsection IV.G Solid Waste Management, page IV-22, it states that the Calabasas Sanitary Landfill is expected to close during the lifetime of the General Plan and that the City realizes the urgency of the situation and plans on making arrangements to ensure that waste disposal needs are met.

Comment: While the Calabasas Sanitary Landfill may remain open until approximately the year 2022, there is no guarantee that this would be the case. There are other growing cities in the immediate area that use the same landfill. At this juncture, with the landfill scheduled to close in 14 years, the City should be able to guarantee its citizens that a comprehensive waste disposal plan is in place should the Calabasas Sanitary Landfill close earlier than projected and no longer be able to accommodate the City's needs. A

On page IV-22 in the same paragraph, it states that 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 pick-up.

Comment: Does this statement refer to residential curbside municipal waste being picked up? If the document is referring to residential curbside municipal waste, this is not material that is being diverted from the landfill; this is material that is going directly into the landfill. B

In Section X, Parks, Recreation & Trails Element, page X-9, the document mentions the Calabasas Landfill as a potential long-term solution to the City's needs for sports fields and a sports complex.

Comment: The SWMP encourages the City to explore possible end use solutions for the landfill as soon as possible. End use plans are site specific and should be included in the Calabasas Landfill's Closure Plans as required by the California Integrated Waste Management Board. The SWMP urges the City to contact the operator of the landfill, the Sanitation Districts of Los Angeles County and to begin preliminary discussions regarding this issue. C

In Section XII, Services, Infrastructure & Technology Element, page XII-5, the document mentions Landscape Maintenance Districts (LMD).

Comment: The SWMP highly recommends that the City require that those contractors hired by the City to maintain LMD areas, meet or exceed the City's own diversion goals for green waste material generated from roadway medians, public parks and the like. D

The DEIR mentions a few projects that would generate a fair share of construction and demolition (C&D) waste. It should be mentioned in one of the City's environmental and pollution prevention program documents that contractors and waste haulers working within the City are required to divert C&D wastes from the landfill. Contractors and owners can realize high levels of C&D waste diversion through careful planning throughout a given project, establishment of C&D diversion goals and inclusion of C&D waste recycling goals in contracts. The SWMP encourages the City to explore the possibility of incorporating a policy of diversion goals into City contracts if it has not already done so. E

Pursuant to Public Resources Code Section 21092.5, please provide SWMP staff with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report. SWMP staff is available to work with the Lead Agency to address these issues and any others that may arise. F

If you have any questions please call me at (626) 430-5540.

Sincerely,

Ken Murray for

Daniel J. Shelley, EHS III
County of Los Angeles Department of Public Health
Environmental Health
Solid Waste Management Program

cc: Ken Murray, SWMP
Chris Mastro, SWMP

Letter 8

COMMENTER: Daniel J. Shelley, EHS III, County of Los Angeles Department of Public Health

DATE: August 11, 2008

Response 8A

The commenter notes that the Calabasas Landfill is scheduled to close in 14 years and suggests that the City should have a comprehensive waste disposal plan in place to ensure that waste disposal needs are met. Calabasas will continue to support the County's efforts to develop needed new solid waste management facilities, including new or expanded facilities within the County as well as possible disposal facilities outside the County. As discussed in Section 4.14, *Utilities and Service Systems*, Calabasas implements an expansive citywide solid waste recycling program. The City has achieved the 50% waste diversion target of AB 939 and has adopted a resolution requiring a citywide diversion rate of 75% by 2012.

As a small city, Calabasas' ability to effectively ensure the availability of regional waste disposal facilities is limited. Nevertheless, it should be noted that the draft 2030 General Plan Conservation Element includes the following policy aimed at ensuring that adequate solid waste disposal facilities will continue to be available to meet the City's needs:

IV-44 Ensure that adequate landfill capacity is available to meet the City's future solid waste disposal needs.

Response 8B

The commenter requests clarification regarding the City's curbside recycling program. The program referenced in the draft General Plan Conservation Element involves curbside pickup of recyclable materials that are diverted from area landfills. This program is also discussed in Section 4.14, *Utilities and Service Systems*, of the DEIR. Recyclable material and greenwaste services are provided by private haulers as part of the standard service for both residential and commercial subscribers.

Response 8C

The commenter suggests that the City initiate discussions with affected parties as soon as possible regarding the use of Calabasas Landfill following the landfill's closure. The City has already had discussions with the County Sanitation Districts and other potentially affected agencies regarding the post-closure use of the landfill and will continue these discussions as the closure date approaches. As noted in the draft 2030 General Plan and the DEIR, the City is

interested in considering the landfill as a site for a sports complex that would partially meet local and regional demand for athletic facilities. Recreation facilities have proven to be successful adaptive reuses of closed landfills in other communities.

Response 8D

The commenter suggests that the City use landscape contractors that meet or exceed the City's waste diversion goals. Waste diversion and other environmental considerations are factors that Calabasas weighs in the hiring of contractors. It is anticipated that any landscape contractors hired by the City in the future would provide waste diversion programs meeting or exceeding the City's waste diversion requirements.

Response 8E

The commenter suggests exploring a policy incorporating the City's solid waste diversion targets into construction contracts. As noted in Section 4.14 of the DEIR (page 4.14-14), construction/demolition recycling program is one of the four key programs the City is initiating to achieve the 75% solid waste diversion target that the City has established by resolution.

Response 8F

The commenter requests that responses to agency comments by provided prior to certification of the FEIR. As required by the CEQA Guidelines, the City will provide written responses to all agency commenters a minimum of ten days prior to EIR certification.

9

CWC
Calabasas Westside Coalition
P.O. BOX 8333
Calabasas, CA 91302

August 28, 2008

Dear Planning Commission Members:

We are contacting you in reference to the upcoming planning commission meeting/public hearing where the new General Plan and recommended alternatives from the EIR will be discussed. One of the most important pieces of the new plan, i.e. the Housing Element, will bring the greatest amount of change to the city and almost all of these changes will occur on the west side of the city. Therefore the Calabasas Westside Coalition has been very involved with the process of drafting the new Plan and we have a continued interest in which of the alternatives will be recommended to City Council by the Planning Commission and ultimately what the City Council implements.
As you are aware, according to the new General Plan, the west side of Calabasas is slated to absorb almost 100% of the RHNA low income housing designation. We strongly feel that the RHNA quota has been unfairly allocated and we ask you to make sure that the configuration of the low income housing is as palatable for west side residents as it can be.
In terms of the EIR recommendations and what should be recommended to City Council, we believe the best way to meet the RHNA numbers with significantly less environmental impacts and more community support
would be as follows:

1. Change the Rancho Pet Kennel zoning to single family.
2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre.
3. Retain the Plan recommendation for Las Virgenes1 (Pontoppidan Property) to be single family.
4. Retain the Las Virgenes 2 (Messenger Property)
Planned Development designation with 160 low to very low income units and commercial
5. Achieve the total required 223 low to very low income RHNA units by
creating a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

Thank you for your time and we look forward to seeing you at the meeting on 9/4.

Sincerely,

The Calabasas Westside Coalition

cc: Calabasas City Council

Letter 9

COMMENTER: Calabasas Westside Coalition

DATE: August 28, 2008

The commenters state that, under the draft General Plan, the west side of Calabasas would absorb almost 100% of the "RHNA low income housing designation," believe that such housing has been unfairly allocated, and recommend an alternative scenario for meeting RHNA requirements that they believe would have fewer environmental impacts and more community support. In actuality, there is no "RHNA low income housing designation" in the draft General Plan. Presumably, the commenter is referring to the Residential-Multiple Family (R-MF) designation, which would accommodate up to 20 residential units per acre and would help the City meet its RHNA allocation for low and very low income housing. The draft General Plan assigns this designation to one property (the 6.6-acre "Rancho Pet Kennel site"). The Rancho Pet Kennel site is already designated R-MF under the current General Plan, though the maximum density for the R-MF designation under the current General Plan is 16 units per acre. In addition to this site, a portion of the "Messenger" property on the east side of Las Virgenes Road is designated "Planned Development" (PD) in the draft General Plan. This designation would facilitate the development of up to 160 residential units at a density of up to 20 units per acre. Under the draft General Plan, the proposed mixed use districts proposed for both the east and west sides of Calabasas would also accommodate multiple family housing at densities of up to 20 units per acre.

The alternative scenario mentioned by the commenter can be considered by City decisionmakers. However, it is unlikely that the California Department of Housing and Community Development (HCD) would certify the proposed Housing Element if this scenario were put forward. In order to meet HCD's definition of "affordable" to low and very low income households, a density of 20 units per acre ("by right") is required. Therefore, HCD would not deem the 16 units per acre suggested by the commenters affordable to very low and low income households. Moreover, HCD has already commented on the draft Housing Element, indicating that the PD designation will not meet its requirements for very low and low income households since housing would not be allowed "by right" under that designation. Therefore, it is likely that a portion of the Messenger property (Las Virgenes 2) will need to be designated as R-MF (20 units per acre) in order to receive HCD certification. Presumably, a PD designation would not suffice for HCD on other properties, including the Driving Range site.

A scenario that would likely receive HCD certification and that is similar to an alternative considered in the DEIR would involve:

- *Golf Course Driving Range site - 6 acres designated R-MF (maximum of 20 units/acre)*

- *Rancho Pet Kennel site – 5 acres designated Residential Moderate (RM) (maximum of 12 unit/acre)*
- *Las Virgenes 2 site – 5 acres designated R-MF (maximum of 20 units/acre) and up to 60 additional units within an 11-acre portion with a PD designation*

This scenario would accommodate a total of 220 units in the low/very low income range and 120 units in the moderate income range. This would meet the City's RHNA allocation for very low, low, and moderate income units. The RM designation for the Rancho Pet Kennel site would represent a 25% reduction in allowable density on that site as compared to the current R-MF (16 units/acre) designation.

10

August 31, 2008

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

RE: City of Calabasas 2030 General Plan
Draft Environmental Impact Report

The Community Association of Saratoga Hills and the Saratoga Ranch Owners Association (Saratoga Hills and Ranch) are pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. We supported the City decision to form and conduct the GPAC process and applaud the commitment and effort of the GPAC volunteer members. **A**

Saratoga Hills and Ranch support most of the proposals in the Plan, however, we object to the Plan's recommendations to fulfill the Regional Housing Needs Assessment (RHNA). There are superior alternatives to the Proposed Plan with significantly less environmental impacts and more community support. Also, there is a need to include additional information on the impacts on housing and traffic of the Proposed Plan which will provide additional support to change the Plan's RHNA recommendations for low and very low income housing. (It should be noted that we continue to question the need for including the RHNA designations in the General Plan. There are cities that have chosen to self certify and not include those numbers. It is suggested that there may be potential risks associated with that decision and we are assuming that there will be a complete discussion of this subject at the City Council hearings.)

It is disappointing to see the comments that there are no City-wide issues that must be addressed in the Plan. If there were low to very low income units placed on the east side of the City it can be assured that it would be a major City-wide issue. Education could have been a City-wide issue; however, east side schools will eventually meet State guidelines whereas West side schools will continue to not meet State guidelines because of the proposed west side housing increases. All traffic impacts from the high-density projects will be felt on the west side of the City. The comments do not appear to be needed and we suggest that they be removed.

Plan Discussion:
Again, the central issue for Saratoga Hills and Ranch is the Project's recommendation on RHNA low and very low income housing. Following is our position on the Proposed and Alternative Projects in the Draft EIR:

Las Virgenes 1 (7.5 acres on Las Virgenes Road, west of Agoura Road): The Plan proposes 30 homes on this site. We support this proposal. Given the intensity of the multi-family and condominium housing adjacent to this property, a single family development will promote housing diversity and support the Plan's theme of "Community Character" and "Quality of Life". **B**

Las Virgenes 2 (77 acres adjacent to Las Virgenes and Agoura Roads): Saratoga Hills and Ranch support the Planned Density designation and, at a minimum, the proposed 160 low and very low income units at this site. Existing traffic signals and adjacent transportation and support services makes this an acceptable site for the proposed housing. In our view, the PD designation provides the flexibility for a larger housing component and should be considered. C

Driving Range (8.66 acres on Calabasas Road west of Mureau Road): Saratoga Hills and Ranch and the Westside Coalition have supported this site for a RHNA designation. It reduces some of the west side school pressure and creates some city geographic balance in support of high-density development. The site is also close to transportation and other services. The suggestion is for a Planned Development (PD) designation similar to Las Virgenes 2. RHNA can be met with 63 units above those allocated for Las Virgenes 2. The PD can be set at 63 low and very low income units and then other commercial designations as appropriate for the site. There is geology and oak tree issues as in most City of Calabasas sloped sites. These issues can be resolved in ways that past hillside property owners have already accomplished. The EIR suggests 120 units for the site although only 63 are needed to accomplish RHNA objectives. Also, a mixed use project may have greater flexibility in meeting the challenges of the site. D

Rancho Pet Kennel (6.6 acres): This is an unacceptable site for the proposed high-density development. It should not be a surprise the first two attempts to include the Rancho Pet Kennel property in the Plan were rejected by GPAC. On the third try, in an unagendized vote of 8-6 on the 19 person committee, GPAC voted to include it in the Plan. The Rancho Pet Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga, as current residents know it, will be destroyed forever if this project is built. E

Safety

A major flaw with the EIR is that it does not address the fact that resident safety would be significantly jeopardized if the Rancho Pet Kennel site was used. Saratoga has one outlet that immediately goes to a freeway bridge. Any traffic incident creates virtual gridlock as drivers exit the freeway and enter our community. Our morning school commute creates significant traffic delays, which would be significantly increased with 132 new unit owners. F

The City of Calabasas does not have standards on the number of homes that should be served by one outlet. Whether it does or not is immaterial. The County of Los Angeles does recognize the safety problems associated with any community that has a single access road. Los Angeles County Code Section 21.24.020 mandates for single access that 150 units is allowed and that a maximum of 300 would only be allowed if there were a plan to improve access. The Plan proposes to add 132 units to the existing 270 in Saratoga for a total of 402 units.

The rationale for Section 21.24.020 is that during emergencies, if you have more that 300 units, residents could not be able to get out. The Code was developed by the same County Fire and Sheriff Departments that serve our City. The City obviously recognizes that safety is a priority

so we can only assume that the safety issue was not considered. The only way to address the safety issue is to reject the Rancho Pet Kennel site.

If the Rancho Pet Kennel site was used resident safety would be at risk as it would be unsafe to exit our community in earthquakes, fires and other emergency situations. It now can take 45 minutes to exit our community with freeway accidents and that time will increase in a fire or earthquake that required evacuations. Our community suffered significant damage from the Northridge earthquake and has been surrounded by numerous fires. The fire on August 26, 2008 was a recent reminder on the safety issues associated with an emergency. Panicked drivers disobeyed traffic laws, made illegal U-turns, parked in illegal and unsafe places, and drove above the speed limit with emergency lights flashing. It will be virtually impossible for our residents to obtain medical or other assistance in a timely manner as a result these emergencies.

It is unclear how the Plan's theme of ***Quality of Life*** is achieved by creating zoning that is 102 units or 34% above the County Code for a single access development. If this zoning is approved and constructed without significant access improvements Saratoga will no longer be a safe place to live.

Traffic

The traffic impacts associated with the Rancho Pet Kennel proposal are significant and negative. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D. The EIR reports LOS D for northbound traffic on Lost Hills Road at the 101 Freeway. That finding is in conflict with the EIR for *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway. This is an approved project ready to begin construction and completed within one year. The *Summit EIR* indicates in Table 4.5-5 that the Lost Hills/101 Freeway traffic will be LOS 0.94E when *The Summit at Calabasas* is completed. There is no reason to leave approved projects out of the General Plan EIR. The City must look at all approved projects and ensure that the General Plan is accurate. The *Summit EIR* further states on Page 131 that the Lost Hills Bridge must be widened to achieve a traffic Level of Service that meets City of Calabasas standards. The Lost Hills B&T District will never have more than 50% of required funding for the bridge improvements. There is always hope for grant funding, but until "the check is in the mail" the City should not be up-zoning property that will further exacerbate a traffic condition that does not meet City standards and puts the residents of the impacted community at grave risk. **G**

Air Quality

The EIR clearly articulates the significant air quality issues for projects within 500 feet of a freeway and suggests that symptoms increase even further for projects within 300 feet. The Rancho Pet Kennel borders the freeway fence. Cited health studies report reduced lung function in children, increased asthma hospitalization, and increased asthma and bronchitis symptoms. The EIR reports on CO hotspots. Lost Hills Road and the Ventura Freeway show the highest projected one hour CO concentrations. The General Plan does not include policies to address health risks associated with the placement of residential developments near freeways, so the Plan states that the impacts are ***significant but mitigable*** without explaining how they are mitigable and at what cost. Do you require children to play indoors? We are unaware of **H**

any feasible mitigation that would protect children at the Rancho Pet Kennel site. Low and very low income individuals often have little or no health insurance. Given the stated health risks – how are these residents going to get the additional medical care needed for the anticipated air quality health issues?

Noise

Noise is another serious health issue for the site. The EIR indicates that 70 dBA is considered "***Normally Unacceptable*** for new construction and development should generally be discouraged". The EIR, in TABLE 4.9-2 indicated that the current maximum measured noise level on Canwood Street, adjacent to the freeway and ending at the Pet Kennel, is 73.4 dBA. There are two additional noise tables that report on future noise levels, but unfortunately Canwood Street data is not provided. It is our belief that Canwood Street noise levels will increase even further in the ***Normally Unacceptable*** category. The EIR states that the impacts can be mitigated. We believe that houses can be constructed to mitigate noise but it is unclear how children can be protected outside of the home. I

Why destroy a community in the quest to achieve a RHNA number? Saratoga is a quiet single family community that has existed for over 40 years. The Plan up-zone increases our density by 50% at an unacceptable location. There are significant environmental impacts for new and existing residents that include safety, traffic, air quality and noise. And, some of these impacts have not been addressed in the EIR. It is reasonable to conclude that if GPAC had all of the above information and considered it then the 8-6 vote for the Rancho Pet Kennel zoning would have been different. J

One of the great benefits of the EIR process is the required development of alternatives to the Proposed Plan. Saratoga Hills and Ranch has reviewed those alternatives and believes that there are superior alternatives to the Proposed Plan that will respond to Plan themes, reduce environmental impact, improve services for RHNA-zoned property, and provide greater support from the community. K

Recommendations:
Following are the Saratoga Hills and Ranch recommended changes to the proposed General Plan:

1. Change the Rancho Pet Kennel zoning to single family.

2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre because the increase will not be needed with the proposed recommendations.

3. Retain the Plan recommendation for Las Virgenes 1 to be single family.

4. Retain the Las Virgenes 2 Planned Development designation with 160 low to very income units and commercial.

5. Achieve the total required 223 low to very low income RHNA units by adding 63 units in one of the two following ways:

a. The preferred approach is to create a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

b. If the Driving Range site cannot accommodate all of the 63 units, it is recommended the low to very low income unit designation for Las Virgenes 2 be increased to achieve the total 223 units needed and adjust the commercial allocations as appropriate.

Our associations appreciate the efforts to present comprehensive alternatives with complete environmental reviews. The information provided an excellent opportunity to evaluate and make clear choices for our view of the City of Calabasas up to 2030. Saratoga Hills and Ranch respectfully requests that the Planning Commission and the City Council support our recommendations in the General Plan. We believe that the recommendations will improve the Plan's response to the stated themes of ***environmental responsibility, community character, and quality of life.*** L

Respectfully submitted,

Norman Buehring, President
Community Association of Saratoga Hills

Andrew Leff, President
Saratoga Ranch Owners Association

Letter 10

COMMENTER: Norman Buehring, President, Community Association of Saratoga Hills, and Andrew Leff, President, Saratoga Ranch Owners Association

DATE: August 31, 2008

Response 10A

The commenters state an opinion that there are superior alternatives to the proposed project and suggest that additional information on housing and traffic impacts is needed to support a change to the plan recommendations with respect to very low and low income housing. The commenters also note some cities have self-certified their housing elements and express disappointment that there are no "City-wide" issues to be addressed in the plan.

The opinion regarding superior alternatives is noted. The commenters' specific concerns relating to housing and traffic impacts are addressed in responses 10B through 10I. It is true that some cities have self-certified their housing elements. Although such a step may carry certain legal risks, that remains an option for Calabasas. With respect to the comment regarding "City-wide" issues and the suggestion that certain comments should be removed, it is presumed that the commenters are referring to the discussion of "Issues to be Resolved" in the Executive Summary of the DEIR. That discussion is not intended to suggest that there are no citywide issues facing Calabasas, but merely that the EIR preparers were not aware of any communitywide controversies other than regarding where to locate lands designated for multiple family housing at the time the DEIR was released. Based on comments received on the DEIR, that issue appears to remain the primary source of controversy with respect to the draft 2030 General Plan. Inclusion of a discussion of issues to be resolved is specified in the *CEQA Guidelines.*

Response 10B

The commenters state an opinion that single family development on the Las Virgenes 1 site would promote housing diversity and support key General Plan themes. This opinion is noted. The Planned Development (PD) designation that the draft General Plan applies to the Las Virgenes 1 site would accommodate up to 30 single family residences and a 2.5-acre park.

Response 10C

The commenters express support for the PD designation proposed for the Las Virgenes 2 site under the draft General Plan. This support is noted. It should also be noted, however, that the California Department of Housing and Community Development (HCD) has indicated that it may not certify the General Plan Housing Element unless a portion of the Las Virgenes 1 site is

designated Residential-Multiple Family (R-MF) rather than PD because of concerns about whether the PD designation would allow multiple family residential development "by right." City desicionmakers will need to consider these issues as they contemplate approval of the 2030 General Plan.

Response 10D

The commenters state support for a PD designation for the Golf Course Driving Range site, indicating that the RHNA allocation can be met with only 63 units on that site and that the site constraints (oak trees, topography, slopes) can be resolved. These opinions are noted. However, as noted in Response 10C, the State HCD likely would not certify the General Plan Housing Element with a PD designation; therefore, an R-MF designation, as indicated in the "R-MF Designation for Driving Range Site" alternative considered in DEIR Section 6.0 is a more likely option. Although the Driving Range site has certain environmental constraints that create greater issues than on some other sites, it is anticipated that careful site planning, compliance with applicable General Plan policies, and implementation of project-specific mitigation could reduce environmental impacts associated with development at that site to below a level of significance.

Response 10E

The commenters state an opinion that the Rancho Pet Kennel site is unacceptable for "high-density" development, stating that attempts to include that site in the draft General Plan were twice rejected by GPAC before the site was included on a third "unagendized" vote. The opinion with respect to the acceptability of the site for multi-family development is noted. However, the contention that the Rancho Pet Kennel site was not originally included in the draft General Plan is inaccurate. In fact, the Rancho Pet Kennel site is already designated R-MF under the current General Plan. The GPAC did not vote to change the designation for the site; rather the only change was to increase the maximum density for the site from 16 units per acre to 20 units per acre in order to meet HCD "thresholds" for affordability. With respect to the GPAC vote, it is correct that the GPAC twice voted to retain the 16 units per acre maximum density before voting to increase the maximum density to 20 units per acre. However, this change was made at a meeting where the agenda involved final review and consideration of the entire draft General Plan; therefore, the contention that the item was unagendized is inaccurate.

Response 10F

The commenters state an opinion that the DEIR fails to address safety issues associated with the Rancho Pet Kennel site, noting specific concerns about emergency evacuation and a Los Angeles County Code provision limiting the number of residences that can be served by a single access point to 150 (300 if there is a plan to improve access).

The text of Section 21.24.020 of the County Fire Code to which the commenter refers reads as follows:

21.04.020 Applicability of Title 21 provisions--Statutory authority.
Pursuant to the provisions of the Subdivision Map Act, and in addition to any other regulations provided by law, the regulations hereinafter in this Title 21 contained shall apply to all subdivisions or parts of subdivisions hereafter made, of land wholly or partially within the unincorporated county of Los Angeles, and to the preparation of subdivision maps thereof, and to other maps provided for by the Subdivision Map Act, for approval; and each such subdivision and each part thereof lying within the unincorporated territory of the county shall be made, and each such map shall be prepared and presented for approval, as hereinafter provided for and required in this title. (Ord. 11665 § 2, 1978: Ord. 4478 Art. 1 § 1, 1945.)

21.24.020 Restricted residential access.

A. If a street or street system is restricted to a single route of access to a highway shown on the Highway Plan, except for a limited secondary highway, which is maintained and open to public travel, whether at the point of intersection with the highway or at some point distant from the highway, the street or street system shall serve not more than:

1. *150 dwelling units where the restriction is designed to be permanent and the street or street system does not traverse a wildland area which is subject to hazard or brush or forest fire;*
2. *75 dwelling units where the restriction is designed to be permanent and the street or street system traverses a wildland area which is subject to hazard from brush or forest fire;*
3. *300 dwelling units, where the restriction is subject to removal through future development.*

B. If the roadway paving on that portion of the street or street system forming the restriction is less than 36 feet in width and is not to be widened to 36 feet or more as a part of the development of the division of land, the permitted number of dwelling units shall be reduced by 25 percent if the pavement is 28 feet or more in width, and by 50 percent if the pavement is less than 28 feet in width. If the roadway paving on that portion of the street or street system forming the restriction is 64 feet or more in width and the restriction is subject to removal through future development, the permitted number of dwelling units may be increased to 600. In no event shall the pavement width be less than 20 feet. The provisions of this section shall not apply to divisions of land referred to in Section 21.32.040 to divisions of land approved pursuant to Section 21.32.080, or to minor land divisions. (Ord. 85-0168 § 2, 1985; Ord. 10485 § 4, 1972: Ord. 4478 Art. 4 § 40.2, 1945.)

As noted in the underlined portion under "Applicability of Title 21 Provisions," County Fire Code provisions apply only to unincorporated Los Angeles County and, therefore, do not apply to the City of Calabasas. In addition, although the 150/300 unit restrictions listed describe a physical setting similar to the current situation at the Lost Hills Road interchange, the City is actively pursuing and has already developed a design for improvements to the Lost Hills Road interchange that would widen the Lost Hills Road bridge to more than 64 feet in width. Therefore, even using the Los Angeles County regulations as a guideline for the City, the underlined portion of subsection B would apply, allowing for up to 600 units with a single access point. Based on the data provided by the commenter, the 402 total units that could theoretically be realized within the area served by the Lost Hills Road interchange would be well within the 600-unit limit. It should also be noted that, even with maximum development of the Rancho Pet Kennel site, the DEIR analysis concludes that the Lost Hills Road/Ventura Freeway interchange would experience level of service (LOS) A following implementation of planned interchange improvements, which are expected to be completed within about the next five years. Therefore, it is not anticipated that current or future residents in this area would experience significant delays in evacuating the area in the case of a wildfire or other emergency situation.

It should also be noted that the 132 units assumed by the commenters for the Rancho Pet Kennel site likely overstate how many units would actually be developed on that site under the R-MF designation. The concept developed as part of the DEIR (and described in Section 6.0) assumes 110 units on about 5.4 acres of the 6.6-acre site, while a more recent estimate presented to the Planning Commission assumes 100 units on about 5 acres. Both of these estimates are less than the theoretical maximum of 106 units under the current General Plan (which designates the site R-MF with a maximum of 16 units per acre).

Finally, it should be noted that a project proposed in unincorporated Los Angeles County immediately west of Saratoga Hills may provide a secondary evacuation point for Saratoga Hills residents and any future residents on the Rancho Pet Kennel site. That project, known as the Liberty Canyon North project, is in the preliminary planning stages with the County of Los Angeles; therefore, it is not known whether it will be approved or what the final layout of any approved project would be. However, preliminary designs show a connection to the west end of Canwood Street that would provide access to Liberty Canyon Road. Although the preliminary design shows the street as gated to restrict access to the proposed project, this roadway connection would provide a secondary evacuation route for Saratoga Hills residents in the event of an emergency.

Response 10G

The commenters state concerns about traffic levels at the Lost Hills Road/Ventura Freeway interchange, suggesting that "upzoning" of properties affecting that interchange should not occur since the interchange currently does not meet City standards. As noted in DEIR Section

4.13, *Transportation and Circulation*, the Lost Hills Road/Ventura Freeway interchange currently experiences LOS C/D during peak traffic periods; however, with planned interchange improvements (described in Section 4.13), levels of service at the interchange are projected to be A during both peak periods even with full General Plan buildout. Because the draft General Plan considers development of the City through 2030 and the interchange improvements are anticipated to be completed within about five years, implementation of the interchange improvements is assumed for the DEIR traffic impact analysis. If the interchange improvments are not implemented by the time a project is proposed at the Rancho Pet Kennel site, however, the commenters are correct that traffic generated by such a project would likely cause an exceedance of City level of service standards. This would be a significant environmental impact that would need to be addressed in a project-specific environmental review document.

Response 10H

The commenters state concerns about health risks associated with placing residents within 500 feet of the Ventura Freeway, which conflicts with California Air Resources Board (ARB) recommendations. They also ask about the costs of mitigating health risk impacts and how future residents of a project at the Rancho Pet Kennel site would obtain additional health care needed as a result of exposure to air pollutants from the freeway. The question regarding how residents would obtain health care is not relevant to the EIR. The issue of placing residences near the Ventura Freeway is addressed in DEIR Section 4.2, *Air Quality*, under Impact AQ-4. The DEIR acknowledges that future residents of the Rancho Pet Kennel site and other areas of the City where housing could be developed are within 500 feet of the freeway and identifies this situation as a potentially significant impact. The EIR identifies a mitigation measure (Measure AQ-4) for this impact that would add a policy to the General Plan requiring 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. Implementation of this policy, which would apply to the Rancho Pet Kennel site, would ensure that projects would not be approved unless it could be demonstrated that they would not create significant health risks. The costs of studying and mitigating such health risks would be borne entirely by project applicants.

Response 10I

The commenters state concerns about noise levels at the Rancho Pet Kennel site, specifically questioning how exterior noise levels can be mitigated. As discussed in DEIR Section 4.9, *Noise*, residential sites within about 1,500-1,600 feet of the Ventura Freeway (including the Rancho Pet Kennel site) would potentially be exposed to noise exceeding 65 decibels (dBA) CNEL, thus exceeding the normally acceptable range. However, implementation of draft General Plan policies on all new development would achieve acceptable noise levels based on General Plan criteria. Exterior noise can be mitigated in a variety of ways, including placement

of buildings between the noise source and any usable exterior areas and/or construction of sound walls between the noise source and receiver. The method to be utilized for any given project would need to be developed and analyzed as part of a site-specific environmental review.

Response 10J

The commenters ask why a community should be destroyed to satisfy a RHNA number, reiterate concerns raised previously, and suggest that the GPAC's vote regarding the R-MF designation would have been different had the GPAC considered information provided in the commenters' letter. The question about "destroying" a community is not relevant to the EIR, but will be considered by City decisionmakers. The GPAC was presented much of the general information provided by the commenters, though it cannot be known how the GPAC would have voted had the commenters' letter been available to them. The commenters' specific environmental concerns are addressed in responses 10B through 10I.

Response 10K

The commenters state an opinion that there are superior alternatives to the draft General Plan and provides a specific recommendation for an alternative scenario.

The alternative scenario mentioned by the commenter can be considered by City decisionmakers. However, it is unlikely that the California Department of Housing and Community Development (HCD) would certify the proposed Housing Element if this scenario were put forward. In order to meet HCD's definition of "affordable" to low and very low income households, a density of 20 units per acre is required. Therefore, the 16 units per acre suggested by the commenters would not be deemed affordable to very low and low income households. Moreover, HCD has already commented on the draft Housing Element, indicating that the PD designation will not meet its requirements for very low and low income households since housing would not be allowed "by right" under that designation. Therefore, it is likely that a portion of the Messenger property (Las Virgenes 2) will need to be designated as R-MF (20 units per acre) in order to receive HCD certification. Presumably, a PD designation would not suffice for HCD on other properties, including the Driving Range site.

A scenario that would likely receive HCD certification and that is similar to an alternative considered in the DEIR would involve:

- *Golf Course Driving Range site - 6 acres designated R-MF (maximum of 20 units/acre)*
- *Rancho Pet Kennel site - 5 acres designated Residential Moderate (RM) (maximum of 12 unit/acre)*
- *Las Virgenes 2 site - 5 acres designated R-MF (maximum of 20 units/acre) and up to*

60 additional units within an 11-acre portion with a PD designation

This scenario would accommodate a total of 220 units in the low/very low income range and 120 units in the moderate income range. This would meet the City's RHNA allocation for very low, low, and moderate income units. The RM designation for the Rancho Pet Kennel site would represent a 25% reduction in allowable density on that site as compared to the current R-MF (16 units/acre) designation.

Response 10L

The commenters request the City decisionmakers support their recommendations for the General Plan and state an opinion that their recommendations would improve the plan's response to stated General Plan themes. These opinions are noted. City decisionmakers will consider these suggestions as they review the project and contemplate approval of the 2030 General Plan.

11

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

RE: City of Calabasas 2030 General Plan
Draft Environmental Impact Report

I am pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. As you may know, I was a member of GPAC responsible for the plan you have under consideration and I am an over 30 year resident of Saratoga Hills. I will limit my comments to one aspect of the Draft EIR.

Rancho Pet Kennel (6.6 acres)

The Rancho Pet Kennel site an unacceptable site for the proposed high-density development. It should not be a surprise the first two attempts to include the Rancho Pet Kennel property in the Plan were rejected by GPAC. On the third try, in an unscheduled and un-agendized vote of 8-6 of the 19 person committee, GPAC voted to include it in the Plan. The Rancho Pet Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga Hills and Saratoga Ranch, as current residents know it, will be destroyed forever if this project is built. A

Traffic

The traffic impacts associated with the Rancho Pet Kennel proposal are significant and negative. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D. The EIR reports LOS D for northbound traffic on Lost Hills Road at the 101 Freeway. That finding is in conflict with the EIR for the *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway. This is an approved project ready to begin construction and completed within one year. The *Summit EIR* indicates in Table 4.5-5 that the Lost Hills/101 Freeway traffic will be LOS 0.94E when *The Summit at Calabasas* is completed. There is no justification to leave approved projects out of the General Plan EIR. The City must look at all approved projects and ensure that the General Plan is accurate. The *Summit EIR* further states on Page 131 that the Lost Hills Bridge must be widened to achieve a traffic Level of Service that meets City of Calabasas standards. The Lost Hills B&T District will never have more than 50% of required funding for the bridge improvements. There is always hope for grant funding, but until "the check is in the bank" the City should not be up-zoning property that will further exacerbate a traffic condition that does not meet City standards and puts the residents of the impacted community at grave risk. B

I tried to discuss these matters during the relevant sessions of the GPAC meetings. However it was almost impossible to do so. We were mandated to limit our discussions solely to the element on the meetings agenda, be it Circulation, Land Use, Housing Needs, etc. If we were permitted to discuss all the potential impacts to our community at the same time, I believe we would have achieved a different resolution. C

Respectfully,

Robert J Lia

Letter 11

COMMENTER: Robert J. Lia

DATE: Undated email

Response 11A

The commenter states an opinion that the Rancho Pet Kennel site is unacceptable for "high-density" development, stating that attempts to include that site in the draft General Plan were twice rejected by GPAC before the site was included on a third "unagendized" vote. Please see Response 10E.

Response 11B

The commenter states concerns about traffic levels at the Lost Hills Road/Ventura Freeway interchange, suggesting that "upzoning" of properties affecting that interchange should not occur since the interchange currently does not meet City standards. Please see Response 10G.

Response 11C

The commenter states an opinion that if the GPAC had been permitted to discuss all potential impacts at the same time, it would have reached a different resolution with respect to the Rancho Pet Kennel site. This opinion is noted, but is not relevant to the EIR. It should be noted that the GPAC was given a number of opportunities to address land use, including a specific meeting regarding the Land Use Element and another meeting where the entire General Plan was reviewed.

12

Dear Planning Commission,

I'm wondering why the City would even consider such an upheaval to the small enclosed Community of Saratoga Hills and Saratoga Ranch. Why would you entertain ruining a lovely, 30 year plus, old, established neighborhood by...

- Increasing density by 50% in the same space
- Putting more homes in our neighborhood than the County Code allows
- Causing property values to plummet
- Increasing traffic and noise by 50%
- Destroying the sleepy ambience of our community

All this damage to the lives, properties and access of our communities for a few RHNA dollars and points????? I don't get it!!!! And neither does anyone else in our community. I didn't agree with this when I was on the GPAC at any time. I didn't vote for it but others who don't live in this community and have never seen the location voted for it.

I am bewildered and want you to now that I, as a resident of Saratoga Hills, strongly object to this plan and want to see this location left out of the RHNA plans...RHNA is not worth the destroying of a beautiful community that supports the City and its Administration in every election.

We love Calabasas...we just want Calabasas to love us too..... (from a famous movie :=))

Thank You,

Candice Weber
Vice President
Human Resources
CallSource®
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Westlake Village, CA 91361
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(818) 673-4749 Local
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Letter 12

COMMENTER: Candice Weber

DATE: Undated email

The commenter states concerns about allowing multiple family residential development on the Rancho Pet Kennel site and states objection to inclusion of that property in the RHNA plans. This comment is not relevant to the EIR, but will be considered by City decisionmakers as they contemplate General Plan approval. It should be noted that the Rancho Pet Kennle site is not included on a specific "RHNA plan," but rather is merely designated for multiple family residential development (R-MF). The Rancho Pet Kennel site is already designated R-MF under the current General Plan. The only change contemplated in the draft General Plan pertaining to the Rancho Pet Kennel site is an increase in the maximum density for the R-MF designation from 16 units per acre to 20 units per acre.

13

Nina Harvey

From: Maureen Tamuri
Sent: Tuesday, September 02, 2008 7:54 AM
To: Peter Heumann
Cc: Tom Bartlett; Nina Harvey; Elizabeth Parker
Subject: RE: GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Will do. Thanks for your comments. M

From: Peter Heumann [mailto:peterh@roadrunner.com]
Sent: Sunday, August 31, 2008 1:56 PM
To: Maureen Tamuri
Subject: FW: GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Hi Maureen,

I plan on coming to the next planning commission meeting to voice my opinion on the GPAC proposals for upzoning the Pet Kennel property. This is a very alarming situation for our community. I would like to request that you forward my e-mail to the planning commission.

Thank you for your consideration,
Peter Heumann

From: Peter Heumann [mailto:peterh@roadrunner.com]
Sent: Thursday, August 28, 2008 9:34 AM
To: 'maureredge@earthlink.net'
Subject: GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Dear Mayor Maurer,

As the new master plan comes before the city council in a little over a month I must say that I am VERY alarmed at the direction that staff urged the GPAC to take on the upzoning of the pet kennel property in Saratoga Hills. This is a horrendous idea for a variety of ideas that I will try and summarize below. **A**

First and foremost, this upzoning could potentially increase our density in this completely single family neighborhood by over 40%, thus impacting our neighborhood's safety, environment, quality of life and property values.

With the Calabasas/Agoura fire taking place less than two days ago, I am reminded of what happened when the tanker truck exploded on the Ventura Freeway in Agoura several years ago; residents and others trying to leave our neighborhood were stuck in massive gridlock. There were reports that it took over 1½ hours to exit our community due to the freeway being closed at Lost Hills and an inadequate overpass to handle all the freeway traffic, landfill traffic AND our neighborhood traffic. This presents a significant safety hazard having only one exit (and only one lane) from our community. Can you even imagine what could happen if the density were increased by more than 40%? **B**

Staff has repeatedly said the project will never be built, but we have to plan for it because of the RHNA requirements, so don't worry. That is flawed logic at its core. If it is planned for it could be built and that is the reality. That is bad planning. **C**

I question whether staff has visited our community recently and analyzed the neighborhood. We are a neighborhood comprised of ALL (270) single family residences, with no paved ingress and egress for pedestrians, without easy access to public transportation or neighborhood services that would be required for a development of this nature. We have a freeway overpass that is sub-standard to handle current traffic, let alone the increase from a development of this nature and scope. **D**

Our single entrance on Canwood is also inadequate to handle the increase in traffic and at times is currently overloaded with cars trying to exit to get kids to school, people to work and other normal traffic. In fact, it is not even legal according to existing county ordinances for communities with only single access to have the proposed level of density. E

There are better alternatives if you really see the need to meet the state RHNA requirements.

- Put the increased density on sites that could handle multi-family development without negative impact to existing single family neighborhoods. For example the Driving Range property and the Las Virgenes #1 & #2 properties. F
- Add into the plan an alternative for low income multi-family to be built in the Craftsman Corners area that is within the city's sphere of influence and potentially slated for annexation.
- It is interesting to note that ALL of the RHNA required housing is being proposed for the west side of the city and nothing for the eastern half of our city.

There seems to be questions whether or not it is even necessary to meet the RHNA requirements. Other cities have chosen to ignore this element in their master plan and deal with potential consequences. At this point no cities have actually been fined we were told at one meeting...but it could be as much as $100,000 in fines. While this number may or may not be accurate since none has been levied, the option of paying the fine would be far less than the negative impact on property values of putting low income housing in a single family neighborhood. G

I urge you to not only vote no on upzoning the pet kennel property in the proposed master plan, but return the zoning to single family housing so that it fits within the nature of the existing community and all the other reasons I have outlined above. H

Thank you for your consideration,

Sincerely,
Peter & Deborah Heumann
27049 Esward

Letter 13

COMMENTER: Peter & Deborah Heumann

DATE: Undated email

Response 13A

The commenters state an opinion that "upzoning" of the Rancho Pet Kennel property is a "horrendous" idea, stating that the upzoning could increase the density of an existing single family neighborhood by 40% and adversely affecting safety, the environment, quality of life, and property values. The opinion is noted. CEQA does not address issues relating to perceived quality of life or property values, though City decisionmakers will consider such factors as the contemplate approval of the General Plan. Specific safety and other environmental issues are addressed in responses 13B through 13H.

It should be noted that, in actuality, the draft 2030 General Plan would not change the land use designation for the Rancho Pet Kennel site. The designation is currently Residential-Multiple Family (R-MF) and that designation would not change under the draft General Plan. The maximum density for the R-MF designation would, however, increase from 16 units per acre to 20 units per acre. This would increase the maximum theoretical number of units on that site from about 106 to 132. It should also be noted that, although 132 units would increase the overall number of units in that area (currently about 270) by about 49%, this potential increase is not entirely attributable to the increase in allowable density that is being considered. Rather, the increase in density, which would allow about 26 units beyond what could occur under the current General Plan, would represent about a 10% increase over the current 270 units and about a 7% increase over the 376 units that could potentially be in this part of the City at buildout of the current General Plan (270 existing units + 106 units on the Rancho Pet Kennel site).

Finally, it should be noted that it is unlikely that the Rancho Pet Kennel site would build out to the maximum theoretical capacity under the R-MF designation, regardless of whether the maximum density is 16 units per acre or 20 units per acre. In fact, based on preliminary input on the draft Housing Element of the Department of Housing and Community Development (HCD), it is likely that only about 5 acres of the Rancho Pet Kennel site would be considered for multiple family housing if the R-MF (20 units/acre) designation is retained. This would limit the maximum number of units at that site to 100.

Response 13B

The commenters mention past incidents where delays in exiting their neighborhood have occurred and question what the effect of increasing the density of the area by 40% would be.

Concerns about emergency evacuation are addressed in Response 10F.

Response 13C

The commenters state that staff have repeatedly said that a project would never be built at the Rancho Pet Kennel site, but that the City has to plan for it to meet RHNA requirements. While it is true that the R-MF (20 units/acre) designation would help the City meet its RHNA allocation, the EIR preparers are not aware of any statement by staff suggesting that a project would never be built at the Rancho Pet Kennel site. In fact, the City has received inquiries about developing that site in the past and would anticipate receiving future inquiries regardless of whether or not the maximum density for the site is increased from 16 units per acre to 20 units per acre.

Response 13D

The commenters suggest that the area in which the Rancho Pet Kennel site is located lacks adequate pedestrian access, transit, and neighborhood services for multiple family development and that the Lost Hills Road/Ventura Freeway interchange is substandard. The freeway interchange is addressed in Response 10F. It is true that the Rancho Pet Kennel site lacks neighborhood services as well as pedestrian and transit facilities. The lack of these services/facilities is not a CEQA issue, but is a factor that City decisionmakers will consider as the contemplate approval of the draft General Plan.

Response 13E

The commenters state an opinion that the single entrance on Canwood is inadequate and suggest that it is not legal based on County ordinance s for communities with a single access point. Applicability of the County ordinance for single access communities is addressed in Response 10F.

Response 13F

The commenters suggest placing multiple family housing on the Golf Course Driving Range or Las Virgenes 1 and 2 sites, or within the Craftsman's Corner area. The commenters also note that all RHNA-required housing would be on the west side of Calabasas. The draft General Plan considers development of up to 160 multiple family residences on the Las Virgenes 2 site. DEIR Section 6.0, *Alternatives*, considers the Golf Course Driving Range and Las Virgenes 1 sites for multiple family residential development in lieu of the Rancho Pet Kennel site. The Craftsman's Corner area is shown as a mixed use district that would accommodate multiple family residences; however, the City cannot receive RHNA credit for that area since it is not currently within the City limits. Finally, though it is true that the two sites shown in the draft General Plan for multiple family development (Rancho Pet Kennel and Las Virgenes 2) are both in the west side of Calabasas, potential housing sites that contribute toward meeting the City's RHNA

allocation are located throughout the community. In addition, it should be noted that the more intensive mixed use districts shown on the draft General Plan land use map (with floor-to-area ratios [FARs] of 1.0) are on the east side of the City. By comparison, the mixed use districts for the west side of the City have maximum FARs of 0.5 to 0.75.

Response 13G

The commenters note that other communities have chosen to ignore RHNA. It is true that some cities have self-certified their housing elements. Although such a step may carry certain legal risks, that remains an option for Calabasas.

Response 13H

The commenters urge the City not to "upzone" the Rancho Pet Kennel site and to "return the zoning to single family housing." This comment is noted. Please see Response 13A. Also, it should be noted that the Rancho Pet Kennel site has been designated R-MF since adoption of the City's original General Plan. The City has never zoned that property for single family residences.

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City of Calabasas 2030 General Plan

Ellie Bracken
President of Malibu Canyon Villas
4263-6 Las Virgenes Rd.
Calabasas Ca. 91302

I am part of the Calabasas Westside Coalition, after going over the Draft EIR for the City of Calabasas 2030 General Plan, I realize most change will be to the west end of Calabasas. It seems 100% of the low income housing is pretty much planned to occur on the Westside.

I understand a certain number of Low Income housing is placed on us from La County. Not sure of the penalty we will encounter if we don't agree to possible allotment of certain areas for the low to very low housing. Does Hidden Hills have a percentage of low income in their community?

I do hope you can make the plans fair as to how many our area will absorb.
Las Virgenes is so impacted already .The Entrada Condominiums have not even been built and we have a problem getting to the Freeway at 5:30 PM. We have one road out of the fire area. (Just a thought.)

We would like to recommend to City Council, Some alternatives.

1. Change the Rancho Pet Kennel zoning to single family.
2. Rescind the multi-family zoning from 1/16per acre to 1/20 per acre.
3. Retain the Plan Recommendation for Las Virgenes 1 (Pontoppidan Property) to be single family.
4. Retain the Las Virgenes 2 (Messenger Property) Planned Development designation with 160 of very low income units and commercial.
5. The balance of total of 63 low to very low income RHNA units by creating a Planned Development (PD) for the Driving Range site and commercial allocations.

Thanks for looking into this. We will see you September 4, 2008

CWC. Ellie B.

Letter 14

COMMENTER: Ellie Bracken, President, Malibu Canyon Villas

DATE: Undated

The commenter states that 100% of the required low income housing would occur on the west side of Calabasas, asks whether Hidden Hills has a percentage of low income housing in their community, and recommends an alternative scenario for consideration. The question regarding Hidden Hills is not relevant to the DEIR as Hidden Hills' RHNA allocation does not affect that of Calabasas. The comment regarding low income housing being placed in west Calabasas is addressed in Response 13F. The recommended alternative scenario is addressed in Response 10K.

Nina Harvey

From: Tom Bartlett
Sent: Wednesday, September 03, 2008 11:24 AM
To: Joe Power; Isidro Figueroa; Maureen Tamuri; Nina Harvey
Subject: FW: LOW INCOME HOUSING IN THE GENERAL PLAN

Another comment letter from another Saratoga resident.

From: Michael Hafken
Sent: Wednesday, September 03, 2008 11:01 AM
To: Tom Bartlett
Subject: FW: LOW INCOME HOUSING IN THE GENERAL PLAN

From: Bob Adelman [mailto:mensche@mindspring.com]
Sent: Tuesday, September 02, 2008 8:55 AM
To: info
Cc: bgroveman@earthlink.net; jwolf99@aol.com; washburnd1@aol.com; jrbozajian@earthlink.net; maureredge@earthlink.net
Subject: LOW INCOME HOUSING IN THE GENERAL PLAN

September 1, 2008

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Re: City of Calabasas 2030 General Plan
Draft Environmental Impact Report

As residents of Saratoga Hills & Ranch, we are pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. We strongly and loudly object to the Plan's recommendations to fulfill the Regional Housing Needs Assessment (RHNA). There are significantly better, safer and healthier alternatives to the Proposed Plan with less environmental impacts and more community support. A

The central issue is the Project's recommendation on low and very low income housing at the Rancho Pet Kennel site. B

The Rancho Pet Kennel ("Kennel"), consisting of 6.6 acres, is unacceptable as the site for the proposed high-density development. The Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga Hills & Ranch , as we current residents well know, will be severely and negatively impacted forever if this project proceeds.

Our concerns are many as follows:

Safety

A major flaw with the EIR is that it does not address the fact that resident safety would be significantly jeopardized if the Kennel site is used. **As you well know, we residents of Saratoga have one and only outlet** C

that immediately goes to a very narrow freeway bridge. Any traffic incident creates virtual gridlock as drivers exit the freeway and enter our community. Our morning school commute creates significant traffic delays, which will be dramatically and significantly increased with 132 new unit owners.

The City of Calabasas does not have standards on the number of homes that should be served by one outlet. The County of Los Angeles does and its standards recognize the safety problems associated with any community that has a single access road. Los Angeles County Code Section 21.24.020 mandates for single access that 150 units is allowed and that a maximum of 300 would only be allowed if there were a plan to improve access. *The Plan proposes to add 132 units to the existing 270 homes in Saratoga for a total of 402 units.*

The rationale for Section 21.24.020 is that during emergencies, if you have more that 300 units, residents are unable to flee and will become trapped. The Code was developed by the same County Fire and Sheriff Departments that serve our City. The only way to address this paramount safety issue is to reject the Kennel site.

If the Kennel site is used, our safety will be at risk as it would be unsafe/impossible to exit our community in earthquakes, fires and other emergency situations. It now can take 45 minutes to exit our community with freeway accidents and that time will increase in a fire or earthquake with required evacuations. We suffered significant damage from the Northridge earthquake and we are practically daily at peril from fires. The fire on August 26, 2008 was a recent reminder on the safety issues associated with an emergency. **As we just saw with this latest fire, even without an evacuation order, ingress and egress through Lost Hills was completely blocked. With an evacuation order, our lives and our children's would be placed in great jeopardy as we would be absolutely be prevented from fleeing!** It will be almost impossible to obtain medical or other assistance in a timely manner as a result of these emergencies.

It is unclear how the Plan's theme of ***Quality of Life*** is achieved by creating zoning that is 102 units or 34% above the County Code for a single access development. If this zoning is approved and constructed without significant access improvements, Saratoga will no longer be a safe place to live.

Traffic

The adverse traffic impacts from the Kennel proposal are significant. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D, but the planned construction *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway will increase that to E. The Lost Hills Bridge District will never have more than 50% of its required funding for the bridge improvements. There is always hope for funding, but the City should not be up-zoning property that will further increase a traffic condition that does not meet City standards. D

Air Quality

There are significant air quality issues for projects close to freeways. The Kennel borders the freeway fence. Health studies report the increased health risks, particularly for children. The proposed finding that the increased health risks are ***significant but manageable*** is absurd. Manageable? **If only a few of our children get sick, is that what the report means by "manageable"?** E

Noise

Noise is another serious issue for the proposed site. The EIR indicates that 70 dBA is considered "***Normally Unacceptable"*** for new construction and development should generally be "discouraged". The EIR, in TABLE 4.9-2 indicated that the current maximum measured noise level on Canwood Street, adjacent to the freeway and ending at the Pet Kennel, is 73.4 dBA. The EIR states that the impacts can be mitigated. We believe that houses can be constructed to mitigate noise, but it is unclear how children can be protected outside of the home. F

Saratoga is a quiet single family community that has existed for over 40 years. The Plan up-zone increases our density by 50% at an unacceptable location. There are significant environmental impacts for new and existing residents that include safety, traffic, air
quality and noise. All of these impacts must legally be addressed in the EIR. The 132 low to very low income units should not be built in the Saratoga community.

The General Plan themes of ***Community Character and Quality of Life*** are not served by the Kennel proposal. G

Fortunately other far better and more sensible alternatives are available. Las Virgenes 2, the golf driving range and Las Virgenes 1 are all better sites for the proposed development.

One of the great benefits of the EIR process is the required development of alternatives to the Proposed Plan. Saratoga Hills & Ranch reviewed those alternatives and believes that there are superior alternatives that will respond to Plan themes, reduce environ-mental impact, improve services for RHNA-zoned property, and provide greater
support from the community.

Recommendations

Following are the Saratoga Hills & Ranch recommended changes to the proposed General Plan:

1. Change the Rancho Pet Kennel zoning to single family.

2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre because the increase will not be needed with the proposed recommen-dations.

3. Retain the Plan recommendation for Las Virgenes 1 to be single family.

4. Retain the Las Virgenes 2 Planned Development designation with 160 low to very income units and commercial.

5. Achieve the total required 223 low to very low income RHNA units by adding 63 units in one of the two following ways:

a. The preferred approach is to create a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

b. If the Driving Range site cannot accommodate all of the 63 units, it is recom-mended the low to very low income unit designation for Las Virgenes 2 be increased to achieve the total 223 units needed and adjust the commercial allocations as appropriate.

We appreciate the efforts to present comprehensive alternatives with complete environ-mental reviews. The information provides an excellent opportunity to evaluate and
make clear choices for our view of the City of Calabasas up to 2030. We residents of Saratoga demand that the Planning Commission and the City Council support our recommendations in the General Plan. We believe our recommendations will improve the Plan's response to the stated themes of ***environmental responsibility, commu-nity character, and quality of life.***

Thank you for your time.

Respectfully submitted,

Robert A. Adelman, Esq.
Maya Shulman, Esq.
Residents of Saratoga Hiils & Ranch

ROBERT A. ADELMAN, ESQ., CFLS
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Letter 15

COMMENTER: Robert A. Adelman, Esq., CFLS

DATE: September 1, 2008

Response 15A

The commenter states disagreement with draft General Plan's approach to meeting the City's RHNA allocation and states an opinion that there are better alternatives for meeting RHNA requirements. The opinion is noted. DEIR Section 6.0, *Alternatives*, considers alternative ways in which the RHNA allocation for low and very low income housing could be met. The commenter's environmental concerns are addressed in responses 15C through 15G.

Response 15B

The commenter states an opinion that the Rancho Pet Kennel site is an unacceptable location for multiple family housing and suggests that placement of multiple housing at that site would negatively affect current residents. This opinion is noted. Again, specific concerns are addressed in responses 15C through 15G.

Response 15C

The commenter states an opinion that a major flaw of the EIR is the failure to address safety concerns relating to emergency evacuation if the Rancho Pet Kennel site is developed with multiple family housing. This issue is addressed in Response 10F.

Response 15D

The commenter states concerns about adding more traffic to the Lost Hills Road/Ventura Freeway interchange. This issue is addressed in Response 10G.

Response 15E

The commenter states disagreement with the conclusion that air quality impacts associated with exposure of residents to diesel particulates due to proximity to the Ventura Freeway is "manageable." The disagreement is noted. This issue is addressed in Response 10H. It should also be noted that the DEIR describes impacts relating to proximity to the freeway as "significant, but mitigable."

Response 15F

The commenter states concerns about noise, noting that the Rancho Pet Kennel site currently experiences high noise levels due to proximity to the Ventura Freeway. It is true that noise levels in the vicinity of the Rancho Pet Kennel site exceed the normally acceptable range for multiple family residences. Noise issues are addressed in Response 10H.

Response 15G

The commenter states an opinion that placing multiple family residences on the Rancho Pet Kennel site would not meet the General Plan themes of "community character" or "quality of life" and suggests an alternative scenario for meeting RHNA. The opinion regarding the General Plan themes is noted. The recommended alternative scenario is addressed in Response 10K.

Appendix I

Mitigation Monitoring and Reporting Program

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AIR QUALITY							
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.	Verify that the policy has been added to the General Plan.	Prior to General Plan approval	Once	Community Development			
GEOLOGY							
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.	Verify that the policy has been added to the General Plan.	Prior to General Plan approval	Once	Community Development			
TRANSPORTATION AND CIRCULATION							
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	Verify that one of the options has been incorporated into the General Plan.	Prior to General Plan approval	Once	Community Development			

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
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	Verify that the improvement has been	Prior to General Plan	Once	Community Development			

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
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.	incorporated in Table VI-2 of the General Plan Circulation Element.	approval					
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	Verify that one of the options has been incorporated into the General Plan.	Prior to General Plan approval	Once	Community Development			

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
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(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	Verify that the improvement has been incorporated in Table VI-2 of the General Plan Circulation Element.	Prior to General Plan approval	Once	Community Development			

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
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.							
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.	Verify that preparation of the required plan is incorporated as a General Plan implementation program.	Prior to General Plan approval	Once	Community Development			