

## EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and measures recommended to mitigate identified significant impacts.

### PROJECT SYNOPSIS

#### Project Applicant

TNHC Canyon Oaks, LLC  
85 Enterprise, Suite 450  
Aliso Viejo, CA 92656

### PROJECT DESCRIPTION

The project applicant is requesting approval of a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Conditional Use Permit, and Oak Tree Permit to allow the construction of the following on an approximately 77.22-acre site located immediately east of the Las Virgenes Road/Agoura Road intersection:

- A 120-room, 66,516 square foot (sf) hotel on approximately three acres
- 67 small lot single family residences and two duplexes (four units) on approximately 13 acres
- Dedicated open space of approximately 61 acres

Project development would require grading to establish building pads to support the hotel and associated parking lot, single and multi-family residential dwellings, interior circulation, landscaping, drainage improvements, and a new public road extending eastward from the intersection of Las Virgenes Road and Agoura Road.

The project would also include remediation of an ancient landslide on the southern portion of the site. Approximately 39 acres of the project site would be graded, including grading to remediate the existing landslide. Non-remedial site grading would involve 613,183 cubic yards of cut and 569,544 cubic yards of fill, with a net of 43,639 cubic yards. Based on anticipated soil shrinkage (the reduction in bulk volume that occurs as soils dry), no export would be required. The project's remedial grading would reshape and terrace the land to stabilize the ancient landslide hazard area. This remedial grading would involve an estimated 1,577,899 cubic yards of cut and 1,240,185 cubic yards of fill. All 1,577,899 cubic yards would be used onsite as fill, due to soil shrinkage it would total the fill needed onsite and none would be exported.

A de-silting basin/detention basin is proposed in the tributary canyon upstream (east) of the primary grading boundary to intercept the upstream stormwater runoff, catch any debris, and convey the 50-year burn stormwater volume through the project site. Ultimately, the stormwater would be conveyed to the existing city storm drain system located at western property boundary. The existing temporary detention basin constructed as part of the adjacent



single-family residential tract and located on the southwest portion of the site would be removed as part of site development.

## PROJECT IMPACTS

All project impacts would be mitigated to less than significant levels, except for the project's aesthetic impact related to the change in visual character of the project site, which would be significant and unavoidable. A summary of the project's environmental impacts, mitigation measures, and residual impacts after imposition of mitigation measures is provided in Table ES-1.

## ALTERNATIVES

As required by CEQA, the EIR examines a range of alternatives to the proposed project. Studied alternatives include the following alternatives.

**No Project (Alternative 1)** - This alternative assumes that the proposed project is not constructed on the 77-acre site. It assumes that the largely undeveloped site would continue in its current condition and that the existing grading, dirt roadways and abandoned structures at the site would remain. However, implementation of the no project alternative at this time would not preclude development of the site at some point in the future.

**2030 General Plan Buildout (Alternative 2)** - This alternative would involve the development of commercial and multi-family residential structures as envisioned for the West Village Planned Development and Multi-family Residential areas in the 2030 General Plan and as shown on Figure IX-2 of the Community Design Element. Development of the site under this alternative would include up to 155,000 sf of commercial development and 180 multi-family residential units, neighborhood green space and roadways on an approximately 16-acre development area. The 180 residential units would include up to 60 units within the ten-acre PD-designated portion of the site and 120 units within the six-acre RM-designated portion (the RM designation allows up to 20 units per acre). This alternative would include landslide remediation similar to what would occur under the proposed project. Non-remedial site grading would involve 590,800 cubic yards of cut and 670,400 yards of fill, with a net import of 79,600 cubic yards.

**Three-Story Hotel/Surface Parking (Alternative 3)** - This alternative would involve the same amount of residential development as the proposed project - 67 small lot single family residences and two duplexes (four units) - but would replace the proposed four-story hotel with a three-story hotel. The remediation and stabilization of the landslide, street configuration and access, and open space areas would be the same as those of the proposed project. This alternative would require the same non-remedial site grading as the proposed project (613,183 cubic yards of cut and 569,544 cubic yards of fill) and, similar to the proposed project, no export would be required due to soil shrinkage. The hotel building would have a footprint of 22,100 sf in a three-story structure. This footprint is 5,135 sf larger than the for the proposed hotel, which would have a footprint of approximately 16,965 sf. The hotel under this alternative would have 111 rooms and less meeting space than the proposed four-story, 120-room hotel. The purpose of this alternative is to address potential aesthetic concerns related to the development of a four-story building on-site that were raised by several commenters at the EIR scoping meeting.



## ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative (Alternative 1) is considered environmentally superior, since it would eliminate nearly all of the anticipated environmental effects of the project. However, this alternative would not accomplish any of the objectives of the proposed project, including: developing low intensity single family homes, providing commercial opportunities, removing the landslide condition, and providing additional housing.

Of the remaining two alternatives, neither is environmentally superior to the proposed project; however, the Three Story Hotel/Surface Parking Alternative (Alternative 3) is environmentally superior to the 2030 General Plan Buildout Alternative (Alternative 2). This is primarily because Alternative 3 would involve a less intensive development than Alternative 2. However, Alternative 3 would have the same development footprint as the project and the three-story hotel would not substantially reduce the overall impact of the project with respect to scenic vistas and changes in visual character. As a result, Alternative 3 would not reduce the significant and unavoidable aesthetics impacts associated with the project and its overall impacts would be about the same as those of the proposed project.

## ALTERNATIVES CONSIDERED BUT REJECTED

During the preparation of this EIR, consideration was given to six alternatives that were considered but rejected. These alternatives included: (1) No Landslide Repair Alternative, (2) No Landslide Repair Modified Access Road Alternative, (3) No Landslide Repair Modified All Residential Units Alternative (4) Proposed Project with a Three-Story Hotel and Underground Parking Alternative, (5) All Residential Alternative, and (6) All Residential Project with Park. These alternatives were found not to be feasible due to costly construction features that would make it difficult to attract a hotel operator, potential traffic safety issues due to access not aligning with Agoura Road, or the landslide condition remaining and posing a hazard to existing development along Las Virgenes and Agoura roads, as well as the roadways themselves. In most cases, these alternatives would require taller buildings that may involve greater impacts related to views and changes in visual character than the proposed project. In addition, these alternatives did not meet basic project objectives related to financial viability, low-intensity single-family homes, providing commercial opportunities, complimenting current land uses, removing the onsite landslide condition, or placing commercial development along the developed Las Virgenes Corridor.



## 2.0 PROJECT DESCRIPTION

This section describes the proposed Canyon Oaks project, including the project applicant, project site location, major project characteristics, applicant and City of Calabasas objectives, and required approvals.

### 2.1 PROJECT APPLICANT

TNHC Canyon Oaks, LLC  
85 Enterprise, Suite 450  
Aliso Viejo, CA 92656

### 2.2 PROJECT LOCATION

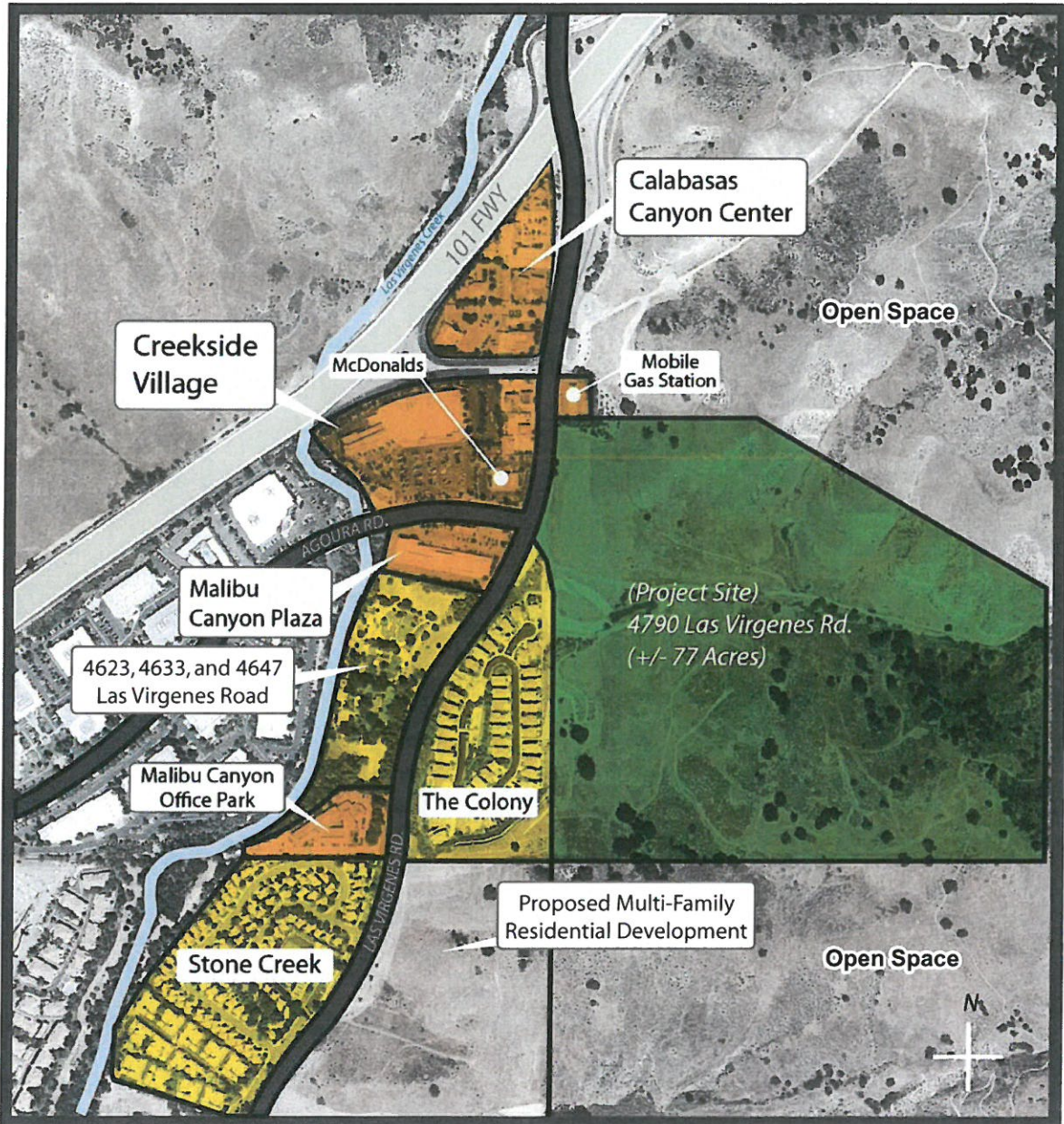
The project site encompasses 77.22 acres located at 4790 Las Virgenes Road (Assessor's Parcel Numbers [APN] 2069-078-009 and 2069-078-011) in the City of Calabasas, County of Los Angeles. The project site is located immediately east of the intersection of Las Virgenes Road and Agoura Road; the Ventura Freeway (U.S. 101) is located approximately one-quarter mile north of the project site. Figure 2-1 shows the location of the project site within the greater Los Angeles region and within the City of Calabasas. Figure 2-2 shows the project site location and existing land uses in the vicinity.


### 2.3 EXISTING SITE CHARACTERISTICS

The 77.22-acre project site consists of two adjoining properties (APNs 2069-078-009 and 2069-078-011). The site is largely undeveloped. The predominant landform within the western portion of the site is a relatively flat plateau located approximately 20-30 feet above the Las Virgenes Road elevation. This plateau shows evidence of prior disturbance caused primarily by fire clearance, grading, and grazing. Two concrete-lined detention basins that were constructed as part of the adjacent single-family residential tract are present within the west-central portion of the site. The eastern portions of the site are predominately hillside landforms, rising as high as 1,280 feet above mean sea level (approximately 500 feet above Las Virgenes Road). The on-site hillsides range in gradient from about 1:1 (horizontal to vertical) to 3:1. The majority of the hillsides are undisturbed, but portions show evidence of historical grazing and minor hillside grading associated from geotechnical testing. An ancient landslide is present within the northwest facing slope in the southeastern portion of the site. A canyon feature traverses the central portion of the site from east to west. The slope of this canyon is approximately 30:1 (horizontal to vertical). Within the western portions of the site, the canyon feature contains evidence of prior disturbance in the form of dirt roads/trails. Two adjacent wetlands, fed by natural seeps, are located to the south of the main drainage, and an additional ephemeral feature is located to the north of the main drainage. This feature includes two separate wetland features, also fed by natural seeps. Within the eastern portions of the site, the disturbance to the canyons is less pronounced, as the feature transitions into a collection of ephemeral drainages. Onsite drainage is described in greater detail in Section 4.6, *Hydrology and Water Quality*.







-  Existing Residential Communities
-  Existing Commercial & Retail Businesses

The project site is covered primarily with upland plant communities such as California annual grasslands, coastal scrub, and oak woodland, with small areas of wetland and riparian communities such as willow scrub and herbaceous perennials. Onsite vegetation is described in greater detail in Section 4.3, *Biological Resources*.

An existing residential subdivision and Las Virgenes Road are located immediately west of the project site, and existing commercial retail development is located northwest of the project site along Las Virgenes Road and Agoura Road. A gas station and vacant land are located directly north of the project site; open space, as designated by the 2030 General Plan, is located directly east and south of the project site.

The current General Plan land use designations for the project site are Planned Development (PD), Residential Multiple-Family 20-acres (R-MF-20), and Open Space Resource Protection (OS-RP). The zoning designations are Planned Development (PD), Residential Multi-Family (RM-20), and Open Space Development Restricted (OS-DR). Figure 2-3 shows the existing land use and zoning designations for the project site. Pursuant to the 2030 General Plan Land Use Element, the Planned Development (PD) land use designation permits a maximum of 60 multi-family dwellings units and 155,000 square feet (sf) of commercial (office/retail) development. The Residential Multi-Family (R-MF (20)) land use designation permits a basic land use intensity of 2 dwellings/acre up to a maximum of 20 dwellings/acre. Development is not permitted within the Open Space Resource Protection land use designation.

In addition, the western portion of the project site is located within the Las Virgenes Scenic Corridor Overlay Zone and within the boundaries of the Las Virgenes Gateway Master Plan. The Scenic Corridor Overlay Zone is intended to be applied to major roadways within the City, from which the traveling public may enjoy scenic views of the hill and mountain areas to the north and south of the community and scenic views of the City itself and surrounding landscape, from the hill and mountain areas within the City. The Las Virgenes Gateway Master Plan provides specific land use and development criteria and design guidelines for the area.

Table 2-1 summarizes current project site characteristics.

## 2.4 PROJECT CHARACTERISTICS

The proposed project involves the development of residential, commercial, and open space uses on an undeveloped site of approximately 77 acres. Table 2-2 summarizes the proposed project features. Figure 2-4 shows the layout of proposed development.

