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

The New Home Company (TNHC)
Canyon Oaks, LLC
85 Enterprise, Suite 450
Aliso Viejo, CA 92656

PROJECT DESCRIPTION

The project applicant is requesting approval of a Development Plan, Scenic Corridor Permit, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Permit, and Site Plan Review by the City's Architectural Review Panel, the Traffic and Transportation Commission, and the Planning Commission to allow the construction of the following project on an approximately 77.22-acre site located immediately east of the Las Virgenes Road/Agoura Road intersection:

- Approximately 9.5 acres of a non-gated residential community consisting of 15 three-story multi-family developments with:
  - 60 one-bedroom units
  - 90 two-bedroom units
  - 30 three-bedroom units
- Approximate 5,867 square-foot (sf) retail center, consisting of:
  - Approximate 3,367 sf of restaurant uses (restaurant and coffee shop)
  - Approximately 2,500 sf of retail uses (two retail boutiques)
- Approximate 0.36-acre community park that includes:
  - Seating areas
  - Outdoor barbeque and dining area
  - Bicycle parking
  - A children's play structure
  - An open lawn
- Dedicated open space consisting of trails, open space, and a flood control basin on approximately 66.09 acres

Project development would require grading to establish building pads to support the retail center and associated parking lot, multi-family residential dwellings, interior circulation, landscaping, drainage improvements, and a new private road extending Agoura Road eastward from its current terminus at Las Virgenes Road. The project's frontage improvements include adding a third northbound lane on Las Virgenes Road, north and south of the intersection with Agoura Road, and a sidewalk along Las Virgenes Road that would connect to existing sidewalks located north and south of the project site. To accommodate these frontage

improvements, approximately 0.08 acre of the project site will be set aside for dedication as a right-of-way.

The project would also include remediation of an ancient landslide on the southern portion of the site. Approximately 35.8 acres of the project site would be graded, including 11.13 acres of grading for the development area and 24.67 acres for grading to remediate the existing landslide. Non-remedial site grading would involve approximately 218,770 cubic yards (cy) of cut and 240,785 cy of fill. 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 2,403,418 cy of cut and an estimated 2,406,971 cy of fill. All soil would be processed and balanced on-site due to the effects of shrinking (reduction in volume) and bulking (expansion of volume); no soil would be imported or exported.

A de-silting basin/detention basin is proposed in the tributary canyon upstream (east) of the proposed residential development to intercept the upstream stormwater runoff, catch any debris, and convey the 50-year burn stormwater volume through the project site. Ultimately, stormwater would be conveyed to the existing City storm drain system at the 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. The project includes a secondary surface drainage de-silting feature along the northern edge of the proposed grading envelope, designed to function as a native riparian habitat enhancement area. Essentially, this drainage feature would re-direct perennial flows from the modified/re-surfaced on-site wetlands and would collect and convey storm event runoff from the adjacent canyons at diminished flow rates in order to promote the re-establishment of riparian habitat and stormwater infiltration prior to discharge to the storm drain system.

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:

No Project (Alternative 1) – This alternative assumes that the proposed project is not constructed on the approximate 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 and would not include landslide remediation/stabilization.

Reduced Residential Building Heights along Las Virgenes Road (Alternative 2) - This alternative would involve the reconfiguration of the multi-family residences. Building 1, approximately 100 feet from Las Virgenes Road, would be removed and replaced with green space and a landscape buffer. Building 2, approximately 200 feet from Las Virgenes Road and adjacent to residences at The Colony, would be reduced to a two-story building. The 12 units from Building 1 along with the four units from level three of Building 2, which together total 16 units, would be relocated to Buildings 6, 7, 8, and 12 by adding a fourth level. Similar to the proposed project, this alternative would designate five percent of the residential units as affordable housing for very low income individuals/families. Parking would continue to be provided via tuck under parking within the residential buildings in combination with surface parking throughout the development. This alternative would have the same project footprint, landslide remediation/stabilization, and commercial center as the proposed project.

Mixed Use Retail and Residential Building (Alternative 3) - This alternative would involve conversion of the proposed project's commercial space area to a mixed use retail and residential building. All other residential buildings would be the same as under the proposed project and would contain 180 residential units. The commercial use would be reduced from 5,867 square feet to 1,460 square feet and ten residential units would be added for a total of 190 residential units. To accommodate the additional ten residential units, Alternative 3 would take advantage of the affordable housing density bonus. Similar to the proposed project, five percent of the residential units would be designated as affordable housing for very low income individuals/families. Specifically, Building 16 would be added to the proposed commercial space area with ten residential units located on the upper levels and commercial space on the ground level. This building would be three stories in height instead of the one-story commercial center associated with the proposed project. The 1,460 square feet of commercial use would be intended for general retail use. Therefore, this alternative would not include the restaurant, coffee shop, wine tasting use, or retail plaza that is included in the proposed project. This alternative would involve a development footprint and landslide remediation/stabilization similar to that of the proposed project.

Modified Landslide Mitigation with Reduced Footprint (Alternative 4) - Instead of the removal and recompaction of the landslide that is required by Mitigation Measure GEO-3 in the proposed project, this alternative would leave the landslide in its current location and establish a buffer zone around the landslide hazard, which would create space into which hillside material could move in the event of a landslide. As a result, the development area would be approximately seven acres instead of 11 acres as in the proposed project. This alternative provides for a site plan made up of a clustered, high-density development with 230 for sale and/or for rent residential units. As with the proposed project, this alternative would designate five percent of the residential units as affordable housing for very low income individuals/families. The building pad elevation in this alternative would be a maximum of 30 feet above Las Virgenes Road which would be higher than the building pad elevation along Las Virgenes Road under the proposed project. This alternative would take advantage of the affordable housing density bonus and concessions allowed by state law for private open space, parking and building height in order to achieve increased massing on the project site. This alternative would include 5,000 square feet of retail space on the ground level of two mixed-use buildings located along Las Virgenes Road. Some recreation area amenities would also be part of this alternative, including a pool and walking paths; however, this alternative would not

provide a public neighborhood park as in the proposed project. Approximately 70 acres would be set aside for open space, which would be four acres more than in the proposed project.

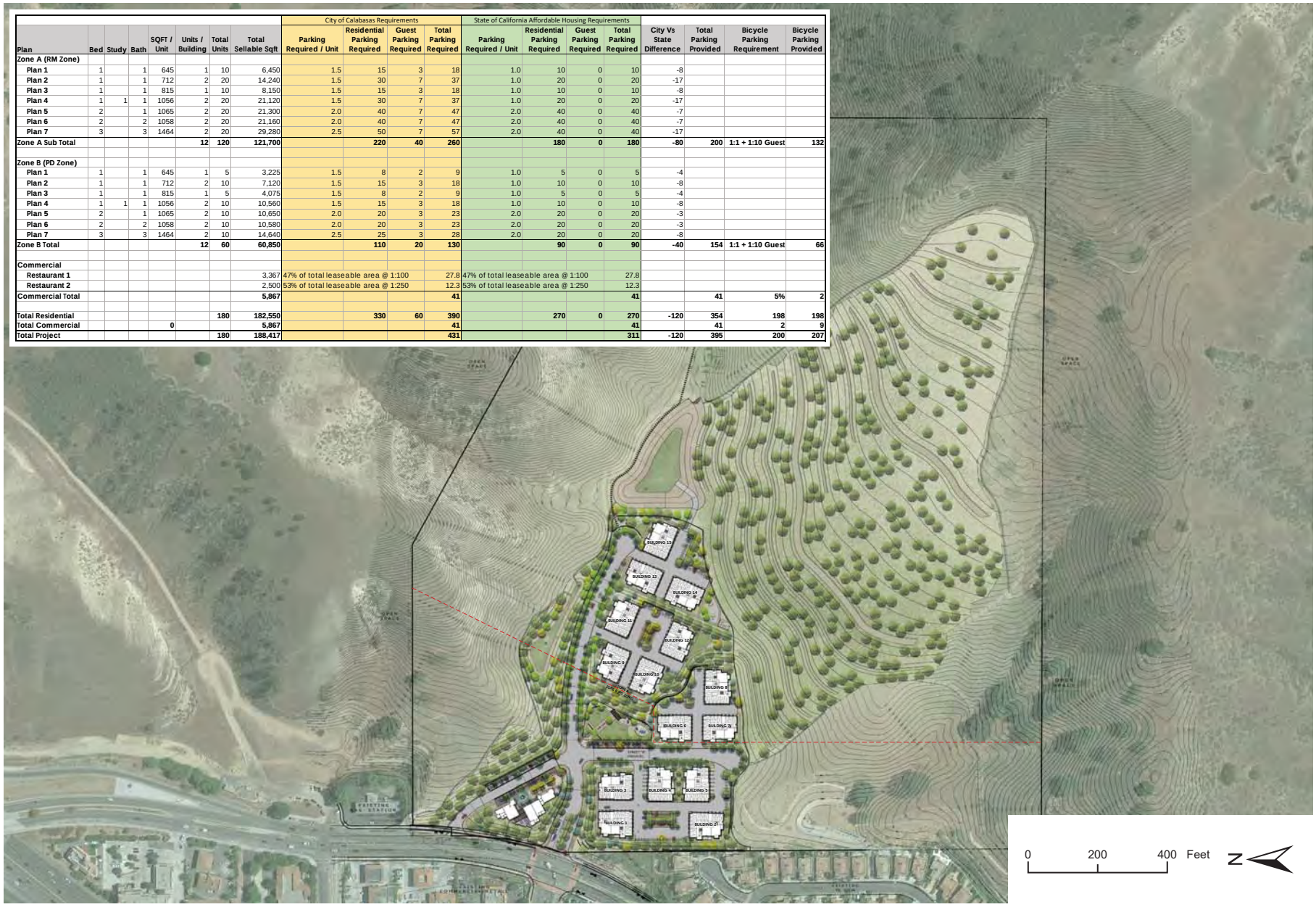
ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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 multi-family residential units, constructing affordable housing, establishing a "village center," remediating the landslide condition, and establishing a public trail linkage. Of the remaining three alternatives, the Modified Landslide Mitigation with Reduced Footprint (Alternative 4) is the environmentally superior alternative, primarily because the development footprint would be smaller as a result of the creation of the landslide buffer zone. This alternative would lessen, but would not eliminate, the significant and unavoidable aesthetic impact of the proposed project. This alternative would also lessen impacts to GHG emissions, traffic, and utilities. However, Alternative 4 would not meet project objectives #4 or #6 because it would not involve the creation of a new pocket park and would not stabilize the affected slopes in the southern portion of the site. Alternative 4 would also create a potentially significant impact to air quality due to inconsistency with the AQMP as a result of increased population density on-site. Both the Reduced Building Heights Alternative (Alternative 2) and the Mixed Use Building Alternative (Alternative 3) would meet project objectives. Alternative 2 would incrementally lessen the project's significant and unavoidable impact to visual character as compared to the proposed project. Although not intended to reduce any specific environmental impacts, Alternative 3 would reduce impacts to air pollutant and GHG emissions, traffic, and utilities compared to the proposed project as a result of less intensive commercial development. Alternative 3 would also create a potentially significant impact to air quality due to inconsistency with the AQMP as a result of increased population density on-site.

ALTERNATIVES CONSIDERED BUT REJECTED

During the preparation of this EIR, consideration was given to one alternative that was considered but rejected. This alternative included the development of the project site as a City public park with active recreational fields and associated park uses. This alternative was found not to be feasible due to inconsistency with the City's 2030 General Plan land Use designations of Planned Development and Residential-Multiple Family (20 units/acre) and their corresponding zoning designations. In addition, this alternative did not meet basic project objectives related to financial viability, development of multi-family homes and affordable housing, complimenting current land uses, and establishing a "village center" along Las Virgenes Road.

								City of Calabasas Requirements				State of California Affordable Housing Requirements							
Plan	Bed	Study	Bath	SQFT / Unit	Units / Building	Total Units	Total Sellable Sqft	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	City Vs State Difference	Total Parking Provided	Bicycle Parking Requirement	Bicycle Parking Provided
Zone A (RM Zone)																			
Plan 1	1		1	645	1	10	6,450	1.5	15	3	18	1.0	10	0	10	-8			
Plan 2	1		1	712	2	20	14,240	1.5	30	7	37	1.0	20	0	20	-17			
Plan 3	1		1	815	1	10	8,150	1.5	15	3	18	1.0	10	0	10	-8			
Plan 4	1	1	1	1056	2	20	21,120	1.5	30	7	37	1.0	20	0	20	-17			
Plan 5	2		1	1065	2	20	21,300	2.0	40	7	47	2.0	40	0	40	-7			
Plan 6	2		2	1058	2	20	21,160	2.0	40	7	47	2.0	40	0	40	-7			
Plan 7	3		3	1464	2	20	29,280	2.5	50	7	57	2.0	40	0	40	-17			
Zone A Sub Total					**12**	**120**	**121,700**		**220**	**40**	**260**		**180**	**0**	**180**	**-80**	**200**	**1:1 + 1:10 Guest**	**132**
Zone B (PD Zone)																			
Plan 1	1		1	645	1	5	3,225	1.5	8	2	9	1.0	5	0	5	-4			
Plan 2	1		1	712	2	10	7,120	1.5	15	3	18	1.0	10	0	10	-8			
Plan 3	1		1	815	1	5	4,075	1.5	8	2	9	1.0	5	0	5	-4			
Plan 4	1	1	1	1056	2	10	10,560	1.5	15	3	18	1.0	10	0	10	-8			
Plan 5	2		1	1065	2	10	10,650	2.0	20	3	23	2.0	20	0	20	-3			
Plan 6	2		2	1058	2	10	10,580	2.0	20	3	23	2.0	20	0	20	-3			
Plan 7	3		3	1464	2	10	14,640	2.5	25	3	28	2.0	20	0	20	-8			
Zone B Total					**12**	**60**	**60,850**		**110**	**20**	**130**		**90**	**0**	**90**	**-40**	**154**	**1:1 + 1:10 Guest**	**66**
Commercial																			
Restaurant 1							3,367	47% of total leaseable area @ 1:100			27.8	47% of total leaseable area @ 1:100			27.8				
Restaurant 2							2,500	53% of total leaseable area @ 1:250			12.3	53% of total leaseable area @ 1:250			12.3				
Commercial Total							**5,867**				**41**				**41**		**41**	**5%**	**2**
Total Residential						**180**	**182,550**		**330**	**60**	**390**		**270**	**0**	**270**	**-120**	**354**	**198**	**198**
Total Commercial				**0**			**5,867**				**41**				**41**		**41**	**2**	**9**
Total Project						**180**	**188,417**				**431**				**311**	**-120**	**395**	**200**	**207**



Site Plan

Source: JZMK Partners 2018

Figure 2-5

Residential Site Plan

Figure 2-6

Source: JZMK Partners 2018

Source: JZMK Partners 2018

Retail Center Site Plan

Figure 2-7

PRELIMINARY UTILITY QUANTITIES

UTILITY	QUANTITY (LF)
STORM DRAIN	5,567
WATER	1,850
RECLAIMED WATER	1,670
SEWER	1,900

LEGEND

- TRACT BOUNDARY
- WATER
- RW — RECLAIMED WATER
- SEWER
- TOP AND TOE OF SLOPE
- FLOWLINE
- SLOPE SYMBOL
- CMU BLOCK RETAINING WALL
- SLOPE FACING
- TRAIL
- HP HIGH POINT
- LP LOW POINT
- FH FIRE HYDRANT
- ELEV. ELEVATION
- GB GRADE BREAK
- FF FINISHED FLOOR
- TC TOP OF CURB
- STORM WATER TREATMENT DEVICE
- PERMEABLE PAVERS

0 15 30 Feet

N

Utility Exhibit

Source: JZMK 2018

Figure 2-11

6 ALTERNATIVES

As required by Section 15126.6 of the *CEQA Guidelines,* this section of the EIR examines alternatives to the proposed project that could feasibly achieve similar objectives to those of the proposed project while reducing or eliminating the proposed project's environmental effects. According to the *CEQA Guidelines,* the purpose of alternatives analysis is to identify and analyze alternatives that could feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening any of the significant effects of the project. Included in this analysis are the CEQA-required "no project" alternative, a reduced residential building heights along Las Virgenes Road alternative, a mixed use retail and residential building alternative, and a modified landslide mitigation with reduced footprint alternative.

The key objectives of the project are to:

- Design and develop a project that is consistent with the site's zoning designation and will implement the vision of the City's 2030 General Plan by providing a residential component for new multi-family units, including market rate units and units affordable to households of lower income.
- Design and develop a project that is financially viable and functionally compatible with the site conditions, adjacent uses, and the environment.
- Establish a "village center" along Las Virgenes Road through the development of a neighborhood-serving retail center, park, and residential units.
- Create a new pocket park for enjoyment by the West Village at Calabasas residents and the community to provide for increased recreation opportunities in the west end of Calabasas.
- Protect and preserve open space in accordance with the City of Calabasas 2030 General Plan while maintaining continuity with existing open space in the adjacent Santa Monica Mountain Range.
- Remediate and/or mitigate the ancient landslide condition present at the site, stabilize the affected slopes in the southern portion of the property, and balance the remedial grading earthwork on-site as part of the overall site development.
- Establish a new public trail linkage to enhance recreational enjoyment within the Santa Monica Mountain Recreation Area.

Four alternatives were selected for analysis in this section based on either reducing the significant and unavoidable impact to visual character that could result from implementation of the project (as identified in Section 4.1, *Aesthetics)* or in response to comments received during the scoping period (see Table 1-1 in Section 1, *Introduction).* In addition, all alternatives were selected based on achieving objectives identified above. These alternatives include the following:

- *Alternative 1: No Project*
- *Alternative 2: Reduced Residential Building Heights Along Las Virgenes Road*
- *Alternative 3: Mixed Use Retail and Residential Building*
- *Alternative 4: Modified Landslide Mitigation/Reduced Footprint*

Table 6-1 provides a comparison of the proposed project and the four studied alternatives. Each alternative is described in greater detail in the sections that follow.

Table 6-1
Alternatives Comparison

	Proposed Project	Alt 1: No Project	Alt 2: Reduced Heights Along Las Virgenes Road	Alt 3: Mixed Use	Alt 4: Modified Landslide
Residential Units	180 Multi-Family	None	180 Multi-Family	190 Multi-Family	230 Multi-Family
Commercial	5,867 sf of commercial space	None	5,867 sf of commercial space	1,460 sf of commercial space	5,000 sf of commercial space
Grading (cut/fill)	2,622,188 cubic feet / 2,647,756 cubic feet	None	2,622,188 cubic feet / 2,647,756 cubic feet	2,622,188 cubic feet / 2,647,756 cubic feet	456,390 cubic feet / 382,390 cubic feet
Development Area (acres)	11	0	11	11	7
Open Space (acres)	66	77	66	66	70
Include Landslide Remediation[1]	Yes	No	Yes	Yes	No[2]
Construction Schedule	35 months	None	35 months	35 months	30 months
Residential Building Heights	3 stories	None	2 - 4 stories	3 stories	3 - 4 stories

[1]*Landslide remediation refers to Mitigation Measure GEO-3 (see Section 4.4,* Geology and Soils*), which requires extensive remedial grading of the hillside to remove and recompact the existing landslide condition on-site.*
[2]*Alternative 4 includes minimal remedial grading of the hillside and creates a buffer zone between the landslide condition and the development.*

Each of these alternatives is described and analyzed below. Following the analysis of these four alternatives is a discussion of one alternative that was considered for analysis, but rejected as infeasible. This alternative was suggested by individuals as part of the EIR scoping process. This section concludes with a discussion of the "environmentally superior alternative" among the alternatives studied.

6.1 NO PROJECT ALTERNATIVE (ALTERNATIVE 1)

6.1.1 Description

This alternative assumes that the proposed project is not constructed and that the largely undeveloped, 77-acre site would continue in its current condition. Existing grading, dirt roadways/trails and detention basins 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.

6.1.2 Impact Analysis

No change in environmental conditions would occur under this alternative because no development would occur and site conditions would not change. This alternative would avoid the proposed project's significant and unavoidable impact related to changes in visual character as well as significant, but mitigable impacts related to scenic views and in the areas of air quality, biological resources, geology/soils, noise, tribal cultural resources, and traffic and circulation. No significant impacts would occur under this alternative and none of the mitigation measures recommended for the proposed project would apply.

Overall, this alternative's impacts would be less than those of the proposed project. However, it is again noted that selection of the no project alternative would not preclude the future development of the site. Furthermore, this alternative would not fulfill the applicant's stated objectives for the project, nor would it meet the 2030 General Plan objectives for the project site. This alternative would not, however, include remediation or mitigation of the existing ancient landslide area on-site, so the risk of a landslide affecting adjacent properties and residences would be greater under the no project alternative than under the proposed project.

6.2 REDUCED RESIDENTIAL BUILDING HEIGHTS ALONG LAS VIRGENES ROAD (ALTERNATIVE 2)

6.2.1 Description

This alternative would involve the reconfiguration of the multi-family residences. Building 1, approximately 100 feet from Las Virgenes Road, would be removed and replaced with green space and a landscape buffer. Building 2, approximately 200 feet from Las Virgenes Road and adjacent to residences at The Colony, would be reduced to a two-story building with the top floor being removed. The 12 units from Building 1 along with the four units from level three of Building 2, which together total 16 units, would be relocated to Buildings 6, 7, 8, and 12 by adding a fourth level (see Figure 6-1). Similar to the proposed project, this alternative would designate five percent of the residential units as affordable housing for very low income individuals/families. Parking would continue to be provided via tuck under parking within the residential buildings in combination with surface parking throughout the development. This alternative would have the same project footprint, landslide remediation/stabilization, and commercial center as the proposed project.

The purpose of this alternative is to address potential aesthetic concerns related to the visual character impact of on-site development as well as the impact of Buildings 1 and 2 on views from Las Virgenes Road.

6.2.2 Impact Analysis

a. Aesthetics. As with the proposed project, this alternative would concentrate site development in the portions of the property that are lower in elevation. However, this alternative would reduce massing for buildings closest to Las Virgenes Road and increase setbacks of residential buildings from Las Virgenes Road. In comparison to the proposed project, this would incrementally lessen the impact to foreground views from Las Virgenes

							City of Calabasas Requirements				State of California Affordable Housing Requirements							
Plan	Bed	Study	Bath	SQFT / Unit	Units / Building	Total Units	Total Saleable SqFt	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	City Vs State Difference	Total Parking Provided	Bicycle Parking Requirement	Bicycle Parking Provided
Zone A (RM Zone)																			
Plan 1	1		1	645	1	10	6,450	1.5	15	3	18	1.0	10	0	10	-8			
Plan 2	1		1	712	2	23	16,376	1.5	35	8	42	1.0	23	0	23	-19			
Plan 3	1		1	815	1	10	8,150	1.5	15	3	18	1.0	10	0	10	-8			
Plan 4	1	1	1	1056	2	23	24,288	1.5	35	8	42	1.0	23	0	23	-19			
Plan 5	2		1	1065	2	23	24,495	2.0	46	8	54	2.0	46	0	46	-8			
Plan 6	2		2	1058	2	24	25,392	2.0	48	8	56	2.0	48	0	48	-8			
Plan 7	3		3	1464	2	24	35,136	2.5	60	8	68	2.0	48	0	48	-20			
Zone A Sub Total					12	137	140,287		253	46	299		208	0	208	-91	200	1:1 + 1:10 Guest	137
Zone B (PD Zone)																			
Plan 1	1		1	645	1	4	2,580	1.5	6	1	7	1.0	4	0	4	-3			
Plan 2	1		1	712	2	7	4,984	1.5	11	2	13	1.0	7	0	7	-6			
Plan 3	1		1	815	1	4	3,260	1.5	6	1	7	1.0	4	0	4	-3			
Plan 4	1	1	1	1056	2	7	7,392	1.5	11	2	13	1.0	7	0	7	-6			
Plan 5	2		1	1065	2	7	7,455	2.0	14	2	16	2.0	14	0	14	-2			
Plan 6	2		2	1058	2	7	7,406	2.0	14	2	16	2.0	14	0	14	-2			
Plan 7	3		3	1464	2	7	10,248	2.5	18	2	20	2.0	14	0	14	-6			
Zone B Total					12	43	43,325		79	15	93		64	0	64	-29	122	1:1 + 1:10 Guest	43
Commercial																			
Restaurant 1							3,367	47% of total leaseable area @ 1:100			27.8	47% of total leaseable area @ 1:100			27.8				
Restaurant 2							2,500	53% of total leaseable area @ 1:250			12.3	53% of total leaseable area @ 1:250			12.3				
Commercial Total							5,867				41				41		41	5%	2
Total Residential						180	183,612		332	61	391.5		272	0	272	-120	322	180	180
Total Commercial				0			5,867				41				41		41	2	2
Total Project						180	189,479				433				313	-120	363	182	182

Reduced Residential Building Heights Along Las Virgenes Road (Alternative 2)

Figure 6-1

Source: JZMK Partners, February 2018

Road. However, Mitigation Measure AES-1 would continue to be required to ensure that vegetation along the Las Virgenes Road frontage would not grow to a height in excess of 30 feet to reduce view impacts to a less than significant level.

Similar to the proposed project, development of this alternative would require the removal or modification of potentially scenic resources (including oak trees, natural slopes, native vegetation, etc.), resulting in a potentially adverse impact. However, the design standards contained in the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, as well as the biological mitigation measures required for the proposed project, including the requirement to replace removed oak trees (BIO-4[a], 4[b], and 4[c]), would also be implemented for this alternative. Implementation of these measures would reduce impacts to on-site scenic resources to a less than significant level.

This alternative would expand the area near Las Virgenes Road dedicated to green space and landscaping improvements, which is consistent with the objectives and policies contained with the Community Design Element of the Calabasas 2030 General Plan, the Las Virgenes Gateway Master Plan, and the Las Virgenes Road Corridor Design Plan. However, this alternative would still require the landslide remediation that would result in changes to the landscape of the area. Similar to the proposed project, this alternative would change approximately 14 percent of the site from its current undeveloped hillside character to a commercial/residential character. Development would be visually compatible with nearby developments; however as with the proposed project, the change in visual character at the project site would be significant and unavoidable.

Like the proposed project, this alternative would be required to comply with the City's Land Use and Development Code regarding the creation of light and glare. In addition, this alternative would be required to install light fixtures in compliance with the City's Dark Skies Ordinance. Therefore, lighting impacts would be less than significant and no mitigation would be required.

b. Air Quality. The difference between this alternative and the proposed project is the configuration of the multi-family residential units; therefore, this alternative would result in similar air quality impacts. This alternative would include grading and other construction activities similar to those of the proposed project. As such, under this alternative, construction-related emissions for NO_X, ROG, CO, SO_X, PM_{10}, and $PM_{2.5}$ would not exceed South Coast Air Quality Management District (SCAQMD) localized significance thresholds. As with the proposed project, this alternative would be required to comply with SCAQMD Rule 1113 (Architectural Coatings) and Mitigation Measure AQ-1 (Dust Minimization).

This alternative would not substantially differ from the proposed project in its operations or generation of vehicle traffic; therefore, impacts from long-term operational and vehicular traffic emissions would be similar to those of the proposed project and would be less than significant.

This alternative would not change the anticipated number of residents at the project site as compared to the proposed project, so it would not exceed the population projections upon which the Air Quality Management Plan (AQMP) is based because it is consistent with the adopted General Plan for the City. Therefore, as with the proposed project, impacts related to consistency with the AQMP would be less than significant.

c. Biological Resources. Impacts to biological resources associated with this alternative would be similar to those of the proposed project because the disturbance area would be similar.

As with the proposed project, development of this alternative could result in significant impacts to nesting birds if construction occurs during bird nesting season. Development of this alternative could also result in significant impacts to plant and animal species. Implementation of the mitigation measures required for the proposed project, including wildlife surveys and upland restoration, would reduce these impacts to a less than significant level.

This alternative would temporarily and permanently impact regulated waters and associated riparian and wetland areas on-site due to the removal of potentially jurisdictional features. The compensatory mitigation measures required for the proposed project, including agency coordination and on-site in-kind riparian restoration/creation, would also be required for this alternative to reduce this impact to a less than significant level.

A reduction in habitat within the Wildlife Linkage and Corridor mapped in the City's 2030 General Plan Conservation Element and a reduction in the function of the site as a wildlife movement pathway would be expected with this alternative. Significant impacts to oak trees would also occur under this alternative. Implementation of the same mitigation measures required for the proposed project, including the restoration of the remaining open space and the preparation of an Oak Tree Mitigation Program, would be necessary for this alternative to reduce impacts to a less than significant level.

d. Geology and Soils. Because of the similar development footprint, this alternative would have essentially the same impacts as the proposed project with respect to geology and soils. This alternative would still involve development in areas potentially subject to ground shaking, seismically induced landslides, and other seismically induced risks. Such impacts would be potentially significant. In addition, risks associated with soil erosion, slope stability, and the presence of expansive soils at the site would also be significant. As with the proposed project, this alternative would require remediation of the landslide located in the southern portion of the site and would also be subject to California Building Code requirements as well as other site-specific measures in line with those recommended for the proposed project. As with the proposed project, application of appropriate mitigation would reduce geology and soil impacts to a less than significant level.

e. Greenhouse Gas Emissions. In this alternative, the number of residential units and the area of commercial space would remain the same as in the proposed project; therefore, construction-related and operational greenhouse gas emissions would be similar. The impact related to GHG emissions would be the same as that of the proposed project and less than significant with implementation of Mitigation Measure GHG-1 (GHG Reduction Plan).

f. Hydrology and Water Quality. This alternative would have a similar disturbance area as the propose project, but a slightly increased pervious surface area due to the replacement of Building 1 with green space; therefore, impacts to hydrology and water quality would be similar as those of the proposed project. As with the proposed project, this alternative's temporary erosion impacts, alteration of the existing drainage pattern at the site, and surface runoff impacts would be reduced to a less than significant level through project design features,

compliance with the MS4/NPDES permit, and implementation of federal, state, and City regulatory requirements.

g. Land Use. Reconfiguration of the multi-family residences under this alternative would move 16 units from the PD zone to the RM20 zone and increase the density to 23 dwelling units per acre. As with the proposed project, this alternative would designate five percent of residential units as affordable housing for very low income individuals/families. Given the density bonus, this reconfiguration would not exceed the maximum allowed residential density. Similar to the proposed project, a General Plan Amendment would not be required to accommodate this alternative at the site. However, Sections 17.13.020 and 17.16.020 restrict building height in the PD and RM zones to a maximum of 35 feet (three stories). Accordingly, a variance would be required to allow the development of four-story structures on the project site. Therefore, assuming that a variance is granted for this alternative to allow for the development of four-story structures on-site, impacts with respect to the alternative's consistency with the City's applicable land use designations would be similar to those of the proposed project and less than significant.

h. Noise and Vibration. This alternative includes the same amount of commercial and residential development as the proposed project in the same footprint; therefore, impacts related to noise and vibration would be essentially the same.

This alternative would follow the same construction schedule and use the same construction equipment as the proposed project. Therefore, construction noise associated with this alternative would be similar to that of the proposed project and would be less than significant. In addition, construction vibration associated with this alternative would not result in building damage and vibration impacts would be less than significant.

Similar to the proposed project, this alternative would introduce new sensitive receptors that would be exposed to noise from area roads. Although, impacts would be incrementally reduced due to the increased distance of the nearest residential building to Las Virgenes Road (an increase of 100 feet), similar to the proposed project, impacts would remain less than significant. Noise associated with operation of this alternative would be similar to that of the proposed project and would not expose on-site or off-site sensitive receptors to ambient noise levels that exceed noise level standards for interior and exterior noise. Traffic generated by this alternative would be similar to that of the proposed project; therefore, like the proposed project, this alternative would not result in a significant increase traffic-related noise.

i. Public Services. This alternative would not change the anticipated number of residents as compared to the proposed project. As with the proposed project, the applicant would be required to pay state-mandated school impact fees; therefore, the impact to schools would be less than significant.

j. Traffic. This alternative includes the same amount of commercial and residential development as the proposed project; therefore, the increase in traffic and associated impacts would be the same. Impacts from project operations would be less than significant, though the alternative may implement recommended Mitigation Measures T-1(a) and T-1(b) to improve circulation. As with the proposed project, impacts from construction traffic would be mitigated

to a less than significant level by incorporating a construction traffic management plan as required by Mitigation Measure T-6. As with the proposed project, cumulative project contributions to the significant impact at the U.S. 101 Southbound Ramps/Las Virgenes Road intersection would be reduced to a less than significant level with Mitigation Measure T-7(a).

k. Tribal Cultural Resources. The development footprint of this alternative would be the same as that of the proposed project; therefore, this alternative would have the same potentially significant impact with respect to tribal cultural resources. As with the proposed project, this alternative would be required to implement Mitigation Measures TCR-1(a) through (d), which include cultural resources monitoring and the administration of a worker environmental awareness program, which would reduce this impact to a less than significant level.

l. Utilities and Service Systems. This alternative would have the same number of multi-family residential units and same amount of commercial development as the proposed project; therefore, it would have a similar impact on utilities and services as the proposed project and impacts would be less than significant.

6.3 MIXED USE RETAIL AND RESIDENTIAL BUILDING (ALTERNATIVE 3)

6.3.1 Description

This alternative would involve conversion of the proposed project's commercial space area to a mixed use retail and residential building. All other residential buildings would be the same as under the proposed project and would contain 180 residential units. The commercial use would be reduced from 5,867 square feet to 1,460 square feet and ten residential units would be added for a total of 190 residential units. To accommodate the additional ten residential units, Alternative 3 would take advantage of the affordable housing density bonus. Similar to the proposed project, five percent of the residential units would be designated as affordable housing for very low income individuals/families. Specifically, Building 16 would be added to the proposed commercial space area with ten residential units located on the upper levels and commercial space on the ground level (see Figure 6-2). This building would be three stories in height instead of the one-story commercial center associated with the proposed project. The 1,460 square feet of commercial use would be intended for general retail use. Therefore, this alternative would not include the restaurant, coffee shop, wine tasting use, or retail plaza that is included in the proposed project. Like the other residential buildings, tuck under parking would be provided for Building 16 in addition to surface parking throughout the development. This alternative would involve a development footprint and landslide remediation/stabilization similar to that of the proposed project.

The purpose of this alternative is to address, in part, comments received during the scoping period requesting an all-residential alternative and to reduce traffic impacts. While an alternative that includes only residences would not fulfill the applicant's stated objectives for the project nor meet the 2030 General Plan objectives for the project site, this alternative would reduce commercial development in comparison to the proposed project and would meet these objectives.

								City of Calabasas Requirements				State of California Affordable Housing Requirements							
Plan	Bed	Study	Bath	SQFT / Unit	Units / Building	Total Units	Total Saleable Sqft	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	City Vs State Difference	Total Parking Provided	Bicycle Parking Requirement	Bicycle Parking Provided
Zone A (RM Zone)																			
Plan 1	1		1	645	1	10	6,450	1.5	15	3	18	1.0	10	0	10	-8			
Plan 2	1		1	712	2	20	14,240	1.5	30	7	37	1.0	20	0	20	-17			
Plan 3	1		1	815	1	10	8,150	1.5	15	3	18	1.0	10	0	10	-8			
Plan 4	1	1	1	1056	2	20	21,120	1.5	30	7	37	1.0	20	0	20	-17			
Plan 5	2		1	1065	2	20	21,300	2.0	40	7	47	2.0	40	0	40	-7			
Plan 6	2		2	1058	2	20	21,160	2.0	40	7	47	2.0	40	0	40	-7			
Plan 7	3		3	1464	2	20	29,280	2.5	50	7	57	2.0	40	0	40	-17			
Zone A Sub Total					12	120	121,700		220	40	260		180	0	180	-80	200	1:1 + 1:10 Guest	120
Zone B (PD Zone)																			
Plan 1	1		1	645	1	5	3,225	1.5	8	2	9	1.0	5	0	5	-4			
Plan 2	1		1	712	2	12	8,544	1.5	18	4	22	1.0	12	0	12	-10			
Plan 3	1		1	815	1	5	4,075	1.5	8	2	9	1.0	5	0	5	-4			
Plan 4	1	1	1	1056	2	12	12,672	1.5	18	4	22	1.0	12	0	12	-10			
Plan 5	2		1	1065	2	12	12,780	2.0	24	4	28	2.0	24	0	24	-4			
Plan 6	2		2	1058	2	12	12,696	2.0	24	4	28	2.0	24	0	24	-4			
Plan 7	3		3	1464	2	12	17,568	2.5	30	4	34	2.0	24	0	24	-10			
Zone B Total					12	70	71,560		129	24	152		106	0	106	-46	190	1:1 + 1:10 Guest	70
Commercial																			
Commercial							1,460	47% of total leaseable area @ 1:250			5.0	47% of total leaseable area @ 1:250			5.0		5	5%	1
Total Residential						190	193,260		349	64	412.3333		286	0	286	-126	390	190	190
Total Commercial							1,460				5.0				5.0		5		1
Total Project						190	194,720				417				291	-126	395	190	191

Mixed Use Retail and Residential Building (Alternative 3)

Source: JZMK Partners, February 2018

Figure 6-2

6.3.2 Impact Analysis

a. Aesthetics. The conversion of the commercial space area to a mixed use retail and residential building would not substantially differ from the proposed project with respect to aesthetic impacts. Similar to the proposed project, this alternative would be most prominently visible to motorists traveling along U.S. 101 and Las Virgenes Road as well as from the eastern terminus of Agoura Road looking east.

As with the proposed project, this alternative would concentrate site development in the portions of the property that are lower in elevation. However, this alternative would increase the massing and height of development on the northwestern portion of the project site by constructing a three-story mixed use building instead of a one-story commercial center. Landscaping along Las Virgenes Road under this alternative would remain the same as that of the proposed project, and the impact to views from Las Virgenes Road to designated significant ridgelines and other rolling hillsides would remain potentially significant. Mitigation Measure AES-1, which would ensure that vegetation along the Las Virgenes Road frontage would not grow to a height in excess of 30 feet, would be required and, as with the proposed project, would reduce impacts to public views of significant ridgelines to a less than significant level. As such, all public views of significant ridgelines would be preserved, similar to the proposed project.

This alternative would still require the landslide remediation that would result in changes to the visual character of the site. Similar to the proposed project, this alternative would change approximately 14 percent of the site from its current undeveloped hillside character to a commercial/residential character and would involve grading of approximately 36 acres. Although development would be visually compatible with that of nearby developments, the change in visual character at the project site would be similar to that of the proposed project and would be significant and unavoidable.

Similar to the proposed project, development of this alternative would require the removal or modification of scenic resources (including oak trees, natural slopes, native vegetation, etc.), resulting in a potentially adverse impact. However, the design standards contained in the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, as well as the biological mitigation measures required for the proposed project, including the requirement to replace removed oak trees, would also be implemented for this alternative. As with the proposed project, implementation of these measures would reduce impacts to on-site scenic resources to a less than significant level.

Like the proposed project, this alternative would be required to comply with the City's Land Use and Development Code regarding the creation of light and glare. In addition, this alternative would be required to install light fixtures in compliance with the City's Dark Skies Ordinance. Therefore, lighting impacts would be less than significant and mitigation would not be required.

b. Air Quality. Estimated maximum daily construction emissions from this alternative are shown in Table 6-2. Under this alternative, maximum overall and on-site construction-related emissions would be similar to those of the proposed project for all pollutants evaluated. Construction-related emissions would not exceed South Coast Air Quality Management District (SCAQMD) localized significance thresholds. As with the proposed project, this alternative would be required to comply with SCAQMD Rule 1113 (Architectural Coating) and Mitigation Measure AQ-1 (Dust Minimization).

Table 6-2
Alternative 3 Estimated Maximum Unmitigated Construction Emissions (lbs/day)

	Unmitigated Emissions (lbs/day)					
Year	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2019	4.8	54.6	34.3	0.1	6.5	3.9
2020	4.6	50.3	32.8	0.1	6.3	3.7
2021	8.7	82.3	73.2	0.2	10.6	5.8
2022	8.2	33.4	43.9	0.1	4.8	2.3
2023	7.8	30.0	42.8	0.1	4.6	2.1
Alternative 3 Maximum lbs/day	**8.7**	**82.3**	**73.2**	**0.2**	**10.6**	**5.8**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Maximum lbs/day	8.7	82.2	72.3	0.2	10.5	5.8
Net Change (Alt 3 – Project)	**0**	**0.1**	**0.9**	**0**	**0.1**	**0**
Alternative 3 Maximum On-site	**4.7**	**54.5**	**33.4**	**0.1**	**6.3**	**3.8**
LST Thresholds?	N/A	221	1,158	N/A	11	6
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Maximum On-site	4.7	54.5	33.4	0.1	6.3	3.8
Net Change (Alt 3 – Project)	**0**	**0**	**0**	**0**	**0**	**0**

N/A = Not Applicable. See Appendix B for CalEEMod results.
Note: All figures have been rounded to the nearest tenth.
( ) denotes a negative number

Long-term operational emissions associated with this alternative are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), and consumer products, architectural coatings, and landscaping equipment (area emissions). Analysis of operational emissions used the same assumptions as the proposed project, as discussed in Section 4.2, *Air Quality*. As shown in Table 6-3, operational emissions from this alternative would be incrementally

lower than those of the proposed project and would not exceed SCAQMD thresholds for any pollutant. As with the proposed projects, operational emissions associated with this alternative would not expose sensitive receptors to substantial pollutant concentrations and the impact would also be less than significant.

Table 6-3
Alternative 3 Operational Emissions (lbs/day)

Emission Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	5.0	3.0	16.9	< 0.1	0.3	0.3
Energy	0.1	0.5	0.2	< 0.1	< 0.1	< 0.1
Mobile	1.6	6.7	18.5	0.1	6.4	2.0
Alternative 3 Total Emissions	**6.6**	**10.2**	**35.6**	**0.1**	**6.4**	**2.0**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Total Emissions	7.7	13.2	45.6	0.1	9.3	2.7
Net Change (Alt 3 – Project)	**(1.1)**	**(3.0)**	**(10.0)**	**0**	**(2.9)**	**(0.7)**

Source: See Appendix B for CalEEMod results.

SCAQMD recommends a local CO hotspot analysis if an intersection meets one of the following criteria: 1) the intersection is at LOS D or worse and where the project increases the volume to capacity (V/C) ratio by two percent, or 2) the project decreases Levels of Service (LOS) at an intersection to D or worse. As shown in Table 6-6 in Section 6.3.2.g, this alternative would generate 1,227 fewer trips than the proposed project. Because the proposed project would not result in a significant impact to any intersections in the project area, this alternative would also have a less than significant impact on area intersections. Furthermore, as shown in Table 6-2 and Table 6-3, project construction and operational CO emissions are well below SCAQMD's thresholds. Therefore, a local CO hotspot analysis is not warranted and this alternative would not generate CO hotspots.

Compared to the proposed project, this alternative would add ten multi-family residential units, which would increase the anticipated number of residents at the project site. This increase in density would not be consistent with the adopted General Plan for the City and would therefore exceed the population projections upon which the Air Quality Management Plan (AQMP) is based, which would result in a potentially significant impact related to inconsistency with the AQMP.

c. Biological Resources. Impacts to biological resources associated with this alternative would be similar to those of the proposed project since the development area would be the same.

As with the proposed project, development of this alternative could result in significant impacts to nesting birds if construction occurs during the bird nesting season. Development of this alternative could also result in significant impacts to plant and animal species. Implementation

of the mitigation measures required for the proposed project, including wildlife surveys and upland restoration, would reduce these impacts to a less than significant level.

Like the proposed project, this alternative would temporarily and permanently impact regulated waters and associated riparian and wetland areas on-site due to the removal of potentially jurisdictional features. The compensatory mitigation measures required for the proposed project, including agency coordination and on-site in-kind riparian restoration/creation, would also be required for this alternative to reduce this impact to a less than significant level.

As with the proposed project, an incremental reduction in habitat in the Wildlife Linkage and Corridor mapped in the City's 2030 General Plan Conservation Element and a reduction in the function of the site as a wildlife movement pathway would occur under this alternative. Significant impacts to oak trees would also occur. These significant impacts would require implementation of the same mitigation measures required for the proposed project, including the restoration of the remaining open space and the preparation of an Oak Tree Mitigation Program, to reduce this impact to a less than significant level.

d. Geology and Soils. This alternative would have essentially the same impacts as the proposed project with respect to geology and soils because the project would still involve development in areas potentially subject to ground shaking, seismically induced landslides, and other seismically induced risks. Such impacts would be potentially significant. In addition, risks associated with soil erosion, slope stability, and the presence of expansive soils at the site would also be significant. Similar to the proposed project, this alternative would require remediation of the landslide located in the southern portion of the site and would also be subject to California Building Code requirements as well as other site-specific measures in line with those recommended for the proposed project. As with the proposed project, application of appropriate mitigation would reduce geology and soil impacts to a less than significant level.

e. Greenhouse Gas Emissions. This alternative would generate fewer GHG emissions than those of the proposed project, as shown in Table 6-4. Combined annual emissions would total approximately 1,793 MT of CO_2e, which would result in 3.4 MT of CO_2e per person per year.[1] Therefore, similar to the Project, GHG emissions per capita would exceed the threshold of 3.2 MT of CO_2e per person per year. Similar to the proposed project, impacts would be less than significant with implementation of Mitigation Measure GHG-1 (GHG Reduction Plan).

[1] *Service population = residents + employees. According to the California Department of Finance (2017), the average household density in Calabasas is 2.75 residents per unit. Based on this average, the 190 residences proposed in this alternative would add an estimated 523 residents to the city's population. The Southern California Association of Governments (SCAG) estimates employment density for "other retail and services" (as opposed to "regional retail") at one employee per 424 sf in Los Angeles County (SCAG 2001). Based on these densities, Alternative 4 would generate about 4 jobs. Therefore, the service population of Alternative 3 is 527 (523 residents + 4 employees).*

Table 6-4
Alternative 3 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions MT of CO_2e
Construction	137
Operational *Area* *Energy* *Solid Waste* *Water*	 45 379 45 98
Mobile *CO_2 and CH_4* *N_2O*	 1,036 53
Total	1,793
Service Population (Residents + Employees)	527
Alternative 3 Emissions per SP	**3.4**
Locally Appropriate 2030 Project Threshold	3.2
Threshold exceeded?	Yes
Proposed Project Emissions per SP	4.7
Net Change (Alt 3 – Project)	**(1.3)**

See Appendix B for CalEEMod results, N_2O mobile emissions data sheet, and calculations of estimated construction emissions and service population.
SP = service population (employees + residents)
( ) denotes a negative number

f. Hydrology and Water Quality. This alternative would have the same development footprint as the proposed project; therefore, impacts to hydrology and water quality would be essentially the same as those of the proposed project. As with the proposed project, temporary erosion impacts, alteration of the existing drainage pattern at the site, and surface runoff impacts would be reduced to a less than significant level by project design features, compliance with the MS4/NPDES permit, and implementation of federal, state, and City regulatory requirements.

g. Land Use. This alternative would add ten residential units to the PD zone. As with the proposed project, this alternative would designate five percent of residential units as affordable housing for very low income individuals/families. California Code of Regulations Title 7, Division 1, Chapter 4.3 allows local jurisdictions to grant a density bonus to applicants who designate at least five percent of the total residential units of a housing development for very low income households. The density bonus would allow the applicant to increase the maximum number of residential units in the PD zone up to 76 and the maximum density in the R-MF-20 zone up to 26 dwelling units per acre for a total of 232 units on the project site (76 units + [26 units per acre x 6 acres]). Given the density bonus, this addition would not exceed the maximum allowed residential density. Similar to the proposed project, a General Plan Amendment would not be required to accommodate development of this alternative at the site. Therefore, impacts with respect to the alternative's consistency with the City's applicable land use designations would be similar to those of the proposed project and less than significant.

h. Noise and Vibration. This alternative includes slightly more residential and slightly less commercial development as compared to the proposed project; therefore, impacts related to noise and vibration would be similar.

This alternative would follow the same construction schedule and use the same construction equipment as the proposed project. Therefore, construction noise associated with this alternative would be similar to that of the proposed project and would be less than significant. As with the proposed project, construction vibration associated with this alternative would not result in building damage and would be less than significant.

This alternative would involve ten more residential units as compared to the proposed project and would therefore introduce additional new sensitive receptors that would be exposed to noise from area roads and on-site activity. However, the incremental increase in the number of sensitive receptors would not increase on-site noise levels, and incorporation of appropriate sound attenuation features on the new residences would reduce impacts to a less than significant level. As shown in Table 6-6 in Section 6.3.2.j, this alternative would generate 1,227 fewer trips than the proposed project; therefore, it would generate incrementally less traffic-related noise. Consequently, as with the proposed project, this alternative's impact to traffic noise would not be significant.

i. Public Services. This alternative would add ten additional multi-family residential units as compared to the proposed project, which would generate approximately four more students at the Las Virgenes Unified School District (see Table 6-5). This estimated additional student generation would cause a further exceedance of capacity at Calabasas High School based on 2017 enrollment. Nevertheless, similar to the proposed project, impacts to schools would be less than significant with payment of statutory impact fees.

Table 6-5
Alternative 3 Student Generation Factors and Estimates

Grade Levels	Multi-Family Residences	
	Generation Rates	Students Generated (190 du)
K-5	0.1111	22
6 - 8	0.0667	13
9 - 12	0.1	19
Alternative 3 Total		**54**
Project Total		50
Net Change (Alt 3 – Project)		**4**

du = dwelling units
Source: LVUSD 2016a

j. Traffic. Table 6-6 compares vehicle trips generated by this alternative to trips generated by the proposed project. As shown, this alternative would reduce average daily trips (ADT) by 1,227, A.M. peak hour trips by 147, and P.M. peak hour trips by 69, in comparison to the proposed project. This alterative would, therefore, incrementally lessen the impact to local roadways, which would already be less than significant under the proposed project.

Improvements to the project frontage and updates to signal phasing and timing would still be recommended to enhance circulation near the project site, as suggested for the proposed projected by conditions T-1(a) and T-1(b).

Table 6-6
Alternative 3 Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Residential Condo	190 units	5.81	1,104	0.440	84	0.52	99
Retail	1,460 sf	42.70	62	0.96	1	3.71	5
Community Park	0.36 acres	5.00	2	0.200	0	0.40	0
Alternative 3 Total			1,168		85		104
Project Total			2,395		232		173
Net Change (Alt 3 – Project)			**(1,227)**		**(147)**		**(69)**

Source: ATE 2017
() – denotes a negative number

Because the development area of this alternative would be similar to that of the proposed project, impacts from construction traffic to area roadways would remain potentially significant and would be mitigated to a less than significant level by incorporating a construction traffic management plan as required for the proposed project by Mitigation Measure T-6. Cumulatively considerable project contributions to the significant impact at the U.S. 101 Southbound Ramps/Las Virgenes Road intersection would likely remain the same and would be reduced to a less than significant level by implementing Mitigation Measure T-7(a).

k. Tribal Cultural Resources. The project footprint of this alternative would be the same as that of the proposed project; therefore, this alternative would have the same potentially significant impact with respect to tribal cultural resources. As with the proposed project, this alternative would be required to implement Mitigation Measures TCR-1(a) through (d), which include cultural resources monitoring and the administration of a worker environmental awareness program, in order to reduce this impact to a less than significant level.

l. Utilities and Service Systems. This alternative would reduce total water demand by 4.46 acre-feet per year (AFY), or about 4,070 gallons of water per day as compared to the proposed project (see Table 6-7). This alternative would also reduce total wastewater generation by approximately 3,436 gallons per day as compared to the proposed project (see Table 6-8) and solid waste generation by 0.04 ton per day (see Table 6-9). Although this alternative would result in a slightly greater residential density than that anticipated in the General Plan, the commercial intensity would be substantially less than that envisioned in the General Plan. Therefore, the development in this alternative has been sufficiently accounted for in the water demand projections for future water use in the LVMWD's UWMP. This alternative would be subject to the same requirements as the proposed project, including compliance with the City's MWELO, the CAL Green Code, and the City's green building ordinance. As with the proposed project, impacts related to water supply, wastewater generation, and solid waste generation would be less than significant.

Table 6-7
Alternative 3 Estimated Water Demand

Land Use	Units	Demand Factor[1]	Demand (gpd)	Demand (AFY)
Residential				
One-bedroom units	94	144 gpd/unit	13,536	15.16
Two-bedroom units	64	192 gpd/unit	12,288	13.76
Three-bedroom units	32	240 gpd/unit	7,680	8.60
Commercial				
Retail	1,460 sf	96 gpd/1,000 gsf	140	0.16
Alternative 3 Total Water Demand			**33,644**	**37.68**
Project Total			37,714	42.14
Net Change (Alt 3 – Total)			**(4,070)**	**(4.46)**

gpd = gallons per day, AFY = acre-feet per year
() – denotes a negative number

[1] Demand factors based on wastewater generation rates provided in City of Los Angeles CEQA Thresholds Guide (City of Los Angeles 2006). Water demand is assumed to be 120 percent of wastewater generation, as shown in Table 6-8, in order to account for landscape irrigation.

Table 6-8
Alternative 3 Estimated Wastewater Generation

Land Use	Units	Wastewater Generation Factor[1]	Wastewater Flow (gpd)
Residential			
One-bedroom units	94	120 gpd/unit	11,280
Two-bedroom units	64	160 gpd/unit	10,240
Three-bedroom units	32	200 gpd/unit	6,400
Commercial			
Retail	1,460 sf	80 gpd/1,000 gsf	73
Alternative 3 Total Wastewater Generation			**27,993**
Project Total			31,429
Net Change (Alt 3 – Total)			**(3,436)**

gpd = gallons per day, sf = square feet, gsf = gross square feet, 31,429 gpd equates to approximately 0.031 million gpd
() – denotes a negative number

[1] Wastewater generation factors obtained from City of Los Angeles CEQA Thresholds Guide (City of Los Angeles 2006).

Table 6-9
Alternative 3 Estimated Solid Waste Generation

Land Use	Units	Solid Waste Generation Factor	Solid Waste Generated (tons/day)
Residential			
Multi-Family Housing	190	4 lbs/unit/day	0.38
Commercial			
Retail	1,460 sf	5 lbs/1000 sf/day	0.004
Total Solid Waste Generation			**0.384**
Project Total			0.424
Net Change (Alt 3 – Total)			**(0.04)**

lbs = pounds, sf = square feet

** Note solid waste generated as shown herein does not include mandated diversion requirements.*

Source: CalRecycle 2016. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

6.4 MODIFIED LANDSLIDE MITIGATION WITH REDUCED FOOTPRINT (ALTERNATIVE 4)

6.4.1 Description

Instead of the removal and recompaction of the landslide that is required by Mitigation Measure GEO-3 in the proposed project, this alternative would leave the landslide in its current location and establish a buffer zone around the landslide hazard, which would create space into which hillside material could move in the event of a landslide. As a result, the development area would be approximately seven acres instead of 11 acres as in the proposed project (see figure 6-3). This alternative would not achieve project objective #6 as discussed in Section 2, *Project Description*, which seeks to stabilize the affected slopes in the southern portion of the property.

This alternative provides for a site plan made up of a clustered, high-density development with two mixed-use buildings along Las Virgenes Road, four apartment buildings with tuck-under parking, and a multi-story condominium building complex with a podium-type parking structure. The building pad height in this alternative would be a maximum of 30 feet from Las Virgenes Road, which would be higher than that under the proposed project. The majority of the 230 for sale and/or for rent residential units in this alternative would be located in the multi-story condominium building complex. Surface parking spaces would be provided for guests. As with the proposed project, this alternative would designate five percent of the residential units as affordable housing for very low income individuals/families. This alternative would take advantage of the affordable housing density bonus and concessions allowed by state law for private open space, parking and building height in order to achieve increased massing on the project site. This alternative would include 5,000 square feet of retail space on the ground level of two mixed-use buildings located along Las Virgenes Road.

Some recreation area amenities would also be part of this alternative, including a pool and walking paths; however, this alternative would not provide a public neighborhood park as in

the proposed project. As a result, this alternative would not achieve project objective #4, as discussed in Section 2, *Project Description*, which seeks to create a new pocket park to provide increased recreation opportunities for residents and the community. Approximately 70 acres would be set aside for open space, which would be four acres more than in the proposed project.

The purpose of this alternative is to leave the existing landslide condition in place, reduce the development footprint, and increase the amount of open space on the project site.

6.4.2 Impact Analysis

a. Aesthetics. Although this alternative would include minimal landslide mitigation and a reduced development area, it would not substantially differ in its aesthetic impacts from the proposed project. Similar to the proposed project, this alternative would be most prominently visible to motorists traveling along U.S. 101 and Las Virgenes Road as well as from the eastern terminus of Agoura Road looking east.

Similar to the proposed project, this alternative would concentrate site development in the portions of the project site that are lower in elevation. However, this alternative would increase the massing and height of development on the northwestern portion of the project site by constructing two three-story mixed use buildings instead of a one-story commercial center. Landscaping along Las Virgenes Road under this alternative would remain the same as that of the proposed project, and the impact to views from Las Virgenes Road to designated significant ridgelines and other rolling hillsides would be potentially significant. Mitigation Measure AES-1, which would ensure that vegetation along the Las Virgenes Road frontage would not grow to a height in excess of 30 feet, would be required and, as with the proposed project, would reduce impacts to public views of significant ridgelines to a less than significant level.

This alternative would avoid the change to visual character resulting from the landslide remediation in the proposed project and would involve grading of about eight acres instead of the approximately 36 acres required by the proposed project. This alternative would change approximately 10 percent of the site from its current undeveloped hillside character to a commercial/residential character instead of 14 percent as in the proposed project. Development would be visually compatible with that of nearby developments and the reduced grading and building footprint would incrementally reduce visual character impacts. However, as with the proposed project, development under this alternative would still result in a significant and unavoidable impact to visual character at the project site.

Similar to the proposed project, development of this alternative would require the removal or modification of scenic resources (including oak trees, natural slopes, native vegetation, etc.), resulting in a potentially adverse impact, but to a lesser degree. The design standards contained in the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, as well as the biological mitigation measures required for the proposed project, including the requirement to replace removed oak trees, would also be implemented for this alternative. As with the proposed project, implementation of these measures would reduce impacts to on-site scenic resources to a less than significant level.

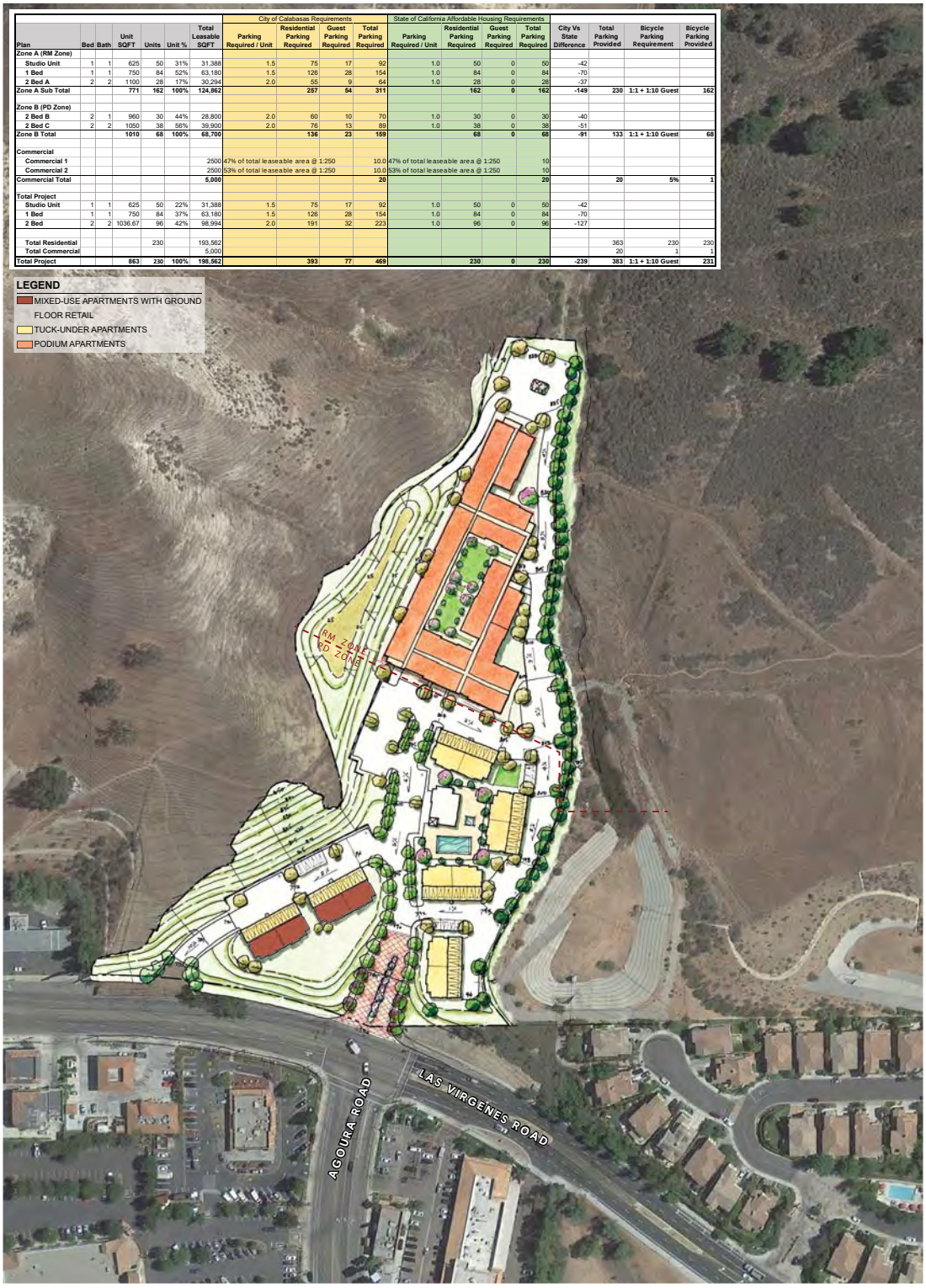
Like the proposed project, this alternative would be required to comply with the City's Land Use and Development Code regarding the creation of light and glare. In addition, this alternative would be required to install light fixtures in compliance with the City's Dark Skies Ordinance. Therefore, lighting impacts would be less than significant, and mitigation would not be required.

b. Air Quality. Estimated maximum daily construction emissions from this alternative are shown in Table 6-10. The analysis of the air quality impacts of this alternative was performed using CalEEMod using the same assumptions as the proposed project, as discussed in Section 4.2, *Air Quality*, with the following modification:

- The export of approximately 390,157 cubic yards of soil, which would necessitate 48,770 one-way haul trips (the proposed project does not require soil export or haul trips)
    - This quantity is based on applicant-provided information and the assumption that the volume of export would likely be reduced by 12.5 percent due to shrinkage.

Under this alternative, maximum daily construction-related emissions would be less than or equal to those of the proposed project for ROG, NO_X, CO, SO_X, and $PM_{2.5}$ and greater than those of the proposed project for PM_{10}. Maximum on-site construction-related emissions would be less than or equal to those of the proposed project for NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ and greater than those of the proposed project for ROG. Construction-related emissions would not exceed South Coast Air Quality Management District (SCAQMD) localized significance thresholds. As with the proposed project, this alternative would be required to comply with SCAQMD Rule 1113 and Mitigation Measure AQ-1 (Dust Minimization).

							City of Calabasas Requirements				State of California Affordable Housing Requirements							
Plan	Bed	Bath	Unit SQFT	Units	Unit %	Total Leasable SQFT	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	City Vs State Difference	Total Parking Provided	Bicycle Parking Requirement	Bicycle Parking Provided
Zone A (RM Zone)																		
Studio Unit	1	1	625	50	31%	31,388	1.5	75	17	92	1.0	50	0	50	-42			
1 Bed	1	1	750	84	52%	63,180	1.5	126	28	154	1.0	84	0	84	-70			
2 Bed A	2	2	1100	28	17%	30,294	2.0	55	9	64	1.0	28	0	28	-37			
Zone A Sub Total			**771**	**162**	**100%**	**124,862**		**257**	**54**	**311**		**162**	**0**	**162**	**-149**	**230**	**1:1 + 1:10 Guest**	**162**
Zone B (PD Zone)																		
2 Bed B	2	1	960	30	44%	28,800	2.0	60	10	70	1.0	30	0	30	-40			
2 Bed C	2	2	1050	38	56%	39,900	2.0	76	13	89	1.0	38	0	38	-51			
Zone B Total			**1010**	**68**	**100%**	**68,700**		**136**	**23**	**159**		**68**	**0**	**68**	**-91**	**133**	**1:1 + 1:10 Guest**	**68**
Commercial																		
Commercial 1						2500	47% of total leaseable area @ 1:250			10.0	47% of total leaseable area @ 1:250			10				
Commercial 2						2500	53% of total leaseable area @ 1:250			10.0	53% of total leaseable area @ 1:250			10				
Commercial Total						**5,000**				**20**				**20**		**20**	**5%**	**1**
Total Project																		
Studio Unit	1	1	625	50	22%	31,388	1.5	75	17	92	1.0	50	0	50	-42			
1 Bed	1	1	750	84	37%	63,180	1.5	126	28	154	1.0	84	0	84	-70			
2 Bed	2	2	1036.67	96	42%	98,994	2.0	191	32	223	1.0	96	0	96	-127			
Total Residential				230		193,562										363	230	230
Total Commercial						5,000										20	1	1
Total Project			**863**	**230**	**100%**	**198,562**		**393**	**77**	**469**		**230**	**0**	**230**	**-239**	**383**	**1:1 + 1:10 Guest**	**231**



Modified Landslide Mitigation with Reduced Footprint (Alternative 4)

Figure 6-3

Source: JZMK Partners, April 2018

Table 6-10
Alternative 4 Estimated Maximum Unmitigated Construction Emissions (lbs/day)

	Unmitigated Emissions (lbs/day)					
Year	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2019	3.6	57.2	23.4	0.1	14.8	5.5
2020	3.3	53.5	22.9	0.1	7.4	3.6
2021	7.6	86.1	64.8	0.2	12.8	6.0
2022	9.1	33.7	44.9	0.1	5.1	2.4
2023	8.8	30.2	43.8	0.1	4.9	2.2
Alternative 4 Maximum lbs/day	**9.1**	**86.1**	**64.8**	**0.2**	**14.8**	**6.0**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Maximum lbs/day	8.7	82.2	72.3	0.2	10.5	5.8
Net Change (Alt 4 – Project)	**0.4**	**3.9**	**(7.5)**	**0**	**4.3**	**0.2**
Alternative 4 Maximum On-site	**4.8**	**28.3**	**16.6**	**0.1**	**4.4**	**2.8**
LST Thresholds?	N/A	221	1,158	N/A	11	6
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Maximum On-site	4.7	54.5	33.4	0.1	6.3	3.8
Net Change (Alt 4 – Project)	**0.1**	**(26.2)**	**(16.8)**	**0**	**(1.9)**	**(1.0)**

N/A = Not Applicable. See Appendix B for CalEEMod results.
Note: All figures have been rounded to the nearest tenth.
( ) denotes a negative number

Long-term operational emissions associated with this alternative are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), and consumer products, architectural coatings, and landscaping equipment (area emissions). Analysis of operational emissions used the same assumptions as the proposed project, as discussed in Section 4.2, *Air Quality*. As shown in Table 6-11, operational emissions from this alternative would be similar to those of the proposed project and would not exceed SCAQMD thresholds for any pollutant. As with the proposed projects, operational emissions associated with this alternative would not expose sensitive receptors to substantial pollutant concentrations and the impact would be less than significant.

Table 6-11
Alternative 4 Operational Emissions (lbs/day)

Emission Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	6.1	3.7	20.4	<0.1	0.4	0.4
Energy	0.1	0.7	0.3	<0.1	0.1	0.1
Mobile	2.2	9.7	28.7	0.1	9.6	2.6
Alternative 4 Total Emissions	**8.4**	**14.0**	**49.4**	**0.1**	**10.0**	**3.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Project Total Emissions	7.7	13.2	45.6	0.1	9.3	2.7
Net Change (Alt 4 – Project)	**0.7**	**0.8**	**3.8**	**0**	**0.7**	**0.4**

Source: See Appendix B for CalEEMod results.

SCAQMD recommends a local CO hotspot analysis if an intersection meets one of the following criteria: 1) the intersection is at LOS D or worse and where the project increases the volume to capacity (V/C) ratio by two percent, or 2) the project decreases Levels of Service (LOS) at an intersection to D or worse. As shown in Table 6-14 in Section 6.4.2.j, this alternative would generate 844 fewer trips than the proposed project. Because the proposed project would not result in a significant impact to any intersections in the project area, this alternative would also have a less than significant impact on area intersections. Furthermore, as shown in Table 6-10 and Table 6-11, project construction and operational CO emissions are well below SCAQMD's thresholds. Therefore, this alternative would not generate CO hotspots.

Compared to the proposed project, this alternative would add 50 multi-family residential units, which would increase the anticipated number of residents at the project site. This increase in density would not be consistent with the adopted General Plan for the City and would therefore exceed the population projections upon which the Air Quality Management Plan (AQMP) is based, which would result in a potentially significant impact related to inconsistency with the AQMP.

c. Biological Resources. This alternative would have a smaller development and grading footprint than the proposed project; nevertheless, impacts to biological resources would be largely the same and would require mitigation to be reduced to a less than significant level.

As with the proposed project, development of this alternative could result in significant impacts to nesting birds if construction occurs during the bird nesting season. Development of this alternative could also result in significant impacts to plant and animal species. Implementation of the mitigation measures required for the proposed project, including wildlife surveys and upland restoration, would reduce these impacts to a less than significant level.

Like the proposed project, this alternative would temporarily and permanently impact regulated waters and associated riparian and wetland areas on-site due to the removal of

potentially jurisdictional features but to a lesser degree than the proposed project given the smaller development footprint. The compensatory mitigation measures required for the proposed project, including agency coordination and on-site in-kind riparian restoration/creation, would also be required for this alternative to reduce this impact to a less than significant level.

An incremental reduction in habitat in the Wildlife Linkage and Corridor mapped in the City's 2030 General Plan Conservation Element and a reduction in the function of the site as a wildlife movement pathway would occur under this alternative, but to a lesser degree than the proposed project given the smaller development footprint. Significant impacts to oak trees would also occur. These significant impacts would require implementation of the same mitigation measures required for the proposed project, including the restoration of the remaining open space and the preparation of an Oak Tree Mitigation Program, to reduce this impact to a less than significant level.

d. Geology and Soils. Instead of the removal and recompaction of the landslide that is required by Mitigation Measure GEO-3 in the proposed project, this alternative would leave the landslide in its current location and establish a buffer zone around the landslide hazard, which would create space into which hillside material could move in the event of a landslide. This alternative would include less remedial grading than the proposed project (approximately 370,000 cubic yards versus 2,400,000 cubic yards). Because the existing on-site landslide area would not be remediated, impacts from the landslide hazard, including seismically-induced landslides and surficial slope instability, would be potentially significant. The potential for a landslide to affect adjacent properties would be greater under the no project alternative than under the proposed project. However, the buffer zone included in this alternative would be designed in a manner that would reduce landslide hazard impacts to a less than significant level.

This alternative would involve development in areas potentially subject to ground shaking and other seismically induced risks as in the proposed project. Such impacts would be potentially significant. In addition, risks associated with soil erosion, slope stability, and the presence of expansive soils at the site would also be potentially significant. However, similar to the proposed project, this alternative would be subject to California Building Code requirements as well as other site-specific measures in line with those recommended for the proposed project. As with the proposed project, application of appropriate mitigation measures with the exception of Mitigation Measure GEO-3 would reduce geology and soil impacts to a less than significant level.

e. Greenhouse Gas Emissions. This alternative would generate fewer GHG emissions than the proposed project, as shown in Table 6-12. Combined annual emissions would total approximately 2,605 MT of CO_2e, which would result in 4.0 MT of CO_2e per service population.[2] Therefore, GHG emissions per capita would be less than the threshold of 3.2 MT of CO_2e per

[2] *Service population = residents + employees. According to the California Department of Finance (2017), the average household density in Calabasas is 2.75 residents per unit. Based on this average, the 230 residences proposed in this alternative would add an estimated 633 residents to the city's population. The Southern California Association of Governments (SCAG) estimates employment density for "other retail and services" (as opposed to "regional retail") at one employee per 424 sf in Los Angeles County (SCAG 2001). Based on these densities, Alternative 4 would generate about 12 jobs. Therefore, the service population of Alternative 4 is 645 (633 residents + 12 employees).*

person per year. This alterative would incrementally lessen the impact to GHG emissions, but would still require implementation of Mitigation Measure GHG-1 (GHG Reduction Plan).

Table 6-12
Alternative 4 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions MT of CO_2e
Construction[1]	177
Operational	
Area	54
Energy	471
Solid Waste	56
Water	119
Mobile	
CO_2 and CH_4	1,643
N_2O	85
Total	2,605
Service Population (Residents + Employees)	645
Alternative 4 Emissions per SP	**4.0**
Locally Appropriate 2030 Project Threshold	3.2
Threshold exceeded?	Yes
Proposed Project Emissions per SP	4.7
Net Change (Alt 4 – Project)	**(0.7)**

See Appendix B for CalEEMod results, N_2O mobile emissions data sheet, and calculations of estimated construction emissions and service population.
SP = service population (employees + residents)
( ) denotes a negative number
[1] *Total construction emissions were amortized over 30 years (the assumed life of the project).*

f. Hydrology and Water Quality. This alternative would have a smaller development and grading footprint than the proposed project. Temporary impacts to hydrology and water quality during construction would be lower due to the reduced grading area, and long-term impacts would be slightly lower due to the reduction in non-permeable surfaces. As with the proposed project, temporary erosion impacts, alteration of the existing drainage pattern at the site, and surface runoff impacts would be reduced to a less than significant level through project design features, compliance with the MS4/NPDES permit, and implementation of federal, state, and City regulatory requirements. However, because the landslide hazard would be left in place, future landslides may result in considerable changes to the hydrology of the project site; therefore, design of this alternative would need to address the potential occurrence of future landslides and the subsequent changes in hydrology.

g. Land Use. In comparison to the proposed project, this alternative would add eight more residential units to the PD zone and 51 more units to the R-MF-20 zone. As with the

proposed project, this alternative designates five percent of residential units as affordable housing for very low income individuals/families. California Code of Regulations Title 7, Division 1, Chapter 4.3 allows local jurisdictions to grant a density bonus to applicants who designate at least five percent of the total residential units of a housing development for very low income households. The density bonus would allow the applicant to increase the maximum number of residential units in the PD zone up to 76 and the maximum density in the R-MF-20 zone up to 26 dwelling units per acre for a total of 232 units on the project site (76 units + [26 units per acre x 6 acres]). Therefore, the proposed 230 units would not exceed the maximum allowed residential density for the project site; therefore, impacts with respect to the alternative's consistency with the City's applicable land use designations would be less than significant, similar to the proposed project.

h. Noise and Vibration. Construction activities associated with this alternative would require minimal remedial grading and a shorter construction schedule. However, 48,770 one-way haul trips would be necessary to export 390,157 cubic yards of soil; as the proposed project would not generate any haul trips, this would increase construction traffic by 48,770 one-way haul trips. As a result, construction-related off-site traffic noise would be greater than that of the proposed project. However, these noise impacts would be temporary and would not be near sensitive receptors since haul trucks would be expected to travel directly to U.S. 101 from the project site; therefore, construction-related noise impacts would be less than significant. Construction vibration associated with this alternative would not be substantially different than that of the proposed project and would not result in building damage. As with the proposed project, vibration impacts would be less than significant.

This alternative would include 50 more residential units as compared to the proposed project and would therefore introduce additional new sensitive receptors that would be exposed to noise from area roads and on-site activity. Furthermore, the higher density of development in this alternative may increase on-site noise levels. However, as discussed in Section 4.8, *Noise and Vibration*, incorporation of appropriate sound attenuation features on the new residences and compliance with the Calabasas Municipal Code would reduce noise impacts from mechanical equipment, residential and recreational land uses, and parking lots to a less than significant level. As shown in Table 6-14 in Section 6.4.2.j, this alternative would generate 844 fewer trips than the proposed project and, therefore, would generate incrementally less traffic-related noise. Consequently, as with the proposed project, this alternative's impact to traffic noise would not be significant.

i. Public Services. This alternative would add 50 multi-family residential units as compared to the proposed project, which would generate approximately 14 more students at the Las Virgenes Unified School District (see Table 6-13). This estimated additional student generation would cause a further exceedance of capacity at Calabasas High School based on 2017 enrollment. Nevertheless, similar to the proposed project, impacts to schools would be less than significant with payment of statutory impact fees.

Table 6-13
Alternative 4 Student Generation Factors and Estimates

Grade Levels	Multi-Family Residences	
	Generation Rates	Students Generated (230 du)
K - 5	0.1111	26
6 - 8	0.0667	15
9 - 12	0.1	23
Alternative 4 Total		**64**
Proposed Project Total		50
Net Change (Alt 4 – Project)		**14**

du = dwelling units
Source: LVUSD 2016a

j. Traffic. As shown in Table 6-14, this alternative would reduce average daily trips by 844, A.M. peak hour trips by 126, and P.M. peak hour trips by 34, in comparison to the proposed project. This alterative would incrementally lessen the impact to local roadways, which would already be less than significant under the proposed project. Improvements to the project frontage and updates to signal phasing and timing would still be recommended to enhance circulation near the project site, as suggested for the proposed project by conditions T-1(a) and T-1(b).

Table 6-14
Alternative 4 Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Residential Condo	230 units	5.81	1,337	0.440	101	0.52	120
Retail[1]	5,000 sf	42.70	214	0.96	5	3.71	19
Alternative 4 Total			1,551		106		139
Proposed Project Total			2,395		232		173
Net Change (Alt 4 – Project)			**(844)**		**(126)**		**(34)**

Source: ATE 2018
( ) denotes a negative number.
[1]*This analysis assumes that the commercial space in this alternative would be entirely retail use.*

Construction of this alternative would require the export of approximately 390,157 cubic yards of soil, based on applicant-provided information and the assumption that the volume of export would likely be reduced by 12.5% due to shrinkage. As a result, an estimated 48,770 one-way haul trips would be necessary, and impacts from construction-related traffic would be greater. As with the proposed project, impacts from construction traffic would be potentially significant and would be mitigated to a less than significant level by incorporating a construction traffic management plan as required for the proposed project by Mitigation Measure T-6.

Cumulatively considerable project contributions to the significant impact at the U.S. 101 Southbound Ramps/Las Virgenes Road intersection would likely remain the same as under the

proposed project despite the reduction in trips and would be reduced to a less than significant level by implementing Mitigation Measure T-7(a).

k. Tribal Cultural Resources. Although the project footprint of this alternative would be substantially smaller than that of the proposed project, this alternative would still have a potentially significant impact with respect to tribal cultural resources. As with the proposed project, this alternative would be required to implement Mitigation Measures TCR-1(a) through (d), which include cultural resources monitoring and the administration of a worker environmental awareness program, in order to reduce this impact to a less than significant level.

l. Utilities and Service Systems. This alternative would reduce total water demand by 2.02 acre-feet per year (AFY), or about 1,906 gallons of water per day as compared to the proposed project (see Table 6-15). This alternative would also reduce total wastewater generation by approximately 1,589 gallons per day as compared to the proposed project (see Table 6-16). However, this alternative would increase solid waste generation by 0.05 ton per day as compared to the proposed project because residential land uses generate more solid waste than do commercial/retail uses (see Table 6-17). Although this alternative would result in a greater residential density than that anticipated in the General Plan, the commercial intensity would be substantially less than that envisioned in the General Plan. Therefore, the water demand associated with this alternative would be within the water demand projections for future water use in the LVMWD's UWMP. This alternative would be subject to the same requirements as the proposed project, including compliance with the City's MWELO, the CAL Green Code, and the City's green building ordinance. As with the proposed project, impacts related to water supply and wastewater generation would be less than significant.

Table 6-15
Alternative 4 Estimated Water Demand

Land Use	Units	Demand Factor[1]	Demand (gpd)	Demand (AFY)
Residential				
Studio	50	96 gpd/unit	4,800	5.38
One-bedroom units	84	144 gpd/unit	12,096	13.55
Two-bedroom units	96	192 gpd/unit	18,432	20.65
Commercial				
Retail[2]	5,000 sf	96 gpd/1,000 gsf	480	0.54
Alternative 4 Total Water Demand			**35,808**	**40.12**
Project Total			37,714	42.14
Net Change (Alt 4 – Total)			**(1,906)**	**(2.02)**

gpd = gallons per day, AFY = acre-feet per year
() denotes a negative number.
[1] Demand factors based on wastewater generation rates provided in City of Los Angeles CEQA Thresholds Guide (City of Los Angeles 2006). Water demand is assumed to be 120 percent of wastewater generation, as shown in Table 6-16, in order to account for landscape irrigation.
[2] This analysis assumes that the commercial space in this alternative would be entirely retail use.

Table 6-16
Alternative 4 Estimated Wastewater Generation

Land Use	Units	Wastewater Generation Factor[1]	Wastewater Flow (gpd)
Residential			
Studio	50	80 gpd/unit	4,000
One-bedroom units	84	120 gpd/unit	10,080
Two-bedroom units	96	160 gpd/unit	15,360
Commercial			
Retail	5,000 sf	80 gpd/1,000 gsf	400
Alternative 4 Total Wastewater Generation			**29,840**
Project Total			31,429
Net Change (Alt 4 – Total)			**(1,589)**

gpd = gallons per day, sf = square feet, gsf = gross square feet, 31,429 gpd equates to approximately 0.031 million gpd
( ) denotes a negative number.
[1]*Wastewater generation factors obtained from City of Los Angeles CEQA Thresholds Guide (City of Los Angeles 2006).*

Table 6-17
Alternative 4 Estimated Solid Waste Generation

Land Use	Units	Solid Waste Generation Factor	Solid Waste Generated (tons/day)
Residential			
Multi-Family Housing	230	4 lbs/unit/day	0.46
Commercial			
Retail	5,000 sf	5 lbs/1000 sf/day	0.013
		Total Solid Waste Generation	**0.473**
		Project Total	0.424
		Net Change (Alt 4 – Total)	**0.05**

lbs = pounds, sf = square feet
** Note solid waste generated as shown herein does not include mandated diversion requirements.*
Source: CalRecycle 2016. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

6.5 ALTERNATIVES CONSIDERED BUT REJECTED

During the EIR scoping period, a number of residents requested analysis of a scenario that converts the project site solely to recreational uses and improves the land as a City public park with active recreation fields and associated park uses (see Figure 6-4).

As shown on Figure 6-4, this alternative would provide for the pads to be developed with parks and recreation facilities to be donated to the City and maintained by the City or other Agency. Similar to the proposed project entrance, driveway access would be an extension of Agoura Road to the east into the project site. Parking would be accommodated by defined surface

parking lots and on-street parking within the site. Recreation fields would include lighted tennis courts, lighted ball/sports fields, a family tot lot area, exercise loop/walkways, supporting shade structures, bathrooms, bicycle racks, and bench seating throughout the project site.

The development area and the total grading area for this alternative would be the same as that of the proposed project. Non-remedial grading would be 4,029 cubic yards greater than the proposed project (26,043 cubic yards versus 22,014 cubic yards) to make larger flat pads for the sports fields. This alternative would increase recreational opportunities for the west end of Calabasas, remediate the ancient landslide condition at the site, and protect and preserve open space in accordance with the City's 2030 General Plan.

However, this project would not include residential or commercial development at the project site and would not be consistent with the City's 2030 General Plan Land Use designations of Planned Development (PD) and Residential-Multiple Family (20 units/acre) (R-MF-20) and their corresponding zoning designations. For these reasons, the City Park with Active Recreation Fields alternative would not fulfill the applicant's stated objectives for the project nor would it meet the 2030 General Plan objectives for the project site, including:

- Design and develop a project that is financially viable and functionally compatible with the site conditions, adjacent uses, and the environment;
- Design and develop a project that is consistent with the site's zoning designation and will implement the vision of the City's 2030 General Plan by providing a residential component for new multi-family units, including market rate units and units affordable to households of lower income; and
- Establish a "village center" along Las Virgenes Road through the development of a neighborhood-serving retail center, park, and residential units.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As required by CEQA, this section identifies the environmentally superior alternative. Table 6-16 compares the impacts for each of the alternatives to those of the proposed project.

Based on the comparison provided in Table 6-16, the No Project Alternative (Alternative 1) is considered environmentally superior because 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 multi-family residential units, constructing affordable housing, establishing a "village center", remediating the landslide condition, and establishing a public trail linkage.

Of the remaining three alternatives, the Modified Landslide Mitigation with Reduced Footprint (Alternative 4) is the environmentally superior alternative, primarily because the development footprint would be smaller as a result of the creation of the landslide buffer zone. This alternative would lessen, but would not eliminate, the significant and unavoidable aesthetic impact of the proposed project. This alternative would also lessen impacts to GHG emissions, traffic, and utilities. However, Alternative 4 would not meet project objectives #4 or #6 because

City Park with Active Recreation Fields

Figure 6-4

Source: JZMK Partners, January 2018

it would not involve the creation of a new pocket park and would not stabilize the affected slopes in the southern portion of the site. Alternative 4 would also create a potentially significant impact to air quality due to inconsistency with the AQMP as a result of increased population density on-site. Both the Reduced Building Heights Alternative (Alternative 2) and the Mixed Use Building Alternative (Alternative 3) would meet project objectives. Alternative 2 would incrementally lessen the project's significant and unavoidable impact to visual character as compared to the proposed project. Although not intended to reduce any specific environmental impacts, Alternative 3 would reduce impacts to air pollutant and GHG emissions, traffic, and utilities compared to the proposed project as a result of less intensive commercial development. Alternative 3 would also create a potentially significant impact to air quality due to inconsistency with the AQMP as a result of increased population density on-site.

Table 6-18
Impact Comparison of Alternatives

Issue Area	Proposed Project	Alt 1: No Project	Alt 2: Reduced Building Heights	Alt 3: Mixed Use Building	Alt 4: Modified Landslide
Aesthetics	=	+	+	=	+
Air Quality	=	+	=	-	-
Biological Resources	=	+	=	=	=
Geology and Soils	=	-	=	=	=
Greenhouse Gas Emissions	=	+	=	+	+
Hydrology and Water Quality	=	+	=	=	-
Land Use	=	-	=	=	=
Noise and Vibration	=	+	=	=	=
Public Services	=	+	=	=	=
Traffic	=	+	=	+	+
Tribal Cultural Resources	=	+	=	=	=
Utilities and Service Systems	=	+	=	+	+

+ Superior to the proposed project (reduced level of impact)
- Inferior to the proposed project (increased level of impact)
= Similar level of impact to the proposed project