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SMMC
Agenda Item 13
11/16/20

February 18, 2019

Glen Michitsch
Community Development Department
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

West Village at Calabasas Project
Draft Environmental Impact Report Comments

Dear Mr. Michitsch:

The Santa Monica Mountains Conservancy (Conservancy) offers the following comments on the above referenced Draft Environmental Impact Report (DEIR). The Conservancy's hope is that the City would continue to work to find balance between subject property's environmental constraints and the applicant's rights to construct a project. However, the limited selection of alternatives in the DEIR shows a failure to seek that balance on behalf of both the Santa Monica Mountains National Recreation Area and the citizens of Calabasas. Only a re-circulation of the DEIR with specific alternatives addressed below can remedy this deficiency.

Among those DEIR alternatives in the current document, it is hoped the City would lean towards the footprint in the document's Environmentally Superior Alternative because the only Project Objective it does not meet is the provision of a tiny pocket park and the remediation of the landslide. Why move 2.5 million cubic yards of earth to fix a landslide--that according to the DEIR-- does not need to be fixed to safely accommodate seven acres of development? One certainly would not move that much earth to salvage a tiny pocket park.

The conclusions of the DEIR are clear that any major multi-story project on the site would result in unavoidable significant adverse aesthetic impacts related to changing the visual character of the site. However, the DEIR fails to address in a meaningful manner how a project could be designed to avoid (reduce) the majority of visual elements that contribute to such unmitigable impacts. Alternative projects 2 and 3 make minor omissions of a single building here and there and move stories between buildings to shift impact locations. The DEIR states that Alternative 4 would have pad levels along Las Virgenes Road that are approximately 30 feet taller than those of the proposed project. The DEIR fails to include

information on why such pad levels would be at higher elevations particularly in light of the fact that the two proposed entrance roads have the equivalent grades and locations as those of the proposed project and the other DEIR alternatives. Alternative 4 (environmentally superior alternative) was designed to be rejected by decision makers as not being truly viable or feasible.

The Conservancy's 2017 Notice of Preparation Comments expressed a clear need for multiple alternative projects that did not require remediation of the major landslide. The DEIR includes just one such alternative that is obviously designed for rejection by decisionmakers. That one alternative (Alternative 4 - Modified Landslide Mitigation with Reduced Footprint) is designed to require the export of just under 400,000 cubic yards of dirt.

The DEIR provides no explanation of <u>why</u> any significant export of earth is required to construct a viable project that does not require remediation of the major landslide. In contrast, the proposed project and all other alternatives are designed to fill the valley with up to 55 feet of earth harvested from the 2,403,418 cubic yards of landslide cut material. They all have no major export of earth.

The DEIR shall remain deficient until it adequately describes why a "no landslide removal project" cannot be designed without export of hundreds of thousands of cubic yards of earth. Quite clearly the public and City Council right-off-the-bat would not accept a project with almost 49,000 truck trips of export-thus Alternative 4 truly is not feasible for that reason alone, and the range of DEIR alternatives remains deficient. If a modified version of Alternative 4 that does not require the export of more than 500 dump trucks of dirt must result in less than seven acres of pad area - so be it - that is what the land constraints dictate. Most likely if more stepped pads are used, that seven-acre area would not diminish appreciatively.

The DEIR concludes that Alternative 4 would provide a seven-acre pad area for development. To gain just four more acres of pad area with the proposed 11-acre project (and Alternatives 2 and 3), over two million cubic yards of earth need to be cut and re-compacted also requiring grading 28 acres of addition natural area. The greenhouse gas

emissions from cutting, stockpiling, and recompacting 2,404,418 cubic yards of earth swamp all of the City's green building emission savings for almost a decade, perhaps two.

The 28 acres of manufactured slope would have highly compacted soil and a Hoover Dam-scale network of concrete V-ditchs and troughs that required perpetual maintenance. Plant growth on compacted soils is arrested. Water infiltration on compacted slopes with V-ditch networks is greatly reduced. Furthermore, the 28 acres of manufactured slope will require over a decade of watering, weeding, irrigation repair, and V-ditch clean out. Habitat mitigation on such manufactured slopes is not real habitat mitigation. To reduce DEIR-stated greenhouse gas, aesthetic, and biological impacts, the City must select a less damaging alternative that does not require landslide remediation.

However, the DEIR's range of alternatives is deficient because it does not include a non-landslide remediation project that is not dependent on an a prohibitive amount of soil export. The DEIR will remain deficient until it includes a non-landslide remediation alternative that requires less than 500 truck trips of soil export. The DEIR should examine if that amount of export could go directly to the Calabasas Landfill which would greatly reduce emissions and cost. The Conservancy believes truck trips are the prohibiting factor more than actual cubic yards moved. The one time impacts of five hundred brief dump truck trips to Calabasas landfill are worth maintaining the 28 acres of purple sage scrub above the development.

The range of DEIR alternatives is further deficient because the only non-landslide remediation alternative resorts to the use of a housing type that the City staff and developer know that neighbors will reject because it is a type of lesser value per-dwelling than both theirs and that of the proposed project and alternatives 2 and 3. The DEIR shall remain deficient until a non-landslide remediation alternative includes the same housing type and design as the proposed project or a more valuable per unit type.

The DEIR makes repeated value judgements that the aesthetic impacts of the project and Alternative 4 are similar and the that biological impacts of the proposed project and Alternative 4 are similar. For one, such a statement overlooks that the proposed project would have a 28-acre manufactured slope laced with V-ditches and irrigation apparatus as the City's gateway to the National Recreation Area. Secondly, such a statement overlooks

that the habitat loss of the proposed project is 28 acres greater. Plus of those 28 acres, thirteen of them are sensitive purple sage scrub with scattered coast live oaks. Although burned in 2018, that slope will reveal new fire following plant species not accounted for in the DEIR to date. The proposed project would result in unavoidable significant adverse biological impacts including the loss of core habitat.

The DEIR shall remain deficient until it includes the results of a spring 2019 rare plant survey. The most recent survey is dated by regulatory agency standards. Two major changes have occurred since the last rare plant survey. After prolonged drought, substantial rainfall has finally occurred in the 2018-2019 wet season. For all intents and purposes the entire site burned in the November 2018 Woolsey fire which will lead to uncommon fire dependent and fire following plant species being detectable on the site.

The DEIR shall remain deficient until it includes the results of a 2019 survey for Federally-listed red legged frogs. The frogs now occur just north of the 101 freeway in Las Virgenes Creek. With recent efforts to eliminate crayfish in the whole of Las Virgenes Creek north of Lost Hills Road, the odds of this endangered species being in the location where the drainage from the subject project reaches Las Virgenes Creek south of the freeway are substantial. Just up stream of the project on Mountains Recreation and Conservation Authority (MRCA) land, there is a system of pools installed by a City of Calabasas contractor specifically designed for red legged frog habitat. The potential for the species to have migrated during this wet season from Las Virgenes Creek through the project to the upstream MRCA land is substantial and warrants protocol surveys.

The DEIR also falsely insinuates that the project would include the restoration of 66.09 acres of habitat. Many of those 66 acres are too steep to even walk on or are bare bedrock. The proposed mitigation measures to recreate purple sage scrub habitat on irrigated, compacted, manufactured slopes with a V-ditch network cannot be supported. There is no case of even one-acre of any type of coastal sage scrub habitat being restored on bare-top soil free- soil in the Santa Monica Mountains or in the Simi Hills. The claim to be able to accomplish such a feat for many more acres over the coarse of just five years has no basis in fact or example.

The Conservancy urges the City to recirculate the DEIR with at least one non-landslide remediation alternative that does not require more than approximately 500 truck trips of soil export. Ideally that alternative would include the exact housing and building type of the proposed project for the purpose of comparison or a housing type of greater per-unit-value than the proposed project.

There are good reasons why successive versions of projects on this property become more compact over time. The land's constraints demand nothing less. The City's voters amplified that concern with the 2016 referendum rejecting the last project by the same developer.

Please provide any responses, questions, or future documents to Paul Edelman, Deputy Director Natural Resources and Planning, at (310) 589-3200 ext. 128, edelman@smmc.ca.gov, or at the above letterhead address.

Sincerely,

IRMA MUÑOZ
Chairperson

#

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 Council, with recommendations by 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 acres 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 10 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, 10 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 10 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.~~

Reduced and Modified Residential Layout (Alternative 5) [1] - This alternative would involve the reconfiguration of the multi-family residences, increasing the number of residential buildings on the project site to 22 three-story buildings and decreasing the number of residential units to 146 in a combination of townhomes and stacked flats. Residential buildings would be shifted approximately 65 feet away from the southern property line closest to Las Virgenes Road and adjacent residences at The Colony, and a green space and landscaped buffer would be provided within this increased setback. This alternative would also include a recreation center and pool for residents. Pocket parks and green spaces as well as a trail connection to the local trail system would be provided for public access, similar to the proposed project. This alternative would designate 10 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. Building pad elevations would range from approximately 803 feet above mean sea level (amsl) near the southern portion of the project site (nearest to Las Virgenes Road) to 839 feet amsl at the northern portion of the development footprint. This alternative would have building pad elevations similar to those of the proposed project in the southern area of the project site, and lower elevations near the north-central portion of the development footprint with a difference of up to approximately 9 feet. This alternative includes minor modifications to interior retaining wall heights. Lastly, this alternative would have the same project footprint, landslide remediation/stabilization, and commercial center as the proposed project. In addition, earthwork would be balanced on site, and no soil import would be required.

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. This alternative would not eliminate the existing landslide hazard because the existing on-site landslide area would not be remediated.

Of the remaining three alternatives, the ~~Modified Landslide Mitigation with Reduced Footprint~~ Reduced and Modified Residential Layout (Alternative 5 ~~4~~) is the environmentally superior alternative, primarily because the residential density would be decreased and the setbacks from both Las Virgenes Road and The Colony residences would be increased, in comparison to the proposed project. ~~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

[1] *Alternative 4, which was evaluated in the Original Final EIR, has been moved to Section 6.5, Alternatives Considered but Rejected. To avoid confusion with the naming convention, the new Reduced and Modified Residential Layout alternative has been labeled as Alternative 5.*

impacts to air quality, GHG emissions, noise, public services, traffic, tribal cultural resources, and utilities. ~~biological resources, 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 5 would also address the existing landslide condition on the project site. ~~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~~ two alternatives that ~~was~~ were considered but rejected. ~~This alternative~~ The City Public Park 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. The Modified Landslide Mitigation with Reduced Footprint (Alternative 4) would leave the landslide in its current location; establish a buffer zone around the landslide hazard, which would create space into which hillside material could move in the event of a landslide; and install a drilled caisson shaft system to improve long-term gross and seismic stability of the ancient landslide condition. As a result, the development area would be approximately 7 acres instead of 11 acres as in the proposed project. This alternative was found not to be feasible due to its inability to mitigate surficial instability conditions that could adversely affect the site and the substantial financial cost of the materials and installation of the drilled caisson shaft system. In addition, similar to the proposed project, this alternative would result in the temporary aesthetic impacts to scenic resources, visual character of the undeveloped hillside, and biological resources during construction of the drilled caisson shaft system. Installation of the drilled caisson system would also result in excess dirt, an estimated 55,855 cy of which would require export from the project site. Furthermore, this alternative would not meet basic project objectives related to financial viability, creation of a pocket park, and remediation/mitigation of the ancient landslide condition.

2 PROJECT DESCRIPTION

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

2.1 PROJECT APPLICANT

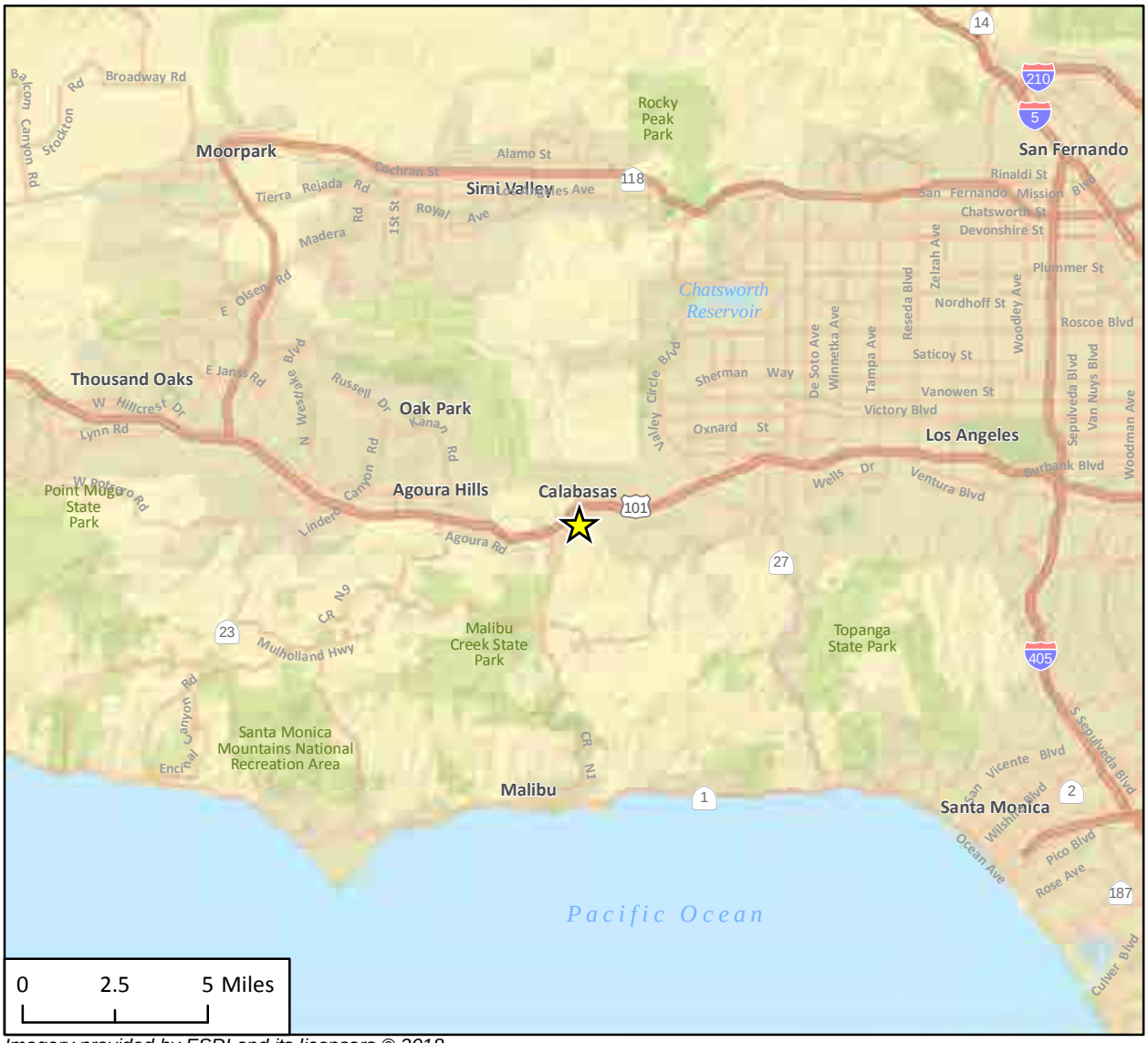
The New Home Company (TNHC)
Canyon Oaks, LLC
85 Enterprise, Suite 450
Aliso Viejo, California 92656

2.2 PROJECT LOCATION

The project site encompasses 77.22 acres located at 4790 Las Virgenes Road (Assessor's Parcel Numbers [APN] 2069-078-009 and 2069-078-011) in the city of Calabasas, Los Angeles County. The project site is located immediately east of the intersection of Las Virgenes Road and Agoura Road. The Ventura Freeway (United States [U.S.] Highway 101) is approximately 0.25 mile north of the project site. Figure 2-1 shows the location of the project site in the greater Los Angeles region. Figure 2-2 shows the project site location and existing land uses in the vicinity.

2.3 EXISTING SITE CHARACTERISTICS

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



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Project Location

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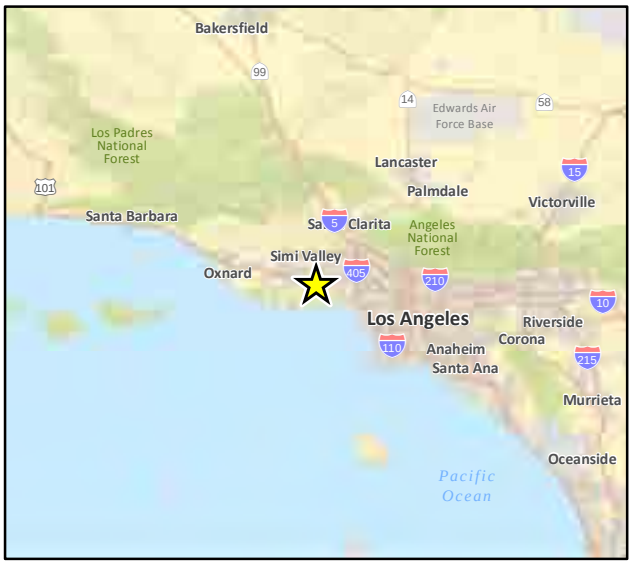
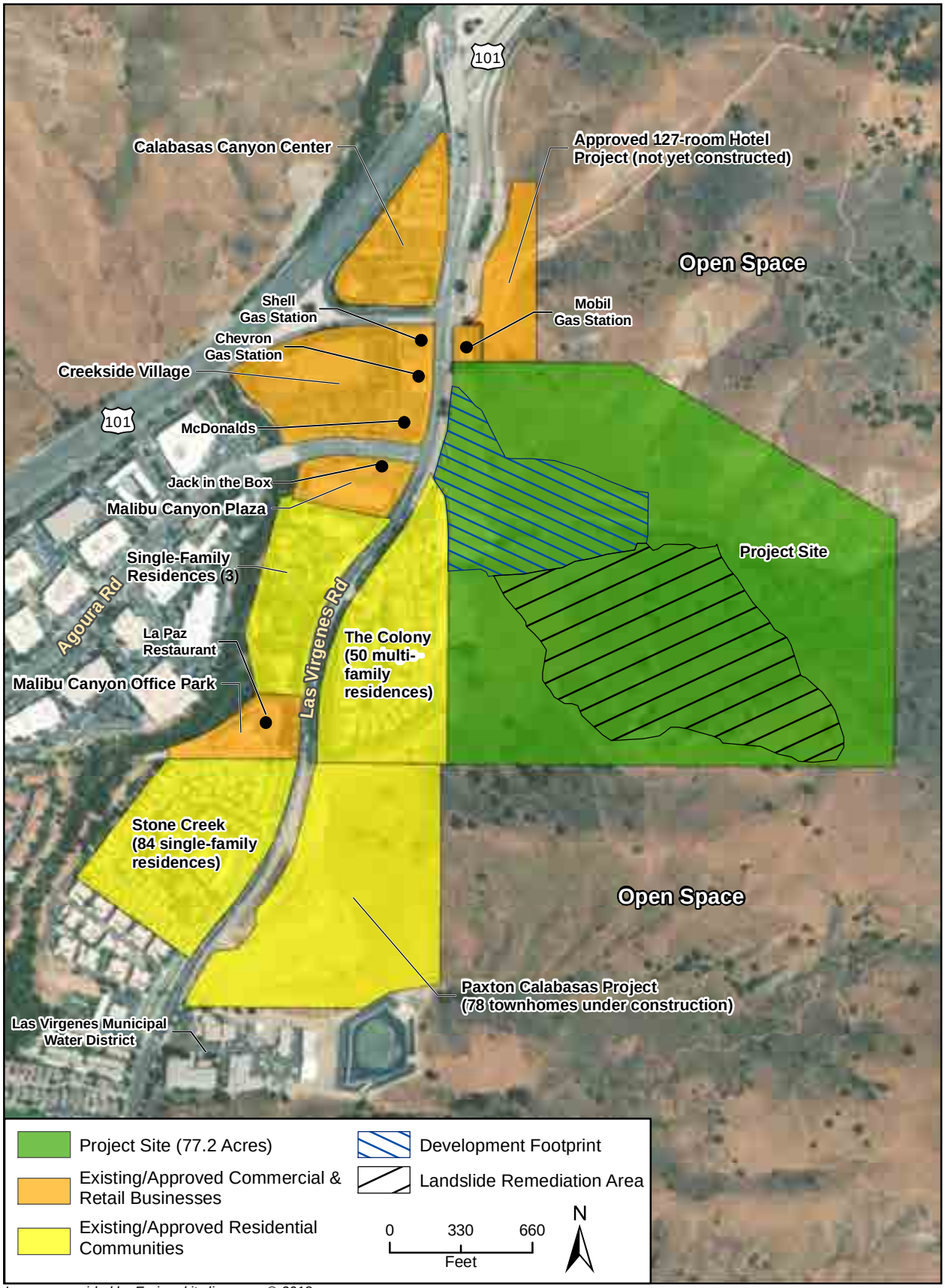


Regional Location

Figure 2-1



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Land Use Vicinity Map

Figure 2-2

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

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

The current General Plan land use designations for the project site are Planned Development (PD), Residential-Multiple Family 20-du/acres (R-MF-20), and Open Space-Resource Protection (OS-RP). The zoning designations are Planned Development (PD), Residential, Multi-Family (RM-20), and Open Space Development Restricted (OS-DR). Figure 2-3 shows the existing land use designations and Figure 2-4 shows the existing zoning for the project site. Pursuant to the 2030 General Plan Land Use Element, the Planned Development (PD) land use designation permits a maximum of 60 multi-family dwellings units and 155,000 square feet (sf) of commercial (office/retail) development. The Residential-Multiple Family (R-MF (20)) land use designation permits a basic land use intensity of 2 dwellings/acre up to a maximum of 20 dwellings/acre. Development is restricted in the OS-RP land use designation. Calabasas Municipal Code (CMC) Section 17.11.010, Table 2-2, which lists allowed land uses by zone, does not list any allowed permanent land uses in the OS-DR zone, thereby prohibiting permanent land uses. CMC Section 17.16.030 strengthens this protection by requiring two-thirds voter-approval for any amendment to the General Plan that redesignates any area within the OS-RP land use designation for non-open-space land uses. However, certain non-permanent development activities, such as fuel modification for fire prevention, grading, or environmental remediation, are not land uses prohibited by Table 2-2 in the OS-RP land use designation area. Moreover, the General Plan Open Space Element policies, while generally seeking to minimize landform alterations in Open Space, feature several exceptions for health, safety, welfare and preservation of "basic property rights." The Open Space Element otherwise allows for limited landform alterations in Open Space to prevent slope failure and other similar hazards. (See *id.*, at p. III-12, Policy III-5 [limiting, but not prohibiting landform alteration in Open Space]; p. III-13, Policy III-12 [allowing landform alteration in Open Space to preserve property rights]; p. III-14, Policy III-18 [allowing grading in Open Space for "protection of public health and safety" and "safety reasons"].) CMC section 17.02.010.C requires temporary development activities, including any in an OS-RP land use designation area, to secure City and other governmental approvals as applicable under the CMC and governing law and consistent with the designation of the land as open space.

The western portion of the project site is located in the Las Virgenes Scenic Corridor Overlay Zone and within the boundaries of the Las Virgenes Gateway Master Plan. The Scenic Corridor Overlay Zone is to be applied to major roadways in the city, from which the traveling public may enjoy scenic views of the hill and mountain areas north and south of the community, as well as scenic views of the city itself and surrounding landscape, from the hill and mountain areas within the city. The Las Virgenes Gateway Master Plan provides specific land use and development criteria and design guidelines for the area (City of Calabasas 1998a). Table 2-1 summarizes current project site characteristics.

2.4 PROJECT CHARACTERISTICS

The proposed project involves the development of residential, commercial, and public open space/trail uses on an undeveloped site of approximately 77.22 acres. Table 2-2 summarizes the proposed project features. Figure 2-5 presents the site plan for the proposed development.

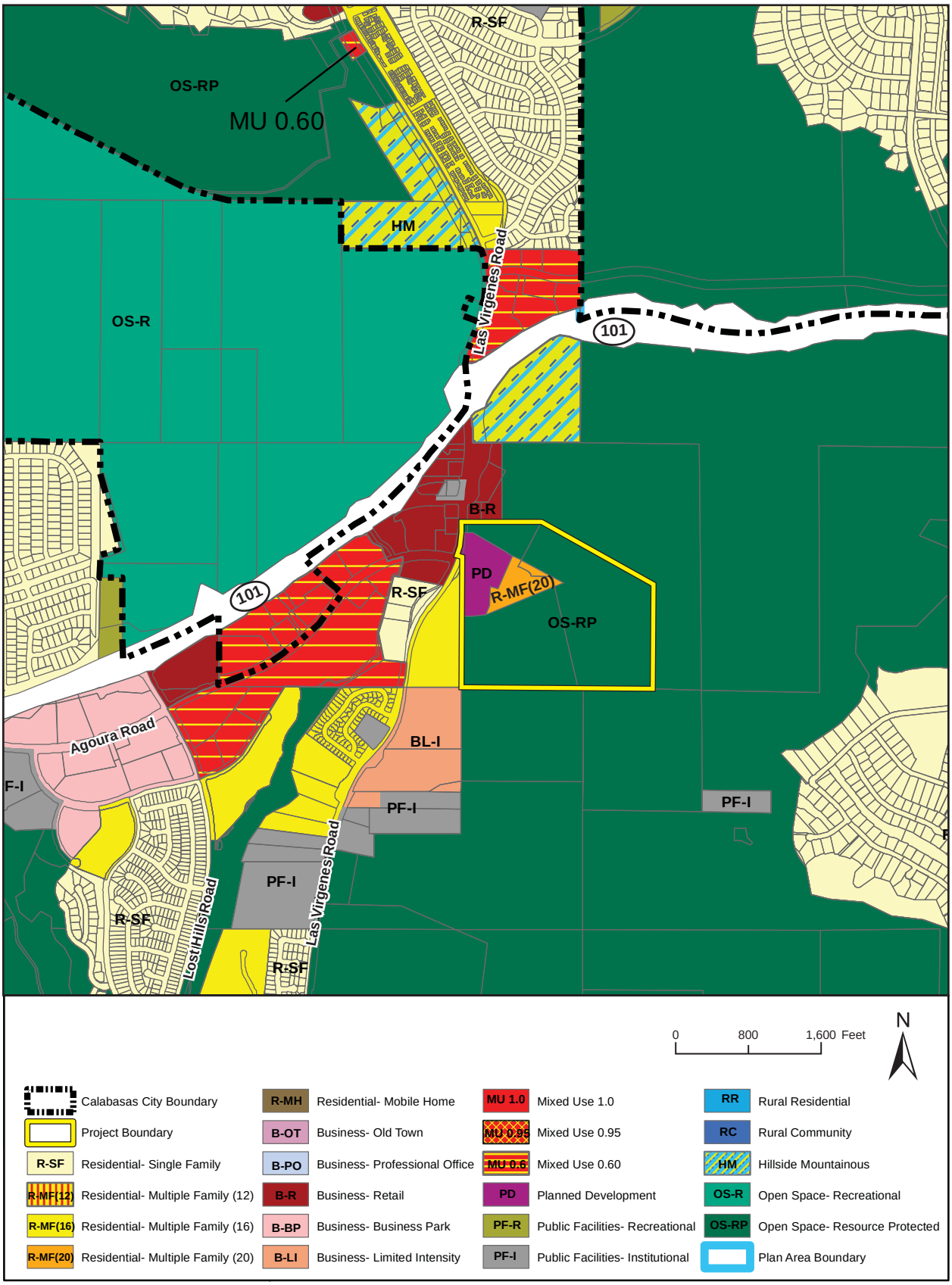
Table 2-1
Current Project Site Characteristics

Site Size	77.22 acres
Assessor's Parcel Numbers	2069-078-009 and 2069-078-011
General Plan Designation	Planned Development (PD), Residential-Multiple Family 20 (R-MF-20), Open Space-Resource Protection (OS-RP)
Zoning Designation	Planned Development (PD), Residential, Multi-Family (RM-20), Open Space, Development Restricted (OS-DR)
Present Use and Development	Vacant and undeveloped
Allowed Land Uses and Densities (General Plan 2030)	**Development Footprint**: 16 acres **Residential Development**: 180 units* **Commercial Development**: 155,000 sf **Designated Open Space**: 61.22 acres
Surrounding Uses/Zoning	North – Open Space (OS-DR), Commercial/Retail (C-R) East – Open Space (OS-DR) South – Open Space (OS-DR) West – Residential (R-MF 16), Commercial/Retail (C-R)
Access	Regional access to the project site is provided by U.S. 101 at the Las Virgenes Road freeway exits.
Public Services	**Water:** Las Virgenes Municipal Water District **Sewer:** Las Virgenes Municipal Water District **Storm Drain:** Los Angeles County Flood Control District **Fire:** Los Angeles County Fire Department **Police:** Los Angeles County Sheriff's Department

** This total includes 60 units within the 10-acre PD-designated portion of the site and 120 units within the 6-acre RM-designated portion (the RM designation allows up to 20 units/acre).*

Table 2-2
Proposed Project Features

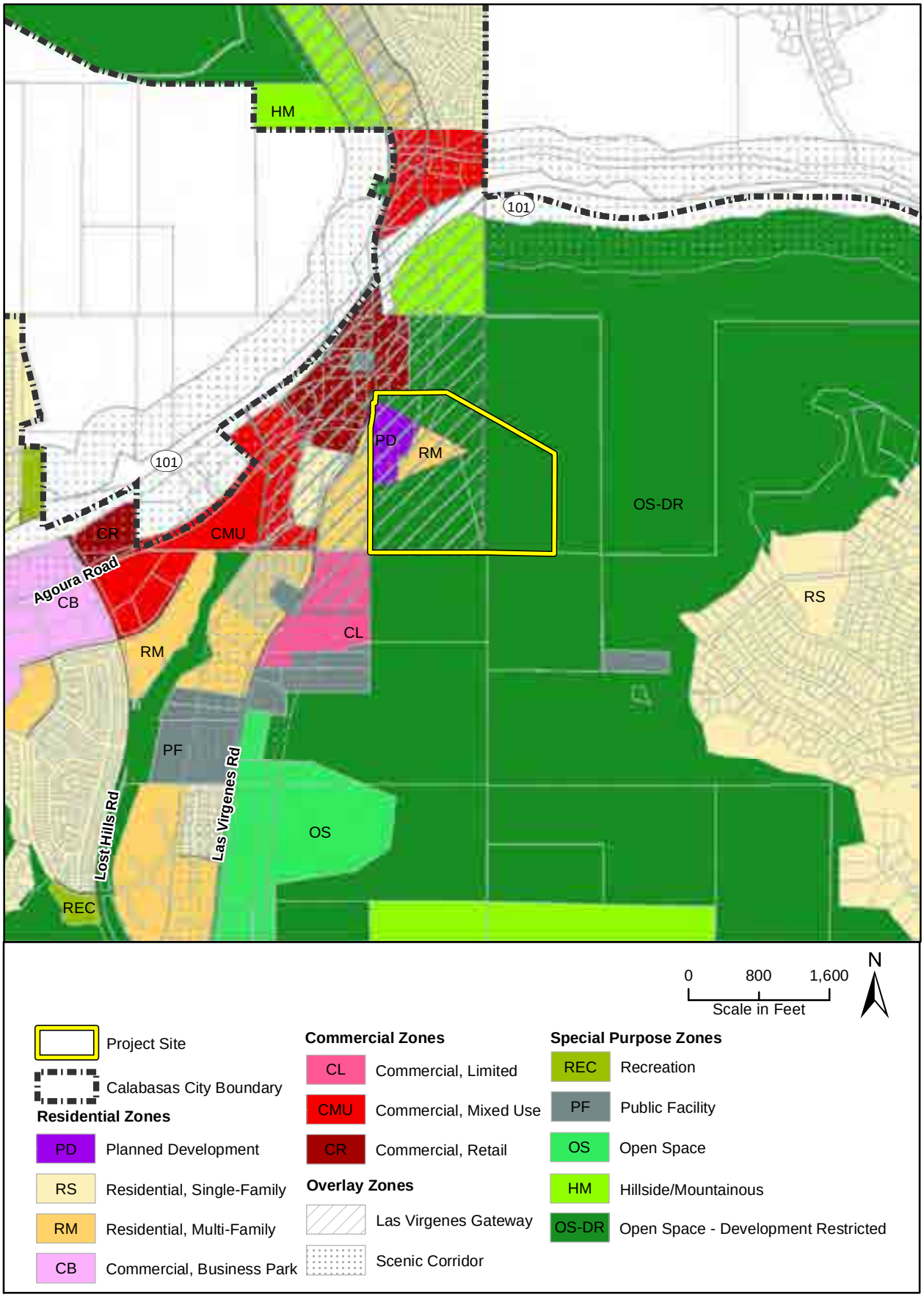
Land Use	Acreage	Percentage of Site	Details
Residential			
15 three-story multi-family residential buildings	9.50	12.3%	180 total units, including 60 one-bedroom, 90 two-bedroom, and 30 three-bedroom units; 18 of these units are designated affordable housing (very low income)
Commercial			
Restaurant/Retail	1.19	1.5%	5,867 sf retail center with coffee shop (1,174 sf), restaurant (2,193 sf), and retail space (2,500 sf)
Open Space			
Trails, open space and flood control basin	66.09	85.6%	Includes new public trail through the site connecting to existing New Millennium trail; relocated temporary basin
Other			
Community park	0.36	0.5%	Includes seating areas, outdoor barbeque and dining area, bicycle parking, a children's play structure, and an open lawn
Street dedication	0.08	0.1%	Includes dedication of a portion of the project site for the right-of-way for Las Virgenes Road to accommodate the addition of a third northbound lane on Las Virgenes Road, north and south of the intersection with Agoura Road, and a sidewalk.
Total	**77.22**	100.0%	



Source: City of Calabasas, 2016

Site Land Use Designations

Figure 2-3



Site Zoning

Source: City of Calabasas, 2016.

Figure 2-4

								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

2.4.1 Land Uses

The residential component of the project would include a non-gated community of 15 three-story multi-family housing buildings on 9.5 acres. Each building would provide 12 dwelling units for a total of 180 units, 18 of which would be designated as affordable housing for very low income individuals/households (ten percent of the total units). Dwelling units include one-, two-, and three-bedroom residences, arranged in seven different floor plans ranging from 645 to 1,464 sf per unit. Residential space would total 182,550 sf. Figure 2-6 depicts the residential site plan.

The commercial component of the project would consist of a 5,867-sf retail center on the northwest side of the project site that would include approximately 3,367 sf of restaurant uses (restaurant and coffee shop) and 2,500 sf of general commercial uses (two retail boutiques). Landscaping, signage, stone walkways, and a plaza water fountain would mark the entrance to the commercial center. The project's commercial component would be designed to achieve a LEED silver rating or better, consistent with the City of Calabasas' green building ordinance. Figure 2-7 depicts the commercial center site plan.

Approximately 86 percent of the site (Table 2-2) would be preserved as designated open space. The project would also provide a community green space with seating areas, an outdoor barbecue and dining area, bicycle parking, a children's play structure, and an open lawn. Additionally, the project would establish a public trail connection to the former "Gun Club Road," located on an open space property to the east, and providing access to the existing New Millennium Trail. The project would provide an internal walkway system and public sidewalk linkages with access to Las Virgenes Road and existing, local trail systems surrounding the site.

2.4.2 Site Access, Parking, and Transportation

Primary access to the project site would be provided via a new private street (Street "A") that would extend Agoura Road from its current terminus at Las Virgenes Road. Secondary access would be provided by a new driveway on Las Virgenes Road, located approximately 200 feet north of the intersection with Agoura Road. Prior to the City's incorporation, Agoura Road was classified as a major highway on the Los Angeles County Highway Plan. The City's current *2030 General Plan Update* reclassified Agoura Road as an arterial street "connecting the City of Calabasas with the City of Agoura Hills to the west" (City of Calabasas 2015). Agoura Road runs in an east/west direction and parallels U.S. 101. Street "A" would be a private street, designated as a local roadway that would provide access near the site's northern boundary to the proposed commercial uses, a community park, and the fifteen residential buildings. Street "A" would range from approximately 59 feet wide—including a vegetated median—at the entrance to the project site to approximately 36 feet wide at the entrance to the residential area. 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 includes a reduced parking rate in compliance with California Code of Regulations Title 7, Division 1, Chapter 4.3 due to the provision of at least five percent of the total residential units of a housing development for very low income households. Given state law requirements, the project would only be required to provide 270 residential parking spaces instead of the 390

Residential Site Plan

Figure 2-6

Source: JZMK Partners 2018

Retail Center Site Plan

Figure 2-7

Source: JZMK Partners 2018

spaces required by CMC Section 17.28.040. As shown in Table 2-3, the project would provide 395 parking spaces on-site, including 180 residential garage spaces (15 of which would be Americans with Disabilities Act [ADA] accessible), 174 residential off-street parking spaces (six of which would be ADA accessible), and 41 off-street spaces for the retail center (two of which would be ADA accessible). Per the CALGreen requirements, two of the commercial spaces would also be designed for electric vehicle charging. Thirty additional tandem parking spaces would be provided in the residential garages, but these spaces are not included in the vehicular parking space total since the municipal code does not recognize this type of parking as required spaces.

The project would also include a trolley stop for the Calabasas Trolley, which is operated by the City on the weekends. Trolley hours of operation are 10:00 a.m. to 10:00 p.m. on Saturday and 12:00 p.m. to 4:00 p.m. on Sunday. The trolley currently has 24 stops throughout the City.

Table 2-3
Comparison of Required and Proposed Parking

	City of Calabasas Requirements	State of California Affordable Housing Requirements	Proposed Parking
Residential			
RM Zone	260 spaces	180 spaces	200 spaces
PD Zone	130 spaces	90 spaces	154 spaces
Commercial	41 spaces	41 spaces	41 spaces
Total	431 spaces	311 spaces	395 spaces

The project would include long-term bicycle parking on the ground floor of residential buildings, and short-term bicycle parking is proposed near the commercial uses. A total of 207 bicycle parking spaces would be provided.

2.4.3 Grading

Figure 2-8 shows the remedial grading earthwork for the project and Figure 2-9 depicts the rough grading earthwork. Approximately 35.8 of the 77.22 acres would be graded, including grading to remediate the existing landslide. Remedial grading of the southern slope would total 21.4 acres, grading of the northern slope with two retention basins would total 3.27 acres, and grading of the development area would total 11.13 acres. Non-remedial site grading would involve approximately 218,770 cubic yards (cy) of cut and 240,785 cy of fill, with a net of 22,015 cy. In addition, the project would involve remedial grading to reshape and slope the land to stabilize an ancient landslide hazard area on the southern portion of the site, involving an estimated 2,403,418 cy of cut and an estimated 2,406,971 cy of fill, with a net of 3,553 cy.

All soil would be processed and balanced on-site due to the effects of shrinking and bulking. Shrinking and bulking refer to changes in volume when materials are excavated and then placed as engineered fill. Unconsolidated materials (soil, alluvium) undergo a reduction in volume (shrink) while dense materials (bedrock) show an increase volume (bulk). Estimates for soil, fill and alluvium are two to seven percent and five to ten percent shrinkage, respectively. Bedrock and landslide debris are estimated at about three to five percent bulk. These could result in a net bulking of about one percent. The fill shortfall, described above, of approximately about 25,000 cy, is about one percent of the excavation (mass excavation plus alluvium). Thus,

the site is considered to be in balance based on the usual and customary estimating factors and margin of error that are typically applied to this type of analysis.

2.4.4 Landscaping

The conceptual landscaping plan for the site is shown in Figure 2-10. The project includes a total landscaped area of 24.67 acres (including native revegetation, trails, parkways, and graded slopes) and undisturbed open space of 41.42 acres. The 66.09 acres of designated open space includes both the 41.42 acres of undisturbed open space and some of the landscaped area. Landscaping on the landslide remediation area would include native vegetation such that the slopes would appear similar to their existing appearance.

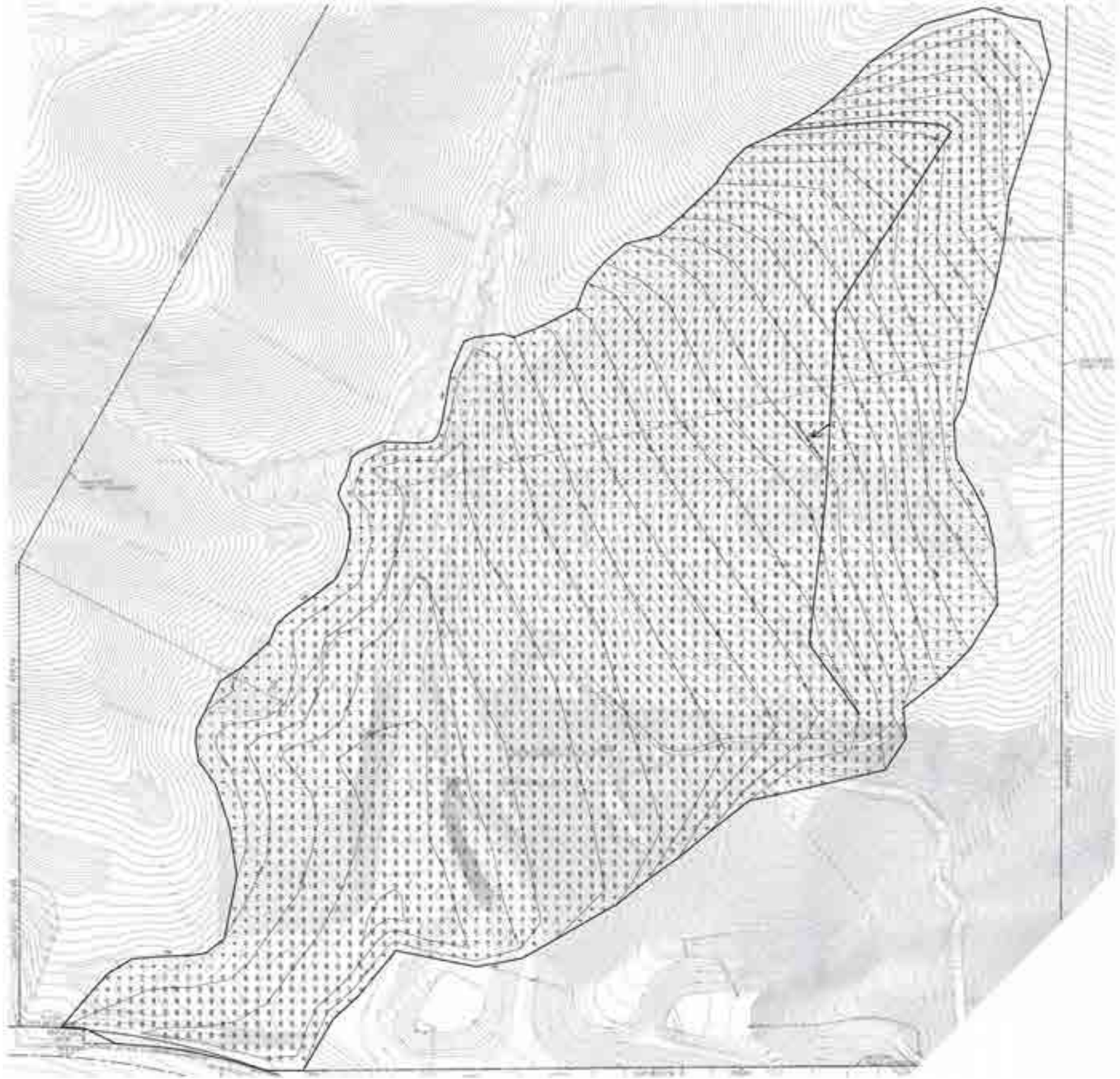
The project would include a reclaimed water line extension accessible by both the residential and commercial components (Figure 2-11). Landscaping would be planted along the main access roads, internal circulation paths, and the Las Virgenes Road frontage to provide a visual buffer. Landscaping is also proposed around the commercial and residential structures, on the graded slopes, and in the proposed drainage improvements. The landscape plan's plant palette consists generally of native trees and shrubs, including coast live oaks (*Quercus agrifolia*), southern live oaks (*Quercus virginiana*), Western sycamore (*Platanus racemosa*), and sages (*Salvia* species).

2.4.5 Drainage Facilities

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 10,776-cy detention basin, one of two temporary detention basins constructed as part of the adjacent single-family residential tract and located in the southwest portion of the project site, would be removed as part of the project. In addition to the primary de-silting/detention basin and in-tract storm drain infrastructure, Low Impact Development (LID) stormwater treatment mechanisms are proposed for the project site, such as stormwater planters. 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. The graded slope areas proposed along the northern and southern edges of the proposed development footprint would include surface drainage features (such as terrace drains) to convey surface runoff and sub-surface seepage away from the graded slopes.

2.4.6 Water and Wastewater Infrastructure

There is no existing water or wastewater infrastructure on the project site. All water and wastewater infrastructure would be sized to serve the proposed project in accordance with Las Virgenes Municipal Water District (LVMWD) requirements and would connect to existing off-site infrastructure beneath Las Virgenes Road.



RAW REMEDIAL GRADING EARTHWORK

	QUANTITY (CY)
CUT	2,403,418
FILL	2,406,971
NET	3,553

NOTE:
COMPARES REMEDIAL REMOVAL BOTTOM SURFACE WITH PROPOSED FINISHED GRADING SURFACE.

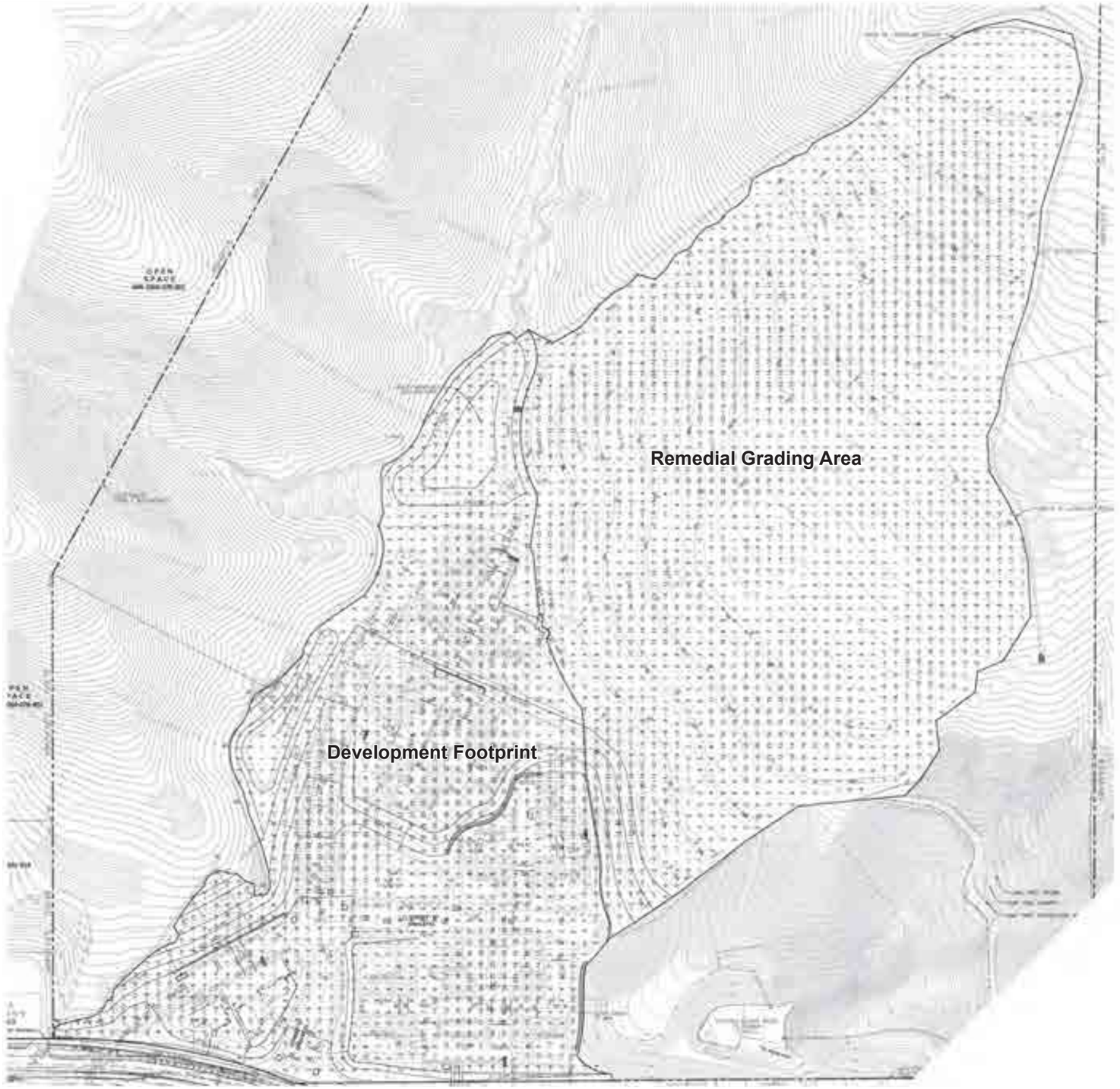
-24 Cut Areas
24 Fill Areas
Area of Disturbance
Existing Contours

0 100 200 Feet N

Remedial Earthwork Grading

Source: JZMK 2018

Figure 2-8



RAW ROUGH GRADING EARTHWORK

	QUANTITY (CY)
CUT	218,770
FILL	240,785
NET	22,014

NOTE:
PROJECT WILL BE BALANCED ON SITE, NO IMPORT/EXPORT.

-24 Cut Areas
24 Fill Areas
Existing Contours

0 100 200 Feet N

Rough Grading Earthwork

Source: JZMK 2018

Figure 2-9

Planting will mimic the native landscape by designing with seasonal change, as well as streets and pedestrian pathways that are lined with clusters of Oak trees. Alley streets frame the architecture and reduce the scale to create a welcome home effect. Open space and park areas will incorporate native vegetation and ornamental characteristics.

NOTES:
1. Project landscape will comply with MWELO requirements for water efficiency standards to be provided with irrigation plans
2. Landscape palette will be natural and account for change in seasons.

SHRUB PLANT LEGEND

COMMUNITY LANDSCAPE

Acacia spp.
Aeonium spp.
Agapanthus africanus
Agave spp.
Aloe spp.
Anigozanthos spp.
Artemesia spp
Asparagus densiflorus 'Myers'
Baccharis spp.
Bougainvillea
Buxus spp.
Ceanothus spp.
Cistus spp.
Coleonema
Cycas revoluta
Cyperus papyrus
Dietes iridioides
Distictus buccinatoria
Dracaena
Echium candicans
Festuca spp.
Gardenia spp.
Gelsemium sempervirens
Hebe 'Lake'
Helictotrichon sempervirens
Hemerocallis hybrids
Heteromeles arbutifolia
Hibiscus spp.
Kniphofia uvaria
Lavandula spp.
Leucophyllum frutescens
Ligustrum japonicum 'Texanum'
Limonium perezii
Liriope spp.
Lonicera japonica 'Halliana
Myoporum parvifolium
Myrius communis
Nandina domestica
Osteospermum fruticosum
Pennisetum spp.
Philodendron selloum
Phormium hybrids
Pittosporum spp.
Prunus spp.
Rhamnus californica
Rhaphiolepis indica
Rhus spp.
Rosa spp.
Rosmarinus officinalis
Salvia spp.
Senecio mandraliscae
Stachys byzantina
Strelitzia spp.

UPLAND LANDSCAPE

Juglans californica var. californica
Quercus agrifolia
Quercus lobata
Acmispon glaber
Artemisia californica
Baccharis pilularis var. consanguinea
Encelia californica
Eriogonum cinereum
Eriogonum fasciculatum var. foliolosum
Hazardia squarrosa
Leymus condensatus
Malacothamnus fasciculatus
Mimulus aurantiacus
Salvia apiana
Salvia mellifera
Sambucus nigra ssp. caerulea
Asclepias fascicularis
Eschscholzia californica
Nassella pulchra
Pseudognaphalium californicum
Verbena lasiostachys
Amsinckia menziesii
Lupinus nanus
Lupinus succulentus
Phacelia cicutaria

RIPARIAN AND WETLAND LANDSCAPE

Juglans californica var. californica
Salix lasiolepis
Baccharis pilularis var. consanguinea
Baccharis salicifolia
Rhamnus californica
Rosa californica
Sambucus nigra ssp. caerulea
Ambrosia psilostachya
Artemisia douglasiana
Artemisia dracunculus
Rubus ursinus
Urtica dioica ssp. holoserica
Agrostis exarata
Distichlis spicata
Muhlenbergia rigens
Anemopsis californica
Artemisia douglasiana
Carex senta
Cyperus eragrostis
Juncus mexicanus
Juncus patens
Mimulus cardinalis
Mimulus guttatus
Typha domingensis

EXISTING OPEN SPACE LANDSCAPE

TREE LEGEND

SYMBOL | PLANT NAME

STREET TREES

LARGE STREET TREES
PODOCARPUS GRACILIOR
ULMUS PARVIFOLIA 'ALLEE'
PLATANUS RACEMOSA

SMALL STREET TREES
ARBUTUS UNEDO
RHUS LANCEA

LAS VIRGENES STREET TREE

PLATANUS RACEMOSA
CEDRUS DEODARA
QUERCUS AGRIFOLIA

ALLEY TREES

LIGUSTRUM LUCIDUM
QUERCUS ILEX
LOPHOSTEMON CONFERTUS
ARBUTUS MARINA
LAURUS NOBILIS
PODOCARPUS GRACILIOR

PARK ACCENT TREES

OLEA EUROPAEA
PLATANUS RACEMOSA
QUERCUS AGRIFOLIA
KOELREUTERIA PANICULATA

OPEN SPACE TREES

LOPHOSTEMON CONFERTUS

PLATANUS RACEMOSA

QUERCUS AGRIFOLIA

RIPARIAN TREES

AGONIS FLEXUOSA
GEIJERA PARVIFOLIA
PLATANUS RACEMOSA

ENTRY STREET/ACCENT TREES

OLEA EUROPAEA
PLATANUS RACEMOSA
PLATANUS ACERIFOLIA
QUERCUS VIRGINIANA
QUERCUS AGRIFOLIA

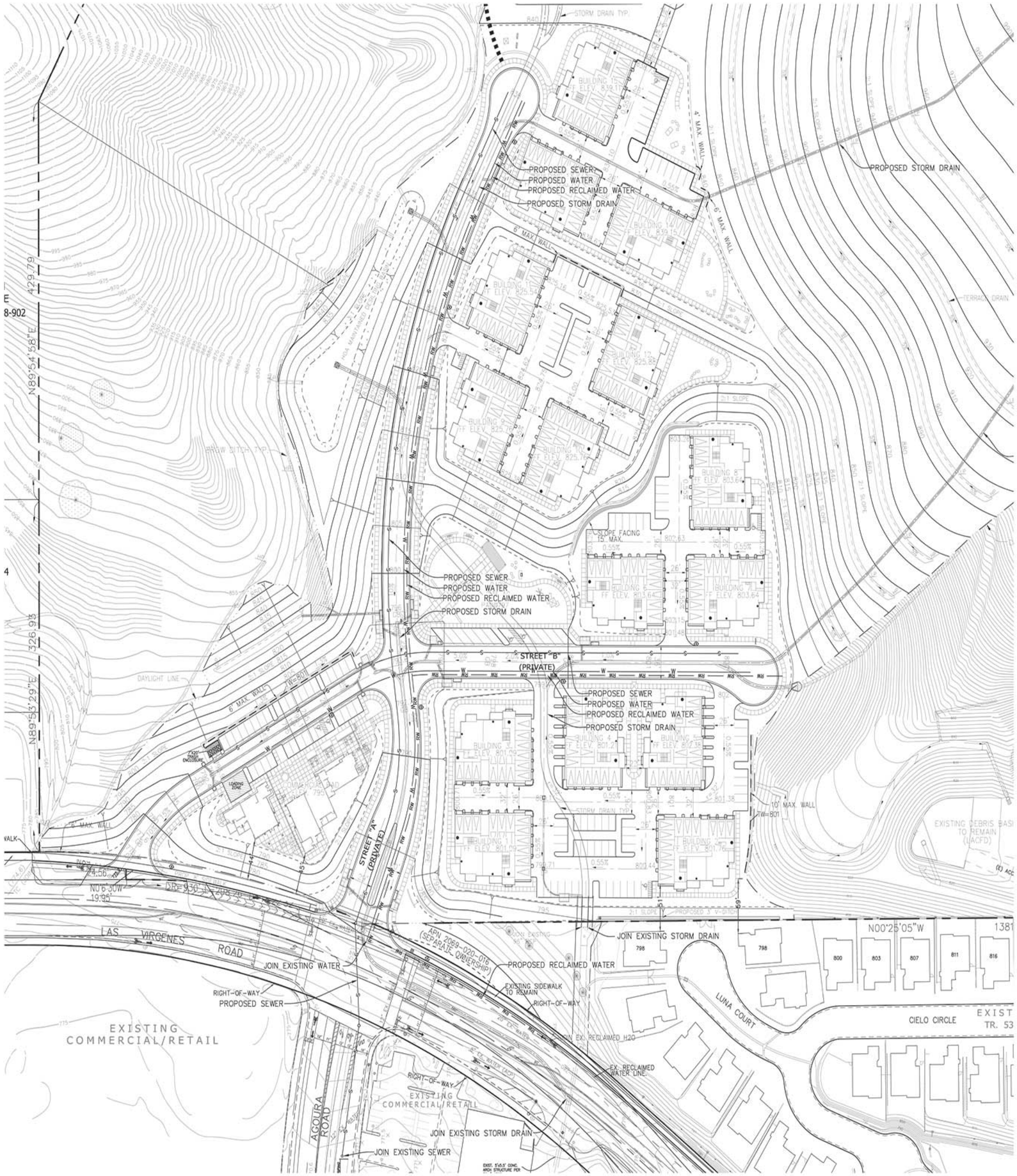
EXISTING LEGACY/PROTECTED OAK TREES

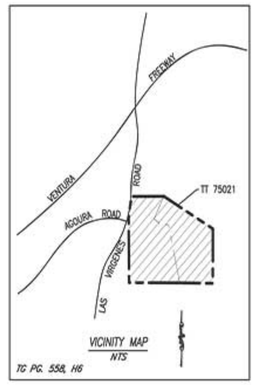
0 30 60 Feet N

Source: JZMK Partners 2018

Landscape Plan

Figure 2-10





PRELIMINARY UTILITY QUANTITIES

UTILITY	*QUANTITY (LF)*
STORM DRAIN	*5,567*
WATER	*1,650*
RECLAIMED WATER	*1,670*
SEWER	*1,900*

LEGEND

- TRACT BOUNDARY
- W — WATER
- RW — RECLAIMED WATER
- S — 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

2.4.7 On-site Employment and Population Growth

According to the U.S. Green Building Council, high-turnover sit-down restaurants generally have an employment density of one employee per 100 sf (U.S. Green Building Council 2008).

The U.S. Green Building Council does not provide employee densities for coffee shops, so an employee density for fast food restaurants without drive-thrus of one employee per 70 sf affords the conservative proxy for coffee shops (U.S. Green Building Council 2008). 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, the proposed project would generate about 45 jobs.

The proposed project would add 180 new dwelling units, identical to what is anticipated for the project site under the 2030 General Plan. 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 180 residences proposed would add an estimated 495 residents to the city's population.

2.4.8 Open Space

The project includes the preservation of existing open space by setting aside more than two-thirds of the site adjacent to existing urban open space/trails within the Santa Monica Mountains Recreation Area. The open space dedication would be formally conveyed through a conservation easement and recreational trail easement to the City or other appropriate entity. The project would also provide an internal walkways system and public sidewalk linkages to existing, local trail systems surrounding the site.

2.5 CONSTRUCTION SCHEDULE

Remedial and non-remedial grading is estimated to extend for 18 to 24 months, with grading to begin by ~~October~~ June 1, ~~2019~~ 2021. Project building construction would occur over approximately 30 months. Buildings would be constructed in groups, and construction of the initial group of buildings and the community park may begin immediately after the completion of grading, which may occur as early as ~~April 2021~~ December 2022. Subsequent groups of buildings will begin construction approximately every three months thereafter (depending on market demand) until completion and final occupancy, anticipated in ~~September 2023~~ May 2025. Figure 2-12 shows the construction phasing plan, including building numbers.

2.6 PROJECT OBJECTIVES

Pursuant to CEQA requirements (Section 15124(b) of the *CEQA Guidelines)*, the following project objectives have been identified:

1. *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.*

Source: JZMK Partners 2018

Construction Phasing Plan

Figure 2-12

2. *Design and develop a project that is financially viable and functionally compatible with the site conditions, adjacent uses, and the environment.*
3. *Establish a "village center" along Las Virgenes Road through the development of a neighborhood-serving retail center, park, and residential units.*
4. *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.*
5. *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.*
6. *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.*
7. *Establish a new public trail linkage to enhance recreational enjoyment within the Santa Monica Mountain Recreation Area.*

2.7 REQUIRED APPROVALS

The proposed project would require discretionary approval by the City of Calabasas. The City's Architectural Review Panel, Traffic and Transportation Commission, and the Planning Commission would review the project and make a recommendation to the City Council. The City Council will then make the final decisions related to certification of the EIR and approval of the project. The project is consistent with the General Plan land use and zoning designations so no zone changes or General Plan amendments are required. The approvals requested from the City include the following:

- Development Plan for development within the PD zoning district
- Scenic Corridor Permit for development of commercial and residential structures within the Ventura Freeway and Las Virgenes scenic corridors
- Site Plan Review for new site development or construction
- Conditional Use Permit for the retail center
- Vesting Tentative Tract Map for subdivision of two parcels into five parcels and 180 condominium units
- Oak Tree Permit for the removal of 45 oak trees, including 24 Heritage trees, and encroachment into the protected zone of five oak trees, including three Heritage trees
- Affordable housing concessions for increased height for residential buildings and two retaining walls

Discretionary approvals needed from other public agencies include the following:

- *U.S. Army Corps of Engineers (USACE) – Section 404 discharge permit*
- *Regional Water Quality Control Board (RWQCB) – Section 401 water quality certification*
- *California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement*

- *Los Angeles County Fire Department – Fuel Modification Approval, Clearance for Construction, and Certificate of Occupancy*
- *County of Los Angeles Department of Public Works – Sewer Plans Approval*
- *Las Virgenes Municipal Water District – Utility Plans Approval and Temporary Construction Water Approval*

2.8 COMPARISON OF PROPOSED PROJECT AND PREVIOUS PROPOSALS

As detailed in "Project Background" in Section 1, *Introduction*, the project site was re-designated as part of the 2030 General Plan to allow a combination of residential and commercial development on 16 acres with the remaining 61.22 acres to be set aside as permanent open space. In 2011, the former owner of the property requested a General Plan amendment to accommodate 25 acres of residential and commercial uses and 52 acres of open space on the site. That application was later withdrawn. The project site was then acquired by a new owner and applicant, TNHC, that submitted an initial application for the Canyon Oaks project in January 2014. The initial application included 21 acres of residential and commercial uses and 56 acres of open space. TNHC submitted revised plans for the project site in April, July, and November 2014 and January 2015, reducing the size of the development footprint in response to comments received by the City's Development Review Committee and the public. Following circulation of a Draft EIR in 2015, the Canyon Oaks project was ultimately approved by the Calabasas City Council in June 2016. The approved design included 16 acres of development with 61 acres remaining as open space. In November 2016, the project approval was overturned by a ballot initiative.

In October 2016, TNHC submitted an alternate project for the Canyon Oaks project site. This submittal, the proposed project, is being considered independently from the Canyon Oaks application approved by the City Council in June 2016. The current proposal, which includes 11.13 acres of residential and commercial development and approximately 66 acres of open space, conforms substantially with the General Plan and Las Virgenes Gateway Master Plan goals and policies related to site development limits, land use objectives, scenic corridor, architectural style and colors, Las Virgenes Road Gateway, lighting, sustainable practices, Las Virgenes/Westside neighborhoods, space transitions, and community character. Refer to the policy consistency discussion in Section 4.7, *Land Use and Planning* for details on this topic.

Table 2-4 compares the currently proposed project to the amount of development allowed under the 2030 General Plan, as well as that included in previous proposals. As indicated, the number of residences is equal to what is allowed under the General Plan while the amount of commercial development proposed currently is approximately four percent of what could be built under the current General Plan land use designations. The current proposal would maintain approximately 66 acres of the site as open space, which exceeds the 61 acres of open space required by the current General Plan.

Table 2-4
Comparison of Past and Current Development Proposals

	Current General Plan	2011 Messenger Development Proposed General Plan Amendment	January 2014 Canyon Oaks Initial Application	April 2014 Canyon Oaks Revised Project Submittal	January 2015 Canyon Oaks Project	Proposed Project (West Village at Calabasas)
Development Footprint	16 acres	25 acres	21 acres	20 acres	16 acres	11 acres
Residential Development	180 units*	158 units	149 units	146 units	71 units	180 units
Commercial Development	155,000 sf	25,000 sf	64,162 sf	67,580 sf	66,516 sf	5,867 sf
Designated Open Space	61.22 acres	53 acres	56 acres	57 acres	61 acres	66 acres

** This total includes 60 units in the 10-acre PD-designated portion of the site and 120 units in the 6-acre RM-designated portion (the RM designation allows up to 20 units/acre).*

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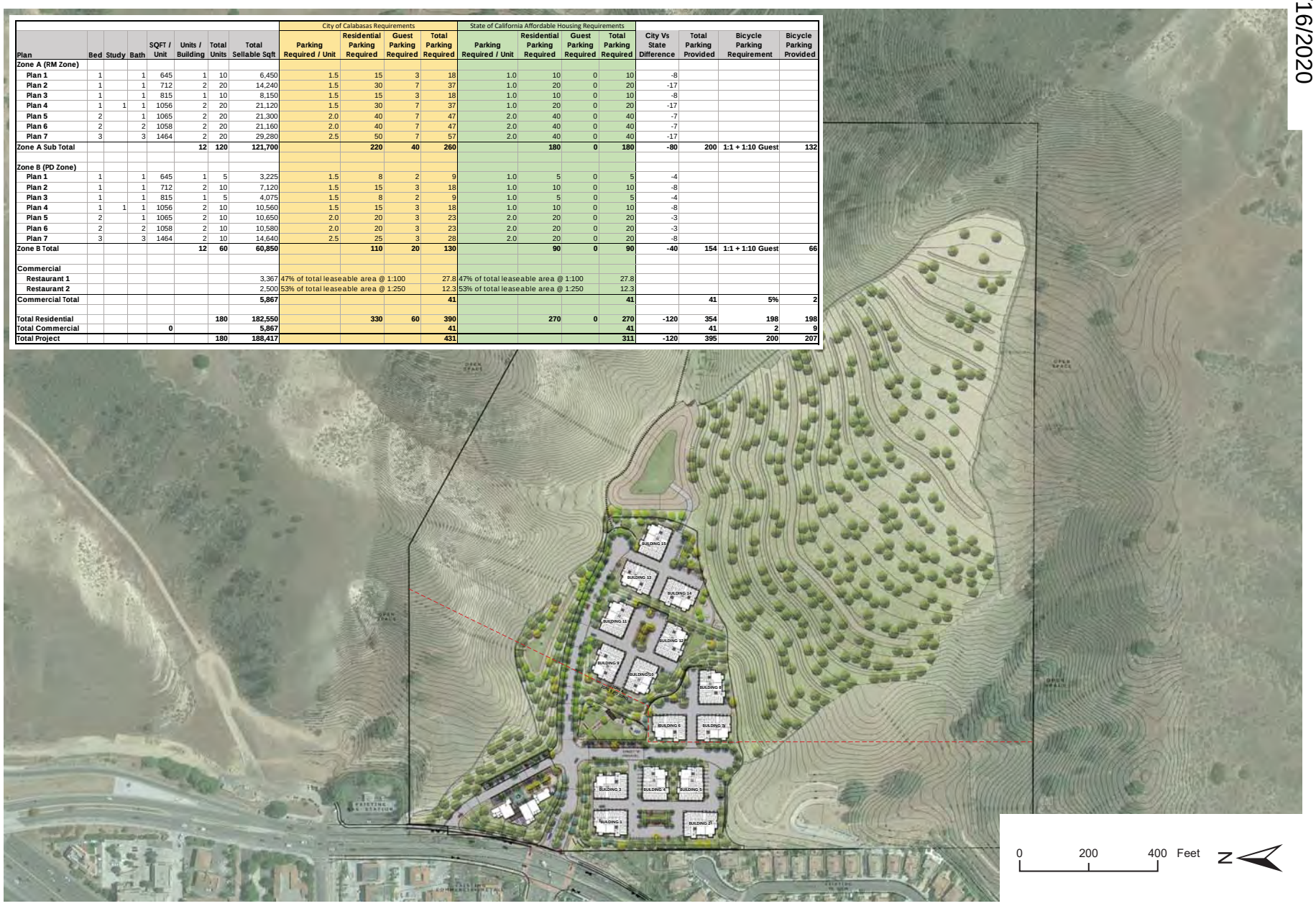
								City of Calabasas Requirements				State of California Affordable Housing Requirements							
Plan	Bed	Study	Bath	SQFT / Unit	Units / Building	Total Units	Total Sellable Sqft	Parking Required / Unit	Residential Parking Required	Guest Parking Required	Total Parking Required	Parking Required / Unit	Residential 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

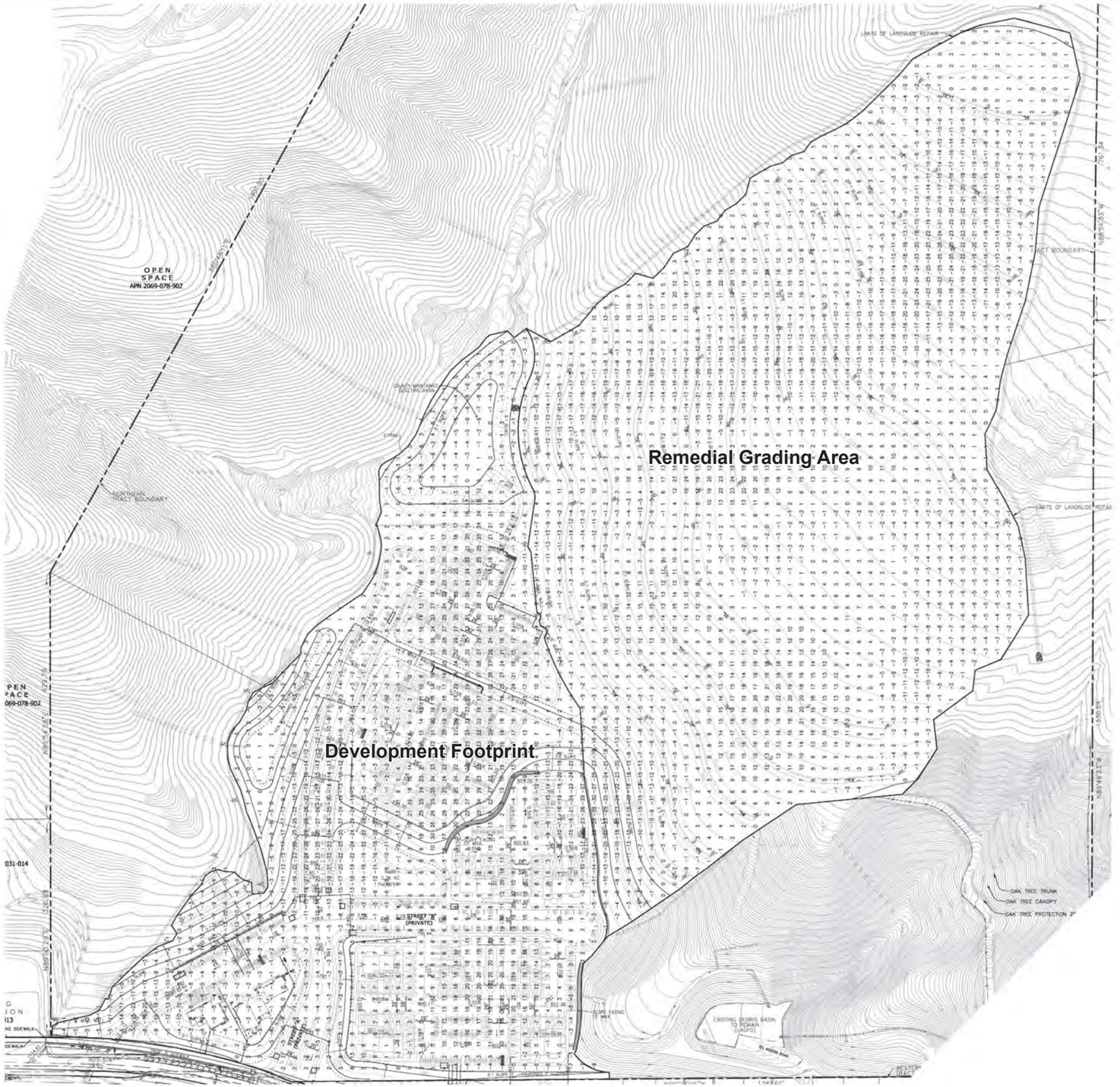
Figure 2-6

Source: JZMK Partners 2018

Retail Center Site Plan

Figure 2-7

Source: JZMK Partners 2018



RAW ROUGH GRADING EARTHWORK

	QUANTITY (CY)
CUT	218,770
FILL	240,785
NET	22,014

NOTE:
PROJECT WILL BE BALANCED ON SITE, NO IMPORT/EXPORT.

-24 Cut Areas
24 Fill Areas
Existing Contours

0 100 200 Feet

Rough Grading Earthwork

Source: JZMK 2018

Figure 2-9