

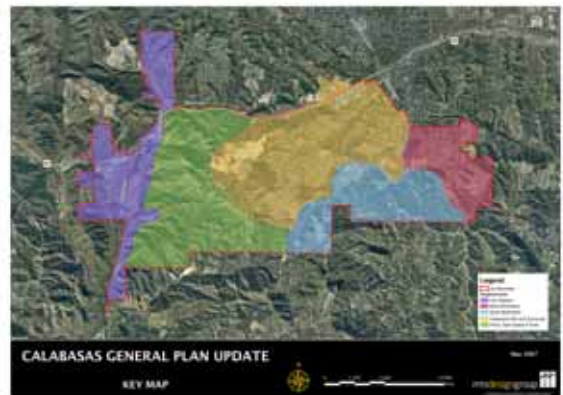
The community was invited to a two-day visioning charrette to help shape the direction of the General Plan Update. The public workshop (charrette) focused on developing statements and images of neighborhood character and city-wide identity. Infill and revitalization strategies were also explored for selected areas of Calabasas suggested by the General Plan Advisory Committee (GPAC), primarily in the Las Virgenes and Craftsman Corner areas as well as in the vicinity of The Commons. Exercises and exhibits covered planning principles and supporting land use and circulation diagrams, site plans, landscape treatments, parks, open space and trails, architectural character and building form.

Six stations were set up with exercises to define neighborhood character and community identity:

- 1 – General Plan Vision (updated, based on GPAC and workshop)
- 2 – Las Virgenes (north & south)
- 3 – North Mulholland (Mulwood, Bird Tract, schools, etc.)
- 4 – South Mulholland (Old Topanga, Calabasas Highlands, etc.)
- 5 – Calabasas Park and surrounds (including The Commons, Craftsman Corner)
- 6 – Parks, Open Space and Trails (city-wide)

Station 1 provided a draft General Plan Vision statement for comment. Stations 2 through 6 each included:

- Poster with photos and images to elicit **visual** preferences using comments or dots
- Poster for **adjectives** to describe desired neighborhood character (such as rustic, natural, Mediterranean, etc.)
- Poster for major **issues** to be addressed (such as connectivity, scale, infrastructure, etc.)
- Key map highlighting the applicable neighborhood **focus area**



In addition, a brief questionnaire was available that brought forward some of the issues and questions covered in the community telephone survey. Results were tallied and summarized at the end of the charrette.

#### WORKSHOP/CHARRETTE PROCESS

Key opportunities for public involvement were Thursday evening, Friday at noon and Friday evening with the public welcome all day Friday to drop in on the work in progress.



Videotaping of the charrette occurred at the three main participation events as well as periodically throughout the two days. Refreshments were

provided. A children's activity area was also set up and resulted in a few art projects. The overall schedule was:



#### Thursday, May 17

- 5:00 – 9:00 p.m. - Project introduction and exercises to define neighborhood character and community identity (Stations 1 through 6)

#### Friday, May 18

- 8:00 a.m. – noon – Staff work session and public open house
- Noon - 1:30 p.m. – Presentation of draft principles and design concepts and opportunity for public comments
- 1:30 – 6:00 p.m. – Refinement of principles and design concepts and public open house
- 6:00 – 7:30 p.m. – Presentation summarizing all charrette work results

All activities took place at the Agoura/Calabasas Community Center located at 27040 Malibu Hills Road, Calabasas. Approximately 30 individuals participated in the charrette. When signing in, participants were asked to indicate where they lived with a yellow dot on a city map. A variety of neighborhoods and areas throughout the City were represented.



Charrette flyers were distributed to all homeowner associations, General Plan email list recipients and several stakeholders, as well as posted at all regular posting locations (Gelsons, City Hall, De Anza Park and the Tennis and Swim Center). Advertisement in The Acorn on May 17 and a distributed e.News article on the City's website were provided. The charrette was also noticed as a special GPAC meeting due to anticipated attendance by some GPAC members.

To support the charrette activities, personnel from RRM Design Group, Rincon Consultants and the Calabasas Community Development Department were in attendance:

<u>RRM</u>	<u>Rincon</u>	<u>City Staff</u>	
Erik Justesen	Joe Power	Tom Bartlett	Talyn Mirzakhianian
Diane Bathgate	Steve Svete	Maureen Tamuri	Krystin Rice
Scott Martin	Patrick Nichols	Isidro Figueroa	Michael Klein
Kyu Kim		Glenn Michitsch	Danielle Carignan
David Javid		Liz Parker	
Brian Hannegan			

In addition, several GPAC members took part in the charrette including Britt Aaronson, Dave Brown, Michael Friedman, Amber Gendein, Alan Horwitz, Robert Lia, Bob Odello and Peter Valk.

A summary of the results from each exercise station as well as the questionnaire are provided below.

## Station 1 – 2030 General Plan Draft Vision



At this station, a draft updated General Plan vision was posted on the wall and comments were solicited. The draft language was guided by input from the GPAC and first public workshop. Similar to the existing General Plan vision, three categories of vision statements were provided. The updated vision retains the “Environmental Responsibility” category, provides an adjusted “Community Character” category and introduces a new category of “Quality of Life” that replaces the previous “Local Management and Control.”

Joe Power with Rincon Consultants facilitated discussion of the vision. The draft vision wording is provided below with changes suggested during the charrette (underline for additions, ~~strikethrough~~ for deletions).

### ***Key Themes That Frame the 2030 General Plan - DRAFT***

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

#### ***Environmental Responsibility Goals***

- *Recognize that the area’s natural environment is a critical community asset.*
- *Place a higher priority on environmental protection and open space preservation than on new development.\**
- *Minimize the environmental impacts of new development through excellent community and project design.*

- *Minimize the environmental impacts of City activities by making environmental sensitivity a key consideration in the provision of municipal services and facilities.*
- *Continue to be a leader in addressing ~~Reduce the community's contribution to global environmental problems to the degree practicable.~~*

**Community Character Goals**

- *Provide ~~development~~ guidelines for public and private development that recognize and maintain the scenic beauty afforded by Calabasas' natural environment.*
- *Recognize the physical differences in various portions of the community and allowing for variations in housing and land use character between these areas.*
- *Provide a balanced transportation system that facilitates a variety of transportation mode options and emphasizes neighborhood and environmental protection.*
- *Define and preserve the character of established residential neighborhoods.*
- *Facilitate appropriately-scaled, mixed use infill development in existing commercial districts.*
- *Encourage design that provides neighborhood and communitywide meeting places.*

**Quality of Life Goals**

- *Maintain a high level of citizen involvement in shaping the community's future.*
- *Provide municipal infrastructure and services that is are responsive to the community's needs and priorities.*
- *Preserve and enhance areas of cultural, historical, archaeological, and urban design significance.*
- *Provide recreational and cultural activities and facilities that meet community needs and preferences.*
- *Provide for a variety of housing types that meet the needs of Calabasas citizens in a manner consistent with the City's environmental responsibility and community character goals.*
- *Facilitate high quality economic development that meets the community's employment and service needs in a manner consistent with the City's environmental responsibility and community character goals.*
- *Streamline development review processes to maximize efficiency and provide the best possible customer service while also meeting the City's environmental responsibility and community character goals.*

\* There was some debate whether this goal should state that environmental protection and open space preservation have "higher priority than development" or simply that environmental protection/open space preservation should have "high priority". Further discussion seems to be warranted.

The General Plan Vision is meant to be global in nature to direct the character and long-term desires for the community. Some comments and suggestions received may be more appropriate to consider as specific goals or implementing measures. Written public comments on the draft vision included:

- Encourage and facilitate community interaction
- Create social gathering spaces
- Ensuring that technology is designed appropriately in consideration of aesthetics and community character
- Technological development should not be at the expense of aesthetics/environment
- Encourage/facilitate neighborhood meeting places
- Improve access to trails/open space

- Define and preserve the character of established residential neighborhoods
- Continue to be a leader in addressing global environmental problems (local solutions to global issues)
- Address aging infrastructure
- Keep original language point 2 under environmental goals (place a higher priority on environmental protection and open space preservation than on new development)
- Include Woodland Hills from Valley Circle to Victory & Platt or Fallbrook as part of the City of Calabasas
- Keep “unique” language for rural community (mentioned 72 times in current plan)
- Keep HM designation “1 in 40” by right, “1 in 10” if performance standards are met

## Station 2 – Las Virgenes

This station focused on areas along Las Virgenes Road, both north and south of the 101 Freeway. The following adjectives and issues were identified. Draft planning and design principles were prepared based on the comments received. A few of the images that represent the area’s character are also provided. For this area, revitalization and infill opportunities were also explored.



### Adjectives and Issues

This is a diverse area that includes commercial to rural, ranch, natural character. Variety of uses from light industrial, commercial, hotel and multi-family residential with a small village character. Considered the gateway to Santa Monica Mountains and western entry into the City. Need to create a focal point and unifying elements.



### Draft Planning and Design Principles

- Preserve natural character and views.
- Create stronger connections with Las Virgenes Creek through building orientation, outdoor dining and pedestrian access. An enhanced creek corridor should provide safe non-vehicular routes that celebrate this amenity.
- Provide a destination where people can come and stay – live, shop, relax, play.



- As a focal point for the west side of town, address the desire for more amenities such as shopping, pedestrian facilities and gathering places.
- Establish a mixed-use commercial core that is supported by office and residential uses.

- Carry out rural/ranch influence through design.
- Develop a unified streetscape identity for Las Virgenes and Agoura Road with landscaping improvements, intersection treatment, better building street presence, and improved pedestrian orientation.
- Strengthen connections to the larger trail system.
- Better transition from commercial/office areas to the natural elements.

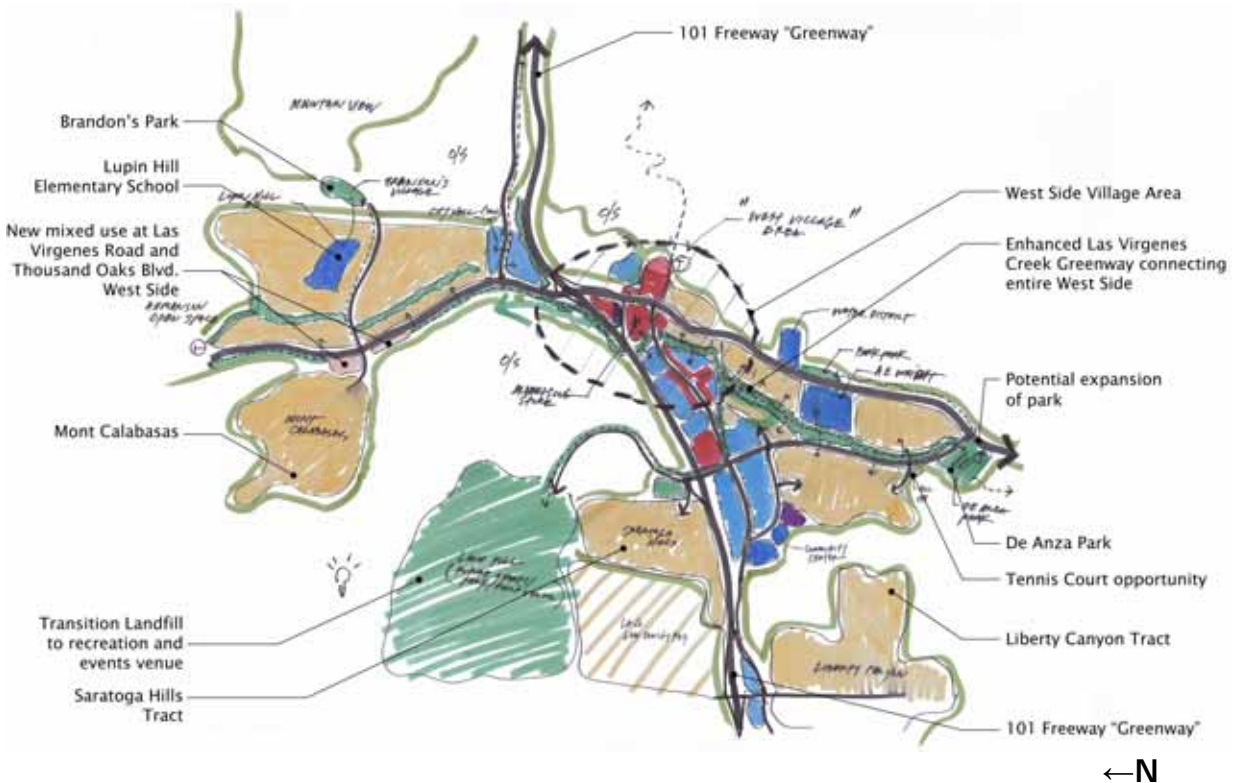


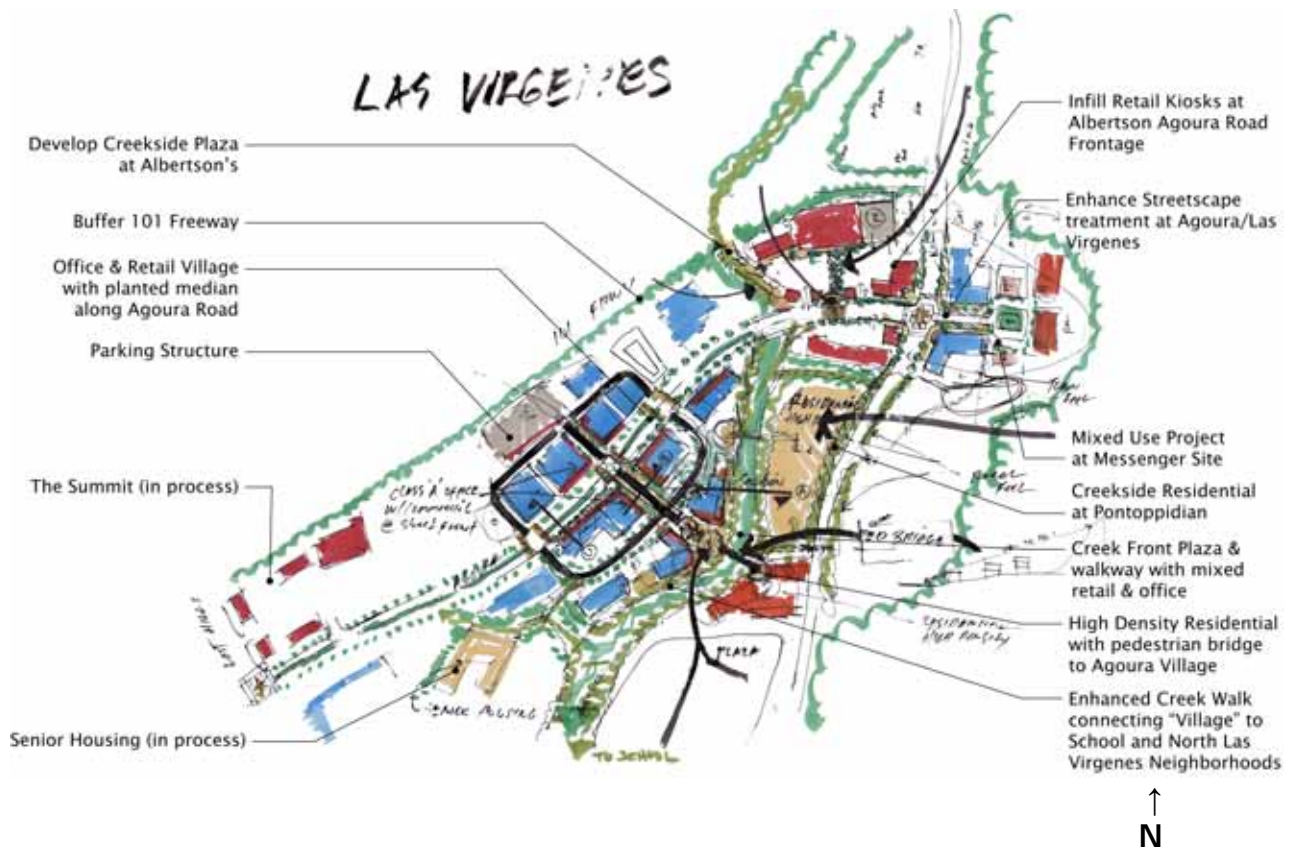
Draft Revitalization and Infill Strategies

During the charrette, time was committed to explore revitalization and infill concepts for the Agoura Road/Las Virgenes area. The following conceptual planning diagrams and associated graphic illustrations were developed in support of planning and design principles. The diagrams focused primarily on Agoura Road as a candidate location to create a “West Calabasas Village” comprised of a mixed-use district (residential, retail, office) with a distinct village feel, providing community gathering space focused on an enhanced Las Virgenes Creek walkway. The explored concepts recognize that redevelopment of some properties would eventually have to take place to realize the mix of land uses and the densities depicted in the images.



“West Village” Concepts





3-Dimensional model of "West Village" concepts and potential building shapes

"West Village" Conceptual Images



Enhanced creek walk



Creekside plaza with retail, restaurants and offices above



A focus on natural environment



Pedestrian bridge connecting "village" with neighborhood



Medium density creekside residential



Agoura Road office/retail village

## Station 3 – North Mulholland

The area addressed at this station included areas along Mulholland in northeast portion of the City including Mullwood, Park Moderne (also known as the “Bird Tract”), Gelson’s shopping center and a number of schools. The following adjectives and issues were identified. Draft planning and design principles were prepared based on the comments received. A few of the images that represent the area’s character are also provided.



### Adjectives and Issues

Suburban low density in character, four to five neighborhoods, diverse, somewhat physically disconnected between neighborhoods especially north and south of Mulholland. Schools are a cohesive element and school access and traffic is an impact to the area. Bird Tract has small streets and big trees. Original single-story homes are recycling to larger, two-story structures. Remodeling concerns regarding larger scale houses on small lots (“mansionization”).



### Draft Planning and Design Principles

- Develop strategies to ensure redevelopment of homes is consistent with existing neighborhood character and scale.
- Ensure care is given to site design, privacy, and quality of architecture.



- Improve connectivity between neighborhoods.
- Relieve school traffic congestion by expanding safe pedestrian and bicycle routes and promoting transit improvements and carpooling incentives.
- Establish additional pocket and community parks.
- Improve facilities

along streets for walking and bicycling.

- Beautify streets by planting additional trees and undergrounding utilities.
- Consider mixed-use concepts for the sound studio site next to the Gelson’s center.



## Station 4 – South Mulholland

The area addressed at this station included areas along Mulholland in southeast portion of the City including Calabasas Highlands and Old Topanga Canyon. The following adjectives and issues were identified. Draft planning and design principles were prepared based on the comments received. A few of the images that represent the area's character are also provided.



### Adjectives and Issues

"Complete mixture" – mansions, Old Topanga, Calabasas Highlands, eclectic, comprised of very low density and older small-lot subdivisions, country feeling (no sidewalks, gutters, streetlights, narrow roads), rural community. Environmental sensitivity due to topography and natural features. Abundant open space. Trail connections needed between public and private trails.



### Draft Planning and Design Principles

- Maintain open space and rural character.
- Respect environmental sensitivity to land and viewsheds through low impact and screened development.
- Integrate buildings into the site topography with minimal impact.
- Retain narrower, meandering streets with large trees.



- Enhance connections and access between dedicated public trails and private trails.
- Embrace uniqueness of individual areas, lots and homes.

## Station 5 – Calabasas Park and Surroundings

This station focused on areas in eastern area of Calabasas, both north and south of the 101 Freeway. This area is a collection of four distinct areas: The Commons, Craftsman Corner, Calabasas Park, and Old Town Calabasas. Focus was given to the area around The Commons and Craftsman Corner because Calabasas Park and Old Town Calabasas have well established identities and not much revitalization or infill is envisioned for these areas. The following adjectives and issues were identified. Draft planning and design principles were prepared based on the comments received. A few of the images that represent the area's character are also provided. For this area, revitalization and infill opportunities were also explored.



### Adjectives and Issues

The Commons – Upscale destination, people gathering places, congested, architecturally unique, Italianate European architecture, “showy”, lacking inviting pedestrian access from surrounding areas.



Craftsman Corner – Outdated, internally disconnected, lacking cohesion with the rest of community, “dark underbelly”, unwelcoming, outdated, aging buildings, opportunities for redevelopment



## Draft Planning and Design Principles

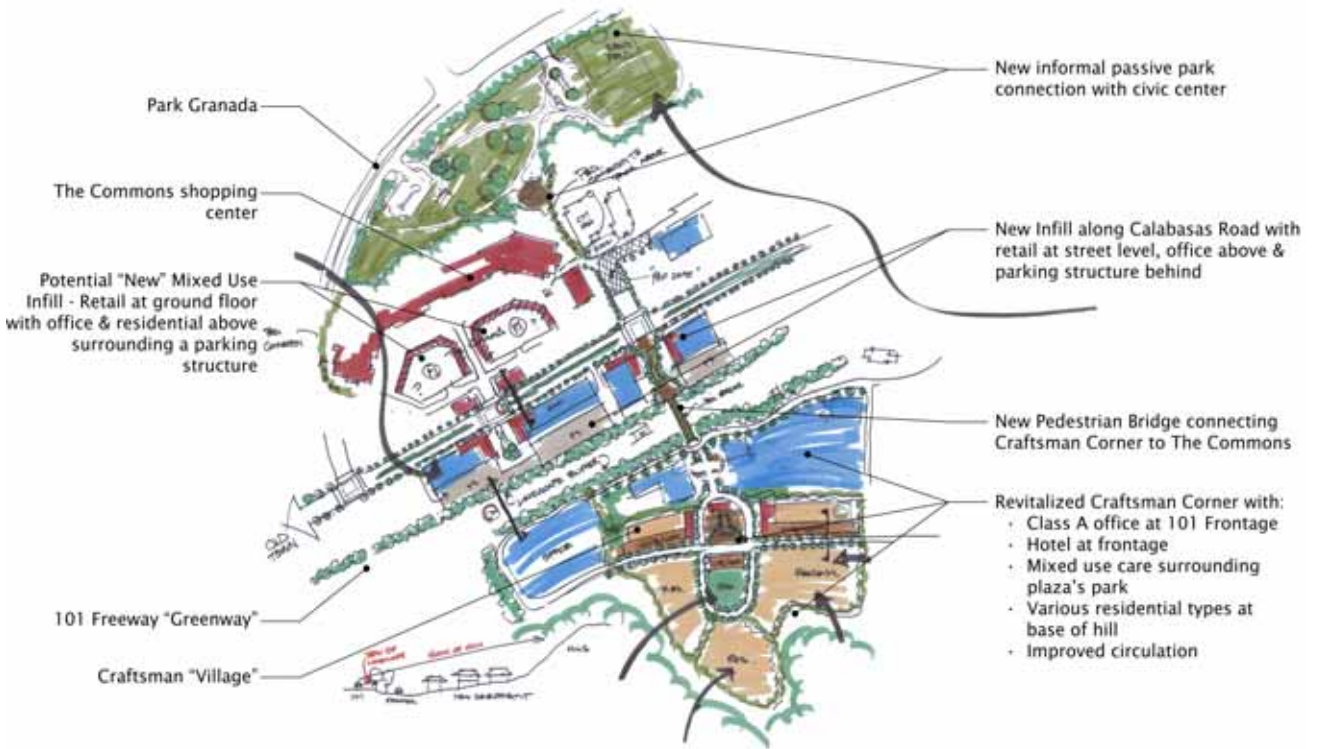
- Recognize the area as an eastern entry into the city and establish unifying characteristics that tie the diverse areas together.
- Create a pedestrian connection between Craftsman Corner and The Commons through a potential pedestrian bridge and promenade which may also act as a gateway element.
- Place buildings at street edge along Calabasas Road to enliven the street scene and enhance the pedestrian experience.
- Revitalize Craftsman Corner by exploring a mix of uses, improving circulation, and raising the quality of building design to meet or exceed the surrounding areas.
- Introduce a greater variety housing types within redevelopment areas that complement the existing residential neighborhoods.
- Integrate enhanced passive and active recreational opportunities.
- Beautify and buffer the freeway edge while preserving views of surrounding hillsides.
- Reduce the visibility of parking areas from public view.
- Establish parking strategies to increase efficiency and enable redevelopment of selected areas.



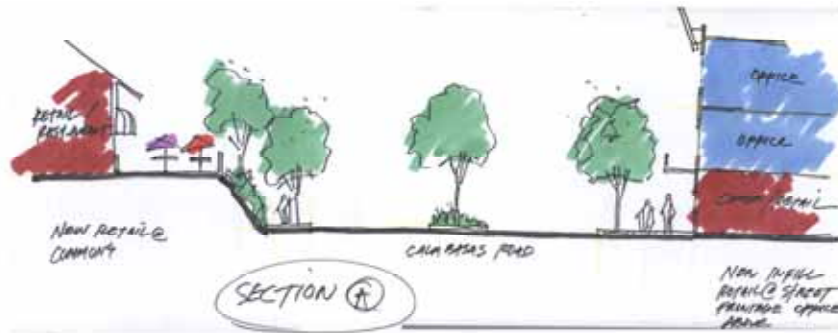
## Draft Infill and Revitalization Strategies

The “Eastside Village” was also a focus of revitalization strategies during the charrette. Building on the success and destination qualities of Old Town and The Commons, concepts were introduced to revitalize portions of Calabasas Road and the Craftsman Corner area. The following conceptual planning diagram and associated graphic illustrations were developed in support of the planning principles. The diagrams explore possible methods to create an expanded “village” environment by including new professional offices, retail commercial and residential development connected with pedestrian spaces, plazas and parks.

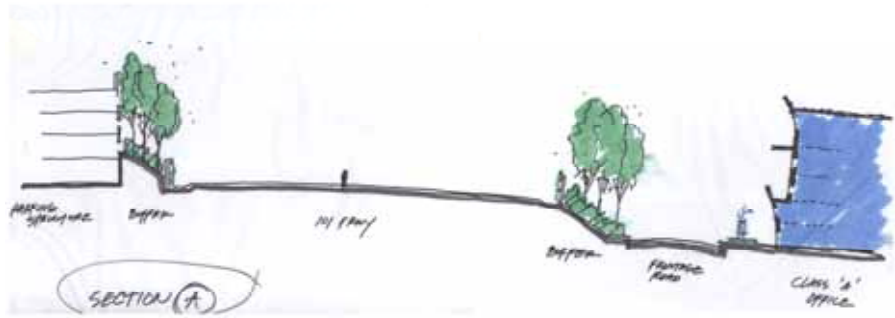
"Eastside Village" Concepts



N  
↓



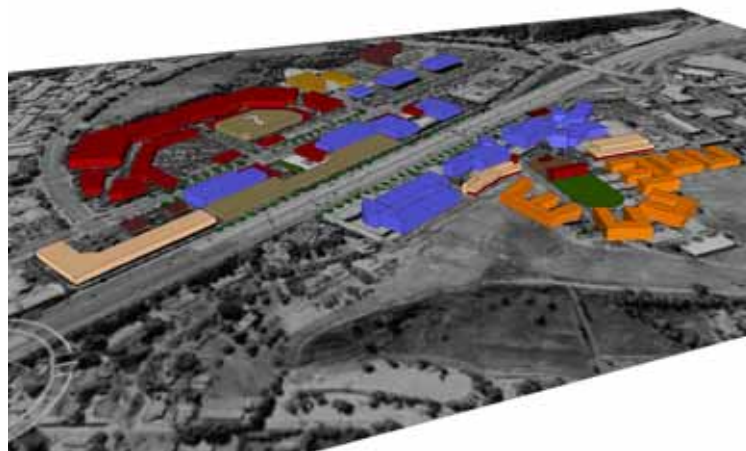
Cross section of Calabasas Road



Cross section of 101 Freeway



Cross section of new road in Craftsman Corner



3-Dimensional model of "Eastside Village" concepts and potential building shapes

"Eastside Village" Conceptual Images



Hotel at Craftsman Village



Mixed-use street in Craftsman Village



New Calabasas Road



New mixed-use core in Craftsman Village



Urban park in Craftsman Village



Live/work lofts in Craftsman Village

## Station 6 – Parks, Open Space & Trails

This station addressed parks, open space and trails throughout the City. A strong consensus placed a high value on these resources both for passive and active purposes. The following adjectives and issues were identified and draft planning and design principles were prepared based on the comments received. A few of the images that represent the character of Calabasas parks, open space and trails are also provided. To help address the needs for active recreation and sports fields, potential sites were explored. Design concepts were developed for linking open space and recreation elements and providing a more enhanced, coordinated character.



### Adjectives and Issues

Abundant open space and trails define the natural beauty and character of the City. Better integration and connections of neighborhoods with open space and trails. Need for trailheads and trail amenities. Grade variations are a challenge. Need for active recreation spaces. A variety of trail types and distances are needed.



### Draft Planning and Design Principles

- Recognize that the open space and trail system is the unifying element that ties the diverse areas together.
- Reinforce community identity by consistent design treatment of all open space and park facilities (branding).
- Integrate a trail system with support facilities (such as trash receptacles, benches, and signage) that weaves to and through active and passive open spaces and parks.
- Expand connectivity in neighborhood and urban areas (urban connections, parks and trails and rural connections).
- Enhance and clearly define trailheads, including better access by walking or bicycling.

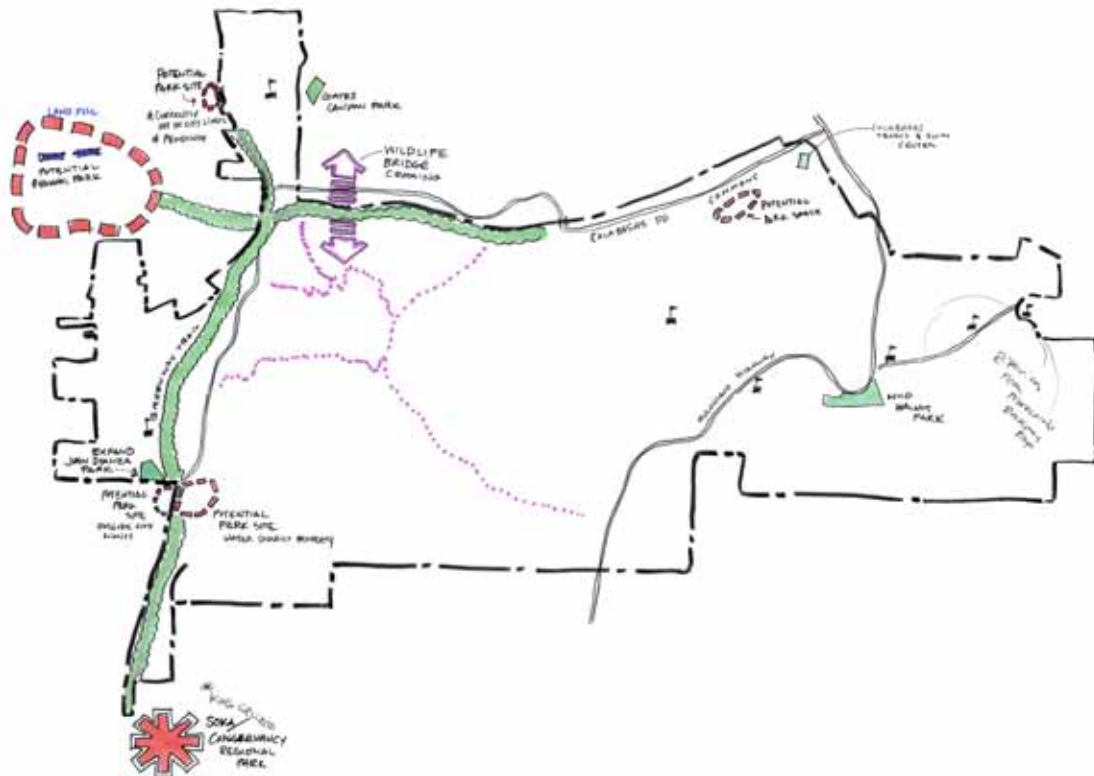


- Integrate more pocket parks to provide smaller facilities for local, daily use.
- Pursue active recreation opportunities on existing suitable sites.
- Complete and integrate the Las Virgenes Creek trail.
- Provide a range of trail types to address a variety of needs (loop trails, 30 minute hikes and all day hikes).
- Expand on joint use opportunities with schools.
- Create a "greenway" along 101 Freeway.



Draft Open Space and Park Locations and Improvements

The charrette explored linking existing open space and recreation resources as well as creating new and expanded sites and amenities (a few ideas are sketched below).



In addition, the need for better trailheads and connections to open space were discussed and a conceptual trailhead design was introduced.



Several possible park sites were explored to find locations for needed sports fields and active recreation uses. Additional analysis and evaluation of availability and appropriateness for these sites will be needed. Three potential sites identified include:



East side of Las Virgenes Road (water district)



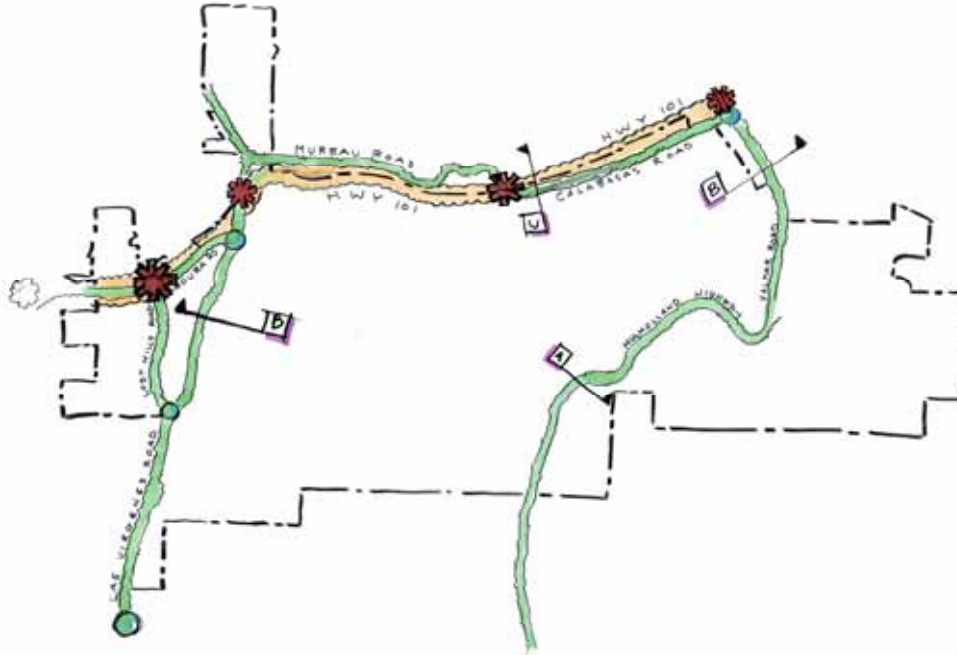
Las Virgenes Road/Thousand Oaks Boulevard Basin



Expansion of De Anza Park (southwest corner of Lost Hills Road and Las Virgenes)

Draft Street Corridor Beautification

As an additional opportunity to tie together open space and community elements, concepts for street corridor beautification were explored. The following sketch shows how creating coordinated streetscape elements will strengthen links within the community and help provide a stronger identity. Asterisks indicate potential key gateways and focal points such as the Mureau Road bridge over the 101 Freeway which provides a great opportunity to celebrate the unique qualities of Calabasas.



**STREET CORRIDOR BEAUTIFICATION**





## Visioning Charrette Questionnaire – Results Summary

At the visioning charrette, attendees were asked to fill out a questionnaire about their preferences and priorities with respect to a number of planning issues. A total of fifteen attendees filled out the questionnaire, which consisted of four questions plus a list of fifteen possible General Plan goals for which respondents were asked to prioritize in terms of their importance. The questions and possible General Plan goals are shown below, along with the results obtained during the charrette. The numbers indicate the number of votes that each answer/importance rating received. Please note that not all respondents answered every question; therefore, not all results add up to the fifteen total respondents.

If the City has to accommodate housing development in order to meet state-mandated housing objectives, which method of accommodating housing is preferable?

2 Accommodate additional single family residential development in currently undeveloped areas of the City; or

11 Accommodate redevelopment of commercial areas of the community with higher density multiple family residential or mixed use development.

As traffic congestion increases in the City due to local and regional traffic growth, what is your preference for addressing traffic issues?

3 Maintain high levels of service and minimize congestion through widening of roads and/or construction of new roads, even if new road construction would disturb open space areas and/or existing development; or

10 Address traffic congestion to the degree feasible through transportation demand management approaches (improved public transit, carpooling, etc.), even if such approaches do not achieve the same traffic service levels that can be achieved through roadway widening and construction.

Some Calabasas residents have expressed interest in developing a major recreation/sports complex in the community. If the only way a complex could be built were to construct it on undeveloped hillside land requiring extensive grading, would you prefer to:

1 Build the recreation/sports complex anyway; or

12 Seek other ways to meet the City's recreation needs (such as partnerships with the LVUSD and/or other nearby communities for joint use of existing facilities).

With respect to jobs, would you rather see the City:

5 Actively seek to attract businesses that generate jobs for local residents; or

8 Not seek business development, even if it means that most Calabasas residents will have to continue to commute to other cities for their jobs.

Possible Goal	Very important	Somewhat important	Not very important	Not at all important
Maintain a balanced transportation system that emphasizes environmental concerns and quality of life	10	5		
Slow traffic or reduce traffic in residential neighborhoods	6	6	2	
Improve traffic flow by widening existing roads or building new ones	1	6	2	5
Offer more buses on existing routes and/or add more bus routes	8	2	1	3
Expand employment opportunities in Calabasas	3	4	3	5
Allow for increased development intensity and mixed use development in commercial districts	4	4	2	3
Place a higher priority on protecting the environment and open space than on expanding development	12	3		
Acknowledge limits on natural resources and live within those limits	12			
Protect neighborhood character through limits on house size or lot size	12	2		1
Preserve and enhance landmarks, sites, and areas of historical, cultural, and urban design significance	11	2	1	1
Allow housing and land use character variation in areas of Calabasas while enhancing a unified City identity	5	5		2
Improve wireless communications in the City as well as other technology support	5	5	2	2
Improve recreation services and facilities	6	6	1	1
Improve civic and cultural facilities, including arts centers, live stage venues, and museums	2	5	5	2

As indicated above, respondents indicated a strong preference for providing housing through redevelopment of commercial areas rather than continued development of "greenfield" areas, avoiding solutions to traffic problems that would disturb open space

areas and existing development, and identifying ways other than hillside grading to meet the City's needs for recreation/sports facilities. Though less pronounced, respondents also indicated a general preference for not attracting substantial new business development in the City. In terms of General Plan goals, almost all respondents indicated that preservation of environmental and cultural resources is either very or somewhat important. Most respondents also listed protection of neighborhoods and enhancement of transportation and recreation services and facilities as very or somewhat important.