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# Calabasas Development Code Update

## *Draft* Initial Study/Negative Declaration



*Prepared by:*

**City of Calabasas**  
**Planning Division**  
100 Civic Center Way  
Calabasas, California 91302  
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*September 2009*

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**CALABASAS DEVELOPMENT CODE UPDATE  
DRAFT INITIAL STUDY/NEGATIVE DECLARATION**

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## INITIAL STUDY

1. **Project title:** Calabasas Development Code Update
2. **Lead agency name and address:** City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302
3. **Contact Person and Phone Number:** Tom Bartlett  
(818) 224-1600
4. **Project location:** City of Calabasas (citywide Development Code)
5. **Project sponsor's name and address:** City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302
6. **Description of project:** The project involves the update of the City of Calabasas Development Code and zoning map to achieve consistency with the 2030 General Plan that was adopted by the City Council in December 2008 as well as with changes to Federal and State laws that have occurred since the adoption of the existing Development Code. The Development Code update implements the policies of the 2030 General Plan by classifying and regulating the development and uses of land and structures within the City through the City's zoning, subdivision, and other land use regulations. Figure 1 shows the location of Calabasas within the greater Los Angeles region and Figure 2 shows the City's boundaries.

The 2030 General Plan was the subject of a Final Environmental Impact Report (EIR) that was certified by the City Council in December 2008. As noted above, the Development Code update is being considered in order to ensure that the Code is consistent with the 2030 General Plan. Because the Development Code update is entirely consistent with the 2030 General Plan, this Negative Declaration tiers off of the 2030 General Plan FEIR in accordance with Section 15152 of the *CEQA Guidelines*. As such, the environmental analysis focuses on potential effects not examined in the 2030 General Plan FEIR.

Together, this Initial Study/Negative Declaration (IS/ND) and the 2030 General Plan FEIR constitute the environmental record for the proposed Development Code update. The 2030 General Plan FEIR can be viewed at Calabasas City Hall (100 Civic Center Way, Calabasas, California 91302) or on the City's website ([www.cityofcalabasas.com/general-plan.html](http://www.cityofcalabasas.com/general-plan.html)).

The Development Code is divided into eight separate articles. These are described below.



**Article I** contains basic information on the legal framework of the Development Code and describes the land uses and development-related activities that are regulated by the Development Code. It also provides information on how to use the code.

**Article II** contains chapters on different types of zoning districts (residential, commercial, etc.) that are applicable to public and private property within the City. These chapters list the specific types of land uses allowed in each zoning district and the type of land use/development permit that must be obtained prior to initiating each use. Article II also contains basic development standards for each zoning district and regulations for each land use.

**Article III** provides development standards that apply across zoning districts, including requirements for landscaping, off-street parking and loading, and signage. Article III also contains regulations for specific land uses and development types that may be allowed in a variety of zoning districts.

**Article IV** comprises the City's subdivision ordinance. Article IV provides site planning and design regulations for new subdivisions, and the procedural requirements for subdivision approval consistent with the mandates of the California Subdivision Map Act.

**Article V** contains the City's grading and site development standards, including grading permit requirements and procedures; grading, erosion, and sediment control standards; and urban runoff pollution control.

**Article VI** describes each type of land use and development permit required by the Development Code and the City's requirements for the preparation, filing, processing, and approval of each permit application. This article also sets time limits for exercising a permit, and time extension procedures.

**Article VII** provides information on the Development Code's administration, amendments, enforcement, public hearings, and appeals. Article VII also contains provisions governing nonconforming structures, uses, and lots.

**Article VIII** contains definitions of the specialized and technical terms and phrases used in the Development Code.

The Development Code update is not intended to fundamentally alter the existing Code. Rather, its primary purposes are to:

- Ensure consistency with newly adopted 2030 General Plan
- Comply with Federal and State law (specific changes listed below)
- Incorporate the 1995 General Plan Consistency Review Program (as directed by the 2030 General Plan)
- Incorporate existing Code interpretations
- Improve Code organization and usability
- Close loopholes and correct unclear language

Changes to the Development Code fall into three main categories:



1. Technical
  - Creation of consistent capitalization, punctuation and structure
  - Re-phrasing of language to improve consistency of text for legal purposes
  - Elimination of “loopholes” and ambiguity
2. Consistency
  - Text changes to ensure internal consistency
  - Update for consistency with Federal and State Law
  - New development standards
3. Policy Implementation
  - New chapters or sections

The Zoning Map, shown on Figure 3, has also been updated to be consistent with 2030 General Plan Land Use Map, to include:

- Planned Development (PD) site
- Residential Mobile Home Park (R-MH) site
- Mixed use and multi-family zone provisions
- Pre-zoning for sites currently outside the City limits

Key elements that have been added to the Development Code to implement 2030 General Plan policies include:

- Ridgeline development standards, including a requirement that structures be at least 50 vertical feet and 50 horizontal feet from a designated significant ridgeline (Article III, Chapter 17.20.150)
- Cluster development standards for Hillside Management (HM) and Rural Residential zones (RR) (Article III, Chapter 17.18.030)
- Updated antennas/wireless communications section for compliance with State regulations (Article III, Chapter 17.12.050)
- Changes to the setback provisions for single-family residences for consistency with the General Plan (Article III, Chapter 16.20.180)
- Addition of a noise ordinance that provides citywide noise standards (Article III, Chapter 17.20.160)

In addition, the 100-foot setback from riparian habitats has been changed to be measured from the edge of the stream bank or associated vegetation rather than the centerline of streams, while the following changes have been made in accordance with State and Federal requirements:

- Allowing transitional/supportive housing by right in the Residential Multi-Family (RM) zone and emergency shelters in the Commercial Limited (CL) zone



- Establishing a defined process for disabled persons to make reasonable accommodation requests for exemptions from Development Code standards to ensure equal access to their dwelling unit and/or place of business
- Allowing multi-family uses by right in the RM and Planned Development (PD) zones

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

8. **Necessary Public Agency Approvals:**

The City of Calabasas is the lead agency with responsibility for approving the proposed Development Code update. No other public agency approvals are needed.

**ENVIRONMENTAL FACTORS AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.


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

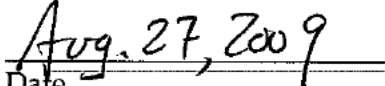


## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Tom Bartlett  
City Planner, AICP

  
Date



## Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. <u>AESTHETICS</u> – Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d) The updated provisions of the Development Code would implement 2030 General Plan policies and the impacts of implementing the Development Code would be similar to those identified in the 2030 General Plan FEIR. As identified in the FEIR, impacts to scenic vistas, scenic resources, visual character, and light/glare conditions could occur. However, proposed General Plan policies identified in the FEIR would reduce such impacts to below a level of significance. Moreover, site planning and design standards contained in Development Code Article III and grading and site development standards contained in Article V would further reduce the potential for aesthetic impacts.

The Development Code includes specific standards for development “clustering” that are intended to implement the clustering policies of the 2030 General Plan. These standards, contained in Section 17.18.030 of Article II, specify that the intent behind clustering is to encourage designs that are better suited to the natural features of the land through regulating lots based on lot density standards rather than minimum lot size standards. To that end, the clustering standards specify that, for any clustered development, the overall density of development cannot exceed that allowed under the applicable zoning district, at least 50% of the land area must be preserved as permanent open space, and such open space must be configured to preserve views of natural areas. Implementation of these standards are consistent with the intent of the 2030 General Plan clustering policies and would ensure that clustered development would not increase visual impacts beyond what might occur with a unclustered development. Moreover, in a general sense, development clustering would be expected to reduce visual impacts as compared to unclustered development by reducing the overall footprint of residential developments and associated ground disturbance and alteration of natural topography.



The ridgeline standards in Section 17.20.150 of the proposed Development Code state that structures should not be placed on or near ridgelines so that they appear silhouetted against the sky when viewed from any point on roadway designated as a scenic corridor under the 2030 General Plan. In addition, for significant ridgelines identified on Figure III-4 of the 2030 General Plan (Figure 4.1-1 of the 2030 General Plan FEIR), the highest point of any structure is to be located at least 50 vertical feet and 50 horizontal feet from the ridgeline. Finally, if parcel size or other constraints require the placement of a building must be within these restricted areas, the structure is to be in areas that minimize its visual impact from adjacent properties and scenic corridors. Implementation of these standards would implement the ridgeline policies of the 2030 General Plan and avoid alterations of ridgelines and associated visual impacts.

The proposed Development Code also includes an update of the antennas/wireless communications facilities section's (Development Code Section 17.12.050) standards for compliance with State and Federal regulations. This section would ensure that proposed facilities would not affect scenic resources by prohibiting such facilities on ridgelines or within residential districts (other than in public rights-of-way) and by providing standards requiring use of subdued colors, non-reflective materials, landscape screening, and architecturally compatible elements.

Overall aesthetic impacts would be similar to those described in the 2030 General Plan FEIR and, with implementation of General Plan policies and Development Code standards, would be **less than significant**.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**II. AGRICULTURAL RESOURCES** -- Would the project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) Calabasas contains no farmland. Consequently, the proposed project would have no effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as no such land is



located within the City (California Division of Land Resource Protection, 2006). In addition, the City does not include land zoned for agricultural development or land under a Williamson Act contract. **No impact** would occur with respect to this issue.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. <u>AIR QUALITY</u> -- Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Growth regulated by, and the impacts of, the Development Code would be similar to those identified in the 2030 General Plan FEIR. Generally, a project would conflict with or potentially obstruct implementation of an air quality plan if it would contribute to population growth in excess of that forecasted in the air quality management plan (California Air Resources Control Board, 2007). The proposed update to the Development Code would not result in an increase of population for the City beyond that forecast in the 2030 General Plan FEIR. Consequently, as noted in the FEIR, the Development Code update is not expected to generate population in excess of that envisioned in the local Air Quality Management Plan (AQMP). **No impact** would occur.

b-d) Calabasas is located within the South Coast Air Basin, which is a nonattainment area for ozone (O<sub>3</sub>) and fine particulate matter (PM<sub>10</sub>). Therefore, local residents, employees, and visitors would be exposed to potentially unhealthful air. However, as noted above under item a, the proposed Development Code update would not facilitate development beyond that forecast in the 2030 General Plan FEIR. Therefore, no impacts beyond those identified in the FEIR would occur and both temporary and long-term air quality impacts would be **less than significant**.



e. Growth regulated by the Development Code update generally would not be expected to create odors or expose people to odors. Zoning districts contained in Article II of the Development Code and site planning and design standards contained in Article III would further reduce the potential for odor impacts by ensuring that incompatible uses are not located in proximity to each other or that compatibility issues are addressed through site design. **No impact** would occur with respect to odors.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**IV. BIOLOGICAL RESOURCES** -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a-e) Growth regulated by the Development Code would be consistent with that identified in the 2030 General Plan FEIR. Therefore, as discussed in the FEIR, implementation of 2030 General Plan policies would reduce biological resource impacts to a **less than significant** level. In addition, Article III of the Development Code update includes a range of specific standards that would further reduce the potential for biological resource impacts. For example, Chapter 17.32 includes standards relating to the protection of oak trees, while Section 17.20.050 includes development and use standards relating to biological resources, requiring:

- Preservation of significant biological resources in place
- 100-foot setbacks from sensitive habitats
- Buffers from riparian areas that allow for reestablishment of riparian vegetation
- Conservation or open space easements over sensitive habitat areas

These standards also state that net loss of wetlands/riparian vegetation, measurable reduction in species diversity, and measurable reduction in the reproductive capacity of biotic resources are unacceptable impacts. Implementation of these standards, in combination with 2030 General Plan policies, would reduce biological resource impacts to below a level of significance. It should also be noted that the 100-foot setback from riparian habitats has been changed to be measured from the edge of the stream bank or associated vegetation rather than the centerline of streams. This change would effectively increase the required setback, thus further reducing the potential for disturbance of streams and riparian vegetation.

As discussed under item I, *Aesthetics*, Section 17.18.030 of the Development Code includes standards for clustered development. These standards specify that clustering would be allowed only if the clustered development would have fewer impacts than an unclustered subdivision. In addition, the standards specify that a minimum of 50% of the land area of any development must be preserved as permanent open space and that such open space should be configured so as to preserve biological habitats and wildlife movement corridors. These standards are consistent with the intent of the 2030 General Plan and would ensure that any clustered development would not create any impacts beyond those forecast in the 2030 General Plan FEIR. Thus, impacts would be less than significant. Moreover, it should be noted that, in a general sense, development clustering would reduce biological resource impacts as compared to unclustered development by reducing overall development footprints and associated disturbance of biological habitats.

f. Similar to the 2030 General Plan, the Development Code update would not facilitate development that would conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. **No impact** would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d) Updates to the Development Code with regards to cultural resources involve minor technical changes. No consistency or policy changes are proposed. Therefore, cultural resource impacts associated with development regulated by the Development Code would be similar to those identified in the 2030 General Plan FEIR. As discussed in the FEIR, implementation of 2030 General Plan policies would reduce cultural resource impacts to a less than significant level. Chapter 17.36 of the Code is the City’s Historic Preservation Ordinance, implementation of which would further reduce the potential for cultural resource impacts by providing standards for the identification, designation, and preservation of historic and archaeological resources. Therefore, as with the 2030 General Plan, impacts associated with the Development Code would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY and SOILS</u> – Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on				



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY and SOILS</u> – Would the project:</b>				
other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d) No active faults have been mapped within the City of Calabasas; however, the City lies in a seismically active region that is prone to occasional earthquakes. According to the Southern California Earthquake Data Center Map (SCEDC), there are nine active faults and four potentially active faults within 25 miles of the City. Like much of California, Calabasas is subject to groundshaking from seismic activity emanating from a number of faults in the region. In addition, liquefaction, expansive soils, erosion, landsliding and other geologic hazards have the potential to occur in portions of the City as identified in the 2030 General Plan.

As discussed in Section 4.5 of the 2030 General Plan FEIR, development regulated by the 2030 General Plan could result in various geologic impacts, notably landsliding and liquefaction. The final version of the 2030 General Plan was amended to include a policy addressing these potential impacts by requiring site-specific landslide and/or liquefaction studies for projects within identified landslide and liquefaction areas. Development regulated by the Development Code would be similar to that forecast in the 2030 General Plan FEIR; thus, impacts would also



be similar and would be **less than significant**. In addition, the Development Code includes various standards that would further reduce the potential for geologic impacts. For example, the standards contained in Section 17.20.150 of Article III provide specific standards for hillside grading and development, including avoidance of development on slopes greater than 50%.

e. In coordination with the 2030 General Plan, the Development Code would regulate development in areas where septic systems are used. However, any proposed new septic systems would be subject to applicable regulatory requirements, including percolation tests to ensure that such systems can be operated without significant environmental effects. In addition, 2030 General Plan Policy XII-28 directs the City to continue monitoring the operation of existing septic systems and extend sanitary sewer service into areas where service is lacking if the provision of sewer service is determined to be technically warranted, economically feasible, and environmentally beneficial. Impacts would be **less than significant**.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**VII. HAZARDS and HAZARDOUS MATERIALS** - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**VII. HAZARDS and HAZARDOUS MATERIALS** - Would the project:

hazard for people residing or working in the project area?

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Senate Bill 1082 (1993) established the "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." The Unified Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting)
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC")
- Underground Storage Tanks (USTs)
- Hazardous Material Release Response Plans and Inventories
- California Accidental Release Prevention Program (Cal ARP)
- Uniform Fire Code Hazardous Material Management Plans and Inventories

The Federal government and the State of California have adopted a series of regulatory requirements pertaining to lead exposure. A discussion of all lead-related regulations can be found on the Department of Health Services website (<http://www.dhs.ca.gov/childlead/html/GENregs.html>).



The following databases were checked for known hazardous materials contamination in the project area:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database
- Geotracker search for leaking underground fuel tanks, Spills-Leaks-Investigations-Cleanups (SLIC) and Landfill sites
- Cortese list of Hazardous Waste and Substances Sites
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The abovementioned databases list a number of sites in and around the City. Potential hazard impacts could occur due to the presence of soil and/or groundwater contamination. However, as discussed in Section 4.6 of the 2030 General Plan EIR, numerous Federal, State, and local regulations regarding use, storage, transportation, and disposal of hazardous materials and waste are in place and the 2030 General Plan contains policies that aim to minimize adverse impacts to health and quality of life associated with exposure to hazardous materials. Continued compliance with existing regulatory requirements and General Plan policies would address contamination impacts on a case-by-case basis. As development regulated by the Development Code would be similar to that forecast in the 2030 General Plan FEIR, impacts would be **less than significant**.

e, f. There are no public or private airports in or adjacent to Calabasas. **No impact** would occur.

g. Growth regulated by the Development Code would be consistent with that forecast in the 2030 General Plan FEIR. As such, impacts to emergency response would be similar as well. As noted in Section 4.11 of the FEIR, provided that the City continues to participate in the County based emergency response systems, including the Los Angeles County Fire Department comprehensive Multihazard Functional Response Plan, impacts to emergency response would be **less than significant**. Site planning and project design standards contained in Article III of the Development Code would ensure that emergency response access is maintained for individual properties within the City. For example, Section 17.20.080 requires a minimum of two points of ingress and egress unless the Los Angeles County Consolidated Fire Districts (LACFD) determine that only one access point is needed.

h. The entire City of Calabasas is within a high fire hazard zone (2030 General Plan FEIR, 2008). Therefore, similar to the 2030 General Plan, the Development Code would regulate development that would be potentially subject to wildland fire hazards. However, as noted in the FEIR, new development sited in high fire hazard areas would be required to adhere to standard requirements set forth by the California Building Code (CBC) with City of Calabasas amendments. Compliance with these requirements, including the provision of defensible space around structures, would reduce wildland fire impacts to a **less than significant** level.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. <u>HYDROLOGY and WATER QUALITY</u> – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**VIII. HYDROLOGY and WATER QUALITY – Would the project:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a, b) Growth regulated by the Development Code would be consistent with the General Plan and with the forecasts contained in the 2030 General Plan FEIR. Any future development would be required to comply with applicable water quality standards and waste discharge requirements. The Las Virgenes Municipal Water District provides water to the City and relies on imported water for its supplies. Therefore, any future development would not affect groundwater supplies or recharge. **No impact** would occur with respect to these issues.

c-f) Future development would incrementally alter drainage patterns within Calabasas by adding impervious surfaces. However, because vacant land within the City is limited, development would largely involve redevelopment of already developed sites. As such, the change in drainage patterns would be minimal. Moreover, as discussed in Section 4.7 of the 2030 General Plan FEIR, all future development within the City would be subject to various policies that would limit increases in runoff and contaminants within runoff. For example, 2030 General Plan Policy VII-10 limits new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream. Policy IV-27 requires runoff mitigation plans as part of the application and development review process that illustrate the Best Management Practices (BMPs) to be employed to prevent pollutants from running off of project sites into area waterways. Moreover, all future developments would be subject to the requirements of the City of Calabasas’ Stormwater and Urban Runoff Pollution Control Ordinance, which address provisions that apply to the discharge, deposit, or disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any area covered by the National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit. The FEIR concluded that implementation of these policies and regulations would reduce impacts to below a level of significance. Therefore, because development regulated by the Development Code would be consistent with that forecast in the FEIR, impacts associated with Development Code implementation would be **less than significant**.

g-i) In coordination with the 2030 General Plan, the proposed Development Code would regulate development within the 100-year flood zone. However, as discussed in Section 4.7 of the 2030 General Plan FEIR, 2030 General Plan Policy VII-7 requires developments to incorporate adequate mitigation measures to achieve an acceptable level of risk from potential flooding hazards. The FEIR concludes that this and other policies would reduce flood hazards



to a less than significant level. Because development regulated by the Development Code would be consistent with forecasts contained in the 2030 General Plan FEIR, flooding impacts associated with Development Code implementation would also be **less than significant**.

j) Calabasas is not subject to risks relating to seiche or tsunami. Though mudflow risks are present in areas of the City, the potential for exposure to such risks would be the same as that identified for the 2030 General Plan and, with implementation of 2030 General Plan policies and existing City regulations, would be reduced to a **less than significant** level.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**IX. LAND USE AND PLANNING** - Would the proposal:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) The proposed update to the Development Code is specifically intended to achieve consistency with the 2030 General Plan and other relevant plans. The Development Code would not facilitate any roads or other facilities that would divide an established community. No adopted habitat conservation plans or natural community conservation plans apply in Calabasas. Allowing transitional/supportive housing by right within the Residential Multi-Family (RM) zone and emergency shelters within the Commercial Limited (CL) zone could have the potential to create land use conflicts relating to visual compatibility and noise; however, implementation of Development Code standards on such development would effectively address any potential conflicts as all projects would be required to comply with applicable development standards and noise restrictions. **No impact** relating to land use and planning would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**X. MINERAL RESOURCES** – Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-b. A 1994 report by the California Geologic Survey designated areas in the western portion of Calabasas as Mineral Resource Zone (MRZ) 1, indicating that no significant mineral deposits are present. The remainder of the City is designated MRZ 3, indicating that the significance of mineral resources could not be evaluated from the available data. The 2030 General Plan prohibits the extraction of mineral resources that could result in significant environmental impacts. Because development regulated by the Development Code would be consistent with that regulated by the 2030 General Plan and forecast in the 2030 General Plan FEIR, it would not entail construction of structures or facilities for the purposes of extraction or exploration of mineral resources. **No impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XI. NOISE** – Would the project result in:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XI. NOISE** – Would the project result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-c) As discussed in Section 4.9 of the 2030 General Plan FEIR, vehicle traffic, especially along the Ventura Freeway corridor, is by far the greatest source of noise affecting Calabasas residents. Other sources include traffic on arterial roadways, such as Las Virgenes Road, Lost Hills Road, Calabasas Road, Old Topanga Canyon Road, and Mulholland Highway. In particular, truck traffic to and from Calabasas Landfill is a source of noise on Lost Hills Road north of the Ventura Freeway. Residences, schools, hotels, and hospitals are generally considered sensitive receptors where excessive noise can interfere with normal activities.

As noted in the 2030 General Plan FEIR, development regulated on or near major roadways in the City would potentially be exposed to noise exceeding the “normally acceptable” range, particularly for residential and other noise-sensitive land uses. However, implementation of various 2030 General Plan policies would reduce the potential for impacts relating to noise exposure to a less than significant level. Development regulated by the proposed Development Code would be consistent with that forecast in the 2030 General Plan FEIR; therefore, the same policies identified in the FEIR would also address potential impacts associated with Development Code implementation. Moreover, the Development Code includes new noise standards (contained in Chapter 17.20.160 of Article III) that provide additional guidance regarding noise exposure and reduction. Implementation of the Development Code standards, in combination with 2030 General Plan policies, would reduce impacts to a **less than significant** level.

d) As discussed in Section 4.9 of the 2030 General Plan FEIR, construction activity throughout Calabasas could temporarily expose residents and businesses to temporary elevated noise levels. Similar impacts could occur as a result of Development Code implementation. However, the proposed Development Code specifies that construction activities should take place before seven a.m. or after six p.m. on any day except Saturday, in which no construction is allowed before eight a.m. or after five p.m., and Sunday, when no construction is allowed.



Through limitation of construction activity to times of day when people are less sensitive to noise, impacts would be reduced to a **less than significant** level.

e, f) The airport nearest to Calabasas is the Van Nuys Airport located approximately 16 miles northeast of the City. Therefore, the City is not subject to excessive noise levels associated with airport operations. **No impact** would occur with respect to these issues.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XII. POPULATION AND HOUSING** — Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) The Southern California Association of Government’s (SCAG’s) Regional Comprehensive Plan (RCP) serves as a framework for addressing problems and creating a path to correct issues on a regional level through 2035. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. Population projections are made through SCAG’s Regional Transportation Plan (RTP) and are the basis of RCP growth projections. SCAG’s 2030 growth forecast projects a population of 27,600 for Calabasas in 2030, an increase of 3,865 from the estimated 2009 population of 23,735 (California Department of Finance, 2009).

Development regulated by the proposed Development Code would be consistent with that regulated by the 2030 General Plan. Consequently, anticipated population growth under the Development Code would be consistent with the forecasts contained in the 2030 General Plan FEIR. As discussed in Section 4.10 of the FEIR, given that Calabasas is almost entirely built out and the General Plan includes numerous policies and objectives aimed at limiting further growth, no exceedance of SCAG population forecasts for the City is anticipated. Impacts would be **less than significant**.

b, c) Development regulated by the proposed Development Code would be consistent with that regulated by the 2030 General Plan and, therefore, with the forecasts contained in the 2030 General Plan FEIR. As discussed in Section 4.10 of the FEIR, only one residential property within the City was being contemplated for redesignation in the 2030 General Plan and that



property (the “Pontopiddan” property along the west side of Las Virgenes Road) ultimately was not re-designated. The new zoning map is consistent with the adopted 2030 General Plan land use map. Therefore, though individual residences could be displaced over time, the Development Code would not facilitate displacement of substantial numbers of people or housing. Impacts would be **less than significant**.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a(i) The Los Angeles County Fire Department (LACFD) provides fire protection service in Calabasas. As discussed in Section 4.11 of the 2030 General Plan FEIR, forecast growth within Calabasas would incrementally increase demand for fire protection service. However, most growth is expected to involve infill development and the limited amount of new development that could occur in undeveloped hillside areas is not expected to create the need for new fire protection facilities. Growth regulated by the proposed Development Code would be consistent with that regulated by the 2030 General Plan and forecast in the 2030 General Plan FEIR. Therefore, because it was determined that implementation of proposed 2030 General Plan policies would reduce potential impacts to below a level of significance, impacts associated with the Development Code would also be **less than significant**.

a(ii) The Los Angeles County Sheriff’s Department (LASD) provides police protection service in Calabasas. As discussed in Section 4.11 of the 2030 General Plan FEIR, forecast growth within Calabasas would incrementally increase demand for police protection service. However, forecast growth would not create the need for new police protection facilities; therefore,



significant impacts relating to police protection service are not anticipated. Because growth regulated by the proposed Development Code would be consistent with that regulated by the 2030 General Plan and forecast in the 2030 General Plan FEIR, impacts associated with the Development Code would also be **less than significant**.

a(iii) The Las Virgenes Unified School District (LVUSD) provides primary and secondary public education services in Calabasas. As discussed in Section 4.11 of the 2030 General Plan FEIR, forecast growth in Calabasas would increase school enrollment and could result in exceedances of capacity at LVUSD schools. The proposed Development Code would facilitate similar levels of growth as were forecast in the 2030 General Plan FEIR, but would not create any new impact to schools beyond that noted in the FEIR. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, pursuant to CGC §65995(h) and as identified in the 2030 General Plan FEIR, impacts relating to school capacity would be **less than significant** assuming that future developers within Calabasas continue to pay State-mandated school impact fees.

a(iv) As discussed in Section 4.12 of the 2030 General Plan FEIR, park demand associated with growth forecast for the 2030 General Plan could exceed the City's available supply of parks. However, with additional park sites identified in the 2030 General Plan, the target rate of 3 acres per 1,000 residents could be met. Development of these sites could potentially result in significant impacts in such areas as aesthetics, biology, geology, biology, hazards and hazardous materials, and water quality. However, existing City programs for project design and approval as well as the CEQA environmental review process require that such potential impacts be addressed prior to construction of new facilities. Impacts were therefore found to be less than significant.

Growth regulated by the proposed Development Code would create similar demand as that forecast for the 2030 General Plan, but would not create any impacts beyond those identified in the 2030 General Plan FEIR. Consequently, similar to the 2030 General Plan, impacts relating to parks and recreation would be **less than significant**.

a(v) As discussed in Section 4.11 of the 2030 General Plan FEIR, the new Calabasas Library, which opened in July 2008, is expected to meet the City's library needs through 2030. Therefore, because growth regulated by the proposed Development Code is consistent with that forecast for the 2030 General Plan FEIR, significant impacts relating to libraries are not anticipated. Impacts relating to other services would be **less than significant**.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XIV. RECREATION —**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a, b) Please see the discussion above under Item XIII.a.iv. Impacts relating to recreation would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XV. TRANSPORTATION / TRAFFIC —** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XV. TRANSPORTATION / TRAFFIC</b> — Would the project:				
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) As discussed in Section 4.13 of the 2030 General Plan FEIR, traffic growth regulated by the 2030 General Plan could result in deficiencies to the local circulation system based on General Plan level of service standards. Mitigation options were available and implemented to address all projected deficiencies for intersections within the City. However, the traffic increase at the Calabasas Road/Valley Circle Boulevard intersection within the City of Los Angeles could exceed that city’s thresholds and feasible mitigation was determined not to be available. Therefore, the impact at that location was found to be unavoidably significant and the City of Calabasas adopted a Statement of Overriding Considerations for that impact.

Growth regulated by the proposed Development Code would be similar to, but would not exceed, that regulated by the 2030 General Plan. Therefore, although Development Code implementation could create significant impacts as described above, it would not create any impacts beyond those identified in the 2030 General Plan FEIR. Therefore, impacts would be **less than significant**.

c. Van Nuys Airport is the airport nearest to Calabasas, approximately 16 miles northeast of the City. Implementation of the proposed Development Code would have no effect on air traffic patterns. **No impact** would occur.

d, e. Article III of the proposed Development Code includes specific site planning and project design standards intended to address such issues as traffic hazards and emergency access. In addition, the LACFD and LASD review individual development proposals to ensure that access needs are met. As such, impacts relating to traffic hazards and emergency access would be **less than significant**.

f. Article III of the proposed Development Code (Chapter 17.28) includes specific parking standards for the range of land uses that could be regulated by the Code. Implementation of these standards as individual projects are proposed would address parking demand and reduce impacts to a **less than significant** level.



g. The purpose of the Development Code is to implement the policies of the 2030 General Plan, including Circulation Element policies relating to alternative transportation. As such, the Development Code would not conflict with such policies and **no impact** would occur.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XVI. UTILITIES AND SERVICE SYSTEMS** — Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, e. Wastewater generated in Calabasas is treated at the Tapia Water Reclamation Facility (TWRf), operated by Las Virgenes Municipal Water District (LVMWD). As discussed in Section 4.14 of the 2030 General Plan FEIR, the future capacity of the TWRf would be 12 million gallons per day (mgd), while the TWRf currently treats approximately 9.4 mgd. Thus, the available capacity is estimated at 2.6 mgd. The projected maximum net increase for the 2030 General Plan (713,315 gallons per day [gpd]) represents about 27% of the future capacity of the plant. Therefore, sufficient treatment capacity is available at the TWRf to serve development



regulated by the 2030 General Plan. Because growth regulated by the Development Code is consistent with that regulated by the 2030 General Plan, sufficient plant capacity would continue to be available and impacts relating to wastewater service would be **less than significant**.

c. Please see Item VIII, *Hydrology and Water Quality*, for a discussion of storm drain infrastructure. Impacts would be **less than significant**.

d. The Las Virgenes Municipal Water District (LVMWD) provides water service in Calabasas. The reliability of the LVMWD's water supply is currently dependent on the reliability of its imported water supplies, which are managed and delivered by the Metropolitan Water District of Southern California (MWD). As discussed in Section 4.14 of the 2030 General Plan FEIR, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, are and will be reliable for at least a 20-year planning period. Although water supply conditions are always subject to uncertainties, MWD is actively managing its supplies to ensure reliability for the future. With the addition of supplies under development and discussed in the 2030 General Plan FEIR, it is anticipated that water supplies will be sufficient to serve development regulated by the 2030 General Plan. Southern California is currently experiencing an ongoing regional water supply shortage due to below average rainfall, reduced levels of storage in reservoirs, and restrictions on water delivery through the Sacramento-San Joaquin Delta. The LVMWD has adopted a Water Shortage Response Plan to address this issue. However, the plan identifies a number of water conservation measures to minimize water demand. Policy IV-21 of the 2030 General Plan requires the City to coordinate land development review with the LVMWD to ensure that adequate water supplies are available to support any new development.

Growth regulated by the proposed Development Code is consistent with that regulated by the 2030 General Plan. Consequently, forecast water demand and associated impacts would also be similar. Although water supply conditions are uncertain due to the current water shortage being experienced throughout the region, the impact to water supplies associated with the Development Code would not exceed that identified for the 2030 General Plan FEIR and would therefore be **less than significant**.

f, g) As discussed in Section 4.14 of the 2030 General Plan FEIR, development regulated by the 2030 General Plan would incrementally reduce the lifespan of the Calabasas landfill. However, the City has implemented a 75% diversion rate by 2012, which would limit the City's contribution to the landfill. This rate would substantially reduce solid waste directed toward the landfill and reduce impacts to a less than significant level. Growth regulated by the proposed Development Code would be consistent with that regulated by the 2030 General Plan and forecast in the 2030 General Plan FEIR. Therefore, the Development Code would not create any impacts beyond those identified in the 2030 General Plan FEIR and impacts would be **less than significant**.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVII. MANDATORY FINDINGS OF SIGNIFICANCE —**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) As discussed in Section IV, *Biological Resources* and Section V, *Cultural Resources*, the proposed Development Code does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be **less than significant**.

b) The proposed Development Code considers cumulative growth within Calabasas and, as discussed throughout this Initial Study, significant cumulative impacts associated with developed regulated by the Development Code are not anticipated. Consequently, no cumulatively considerable impacts would occur and impacts would be **less than significant**.

c) As discussed in Section III, *Air Quality*; Section VI, *Geology and Soils*; Section VII, *Hazards and Hazardous Materials*; Section VIII, *Hydrology and Water Quality*; Section XI, *Noise*; and Section XV, *Transportation and Traffic*, the proposed Development Code would not create environmental effects that would adversely affect human beings. Impacts would be **less than significant**.



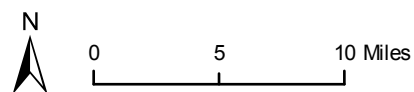
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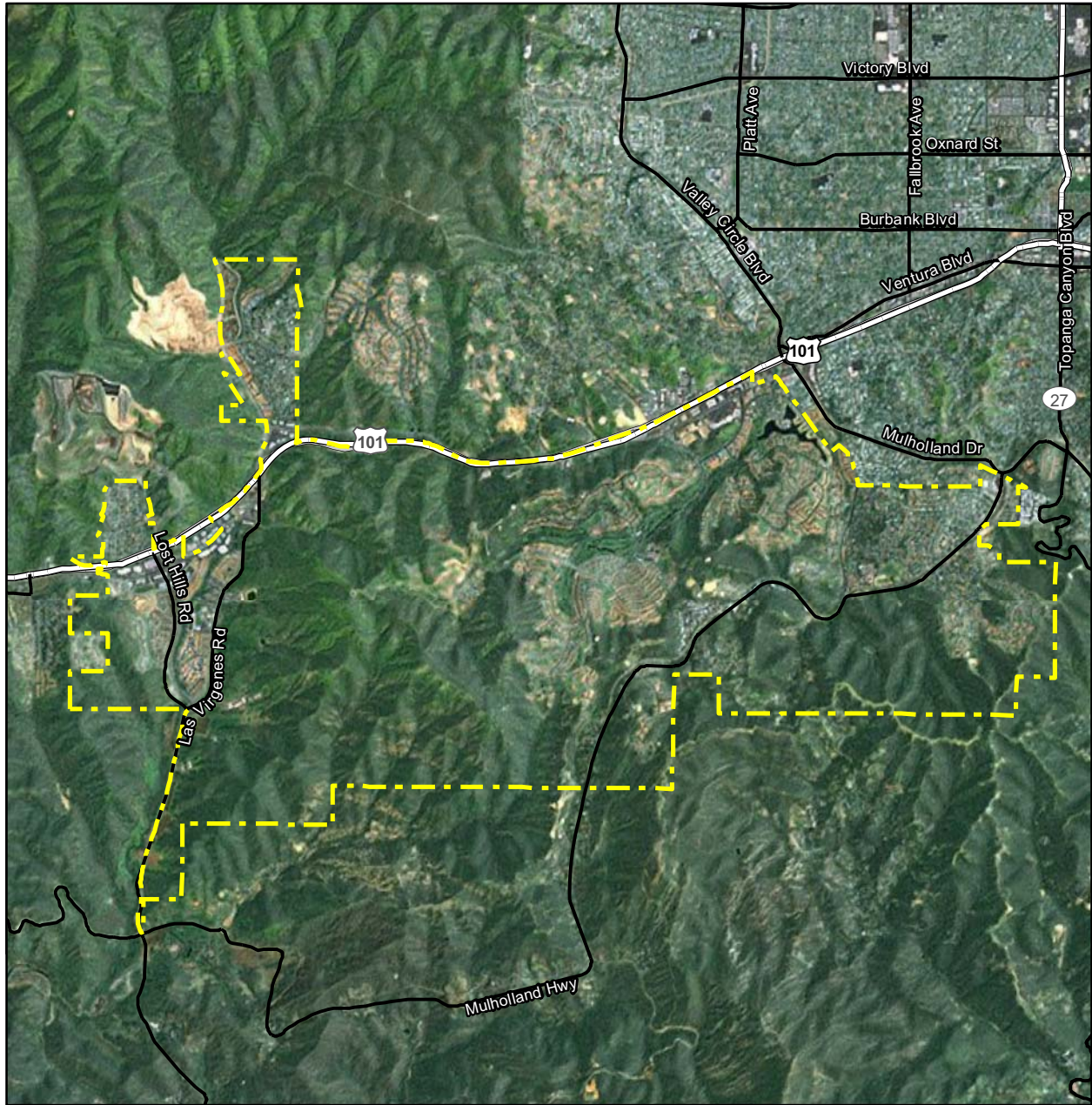


Basemap Source: U.S. Bureau of the Census, TIGER 2000 data, and USGS, 2002.




Regional Location

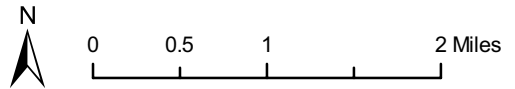
Figure 1



Source: City of Calabasas, 2007 and ESRI Map images copyright © 2009 ESRI and its licensors. All rights reserved. Used by permission.

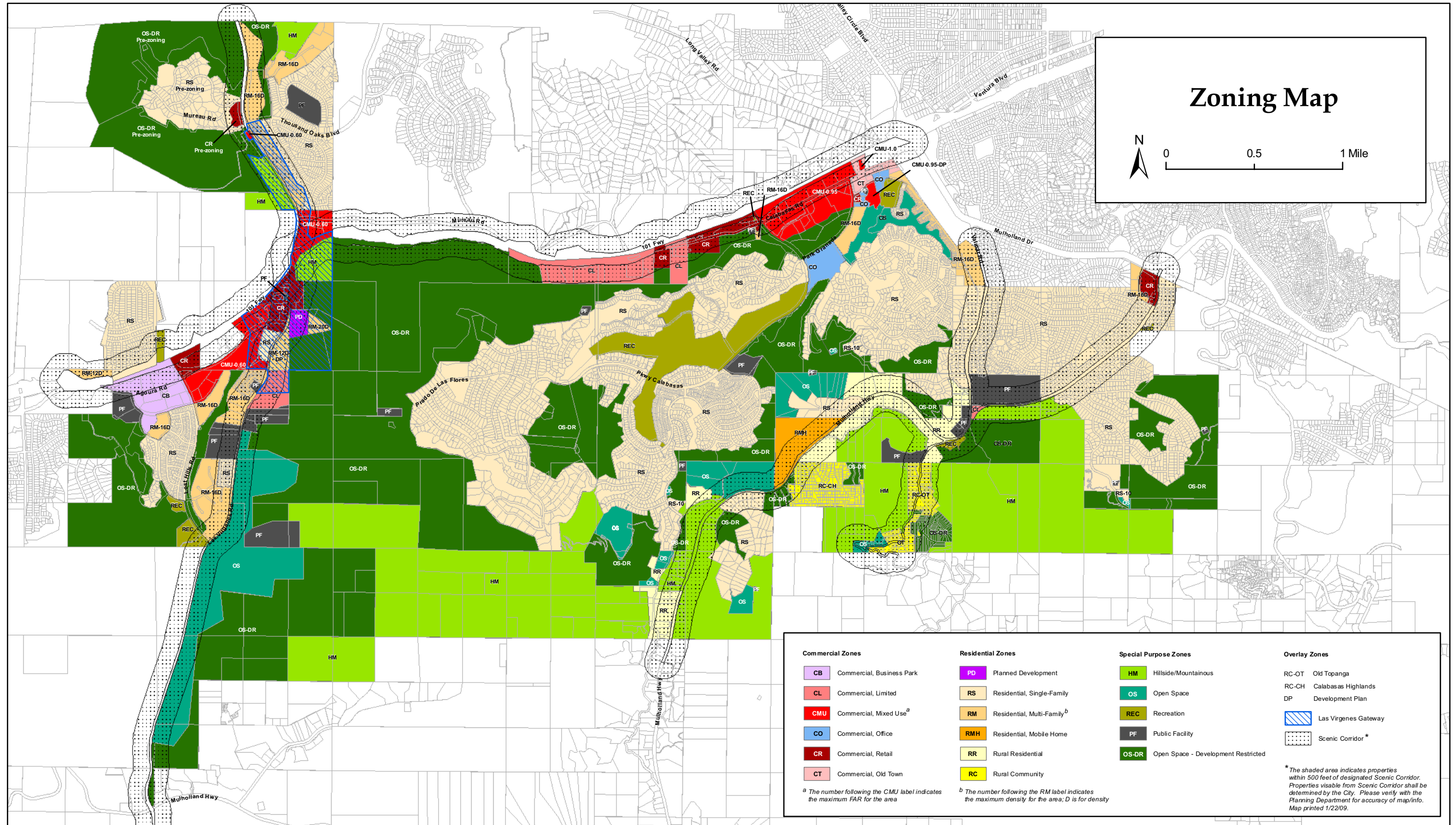
### Legend

 Calabasas City Boundary



City Boundaries

Figure 2



Base map source: City of Calabasas, 2007, and Rincon Consultants, 2009.

Figure 3