Westlake Village
BUSINESS PARK SPECIFIC PLAN

PUBLIC REVIEW DRAFT

September 2012

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CHAPTER 1

Introduction

A. Background and Purpose of the Specific Plan

The Westlake Village Business Park is going through a transformation in response to market pressures to redevelop older, outdated facilities within a desirable trade area. Several of the older industrial properties in the southern portion of the business park have converted to other uses. The new uses include a Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church. These recent investments have improved the image of the community as viewed from Interstate 101, and have caused interest among other property owners regarding what they might do with their properties.

In response to these growing demands and opportunities, the City initiated the development of a Specific Plan for the area. The purpose of the Westlake Village Business Park Specific Plan is to provide a long-range strategy for revitalizing the Westlake Village Business Park to enhance the City's economic base, define new public spaces to serve the business park and the entire community, and create a model for sustainable, healthy development. This Specific Plan meets the City's goal of taking a long-term view of what land uses are appropriate for this area by providing greater flexibility in permitted land uses to capture economic potential both in the short-term and long-term. This Specific Plan provides the City with the opportunity to create a high quality of life for its residents for decades to come by planning now for future development and public improvements. It also establishes a framework for quality

What is a Specific Plan?

A Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area.

development and public improvements that are in character with the high quality of design established within the City of Westlake Village and respect the high value the community places on open space. The Specific Plan also implements some of the key visions and values of the *City of Westlake Village 2015 Strategic Plan*.

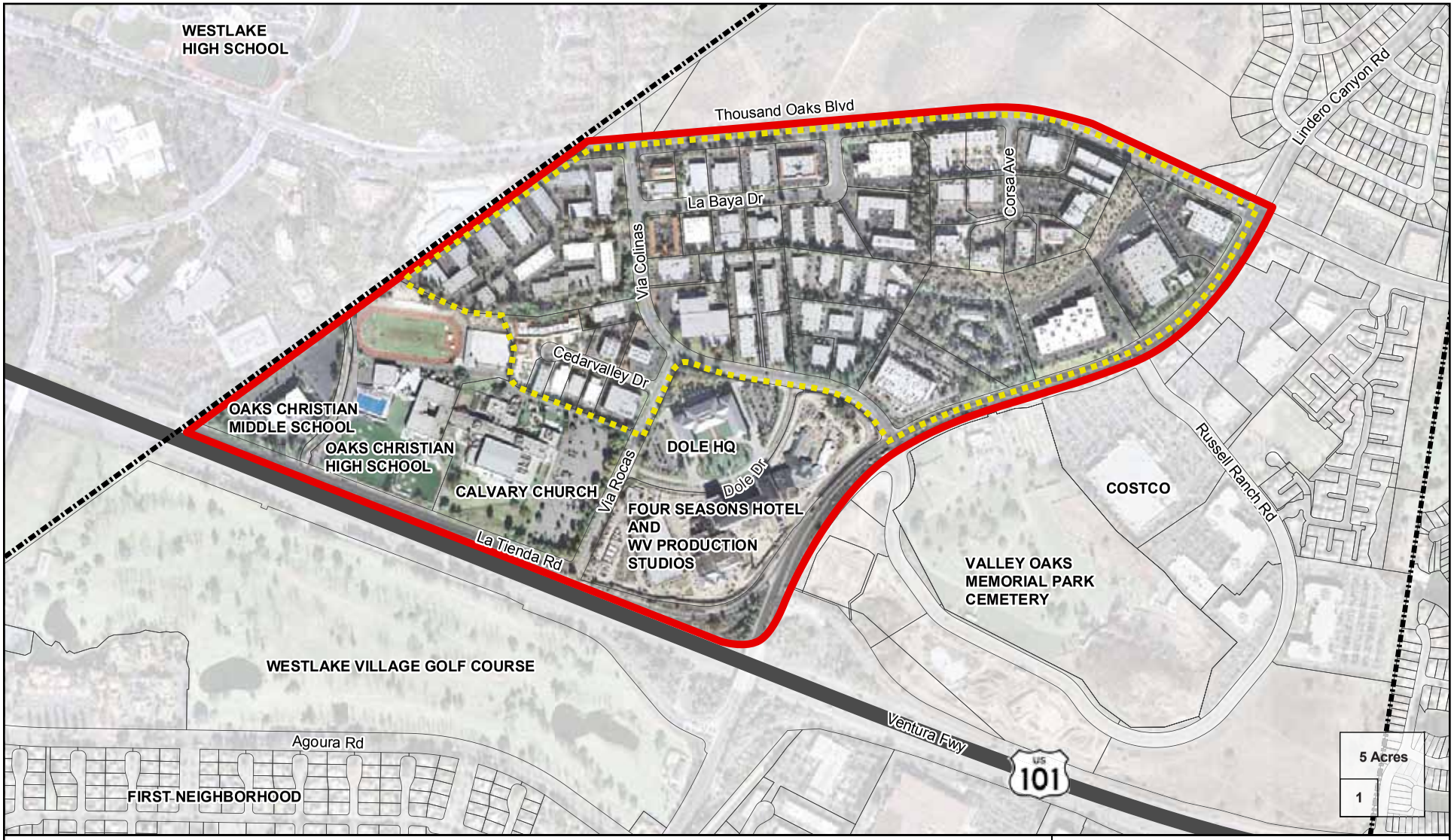
B. Specific Plan Area

The Specific Plan area (Figure 1-1) is located in the northern portion of the City and is approximately 200 gross acres in size (including public rights-of-way) and 183 net acres in size (excluding public rights-of-way)[1]. It is bounded by Thousand Oaks Boulevard to the north, Lindero Canyon Road to the east, the Ventura Freeway (Highway 101) to the south and the City of Thousand Oaks to the west. The Specific Plan area contains 54 parcels with multiple property owners.

The focus of this Specific Plan is on the northern two-thirds of the planning area (Figure 1-1), which is 128 gross acres (112 net acres) in size and contains 49 parcels. This is the area in need of revitalization. The southern portion of the Specific Plan area contains the relatively new Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary

The Four Seasons hotel, Dole corporate headquarters, Oaks Christian School, and Westlake Village Studios are some of the recent developments that have improved the image of the business park, especially as viewed from the Ventura Highway (101 Freeway).

1 Source: City of Westlake Village GIS data



Project Area

City Boundary

Focus Area

Figure 1-1:

Specific Plan Area

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

Community Church, as noted in the previous section. These properties are included within the Specific Plan area for context, as part of the larger business park, and because streetscape improvements are planned for the streets fronting these properties for continuity within the business park. No zoning changes are planned for these southern properties.

With the exception of the uses noted above in the southern portion of the Specific Plan area, existing land uses include a variety of business park and commercial land uses, including general office, light industrial, auto repair, distribution, and warehousing. Service uses occupy some of the multi-tenant space. The area is essentially built-out and the majority of parcels are less than two acres in size. The predominant building type is single story tilt-up industrial or office buildings.

Adjacent uses to the Specific Plan area include the Westlake Village Community Park/ YMCA (currently under construction) to the north of Thousand Oaks Boulevard; Costco and Valley Oaks Memorial Park Cemetery to the east of Lindero Canyon Road; and office development to the west.

The northern portion of the Specific Plan area consists of varied office, service, light industrial, and warehousing uses.

C. Regional Context

The City of Westlake Village is located 38 miles west of downtown Los Angeles and nine miles from the Pacific Ocean. It is situated along the northwest border of Los Angeles County and is divided by Interstate 101. The City borders Ventura County and the City of Thousand Oaks to the north and west, the City of Agoura Hills to the east, and the unincorporated Santa Monica Mountains to the south.

Regional Location

Within the City limits are approximately 850 commercial and light industrial businesses, including several which maintain their national or world headquarters in Westlake Village. The City encompasses twenty individual neighborhoods, with active homeowners' associations to promote and maintain high quality architectural standards.[2]

D. Regulatory Authority

The Westlake Village Business Park Specific Plan (Project Number XXX) has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by ordinance as regulatory documents. The law allows adoption of Specific Plans as may be required for the implementation of the General Plan.

E. Relationship to the General Plan

The Westlake Village General Plan is being updated concurrent with this Specific Plan (Project Number XXX), which will ensure consistency between the Westlake Village General Plan and the Westlake Village Business Park Specific Plan.

2 Source: City of Westlake Village Community Profile

F. Relationship to the Zoning Ordinance

Adoption of this Specific Plan applies zoning designations for the Specific Plan area (Project Number XXX), which incorporate all of the standards for land use and development set forth in this Plan. The regulations of this Specific Plan replace those set forth in Article 9 (Zoning Regulations) of the Westlake Village Municipal Code, and any other applicable ordinances. Where land use regulations and/or development standards of the Zoning Regulations are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the Zoning Regulations.

The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Zoning Ordinance and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Specific Plan shall be subject to Article 9 (Zoning Regulations) of the Westlake Village Municipal Code.

G. Applicability and Conformity of Development

No construction, modification, addition, or placement of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan that is not in conformity with the provisions of this Specific Plan. If the Planning Director or designee determines that an existing use or structure in the Specific Plan area is an existing nonconforming use that does not have to be brought into conformance with the Specific Plan, the regulations and standards of Article 9 (Zoning Regulations) of the Westlake Village Municipal Code shall apply.

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate City office on or before the effective date of this Specific Plan. However, applicants for such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired or were denied will be required to conform to this Specific Plan.

CHAPTER 2

Community Participation and Visioning Process

A. Introduction

The Westlake Village Business Park Specific Plan was prepared with extensive community outreach and participation. Input was obtained through a series of public workshops, where stakeholders including property owners, businesses, residents of adjacent neighborhoods, and interested parties provided input to the consultant team through group discussion and feedback on the topics and direction of the Plan. Three public workshops were held at milestone stages of the project, and are described in detail below.

Study sessions were also held with the City Council, as well as with the Business Park Specific Plan Ad Hoc Committee, Land Use Committee, and Environmental Committee of the City Council in order to provide decision-maker continuity and feedback throughout the duration of the project. These study sessions generated significant dialogue and provided valuable direction during the preparation of the Westlake Village Business Park Specific Plan.

B. Public Process

1. Analysis & Visioning Phase

During the analysis and visioning phase, the first public workshop for the Westlake Village Business Park Specific Plan was held on May 19, 2010 at City Hall. The workshop day was comprised of a series of meetings held over the course of the day in which City staff and the consultant team met with commercial real estate brokers; representatives from Dole International, Westlake Village Studios, Oaks Christian School, and Calvary Community Church; property owners in the northern portion of the Specific Plan area (the area targeted for land use and zoning changes); and home owners and residents at a public meeting with the City Council.

The purpose of the first workshop was to ask questions about how to revitalize the Westlake Village Business Park and to listen to the issues, goals and visions expressed by the stakeholders. The consultant team presented demographics and market information, as well as existing data regarding land use, circulation and streetscape conditions. Initial opportunities and constraints for the area were also presented to initiate discussion about how to plan for its future.

During the visioning process, the primary issues and ideas expressed by the stakeholders were focused on providing incentives for upgrades and new development, improving parking and amenities for the business park, and being receptive to future market changes and the possibility of major change in the long term. Stakeholders discussed their vision to transform the business park into a vibrant area with a mix of uses, while simultaneously guiding future growth in a way that is compatible with surrounding development and the existing characteristics of this lakeside community.

In addition, several goals for the Westlake Village Business Park Specific Plan were developed as a result of the input received:

- Increase city revenues;
- Support property owners and tenants;
- Maintain and enhance community image;
- Improve circulation;
- Enhance open space;
- Provide services for the community;
- Provide housing opportunities;
- Reduce vehicle miles traveled;
- Accommodate growth; and
- Become more of a destination.

2. Conceptual Land Use Scenario Phase

The next phase of the project was to prepare conceptual land use scenarios to discuss with the stakeholders. The second public workshop was held on January 11, 2011 at City Hall. Similar in format to the first workshop, the second workshop was comprised of a series of meetings held over the course of the day with the same group of stakeholders and the City Council.

The purpose of this workshop was to present various land use scenarios for the Specific Plan area based on stakeholder input received at the first workshop. The land use scenarios that were presented analyzed four different combinations of land use and density, ranging from no change (retaining existing business park and office uses at current densities) to a high intensity of change that added live/work and residential uses, as well as significantly

increased commercial, retail, and office square footage based on higher assumed densities. Three of the scenarios also added a Design District along La Baya Drive and Via Colinas, which builds upon the uses currently there and focuses on home furnishings and home design products. Improved streetscapes, additional open space, and potential parking structure locations to address the existing shortage of parking were addressed for all four scenarios.

In general, a majority of the stakeholders favored the idea of allowing additional land uses in the area to provide for greater market flexibility in the future, as well as increasing density potential. Significant discussion was centered on creating a bold plan for the business park that would result in significant change over the long-term to meet the changing needs of the future. Ideas included live/work opportunities, environmentally-friendly businesses and green sector technology, incubator space for new business, specialty retail and restaurants with public open spaces, and media and entertainment uses. The stakeholders envisioned long-term potential for making the Specific Plan area a "creative", "campus" environment; a "village" way of living where people can live, work and recreate.

There was also significant discussion around the issue of parking. With increased densities, structured parking, potentially in the form of a parking district, will be necessary. The stakeholders were also in favor of a creating a Business Improvement District (BID) for the area to help incentivize the public improvements, promote the area, and generate more pride and a sense of ownership among the property owners.

3. Preferred Scenario Phase

As a result of input received during the second workshop day, a preferred conceptual land use scenario and urban design concept was prepared and discussed in meetings with the Ad Hoc, Land Use, and Environmental Subcommittees of the City Council. In addition, the preferred scenario was presented, and comments received, at a public City Council study session.

In keeping with the comments received at the previous workshops, the Committee and Council members expressed a desire to allow the flexibility for significant change over the long-term to avoid furthering obsolete uses and under-utilized sites within the business park. As such, there was overall support for the preferred scenario. Some of the long-term, visionary comments received by Committee and Council members included the consideration of a live performance theater space within the area; a pedestrian bridge from a proposed parking structure on La Baya Drive across Thousand Boulevard to the new park; and a greenbelt loop though the Specific Plan area. In addition, there was discussion regarding the possibility of developing a shared parking structure on the adjacent Costco site to contribute to the parking supply for the Specific Plan area while also freeing up space for Costco to provide on-site gasoline sales.

An overriding short-term suggestion for Specific Plan implementation was to phase the project by first investing in public improvements in the Design District along La Baya Drive to "kick start" redevelopment of the area. Public investments in this area can be fairly minor to start, including signage and street improvements, but have the potential to create identity and generate private investment in the Specific Plan area.

Stakeholders and community members provided extensive input to the future of the Westlake Village Business Park at several public workshops and study sessions held throughout the Specific Plan process.

During the development of land use scenarios, a physical model for the Specific Plan area was used to help the community visualize how the business park could transform into a mixed use environment with improved parking, pedestrian circulation and increased open space.

4. Draft Specific Plan Phase

PLACEHOLDER FOR TEXT TO BE INSERTED AFTER THIRD WORKSHOP (WHERE DRAFT SPECIFIC PLAN IS PRESENTED TO THE PUBLIC/ STAKEHOLDERS)

C. Conceptual Vision Plan

As a result of the public process, a Conceptual Vision Plan (Figure 2-1) emerged that illustrates one way the Specific Plan could be redeveloped over the very long-term. The Conceptual Vision Plan shows a long-term vision for private and public improvements under favorable market conditions. This Specific Plan uses this vision a basis for the policies and recommendations included herein, but also provides development provisions that address the need for change in the short term, while not limiting market flexibility for the long-term. Also illustrated in the Conceptual Vision Plan is an open space framework that illustrates potential long-term open space, plaza, greenbelt and streetscape improvements to make the Specific Plan area a pedestrian-friendly environment that includes public gathering spaces for the entire community to enjoy.

The following sketches and before and after simulations illustrate several of the sites as envisioned in the Conceptual Vision Plan.

The corner of Thousand Oaks Boulevard and Lindero Canyon Road (Mixed Commercial District) offers the opportunity for a prime retail and office hub within the City. A large courtyard or public plaza would enhance the pedestrian environment for a lifestyle retail center. This illustration shows the potential for a large public plaza anchored by an expanded Guitar Center corporate headquarters and retail center.

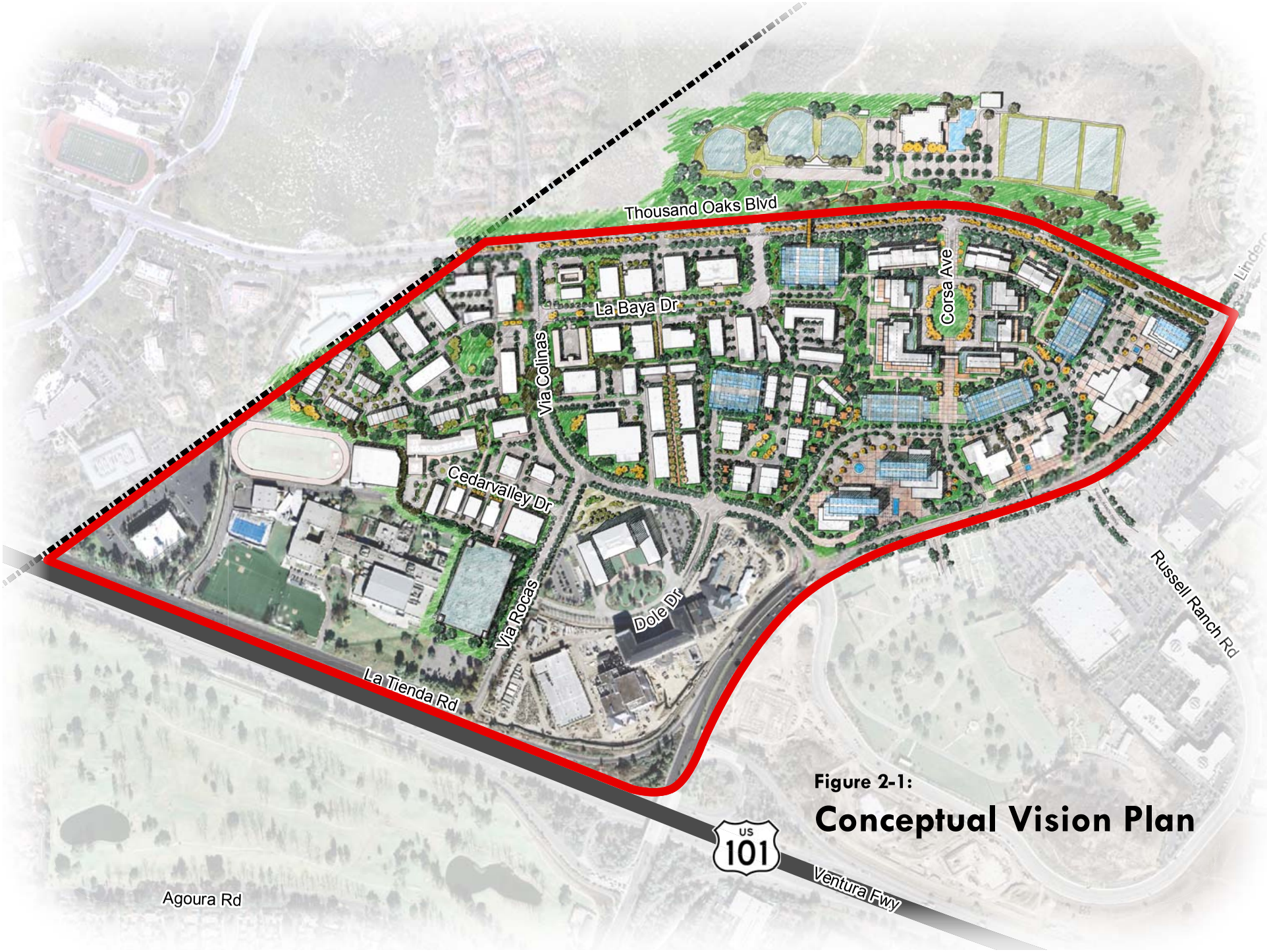


Figure 2-1:

Conceptual Vision Plan

Benefitting from spectacular views of the Santa Monica Mountains to the south, the area around Corsa Avenue (Mixed Use - Corsa District) presents an opportunity for new mixed use development surrounding an expansive public open space, plaza, or “village green.” This could occur through lot consolidation and development of a unified project at higher densities under the Mixed Use - Corsa zoning designation.

New specialty retail is encouraged in the Specific Plan area to serve the specialty shopping needs of citywide residents and regional shoppers. Specific Plan standards and guidelines promote sidewalk and plaza-oriented retail that enlivens the pedestrian experience and creates a sense of place.

IN 2010

As part of the Design District, the retailing area north of Via Colinas could be greatly enhanced over the long-term with pedestrian and landscape improvements. This illustration shows the potential for converting the driveway to a pedestrian street to improve the retailing environment of these design-oriented shops. Parking for this area would be accommodated through a parking district approach for the entire Design District.

WITH SPECIFIC PLAN

IN 2010

WITH SPECIFIC PLAN

The site at the corner of La Baya Drive and Thousand Oaks Boulevard would be an ideal location for a parking structure to serve the Design District under a parking district approach. This structure could also support overflow parking for the Community Park to the north across Thousand Oaks Boulevard. A parking district approach would foster a “park once” strategy and encourage pedestrian activity throughout the Design District.

IN 2010

In the long term and depending upon market conditions, a portion of or the entire site west of Via Colinas (Mixed Use - Via Colinas District) may transition to medium to high density residential uses, increasing the options for attached residential uses in City. This district benefits from the southerly views of the Santa Monica Mountains and is large enough to develop a critical mass of units, thereby creating a “neighborhood” environment.

WITH SPECIFIC PLAN

CHAPTER 3

Goals and Policies

A. Introduction

The Conejo Valley has evolved into a distinct region with its own centers of innovation and culture. As a reflection of this progress, the Specific Plan goals and policies support the transition from a suburban business park to a vibrant mixed-use neighborhood. To maximize the redevelopment potential of the area, the Specific Plan recommends improving traffic circulation, introducing complimentary commercial and residential uses, and enhancing pedestrian amenities. The goals and policies acknowledge that private investment will lead the area's transition and recommend several different public/private partnership strategies that will increase the competitiveness and development potential of the Specific Plan area.

The goals and policies set forth the framework to realize the vision for the Westlake Village Business Park Specific Plan. They serve as guidelines for decision making and provide direction for the future. The goals and policies were derived from input received from the community and stakeholders at public workshops, City Council study sessions, and City staff during the planning process. The goals and policies are provided for under the following categories:

- Land Use and Urban Design
- Economic Development
- Circulation
- Parking
- Infrastructure

The Specific Plan goals and policies are consistent with the citywide policies of the General Plan, some of which are fully or partially incorporated and referenced herein. In addition, this Specific Plan supports policy direction provided by the City of Westlake Village General Plan by facilitating intensification, adaptive reuse, and a mix of land uses in the Westlake Village Business Park to provide flexibility and better respond to market demand:

"Promote the revitalization and more effective use of properties characterized by economic under-utilization or obsolescence through the implementation of a specific plan." (General Plan Goal 9)

"Allow for intensification and adaptive reuse of properties located within the Westlake Village Business Park Specific Plan area in accordance with objectives, standards and criteria set for in the Specific Plan." (General Plan Policy 1.1.4)

B. Land Use and Urban Design

Goal LU/UD-1: Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.

Policy LU/UD-1.1: Provide for the intensification and adaptive reuse of sites located in areas designated as Intensification areas on the General Development Policy map (of the Westlake Village General Plan) provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability. *(General Plan Policy 1.1.3)*

Policy LU/UD-1.2: Establish land use districts that have complimentary rather than competitive uses and maintain the integrity of, and interrelationships among, the districts.

Policy LU/UD-1.3: Accommodate employment, visitor-serving, and residential uses, as well as local and regional-serving amenities within a comprehensive mixed use environment.

Goal LU/UD-2: Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.

Policy LU/UD-2.1: Diversify the mix of land uses to respond to market demand, create a vibrant and more active environment, and make the most efficient use of available land.

Policy LU/UD-2.2: Explore various techniques, including public/private partnerships, which create the potential for visionary new uses (such as entertainment, cultural, or recreational attractions) to the Specific Plan area.

Policy LU/UD-2.3: Facilitate the development of larger-scaled unified projects, rather than piecemeal development, by incentivizing the consolidation of parcels where appropriate.

Policy LU/UD-2.4: Identify site opportunities and actively recruit developers of projects that integrate compatible uses and pedestrian amenities.

Policy LU/UD-2.5: Take advantage of the Specific Plan area's prominent location and accessibility along the Ventura Highway (101 Freeway) by encouraging land uses with a regional draw, in addition to serving the local community.

Policy LU/UD-2.5: Assist in the redevelopment of auto-related uses (repair, sales, body work, parts, car wash, etc.) in the Specific Plan to provide opportunities for assemblage of adjacent parcels and facilitate pedestrian-oriented commercial and mixed use projects.

Policy LU/UD-2.6: Consider prioritizing investment in public improvements (streetscape improvements, signage, banners, etc.) along La Baya Drive in the Design District to "kick start" redevelopment of the area.

Goal LU/UD-3: Create a range of housing opportunities and choices.

Policy LU/UD-3.1: Introduce higher density housing products for efficient use of land and to offer housing choices that are less available in Westlake Village, including live-work space.

Policy LU/UD-3.2: Implement targeted areas of mixed use zoning that promotes employment uses proximate to housing.

Goal LU/UD-4: Create a vibrant environment for both residents and visitors.

Policy LU/UD-4.1: Provide site opportunities conducive to outdoor special events in the mixed use areas, such as live entertainment and art festivals.

Policy LU/UD-4.2: Maintain a continuity of pedestrian activity in mixed use areas through active ground-level retail and restaurant uses.

Policy LU/UD-4.3: Recruit and attract cultural/entertainment uses (e.g. museum, gallery, cinema) to the Specific Plan area, which would support dining and retail uses by bringing patronage to the area.

Policy LU/UD-4.4: Encourage pedestrian-oriented specialty retail shops offering quality goods and services in the mixed use areas, with a balance between individually-owned businesses and franchise or corporate entities.

Policy LU/UD-4.5: Implement development standards and design guidelines to provide an appropriate transition between commercial uses and adjacent residential uses.

Goal LU/UD-5: Encourage good design and high-quality development within the Specific Plan area.

Policy LU/UD-5.1: Implement development and design standards that result in high quality development of distinctive character.

Policy LU/UD-5.2: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate façade articulation and vertical setbacks), and include extensive landscaping. *(General Plan Policy 9.1.1)*

Policy LU/UD-5.3: Encourage the consolidation of parcels to create larger scale building masses within identified Intensification Areas while maintaining compatibility with adjacent land uses. *(General Plan Policy 4.1.3)*

Policy LU/UD-5.4: Take advantage of the Plan area's natural setting and dramatic views of the Santa Monica Mountains to enhance the quality of the overall development.

Goal LU/UD-6: Encourage sustainable design and development practices.

Policy LU/UD-6.1: Encourage efficient patterns of development within the Specific Plan area by facilitating mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Policy LU/UD-6.2: Encourage design that takes advantage of the area's natural resources, such as topography, wind, sun, etc., and emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy LU/UD-6.3: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy LU/UD-6.4: Through the development process, encourage building orientations conducive to utilizing available solar energy.

Policy LU/UD-6.5: Encourage projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification – (Green Building Rating System) - or other similar certification.

Policy LU/UD-6.6: Require new development to incorporate amenities to encourage bicycling, including bicycle racks, lockers, and bicycle paths between uses where feasible.

Goal LU/UD-7: Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Policy LU/UD-7.1: Create pedestrian linkages between districts in the Specific Plan area, as well with the Westlake Village Community Park/YMCA to the north across Thousand Oaks Boulevard.

Policy LU/UD-7.2: Improve the pedestrian environment along all streets within the Specific Plan area with sidewalks and streetscape enhancements, such as street trees and street furniture.

Policy LU/UD-7.3: Locate streetscape elements to enhance the public realm by framing views, screening parking areas, identifying entries, providing shade, etc.

Policy LU/UD-7.4: Provide for the creation of gathering places within private development, such as plazas, green spaces, and linear parks that capture views.

Policy LU/UD-7.5: Provide site furniture and lighting appropriate to the "village" environment and unique to the Specific Plan area.

C. Economic Development

Goal ED-1: Provide for adequate infrastructure financing for existing and future development.

Policy ED-1.1: Require existing and new development to contribute their fair share of the cost of on- and off-site public infrastructure.

Policy ED-1.2: Prioritize public investment that improves traffic circulation and expands streetscape to needed areas.

Policy ED-1.3: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Infrastructure Financing Districts, Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund and construct necessary public facilities and infrastructure.

Policy ED-1.4: Based on capital cost estimates provided as part of the Specific Plan, establish development impact fees for new development's fair share cost of required facilities.

Policy ED-1.5: Apply for available State, Federal and regional funding sources to finance infrastructure costs.

Policy ED-1.6: Periodically update the financing plan as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur.

Goal ED-2: Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.

Policy ED-2.1: Require existing and new development to contribute their fair share of operations and maintenance costs for enhanced services that provide special benefits to properties and businesses.

Policy ED-2.2: Use various combinations of techniques to cover ongoing operations and maintenance costs, such as landscape and lighting districts, Community Facilities District (CFD) special taxes, and a homeowners'/property owners' business improvement district or association.

Policy ED-2.3: Provide for approaches that increase the cost-efficiency of the delivery of public services.

Goal ED-3: Diversify and increase City revenues that lead to a more fiscally balanced community.

Policy ED-3.1: Facilitate efforts to increase the sales tax revenues from such activities as retail development that serves the business park and community residents, such as: convenience retail, specialty retail, restaurants and food establishments.

Policy ED-3.2: Facilitate efforts to expand the presence of businesses that constitute a design district that also generate taxable sales.

Policy ED-3.3: Build upon city programs, such as improving transit access and parking management that can lead to increased development and enhanced property values.

Policy ED-3.4: Coordinate with property owners and businesses in marketing efforts that help establish a strong sub-regional presence as specialty retail and design district destination.

Policy ED-3.5: Encourage residential development that is compatible with commercial uses and can support community serving businesses.

Policy ED-3.6: Prepare a set of performance indicators to monitor ongoing fiscal health of the business park.

Goal ED-4: Provide incentives for future development to assemble and make efficient utilization of land.

Policy ED-4.1: Since redevelopment powers have been eliminated in California, new techniques should be implemented to provide incentives for the redevelopment and intensification of developed land, such as Graduated Density Zoning and Infrastructure Financing Districts.

Policy ED-4.2: Target city programs that can provide financial assistance for the provision of a range of housing types and prices/rents.

Policy ED-4.3: Target city programs that increase the transit accessibility between the business park and the entire community.

Policy ED-4.4: Where new development can provide a significant increase in taxable sales, provide for some measure of taxable sales rebates where the developer/land owner provides for the up-front financing of public infrastructure that meets acceptable public rate-of-return standards.

Policy ED-4.5: Implement parking management public/private partnerships solutions that can accommodate both parking needs of new development as well as broader community shared parking needs.

Policy ED-4.6: Provide for a reimbursement program to developers/land owners if they finance public infrastructure beyond their fair share.

Policy ED-4.7: Maintain a fast-track approval process once the specific plan is adopted.

Goal ED-5: Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Policy ED-5.1: Within the commercial and business/industrial areas, encourage the formation of a property based Business Improvement District (BID) to provide enhanced services, such as marketing, beautification, signage and property owner coordination and representation.

Policy ED-5.2: Include representation in the BID of the residential development in order to create dynamic and compatible mixed use development.

Policy ED-5.3: Work with County and regional agencies that can provide financial assistance for the development of locally and regionally integrated transportation systems that encourage improved jobs-housing balance.

Policy ED-5.4: Explore the feasibility of a parking district featuring off-site structured parking. Where appropriate, utilize parking districts to encourage more efficient use of existing properties and encourage property assemblage for higher density uses.

Policy ED-5.5: Continue to coordinate with neighboring jurisdictions in efforts that increase the economic development competitiveness of the sub-region.

D. Circulation

Goal C-1: Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system, providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Policy C-1.1: Maintain consistency, where possible, with the provisions and policies for all transportation modes as discussed in the City of Westlake Village General Plan Circulation section.

Policy C-1.2: Implement the Complete Streets[1] concept when considering improvements to the local street system.

Policy C-1.3: Improve pedestrian circulation throughout the Specific Plan to create an environment where people can walk to various activity points within the Specific Plan area and connect with adjacent areas, allow people to accomplish local trips without driving, and to contribute towards a human-scale and sense of community.

Policy C-1.4: Consider implementing a Transportation Demand Management Organization (TMO) to educate and encourage Specific Plan area employees, visitors and residents to use alternative methods of travel rather than driving alone.

1 Complete Streets is a national movement, which has been endorsed and adopted by the State of California, to ensure transportation planners and engineers consistently design and operate the entire right-of-way with all users in mind—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities.

Policy C-1.5: Establish a Traffic Council to identify and address mutual goals relating primarily to traffic, transportation and parking.

Policy C-1.6: Support the development of infrastructure implementation strategies focused on encouraging the use of electric and other non-carbon emitting vehicles.

E. Parking

Goal P-1: Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Policy P-1.1: Encourage the use of shared parking facilities wherever possible, both in mixed-use developments and among specific uses with recognized different peak demand times and parking demand pattern over time.

Policy P-1.2: Consider the establishment and operation of a parking district for the Specific Plan area or districts within the Specific Plan area. Joint development of shared public parking facilities via a parking district may allow better shared use of parking spaces than does provision of on-site private parking.

Policy P-1.3: Provide bicycle parking for employees, residents and patrons who bicycle to, from, and within the Specific Plan area in such a way as to be attractive, safe, convenient, and to encourage bicycling as a transportation mode.

F. Infrastructure

Goal I-1: Provide fully functional, safe, cost-effective and environmentally-friendly public infrastructure to meet the needs of future development within the Westlake Village Business Park Specific Plan area.

Policy I-1.1: Continue to coordinate with and fully utilize the resources of the various coordinating agencies to provide sufficient levels of water, sewer, and storm drain service throughout the Specific Plan area.

Policy I-1.2: Continue to coordinate with the dry utility service providers to ensure adequate provision of electricity, natural gas, telephone and data services to the Specific Plan area.

Goal I-2: Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.

Policy I-2.1: As a condition of development approval, ensure that utilities are adequately sized to accommodate the proposed development and, if applicable, sized for other future developments.

Policy I-2.2: Require individual projects to provide comprehensive infrastructure plans for City review and approval as part of a development application.

Goal I-3: Provide environmentally efficient and sustainable infrastructure improvements.

Policy I-3.1: Enforce the State of California Low Impact Development (LID) practices for all new development, which will provide for conservation of natural features and reduce long-term maintenance and life cycle costs.

Policy 1-3.2: Strongly encourage the provision of "green" elements, such as "green" streets, solar panels, heat reflective roofs, green roofs, wind turbines, etc. to minimize environmental impacts of development.

Policy I-3.3: Require the expanded use of recycled wastewater for irrigation, dust control, soil compaction, fire protection, and other uses as they are developed, as a means of reducing impacts on ground water resources.

Goal I-4: Minimize the impacts of new utilities on view corridors and the natural and built environment.

Policy I-4.1: Require undergrounding of new utility lines, with priority given to the undergrounding of utility lines along major streets. This will also allow trees to reach full height and improve the aesthetics of the area.

Policy I-4.2: Implement design standards and guidelines for the provision of green infrastructure, such as solar panels, heat reflective roofs, wind turbines, etc, to minimize overhead visual clutter.

CHAPTER 4

Specific Plan Districts

A. Introduction

This Chapter establishes zoning districts for the Westlake Village Business Park Specific Plan. An objective of the Specific Plan is to create a forward-looking and responsible plan that provides for development of the Specific Plan area with land uses and intensities appropriately designated to meet the needs of anticipated growth, while responding to market flexibility. The Specific Plan districts support this objective by providing for a suitable mixture of uses and development standards that will create vitality, build community, and be responsive to the environmental and topographic context.

Several districts in the Specific Plan area allow for attached residential uses. This area would benefit from inclusion of new housing types to capitalize on the demand for more housing choices in the community. In addition, the addition of residents in the area will help stimulate demand for specialty retail, restaurants and cafes, and personal services in the Specific Plan area.

B. Zoning for Areas of No Change

The Specific Plan area contains five properties in the southern portion that are developed with the Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church. For the purposes of zoning, these properties are considered to be "areas of no change." As such, the existing zoning on these properties will be retained with the adoption of this Specific Plan (illustrated in Figure 4-1), and these properties are subject to the provisions of Article 9 of the Westlake Village Municipal Code (Zoning Regulations) as follows:

- CPD (Commercial Planned Development), pursuant to Chapter 9.8
- BP (Business Park) Zone, pursuant to Chapter 9.10
- PI (Public/Institutional) Zone, pursuant to Chapter 9.12

C. Specific Plan Districts

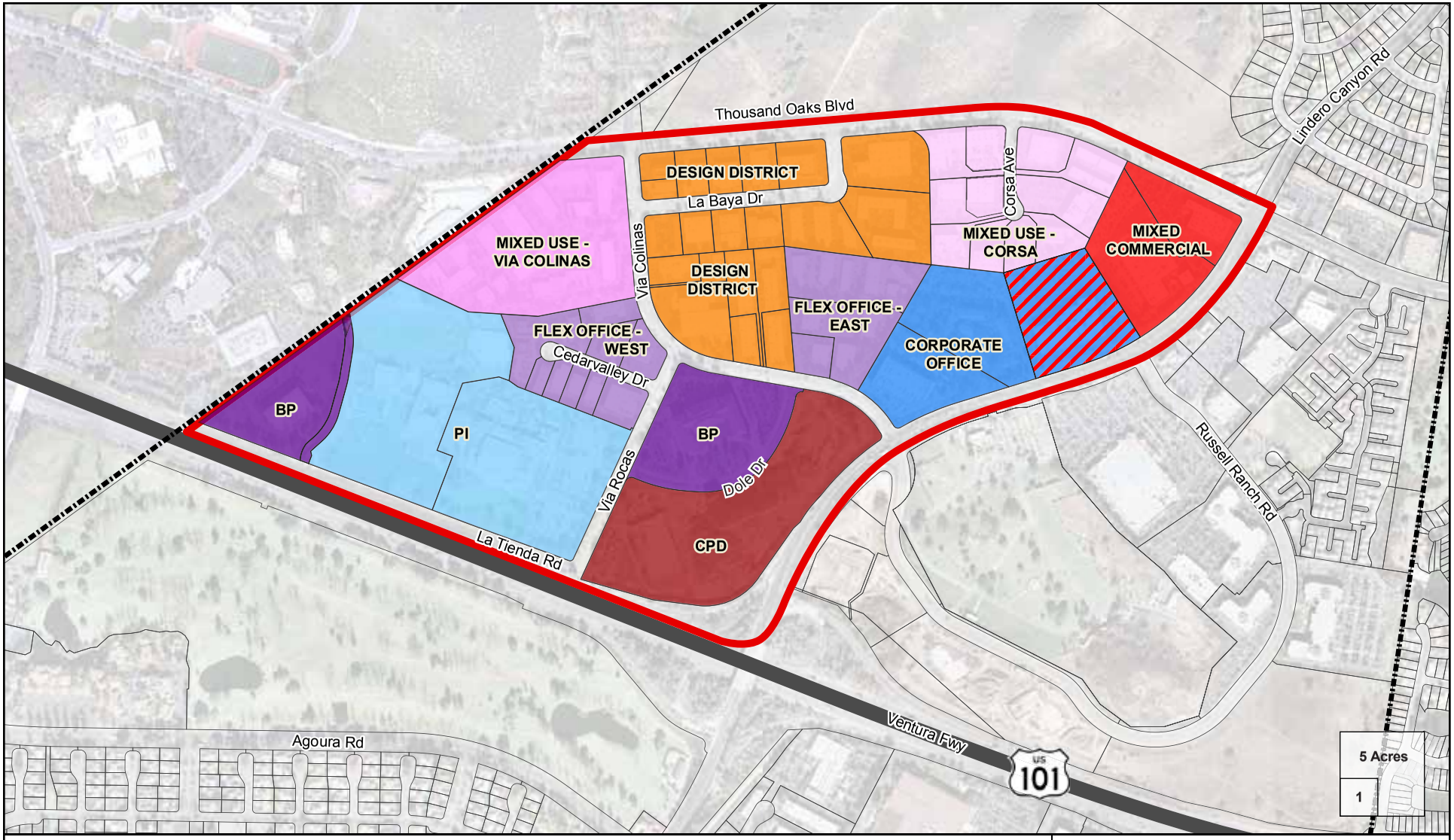
The Westlake Village Business Park Specific Plan establishes zoning for the following districts (illustrated in Figure 4-1):

- Mixed Use - Corsa District
- Mixed Use - Via Colinas District
- Mixed Commercial District
- Corporate Office District
- Special Mixed Use Overlay
- Flex Office District
- Design District

The intended character of each of the Specific Plan districts is described below, and associated development standards are identified in Section E of this chapter. These provisions provide property and business owners, developers and their designers with basic development criteria that reinforce the desired character of the Specific Plan area. Applicable design standards and guidelines for mixed use, commercial, industrial, and attached residential uses are included in Chapter 5 of this Plan.

Mixed Use Development

Mixed use development describes development projects that integrate compatible and synergistic land uses, including commercial, office, residential, and entertainment uses, within the same building or structure. A mixed-use project may also constitute separate buildings or structures on the same parcel of land or contiguous group of parcels within a single development project, so long as there are visual and pedestrian connections between buildings that integrate and unify the development. The uses in the Mixed Use Districts will vary in composition and intensity based on location, accessibility and surrounding context.



Project Area

City Boundary

Zoning for Areas of No Change

- BP (Business Park)
- PI (Public/Institutional)
- CPD (Commercial Planned Development)

Specific Plan Districts

- Mixed Use - Corsa
- Mixed Commercial
- Mixed Use - Via Colinas
- Corporate Office
- Design District
- Flex Office
- Special Mixed Use Overlay

Figure 4-1:

Specific Plan Districts

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

1. Mixed Use - Corsa District

The Mixed Use - Corsa District provides opportunities for residential, specialty retail, restaurant, office, and entertainment uses, in a pedestrian-oriented environment. Such development is intended to facilitate the grouping of innovative housing options with retail and employment uses, entertainment activities, public gathering spaces, and community amenities. Permitting multiple uses and flexibility in site planning also allows for market responsiveness to help revitalize the Specific Plan area. Notwithstanding, this district is intended to contain a mixture of residential and commercial uses and is not intended to become entirely residential or solely commercial in nature. This district provides density incentives to encourage lot consolidation so that reassembly of sites large enough to rebuild at higher densities is feasible, resulting in unified projects in an integrated built environment.

The Mixed Use - Corsa District fosters pedestrian-oriented activity by providing a mix of uses in a compact and walkable area and encouraging large areas of open space for community gathering. The permitted retail uses in this district are anticipated to serve the specialty shopping needs of city wide residents and regional shoppers. Attached residential uses are permitted within a horizontal or vertical mixed use setting. In mixed use buildings, ground floor retail uses are encouraged to generate pedestrian activity.

The topography of this district is striking, with outstanding views of the City and Santa Monica Mountains to the south. The views from this district are an important asset that should be captured. Public open spaces, outdoor dining, and residential uses should be located on the southern portion of the site, where feasible, to take advantage of the scenic views. Standards for new development include the provision of open space along the ridgeline in the form of a linear park to take advantage of the southerly views. In addition, the City may provide density incentives to encourage the provision of a large, central, public gathering space, or "village green", to be developed concurrent with a large mixed use project.

The Mixed Use - Corsa District is ideally located across Thousand Oaks Boulevard from the future Westlake Village Community Park, which will also include the Triunfo YMCA facility. This 18-acre site will ultimately include a full-service YMCA facility and eight acres of City sports fields along with various other recreational amenities. The Mixed Use - Corsa District allows for residential development to take advantage of the proximity to the Community Park.

This illustration shows one way the Mixed Use - Corsa District could be developed under the development standards and design guidelines of the Specific Plan. Through lot consolidation and development of a unified project at higher densities, this district offers the potential for new mixed use development surrounding an expansive public open space, plaza, or "village green."

Mixed use development combines commercial, office, and residential uses within a single building or single site. The success of mixed use derives from the notion of creating a market of mutually complementary and supportive services and activities. A critical component contributing to the success of mixed use development includes pedestrian interaction and activity through public open spaces.

2. Mixed Commercial District

The Mixed Commercial District provides opportunities for specialty retail, restaurant, office and entertainment uses, in a pedestrian-oriented environment. Such development is intended to create a vibrant shopping and employment district, with an emphasis on walkability, pedestrian connections, and public gathering spaces, such as plazas, courtyards, and outdoor dining areas. This district provides density incentives to encourage lot consolidation so that the reassembly of sites large enough to rebuild at higher densities is feasible, resulting in unified projects in an integrated built environment.

The Mixed Commercial District is situated on the southwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, a prime corner in the City for retail uses. It is also the location of the Guitar Center Corporate headquarters, and there is interest in expanding this use to include a flagship store. For these reasons, the Mixed Commercial District offers significant opportunity to become a major retailing location in the City. The permitted retail uses in this district are anticipated to serve the specialty shopping needs of citywide residents and regional shoppers.

A lifestyle center that combines the traditional retail functions of a shopping center with leisure amenities oriented towards upscale consumers could become the premier attraction in the Mixed Commercial District.

These illustrations show one way the Mixed Commercial District could be developed under the development standards and design guidelines of the Specific Plan. The corner of Thousand Oaks Boulevard and Lindero Canyon Road offers the opportunity for a prime retail and office hub with a large courtyard or public plaza to enhance the pedestrian environment.

3. Mixed Use - Via Colinas District

The Mixed Use - Via Colinas District provides for existing and future office and light industrial activities that are designed to be compatible with the nearby mixed use and commercial districts. Desirable new development in this district is intended to accommodate office and light industrial activities within flexible spaces, which can be readily converted to accommodate both types of uses. In addition, restaurants are a desirable use in this district to support the employment uses in the area.

In the long term and depending upon market conditions, a portion of this district may transition to medium/high density residential uses and/or live-work units to increase the area available for residential development and provide alternative housing types within the City. Residential uses should be located in the southern portion of the site to take advantage of the southerly views. Standards for new development include the provision of open space along the ridgeline in the form of a linear park to take advantage of the southerly views.

The Mixed Use - Via Colinas District provides the long term opportunity to transition from traditional allow for medium to high density residential and/or live-work uses.

This illustration shows one way the Mixed Use - Via Colinas District could be developed under the development standards and design guidelines of the Specific Plan with the southerly portion of the site redeveloped with attached residential uses.

4. Corporate Office District

The Corporate Office District is intended to provide for the existing and future expansion of corporate office uses. This district allows for a concentration of office uses, along with support retail and service uses, to maintain this area as a major employment center.

Special Mixed Use Overlay

As illustrated in Figure 4-1, a Special Mixed Use Overlay is applied to the northernmost parcel in the Corporate Office District. The purpose of this overlay is to recognize the potential for expansion or continuation of mixed use or retail development that is intended to occur in the adjacent Mixed Commercial District. Within the Special Mixed Use Overlay, an applicant may continue to use the Use Regulations of the Corporate Office District, as identified in Table 4-1, or the applicant may use the Use Regulations of the Mixed Commercial District, as identified in Table 4-1, to create a mixed use or retail development project as described in the Mixed Commercial District. In either case, the development standards for the Corporate Office District shall apply.

The long term goal for the Corporate Office District is an intensification of office uses with special emphasis on attracting corporate headquarters. The district frontage along Lindero Canyon Road lends itself to creating a dominant presence that helps give the Specific Plan area a high quality image.

This illustration shows one way the Corporate Office District could be developed under the development standards and design guidelines of the Specific Plan, with higher density buildings surrounding large public plazas for employees and visitors.

5. Flex Office District

The Flex Office District zoning designation applies to two areas within the Specific Plan area (Figure 4-1): Flex Office-West is the area surrounding Cedarvalley Drive; Flex Office-East is the area along Via Colinas between the Design District and the Corporate Office District.

The intent of the Flex Office District for both areas is to provide for existing and future office and light industrial activities that are designed to be compatible with the nearby mixed use and commercial districts. Desirable new development in this district is intended to accommodate office and light industrial activities within flexible spaces, which can be readily converted to accommodate both types of uses.

In addition, the Flex Office-East District is an appropriate location for live-work units to support the employment uses in the district and offer alternative housing types within the City and solutions for people whose lifestyles would benefit by merging home/office or home/studio. The addition of live-work uses would also help reduce peak period traffic associated with employment uses in this area of the Specific Plan, particularly at the Via Colinas/Lindero Canyon Road intersection.

Well designed flex office structures allow a building to be used either for light industrial or office uses. In the Specific Plan area, quality landscape design, pedestrian walkways and amenities, and lighting will make these structures compatible with nearby retail and mixed use developments.

6. Design District

Building upon what is already occurring in this area, the Design District provides for the existing and future expansion of commercial and light industrial activities, with a focus on design and home furnishings products. With a concentration of home design uses in a walkable environment, and additional investment such as street improvements, signage, and branding of the district, the Design District is intended to be a local and regional destination that attracts shoppers, architects, builders, designers and interior decorators for all of their home design and furnishings needs.

Around the country, Design Districts are reliable catalysts for redevelopment, building on an existing concentration of design retailers and reconverting under-utilized buildings into retail spaces, art galleries, restaurants and cafés. Public and private investment in this district could "kick start" new development in the rest of the Specific Plan area.

This illustration shows the long term potential for converting the driveway in the southerly portion of the Design District to a pedestrian street to improve the retailing environment of these design-oriented shops. Parking for this area would be accommodated through a parking district approach for the entire Design District.

D. Use Regulations

Table 4-1 identifies the permitted and conditionally permitted uses in the Specific Plan Districts. When a use is not specifically listed, that use is prohibited. However, the Planning Director or designee shall have the authority to determine whether the proposed use is permitted or conditionally permitted based on the finding that the use is similar to and no more detrimental than a particular use permitted or conditionally permitted in the district.

Certain uses may be subject to special conditions regarding the location, operation, or design of the use. These standards are provided here or where otherwise referenced in Table 4-1.

1. In the Mixed Use - Corsa District, the ground floor or street level shall be devoted to commercial uses. Pedestrian-oriented retail, restaurant or similar types of active uses are encouraged where fronting major routes of pedestrian travel (public street, pedestrian walkway, open space or plaza). Residential uses are permitted on upper floors only.

2. Within the Special Mixed Use Overlay, an applicant may continue to use the Use Regulations of the Corporate Office District, as identified in Table 4-1, or the applicant may use the Use Regulations of the Mixed Commercial District, as identified in Table 4-1, to create a mixed use or retail development project as described in the Mixed Commercial District. In either case, the development standards for the Corporate Office District shall apply.

3. The following new uses are expressly prohibited in the Specific Plan area:
   - Restaurants with drive-thru lanes;
   - Adult entertainment;
   - Motor vehicle repair and washing facilities (also see Section F.6. of this Chapter).

Table 4-1: Permitted (P) and Conditionally Permitted (C) Uses within Specific Plan Districts

Land Use	Mixed Use - Corsa District	Mixed Commercial District	Mixed Use - Via Colinas District	Corporate Office District	Flex Office District	Design District
Alcohol sales for off-site consumption	C	C	--	--	--	C
Assemblies of people:						
(a) Entertainment (live performance theaters, cinemas, auditoriums, banquet halls, nightclubs, etc.)	C	P	--	--	--	--
(b) Non-Entertainment (places of worship, fraternal, service organizations, conference/convention facilities, etc.)	C	C	C	C	C	C
Banks and financial institutions/services	C	C	C	P	C	--
Bars, cocktail lounges and wine tasting rooms	C	C	C	--	--	C
Business support services and facilities (including graphic reproduction, computer-services, etc.)	P	P	P	P	P	P
Catering establishments	P	P	P	P	P	P
Dwelling Units:						
(a) Multiple-family dwelling, 3 or more units (Stacked flat, townhome, etc.)	P[1]	--	P[2]	--	--	--
(b) Live/work unit	P[1, 4]	--	P[2, 4]	--	C[3, 4]	--
Dog and cat grooming	--	C	C	--	C	C
Equipment sales, rental, and servicing of small tools, compressors and similar industrial equipment	--	--	P	--	P	C
Farmers' market	C	C	C	--	--	C
Film production studios	C	C	P	P	P	P
Game arcade	C	C	--	--	--	--
Graphic arts and photo studio	P	P	P	P	P	P
Food and beverage sales:						
(a) Grocery stores	C	C	--	--	--	--
(b) Specialty stores (deli, coffee, bakery, produce)	P	P	P	--	--	P
Health and fitness clubs, including yoga and personal training studios	C	C	C	C	C	C

Table 4-1: Permitted (P) and Conditionally Permitted (C) Uses within Specific Plan Districts

Land Use	Mixed Use - Corsa District	Mixed Commercial District	Mixed Use - Via Colinas District	Corporate Office District	Flex Office District	Design District
Home improvement sales and service (hardware, building materials, design and home furnishings)	--	--	C	--	C	P
Home occupations, accessory to primary use[5]	P	--	P	--	P	--
Hotels and motels	C	C	C	C	--	--
Manufacturing, processing, assembly, warehousing, and wholesaling (indoors)	--	--	P	--	P	P
Medical services (clinic, medical/dental offices, laboratory, urgent/express care, etc.; not including hospitals)	P	P	P	P	P	--
Museums, art galleries, studios	P	P	P	P	P	P
Offices (administrative, business, executive and professional)	P	P	P	P	P	P
Outdoor dining, incidental to primary use	P	P	P	P	P	P
Outdoor sales and display, incidental to primary use	--	--	--	--	--	C
Outdoor storage	--	--	--	--	--	--
Parking lot or parking structure (stand alone)	C	C	C	C	C	C
Personal and convenience services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.)	P	P	P	--	--	--
Public use and public utility structures and facilities	C	C	C	C	C	C
Publishing and printing	--	--	P	--	P	--
Research, development, and testing facilities	--	--	P	--	P	--
Restaurants (sit down and take-out, no drive-thru lanes):						
(a) With no alcohol sales	P	P	P	P	P	P
(b) With alcohol sales	C	C	C	C	C	C
Retail sales:						
(a) Ancillary to a light industrial use on-site	--	--	P	--	P	P
(b) 20,000 square feet or less	P	P	P	--	--	P
(c) Greater than 20,000 square feet	C	P	--	--	--	P

Table 4-1: Permitted (P) and Conditionally Permitted (C) Uses within Specific Plan Districts

Land Use	Mixed Use - Corsa District	Mixed Commercial District	Mixed Use - Via Colinas District	Corporate Office District	Flex Office District	Design District
Reverse vending machines (recycling):						
(a) Inside a building	P	P	P	P	P	P
(b) Outside a building	--	C	C	C	C	C
Schools:						
(a) K-12, private	--	--	--	--	C	--
(b) Specialty non-degree, including dance and music studios, art schools, tutoring centers, etc.	C	P	P	C	P	P
(c) Vocational and trade schools	C	C	C	C	C	C
Temporary uses[6]	P	P	P	P	P	P
Veterinary clinic	--	--	--	--	C	C

Specific Regulations

1 Residential uses in the Mixed Use - Corsa District permitted on upper floors only.
2 No more than 40% of the land area of the Mixed Use - Via Colinas District may be developed with residential uses.
3 Allowed with a CUP only in the Flex Office-East District.
4 The minimum live-work project size is four (4) units.
5 Zoning Ordinance Chapter 9.28.
6 Zoning Ordinance Chapter 9.29.

E. Development Standards

Tables 4-2 and 4-3 identify the development standards applicable to all development in the Specific Plan districts. Certain development standards may be subject to special conditions. These standards are provided here or where otherwise referenced.

1. The floor area ratio calculation shall include the residential component of a mixed use project.

2. The square footage devoted to parking structures shall not apply to calculations of floor area ratio.

3. Parking is subject to the Parking Requirements provided in Chapter 7.

Table 4-2: Development Standards for Specific Plan Districts

Development Standards	Mixed Use - Corsa District	Mixed Commercial District	Mixed Use - Via Colinas District	Corporate Office District	Flex Office District	Design District
Floor Area Ratio (FAR) - Maximum	• 0.5 if development site is 5 acres or less; • 0.75 if development site is greater than 5 acres - 10 acres; • 1.0 if development site is greater than 10 acres	• 0.75 if development site is 10 acres or less; • 0.85 if development site is greater than 10 acres	0.6	0.75	0.5	0.5
Residential Density - Maximum	25 du/acre	--	25 du/acre	--	25 du/acre[1]	--
Building Height - Maximum	70 feet (5 stories)	70 feet (5 stories)	35 feet (2 stories)[2]	70 feet (5 stories)	35 feet (2 stories)[2]	35 feet (2 stories)
Lot Coverage - Maximum	60%	60%	40%	50%	40%	40%
Minimum setback from interior yard[3]	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet
Common Open Space Area - Minimum	100 sf/du	--	100 sf/du	--	--	--
Private Open Space Area - Minimum	50 sf/du	--	50 sf/du	--	--	--
Additional Usable Public Open Space	20-foot average and 8-foot minimum depth along ridgelines[4]	--	20-foot average and 8-foot minimum depth along ridgelines[4]	--	--	--

Specific Regulations

1 Density applies to live-work units in the Flex Office-East District only. Minimum project size is four (4) units.

2 In the Mixed Use - Via Colinas and Flex Office Districts, a residential/live-work building may contain 3 stories within 35 feet.

3 If a unified development project covers more than one parcel, the interior yard setback requirements apply to the entire development project, not the individual parcel.

4 This standard applies to four parcels in the Mixed Use - Corsa District (APN 2054029042, 2054029043, 2054029044, 2054029045) and the one parcel in the Mixed Use - Via Colinas District (APN 2054031081), which are located along the ridgeline and have southerly views. For these parcels, public open space is required along the ridgelines in the form of a connected linear park with an average depth of 20 feet and minimum depth of 8 feet. Each linear park shall be designed to take advantage of the views and provide rest and recreation opportunities for employees, customers, and residents. Features of the linear parks should include walkways, seating, small terraces, and appropriate landscape to beautify the area.

Table 4-3: Minimum Setbacks from Specific Plan Streets

Street	Minimum Building Setback
Thousand Oaks Boulevard	30 feet
Lindero Canyon Road	30 feet
Via Colinas	20 feet
Via Rocas	20 feet
La Tienda Road	100 feet
La Baya Drive	10 feet
Corsa Avenue	10 feet
Cedar Valley Drive	10 feet

F. General Provisions

1. Responsibility

The Planning Director or designee shall be responsible for administering the provisions of the Westlake Village Business Park Specific Plan in accordance with the provisions of this Specific Plan, State of California Government Code, City of Westlake Village General Plan, and Article 9 of the Westlake Village Municipal Code (Zoning Regulations).

2. Approval Process

All development projects and new uses shall be subject to the review and appeal procedures, findings and provisions of Article 9 of the Westlake Village Municipal Code (Zoning Regulations), as well as specific provisions where applicable including, but not limited to, Conditional Use Permits (Chapter 9.26), Variances (Chapter 9.27), Oak Tree Preservation Standards (Chapter 9.21), Art in Public Places (Chapter 9.39).

In addition, notwithstanding the applicability set forth in Chapter 9.25 (Planned Development Permits) of Article 9 the of the Westlake Village Municipal Code, all development within the Specific Plan area shall be subject to the site/design review process set forth in that chapter. All new development and improvements greater than 50% of the existing building square footage will be subject to professional Design Review by the City at the cost of the applicant. In addition, all new development projects and substantial landscape improvements will be subject to professional Landscape Design Review by the City at the cost of the applicant.

3. Development Regulations and Standards Not Listed

Any development regulation or standard not specifically covered in this Specific Plan shall be subject to Article 9 of the Westlake Village Municipal Code (Zoning Regulations). In cases where development regulations and standards set forth in this Specific Plan are inconsistent with the City's Zoning Regulations, the Specific Plan shall prevail.

4. Interpretation

In interpreting and applying the provisions of this Specific Plan, such provisions will be held to be the minimum standards for the promotion of the public health, safety, comfort, convenience and general welfare. Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or the application of those provisions to any individual case or situation, the Planning Director or designee shall interpret the intent of this Specific Plan. Such determination may be appealed to the City Council. A determination by the City Council is final.

5. Specific Plan Modifications

Revisions and modifications to this Specific Plan may be approved by the City Council if it is determined, after a duly noticed public hearing, that:

a) Imposition of one or more of the applicable development standards set forth herein would prevent or substantially frustrate achievement of development entitlements otherwise authorized by this Specific Plan;
b) Modified standards, imposed as conditions of approval of a Planned Development Permit, will achieve a high quality of project design consistent with the intent of this Specific Plan;
c) Approval of the requested modification will not be contrary to, or in conflict with the general purposes and intent of this Specific Plan, nor with goals, policies and programs of the General Plan; there must be a positive finding of consistency with the General Plan; and,
d) Approval of the requested modification will not be detrimental to the public interest, safety, health or general welfare, and will not be detrimental or injurious to property or improvements located adjacent to, or within the same vicinity as the property for which said modification is granted.

6. Nonconforming Buildings and Uses

a) Any use within the Specific Plan boundary that is nonconforming to the provisions of this Specific Plan shall be subject to Chapter 9.22 (Nonconforming

Buildings and Uses) of Article 9 of the Westlake Village Municipal Code.

- Regardless of the provisions conveyed in Chapter 9.22 (Nonconforming Buildings and Uses) of Article 9 of the Westlake Village Municipal Code, all motor vehicle repair and washing facilities shall become illegal non-conforming uses fifteen years from the date of adoption of this Specific Plan.

b) Any building within the Specific Plan boundary that is nonconforming to the requirements and standards of this Specific Plan shall be subject to Chapter 9.22 (Nonconforming Buildings and Uses) of Article 9 of the Westlake Village Municipal Code, with the following exception:

- Four parcels on Cedarvalley Drive exceed the maximum floor area ratio permitted by this Specific Plan. These parcels are identified with the following Assessor's Parcel Numbers (APNs): 2054031082, 2054031029, 2054031020, and 2054031030. These buildings shall be allowed to remain indefinitely at their current square footage and make improvements, with the exception of expanding the building square footage.

7. Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan.

G. Application of the CEQA Process

The Environmental Impact Report (EIR) prepared for the Westlake Village Business Park Specific Plan per City Project Number XXX provides the required level of review per California Environmental Quality Act (CEQA) Section 15168. This is a program-level EIR for the entire Specific Plan area. Hence, individual development projects will be subject to additional environmental review based on the specifics of the development proposal. If during the environmental review, the specific project is found to have no new impacts and no more intense impacts than those disclosed in the Final EIR, the specific project may be approved using the Final EIR and making appropriate findings under CEQA.

1. Mitigation Monitoring and Reporting Program

This section shall contain the Mitigation Monitoring and Reporting Program Checklist, which will also be included in the Final EIR for the Westlake Village Business Park Specific Plan. Pursuant to Section 21081.6 of the Public Resources Code and the California Environmental Quality Act (CEQA) Guidelines Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that the mitigation measures and revisions identified in the Final Environmental Impact Report (FEIR) are implemented.

CHAPTER 5

Design Standards and Guidelines

A. Introduction

This chapter provides standards and guidelines for designing new commercial, industrial, mixed use and attached residential development in the Specific Plan area. Property owners, developers, architects, building designers and contractors should use these standards and guidelines in the early design stages of their projects. The guidelines do not dictate solutions; rather, they define a range of appropriate responses to a variety of specific design issues. These standards and guidelines are intended to support the Specific Plan objectives and to:

- Promote a positive physical image and identity of all types of development;
- Promote a high quality of development that stimulates investment in and strengthening of the economic vitality of the Specific Plan area;
- Provide basic design parameters for all development in the Specific Plan area;
- Provide guidance as to the quality and character of individual projects;
- Offer flexibility to accommodate innovative and unique designs;
- Promote design creativity and variation while ensuring consistency in building scale, proportion and pedestrian orientation; and
- Create an environment that contributes to a livable and vibrant community.

A goal of this Specific Plan is to encourage sustainable, energy-efficient developments. The standards and guidelines in this chapter incorporate applicable principles and recommendations established by the Sustainable Sites Initiative[1], which establishes standards for site development that will ultimately be integrated into the *Leadership in Energy and Environmental Design* (LEED) rating system.

The design standards and guidelines in this Plan are in addition to those contained in Chapter 9.15 (Design Standards) of the Westlake Village Municipal Code (Zoning

1 The *Sustainable Sites Initiative* is a clearinghouse for research and information on sustainable land practices. *The Sustainable Sites Initiative: Guidelines and Performance Benchmarks 2009* is available at http://www.sustainablesites.org/report.

Regulations). In cases where there is overlap and the design standards and guidelines are inconsistent with those in the Zoning Code, the Specific Plan shall prevail. The design standards and guidelines are organized as follows:

- Site Design Standards and Guidelines
- Architectural Design Standards and Guidelines
- Sustainable Design Standards and Guidelines
- Landscape Design Standards and Guidelines

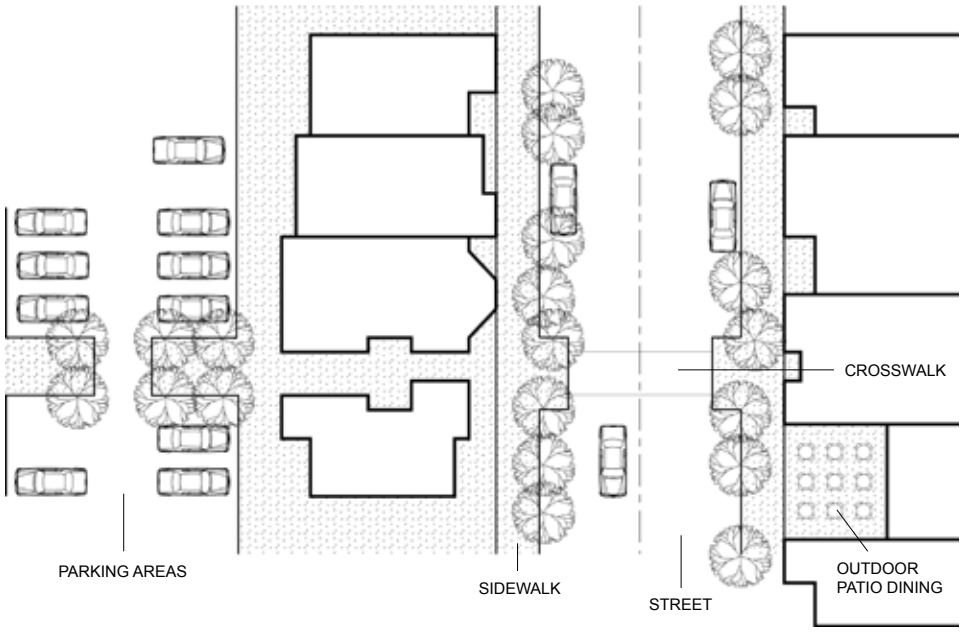
All new development and improvements greater than 50% of the existing building square footage will be subject to professional Design Review by the City at the cost of the applicant. In addition, all new development projects and substantial landscape improvements will be subject to professional Landscape Design Review by the City at the cost of the applicant.

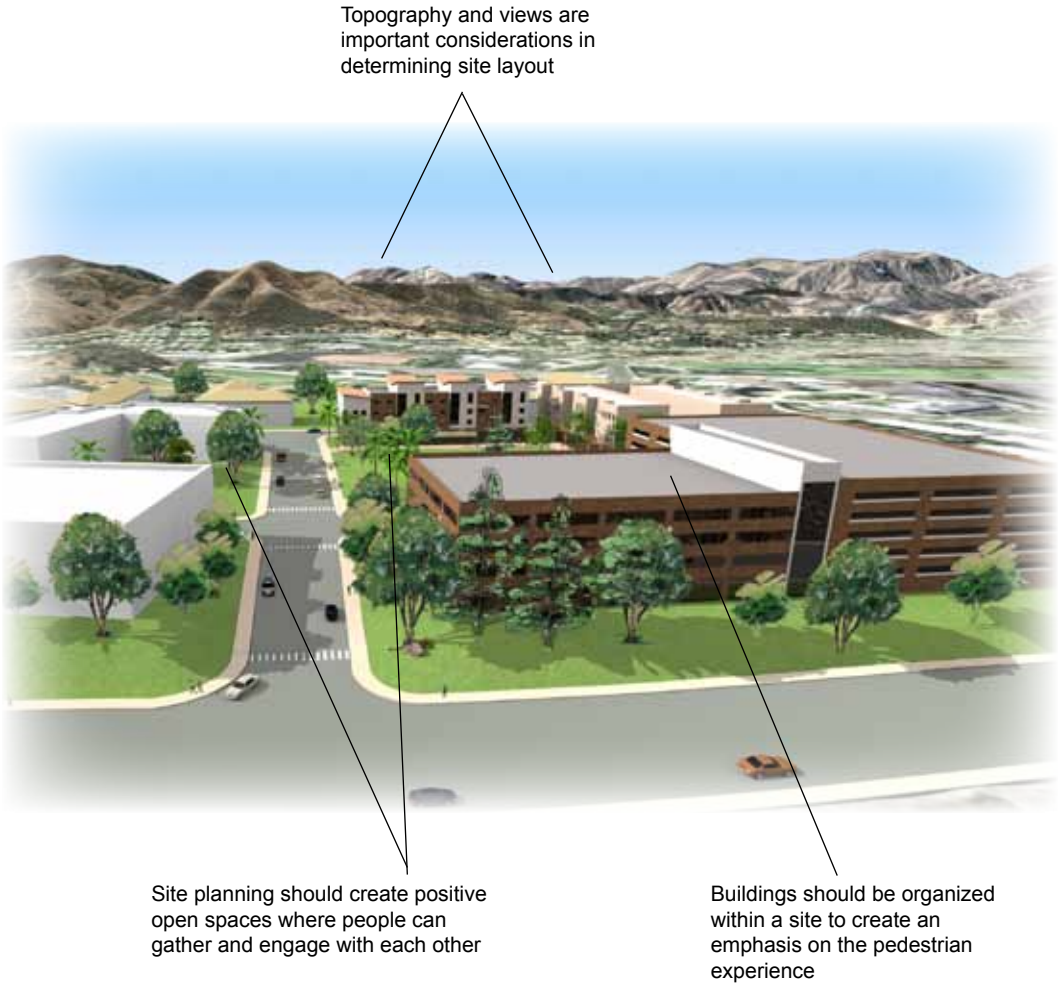
B. Site Design Standards and Guidelines

1. Site Design and Layout

The scale and site layout of new development in the Specific Plan area is anticipated to be generally medium-scale commercial (retail and office) uses with areas of mixed use residential development. Encouraging human activity at the street level, either on the sidewalk or in public plazas fronting a development, is paramount to the commercial success of a retail or mixed use project. Good site plan designs should focus on the relationship between structures, open space, automobiles and pedestrians to create cohesiveness, accessibility and comfort. In industrial or flex office development, site layout must be functional and efficient, as well as compatible with adjacent land uses.

The placement and design of buildings should facilitate pedestrian activity and convey a visual link to the street, sidewalks, and plazas. Where feasible, buildings should be sited so that they screen parking and loading areas from public view and from the residential portion of mixed use projects.





Site Layout

a. Building siting should take into consideration the context of the development, the location of nearby uses, the location of major traffic generators, as well as the site's characteristics such as wind, views of the surrounding mountains, sun and topography.

b. The arrangement of structures, parking and circulation areas and open spaces should relate to the surrounding built environment in pattern, function, scale, character and materials.

c. Whenever possible, buildings should be clustered with one another, either on-site or with those on an adjacent property. This creates opportunities for sheltered plazas and pedestrian areas and prevents long "barrack-like" rows of buildings or simplistic "L"- shaped shopping centers.

d. The primary presence along the street frontage should be the building, not parking or loading areas. New buildings should be sited with the façades facing the public street in a manner that enhances pedestrian connections to outdoor pedestrian spaces such as courtyards, paseos, plazas and porticos.

e. Buildings should not turn a blank wall to neighboring properties; site buildings to avoid visible blank walls along interior side property lines.

Entrances

f. The building(s) and main entrance(s) should be oriented toward the primary street frontage. Secondary entrances may be provided from the rear and/or parking areas.

g. Building entries should read as such, and be integrated with the overall building form. Doors should be designed at human scale. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. will define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying building entries.

h. Industrial/flex office buildings should have a positive street presence and contribute to an attractive street scene by orienting buildings toward the primary street frontage. Public entrances and administrative/office areas should front the street. Primary entries should be clearly distinguished from secondary and service entries. Projects with few employees should attempt to place entries and the most active areas near the street to avoid long, "unguarded" walkways.

2. Site Circulation and Parking

Site access and internal vehicular circulation in all developments should promote safety, efficiency, and convenience.

Pedestrian Safety

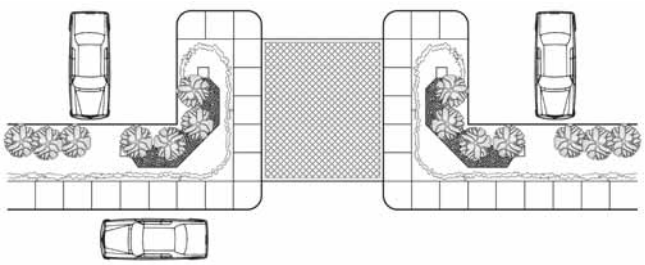
a. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and be easily accessible to minimize pedestrian/vehicle conflict. This clear separation of vehicular and pedestrian circulation systems within a development should be evident in terms of paving, signage, amenities and access points.

Site Access Points

b. The site access points should be located in consideration of existing or planned median openings and adjacent driveways, as well as driveways on the opposite side of the roadway. Ideally, all driveways should be spaced far enough apart that their operation does not affect each other. Rather than placing driveways near shared property lines, they should be located well away from the shared property line or on the property line, in which case they shall be combined with the access for the adjacent property.

c. Site layout should consider potential access points and how they may have operational constraints due to proximity of intersections. Significant spacing may be necessary to avoid left turn queuing impacts.

d. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.



Project entries and driveway areas should contain design features, including landscaping and textured paving, to break up the expanse of paving in a project and to facilitate vehicular and pedestrian access.

e. Where possible, driveways should be minimized along arterial streets and access instead provided from side/secondary streets.

f. The main entry driveway should be easily identifiable, incorporating landscaping and possibly accent paving that is related to the building hierarchy and color.

Shared Parking

g. Building siting and parking design should maximize opportunities for shared parking, access entries and driveways between adjacent sites.

Parking Lot Design

h. Parking lots should be designed with a clear hierarchy of circulation: major entry drives with long throats (no parking or cross-aisles); major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible.

i. Continuous circulation should be provided throughout the site to the greatest extent possible to prevent awkward vehicular maneuvers. Dead-end driveways should be avoided. Vehicles shall not be required to re-enter the street in order to move from one area to another on the same site.

j. Parking stalls located at interior parking lot corners should be offset four feet from the adjacent parking row so motorists can back out without striking the bumpers of cars in the adjacent row.

k. Parking shall be designed to effectively reduce the visual impact of parking such that parking is visually subordinate to the building it serves, and does not detract from the building architecture or site views. The desirable solution is to provide the majority of the parking at the rear of the site, where it is largely hidden from view by a building that fronts the street.

l. On-site parking should be consolidated in one area rather than wrapping around the building.

Parking Lot Landscaping

m. The visual impact of parking lots and structures shall be mitigated with landscaping. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible.

n. Landscaping materials should have adequate room to grow and be protected from abuse by cars. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

o. Landscaping shall be carefully designed to avoid impacting sight distance at driveways and between drive aisles.

Parking Lot Lighting

p. Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.

3. Parking Structures

New developments in the Specific Plan area will likely provide the required parking in parking structures instead of surface lots. As such, the design of such structures will be important in creating the desired physical environment.

Use

a. Where feasible and compatible with the design of the building, use subterranean, semi-subterranean, or parking that is tucked into the adjacent topography (Mixed Commercial and Corporate Office Districts). Parking designed in this manner must effectively reduce the visual impact of parking, and not detract from the building architecture or site views.

Access and Circulation

b. Access to parking structures should be designed so as to not obstruct free flow of traffic on adjoining public streets (e.g., right and left turn lanes into the structure when feasible). Entrances and exits should be located so that each is separate from the other to reduce turning movement conflicts as vehicles enter and exit the structure.

c. There should be adequate ingress and egress to all parking spaces to ensure ease of mobility, ample maneuvering clearance, and safety of pedestrians and vehicles. Access points to the parking structure for pedestrians should be located to avoid pedestrian/vehicle conflicts.

Design

d. The height and mass of the parking structure should be consistent with the urban design fabric within which the structure is to be located.

e. The exterior design of a structure should minimize its visual identity as parking by disrupting the monotony of its underlying structure system by providing window openings and through variations in color, material, and texture. In addition, the exterior facade should maintain a horizontal line throughout. The sloping nature of the interior structure should not be repeated on the exterior facade.

f. Stair and elevator shafts should be architecturally expressed as distinct taller masses that intersect the mass of the main structure.

g. If feasible, and where appropriate, retail liner uses on the ground level should

Parking structures should be designed to integrate with the area they serve. They should be viewed as long-term, quality amenities to the City and not as utilitarian "quick fixes" to the problem. Well designed structures, ground-level storefronts, and enhanced landscape treatments can minimize the visual impact of parking structures.

be provided to enhance the streetscape and pedestrian environment.

h. If feasible, and where appropriate, rooftop gardens, open space areas, and/or recreation areas should be provided on top of parking structures for efficient use of space and to enhance the open space environment.

Pedestrian Interface

i. Where parking structures and pedestrian areas adjoin, the exterior edge of the parking structure should exhibit a high level of architectural detail such as decorative grill work, overhead trellises, tree canopy, planter/seat walls, pedestrian-scaled lighting, public art, and the application of materials and textures that establish a comfortable and well-proportioned human scale.

Security

j. Elevators should be located along the exterior periphery of the building, preferably on the street side and oriented so that the elevator lobby is visible from the street/public spaces at each level. The back of the elevator cab and shaft should be made of glass or other similar transparent material that will allow maximum surveillance from the exterior.

k. Similarly, stairways should be located along the exterior periphery of the building, preferably on the street/public space side and oriented so that the stairway is visible from the street/public space at each level. Glass or other similar transparent material should be used to allow visibility.

l. A higher level of lighting improves security in parking structures. Parking structures should be designed to provide high light levels so that dark hiding places are not created. Light colored ceilings and upper walls are also recommended to increase light. Extra lighting should be considered in pedestrian areas such as stairs, elevator lobbies, entrances, exits and ramps. Lamps shall emit a natural tone with accurate color rendering in the color range of 4,000-4,300 degrees Kelvin.

m. Glare and visibility of pole mounted light fixtures on upper decks of parking structures should be eliminated by employing full cutoff fixtures and minimizing pole heights. Lights should be limited to 16 feet in height and be located between internal parking rows rather than at the structure's perimeter.

4. Pedestrian Circulation

One of the goals for the Westlake Village Business Park Specific Plan area is to create a pedestrian-friendly environment that allows for visitors and workers in the area to circulate safely and comfortably within the area.

Walkway Locations and Linkages

a. All developments shall incorporate pedestrian walkways into site design to provide pedestrian connections from building entries to public sidewalks, plazas, and parking areas, and to buffer pedestrians from vehicular movement.

b. Pedestrian walkways shall be safe, visually attractive, and well defined by landscaping, decorative paving, and/or lighting.

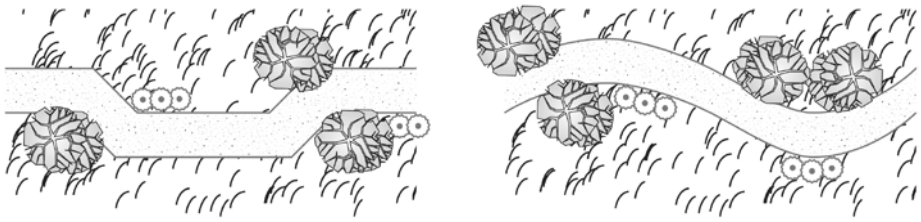
c. Pedestrian linkages between uses should be emphasized, including linkages between adjoining parcels and between buildings in multi-building projects. Pedestrian walkways shall link:
   - Separate buildings within a development
   - Buildings with common open space, plazas and courtyards, and public sidewalks

Sidewalk and Walkway Design

d. Pedestrian walkways should be a minimum of four feet in width. The width of public sidewalks is established in Chapter 6 of this Plan.

e. Pedestrian walkways should be safe and clearly identifiable using varied surfaces, decorative paving, and landscaping. At a minimum, varied surfaces

Offset and curvilinear paths provide an inviting and interesting experience and are recommended along the linear parks identified in the Open Space Framework for the Specific Plan area (Chapter 8).






Pedestrian walkways that are well-defined by landscaping, lighting, and decorative paving should be used throughout a project. Walkways, paths, and pergolas can provide shade, connections, and define usable space.

should be used to delineate crossings at circulation drives and parking aisles.

f. Pedestrian connections should include design cues to help demarcate the transition between public and private spaces. Design cues may include a change in colors, materials, landscaping or the dimensions of the walkway.

g. Trees to be located near walkways and sidewalks shall be of the type that minimizes impact from roots. Additional measures, such as root barriers and deep irrigation, shall be provided as appropriate. (See Section E. of this chapter)

Universal Access

h. All buildings should have a clear path of travel to the main entry which is universally accessible (no vertical or horizontal barriers to wheelchairs). Universally accessible entries are encouraged for all buildings, including residential structures.

5. Open Space, Plazas and Courtyards

Open space areas, parks, plazas and courtyards are essential features of a livable community. Parks and plazas can strengthen commercial and residential areas by creating appropriate gathering spaces for informational and recreational purposes. These outdoor spaces should take advantage of the City of Westlake Village's Mediterranean climate that provides the ideal setting for a lifestyle that relates directly to the outdoors.

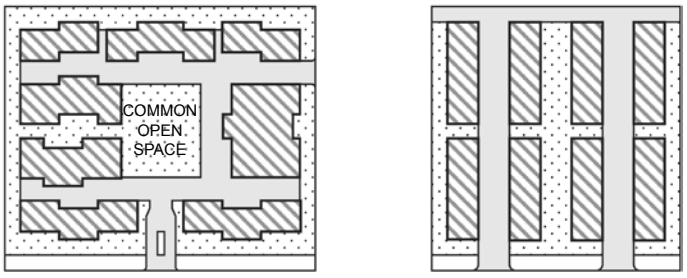
Use and Location

a. Plazas, courtyards and similar open space features are strongly encouraged as site amenities.

b. Buildings should be arranged to include opportunities for plazas, patios, open space areas, and employee gathering spaces with amenities such as outdoor seating, landscaping, water elements, pergolas, special lighting and other "place-making" features. These outdoor spaces should be functional and pleasant and should not appear as "left-over" spaces.

c. Open space areas shall be clustered into larger landscaped areas rather than being distributed into areas of low impact, such as at site and building peripheries, behind a structure or in areas of little impact to public view or use.

Buildings should be arranged to create usable open space in a convenient location.



Access

d. Primary access to public plazas and courtyards should be provided from the street and major pedestrian walkways within a development. Secondary access may be provided from retail shops, restaurants, offices and other uses within the development.

Design

e. Open space areas, courtyards and plazas should provide an adequate balance of shade and sunny areas for year-long use.

f. Entries to the plazas and courtyards should be inviting and well lit.

g. Materials with a variety of texture, color and form shall be used to create integrated landscape patterns and themes along street frontages. Plant material in pots, planter boxes and hanging baskets, in combination with ground plane plantings, is encouraged along commercial frontages.

h. Areas intended for public gathering in commercial developments and intended for employees in office and industrial developments shall be designed as 'outdoor 'rooms' with appropriately scaled thematic furniture and amenities. These spaces shall be designed to protect against the natural elements such as the sun, wind and sand. These spaces should have amenities including:
   - Landscaping in pots and planters and planting areas
   - Outdoor dining areas

Westlake Village's climate is well suited for outdoor dining. The provision of outdoor dining in the Specific Plan area will add interest, vitality, and contribute to the pedestrian experience.

- Durable seating (plastic or petroleum-based resin seating and planters are prohibited)
- Decorative bollards
- Enhanced paving and planters
- Decorative water features (shall use potable water)
- Drinking fountains
- Bicycle parking areas

i. Plazas are encouraged where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services, or between building clusters in a light industrial development.

j. Building entries and windows should look onto plazas and open space areas to enhance activity and security.

Plazas, courtyards, and pedestrian areas function as "oases" or outdoor rooms in mixed use and commercial developments. Decorative site amenities, such as seating, planters and pots, fountains, or water features are critical design components for creating a pleasant pedestrian-oriented environment.

6. Site Amenities

Site amenities are an important feature of any development project in that they enhance an area's pedestrian environment and create a comfortable setting, thereby increasing commercial viability. Site amenities can identify an area as a special and distinct place for shoppers, visitors, residents, and employees.

Types and Locations

a. Site amenities within a commercial setting should be coordinated in terms of color, materials and design in order to convey a cohesive project appearance and distinctive character.

Benches

b. Seating should be included in plaza and courtyard design. Where possible, seating should be provided in active and passive areas.

Tree Grates and Guards

c. Tree grates should be provided along street edges and plazas where a continuous walking surface is needed. Grates should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter to support a larger tree trunk as the tree grows.

d. Tree guards should be provided to protect trees in high activity areas. Tree guard design should be compatible with other site furnishings. Tree guards should be attached to the tree grate; welds should not be visible.

Planters and Pots

e. Planters and pots should not obstruct pedestrian traffic flow. Consider placing pots in building recesses, at locations where access is discouraged and adjacent to blank walls to provide visual interest and color accents.

f. Group similar sized planters in clusters to enrich streetscapes and plazas. Planter materials should complement the project architecture. Use of cast stone and masonry is encouraged.

Trash Receptacles, Bollards and Bicycle Racks

g. Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings. In locations where emergency access may be necessary, removable or retractable (electric) bollards should be used.

h. Trash receptacle design should coordinate with other streetscape furnishings.

i. Bicycle rack design should be consistent with other streetscape furnishings. Use of "loop racks" and "ribbon bars" are encouraged.

Site Directories and Newspaper Racks

j. Newspaper racks should be consolidated. Newspaper rack locations should not inhibit pedestrian flow. Newspaper rack design should incorporate masonry and/or metal elements that compliment other streetscape furnishings.

k. Site directories should be provided near vehicular and pedestrian entrances to multi-tenant commercial developments. Directory siting should maximize their visibility while minimizing the potential for creating a traffic hazard.

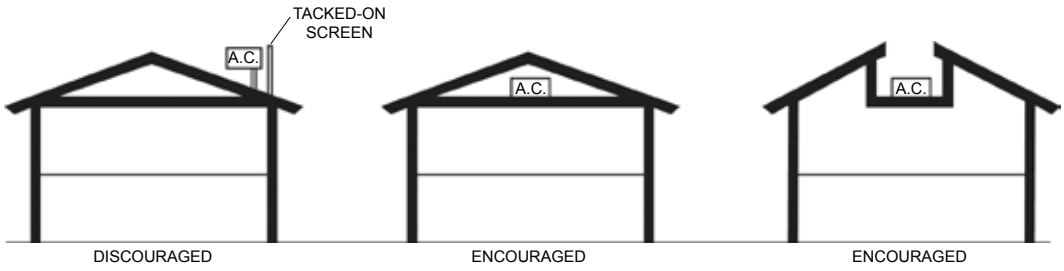
7. Equipment and Screening

In the mixed use and commercial environment envisioned for the Specific Plan area, it is critical to create buildings that present a high-quality appearance to its users and visitors. To that end, all "back-of-house" installations should be screened as follows.

Mechanical Equipment

a. All exterior mechanical equipment, except solar collectors and individual wind turbines, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. Equipment requiring screening includes, but is not limited to, heating, air conditioning and refrigeration equipment, plumbing lines, duct work, and transformers. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being "tacked on."
b. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.
c. Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, roof mounted equipment shall be screened through the use of parapets, screening walls, equipment wells, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes are not permitted. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future or where nearby vantage points may provide visibility of equipment from above.
d. Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with landscaping, or solid masonry wall or similar permanent structure. Such masonry wall or structure shall be of a color and material that compliments the primary structure. Screening with wood, chain-link or similar fencing materials is not permitted.
e. Electric and other metering equipment and panels shall be enclosed and the enclosure painted to match adjacent building and wall surfaces or shall be located in a utility room within the building.
f. Ladders for roof access shall be hidden and integrated into the building design.
g. All utility lines from the service drop to the site should be underground.

All mechanical equipment shall be screened from public view. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being "tacked on."



Trash Collection Areas

h. All trash collection areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards. Collection area(s) shall be enclosed on three sides by a 6-foot tall, decorative, capped, masonry wall. The wall materials shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

i. All trash collection areas shall be covered to prevent rain from falling on containers, compactors, or the enclosure floor and carrying contaminants to the stormwater system. The cover/roof may be part of the solid waste enclosure or the roof of a building. The roof canopy should extend sufficiently outward in all directions so that wind-blown rain will not enter the interior of the storage area.

j. Refuse collection facilities should be located to the rear of site and, where possible, screened from view from public streets and walkways and removed from pedestrian-oriented areas. These areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting. Other acceptable screening materials include fences, landscaping, and/or berming, and the use of natural terrain where possible. Decorative treatment shall be used to minimize the adverse visual impact of these areas.

k. At least one trash and recyclable materials collection area shall be provided for non-residential projects. For every trash receptacle, there shall be one receptacle for recyclables only located immediately adjacent to the trash receptacle. The trash and recyclable materials collection areas shall be easily accessible to retail and office tenants, including easy access for the disposal of materials and collection by refuse vehicles.

l. Refuse collection facilities should be architecturally compatible with the project design. Colors and materials used to enclose these elements should be compatible with all other buildings on site.

8. Crime Prevention

These design guidelines are intended to stimulate design professionals to address urban security problems. Proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement in quality of life. In other words, if a site is laid out well, the likelihood of it being targeted for a crime may be reduced.

Site Lighting

a. Site lighting should be on automatic timers to provide illumination during all hours of darkness. Areas under canopies and awnings should be illuminated. LED or metal halide lighting is recommended.

Landscape Maintenance

b. Tree canopies should be pruned up above 7 feet. Hedges, other than those around parking lot perimeters, should not exceed 24 inches. Planting and lighting should be coordinated to avoid obstruction of illumination.

Security Gates and Fences

c. Security gates and fences should be located behind the street face of adjacent buildings, i.e. security gates shall not align with or protrude beyond the street face of the adjacent structure. Furthermore, where feasible, gates shall be set back far enough to provide room for a maintenance truck to park without encroaching into sidewalk. Gates and fences should be compatible in design with adjacent structures and materials, using high quality materials.

Security Grilles

d. To provide positive, high-quality community image, visible exterior security grilles and metal roll-down doors are prohibited on new buildings and are strongly discouraged on existing buildings. If security grilles are used, they should be installed on the interior of the storefront in a manner that renders them not visible from the outside when they are open. The color of the grilles should blend with the background to reduce their visibility when they are closed.

Residential Secured from Commercial

e. Access to residential units should be secured.

Tenant Space Security

f. A separate alarm system should be installed in each tenant space; surveillance cameras may be appropriate at primary entries. Exterior roof access should not be provided. The site address should be visible and illuminated, including at the rear where alley access is available.

9. Interface between Non-Residential and Residential Uses

In the mixed use areas of the Specific Plan area, non-residential uses will abut residential uses. Residential uses should be buffered from incompatible commercial or industrial development to mitigate negative impacts due to noise, vibration, shading, light and glare, and aesthetics. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses. However, linkages (e.g. walkways, common landscape areas, and building orientation) between compatible commercial and residential uses are encouraged where appropriate. Issues of privacy, safety and noise are addressed in these following standards:

a. Non-residential buildings should be sited to avoid significant shading of adjacent residences and compromising residents' privacy.

b. Windows, balconies or similar openings should be offset so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly

onto private patios or backyards of adjoining residential property or units.

c. Whenever adjacent residential and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways, common landscaped areas, building orientation, gates and/or unfenced property lines should be employed.

d. Landscaping may be used to aid in privacy screening and as a buffer for residential development. Screening may consist of "vertical" trees closely spaced, "green" (vine-covered) solid or fenced walls, and/or hedges. Eighty percent of the screen (wall, hedge, fence, etc.) at the property line shall be opaque.

e. Noise or odor generating activities in general, and loading areas, trash and storage areas, and rooftop equipment in particular, should be located as far as possible from adjacent residential uses and not be located next to residential properties without fully mitigating their negative effects.

C. Architectural Design Standards and Guidelines

All new development in the Specific Plan area should display unique, visually attractive qualities while having a unified composition. New buildings or building additions and renovations should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, and to enhance the overall image of the Specific Plan area by virtue of the quality of design and construction. Additions and renovations should be compatible with the existing building in scale, materials, and design. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area. The following architectural design standards and guidelines are applicable to all development within the Specific Plan area.

1. Architectural Style

Recognizable and consistent architectural styles create a sense of place and add visual interest to an area. The goal is to maintain and enhance the diverse architecture of Westlake Village and encourage innovation and creativity in design.

Required Style

a. There is no mandated architectural style required for buildings in the Specific Plan area, however, each project should possess an identifiable architectural theme and be of high quality design and materials.

Design Consistency

b. New buildings or building complexes should be stylistically consistent. Architectural style, materials, colors and forms should all work together to express a single theme. For remodels or additions, the theme should be true

to the original intent and style of the building. The exterior building design, including roof style, color, materials, and architectural form and detailing, among all buildings in a complex and on all elevations of each building, should achieve design harmony and continuity within itself and with its surroundings.

c. Each new building, addition or remodel should be stylistically consistent. For example, "Spanish" details are consistent with stucco buildings and Mission tile roofs and should not be used on a contemporary building.

d. Historic detailing on otherwise contemporary style buildings is strongly discouraged, such as using oversized (too large or out of scale) crown moldings or cornices to make a 1950's building appear "Mission" Style.

2. Massing, Form and Scale

The scale and form of development is a crucial element in making an area pedestrian-friendly and welcoming to its users.

Form and Massing

a. Buildings within a project should be related in terms of bulk and mass, but not be identical. Repetitive building units that produce monotonous elevations should be avoided by varying building forms, placement, color, materials, and landscaping.

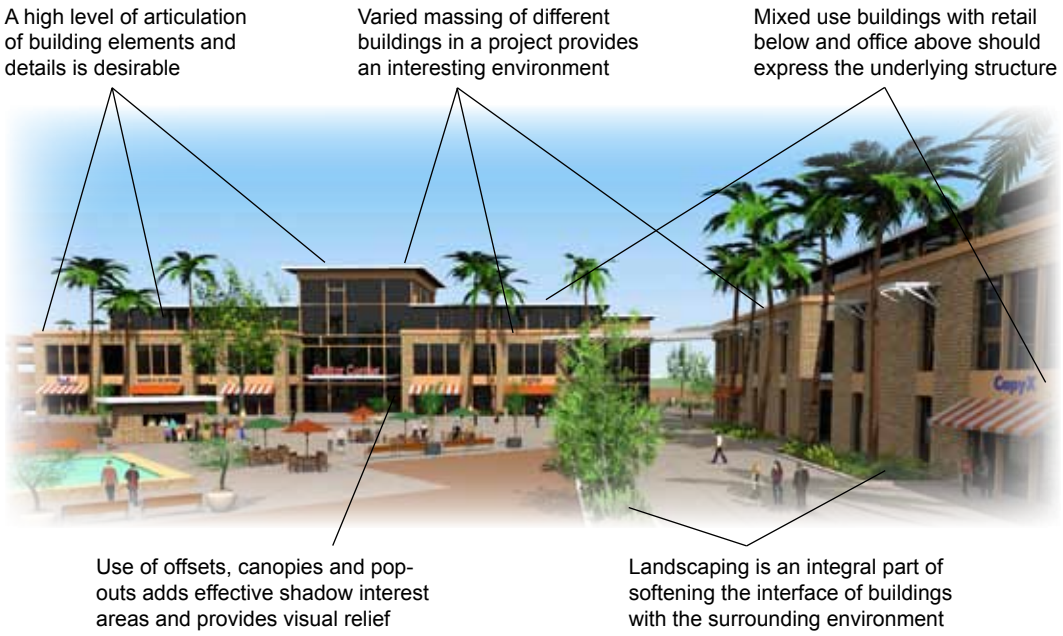
b. Building design should employ clean, simple geometric forms and coordinated massing to produce an overall sense of unity, scale and interest. Simple, strong massing with varied elements shall be used.

c. Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes and barren exterior treatments. All building elevations visible from a public way or parking area shall be well-articulated and incorporate the chosen design theme in a consistent manner.

d. Building corners may be emphasized by use of elements such as towers, domes, or entries.

e. Where new buildings or additions are built immediately between existing buildings, the design of the new construction should acknowledge the existing

Building corners may be emphasized by use of elements such as towers, domes, or entries.



buildings through the use of architectural elements such as matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions.

f. Offsets, pop-outs, overhangs and recesses may be used to produce effective shadow interest areas and add articulation to long planar surfaces to allow visual relief and interest. Larger buildings should have more relief than smaller buildings.

g. Planes along an exterior wall elevation should be staggered to create pockets of light and shadows and provide relief from monotonous, uninterrupted expanses of wall.

Scale

h. The scale and mass of a new development should be consistent with neighboring developments and not overwhelm them with disproportionate size or incompatible design.

i. Buildings should have a "human scale" (i.e., relate to the pedestrian user) by incorporating appropriately scaled design elements and details that generate interest and diversity at the street level, and relate the building to the ground plane. Elements that aid in reducing the appearance of building mass and scale include the following:

- Awnings, canopies, arbors, arcades, colonnades, trellises, and pergolas
- Stepping stories back above the ground level
- Color and material changes
- Architectural elements such as gables and hipped roofs

3. Building Design

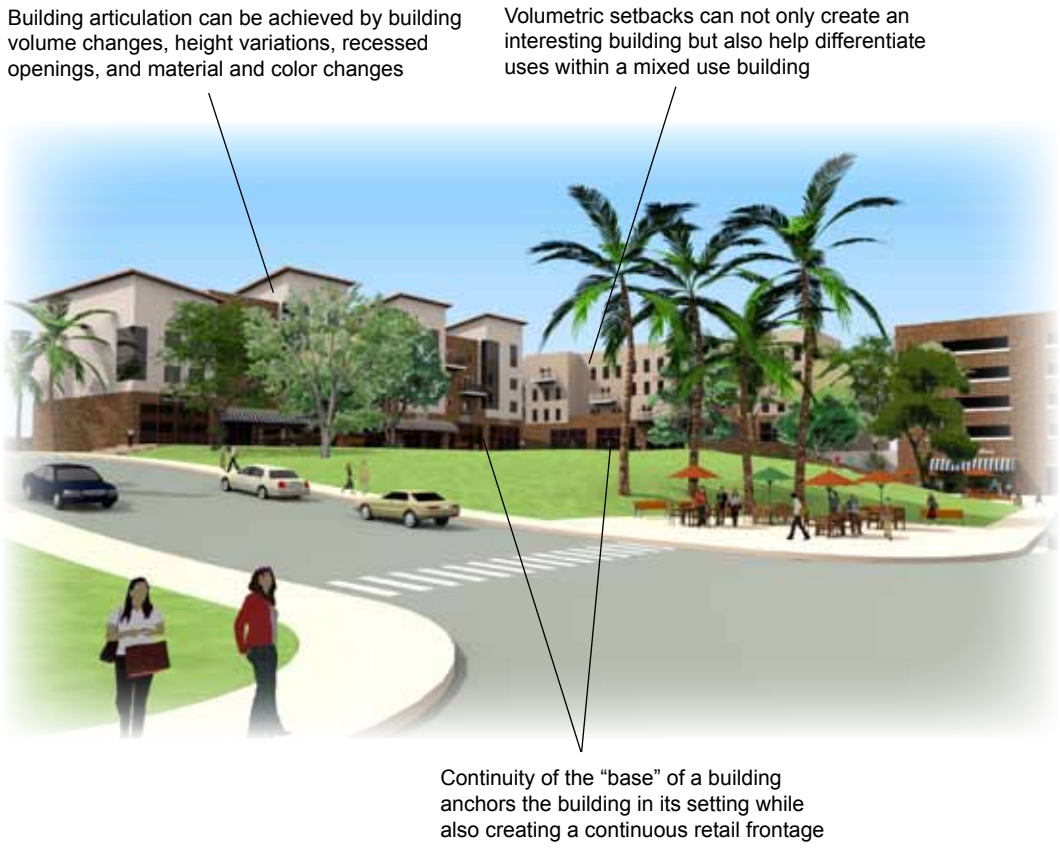
Good building design is essential to creating the desired environment in the Specific Plan area. Building form, modulation and articulation are key aspects of creating a well-designed building.

Building Modulation, Articulation and Detailing

a. Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes, and barren exterior treatment. Where consistent with the design theme and function of the building, incorporate a variety of massing elements and a combination of major and minor changes in building form to establish visual transition and unity among neighboring developments and create visual interest.

b. Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding development. All building elevations visible from a public way shall be fully articulated, and incorporate the chosen design theme in a consistent manner.

c. Building articulation can be accomplished with the use of the following features:
   - Building separations
   - Building volume changes
   - Variations in plane and height



Varied building forms, volumetric and planar changes, and variations in roof forms and height, contribute to a well-articulated building.

- Variable roof forms and height
- Recesses or recessed openings
- Placement of windows and entries
- Significant color and material changes
- Variable transparency
- Creation of shadow textures through inclusion of elements such as arcades, balconies, trellises, overhangs, porches and architectural projections

d. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.

e. Details or elements should be integral to the design, not appear to be added on, and reflect the structural or material integrity of the building.

f. Building articulation and variation in building form should be used to emphasize public entrances and de-emphasize service areas, to define and shelter pedestrian walks and exterior spaces, and to provide a sense of invitation and enclosure. Building form should be varied to emphasize the following:
   - Individual units within a building
   - Larger units and/or anchor stores within retail projects
   - Foyers, lobbies, and reception areas within non-retail commercial projects

Building Façades

g. Building elements should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. Buildings should present an "active" building elevation, including entrances and windows to the street, not blank walls or parking.

h. When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance and include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide "eyes on the street" and avoid a blank wall appearance.

i. Façades should reflect the quality and integrity of the underlying structure in a clear and consistent manner. Architectural elements that define scale and organize space are encouraged; facades should display a sense of order.

j. The fenestration (design and pattern of doors, windows, awnings, canopies, etc.) should be proportioned to, and integrated with, the façade modulation of columns and beams and other similar elements. Clear vertical and/or horizontal hierarchy and patterns in the placement of openings (doors, windows, awnings, canopies, etc.) on the façade should be established.

Building design and detailing should reflect the underlying structure and give definition to vertical modules.

k. Stairs, balconies, porches and patios should be designed such that they are integrated into the overall design of the building. Boldly projecting stairways that complement the architectural massing and form of commercial buildings are encouraged.

Building Elevations

l. Buildings should contain the traditional "three parts of a building": a base, mid-section and a top. On low-rise buildings, the different parts may be expressed simply through detailing at the building base, eave or cornice line. On taller structures with flat roofs, different treatment of the first, middle and top stories should be used to define the three parts. In buildings with pitched roofs, the first and middle stories should be defined.

m. The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g., tile or masonry treatments), darker colored materials, mullions, panels, reveals and/or enriched landscaping.

n. Tops take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g., tile, masonry or fluted concrete), and/or differently colored materials. Colored "stripes" are not acceptable as the only treatment.

o. Vertical architectural elements such as towers should be used as focal points.

Corner Treatments

p. Buildings with angled corners, plazas, or other architectural features are encouraged at corner locations to help anchor the intersection. Building

Highlighting building corners can be achieved by corner entrances, towers, recesses and projections

Plazas at major corners are one way to emphasize intersections. Amenities in the plazas can attract both pedestrian and vehicular interest

corners may be emphasized through elements such as towers, domes or entries.

q. Corner entrances should be provided in corner buildings.

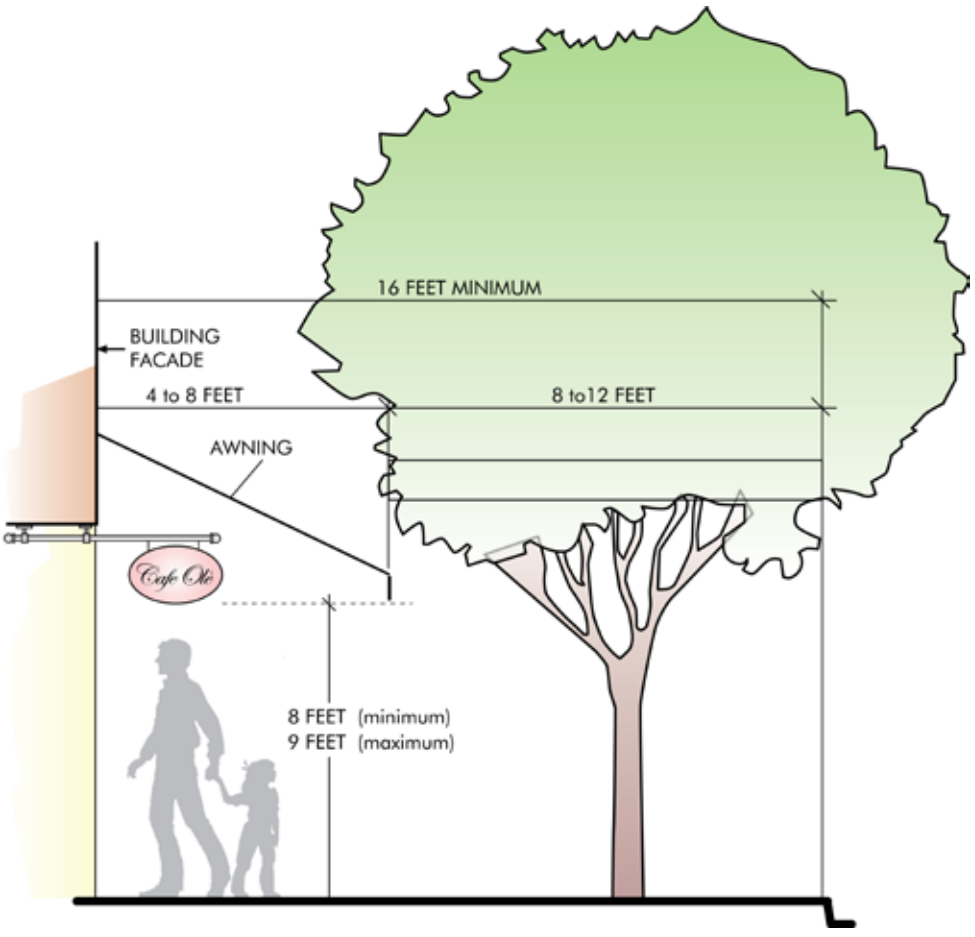
Retail Buildings

r. Retail buildings should incorporate "human scale" design elements that generate interest and diversity, and relate the building to the everyday user. The design of individual storefronts, and their entrances should be emphasized.

s. The use of awnings is strongly encouraged. The size, scale, and color of awnings should be compatible with the rest of the building; the awnings should not be the predominant element of the façade.

t. Retail storefronts should have large display windows oriented toward the public street or major pedestrian corridors. Storefront windows shall not be obscured.

Typical awning placement and size



Special considerations for Vertical Mixed Use Buildings

u. Vertical mixed-use buildings shall be designed with retail storefronts on the ground floor and residential or office uses above.

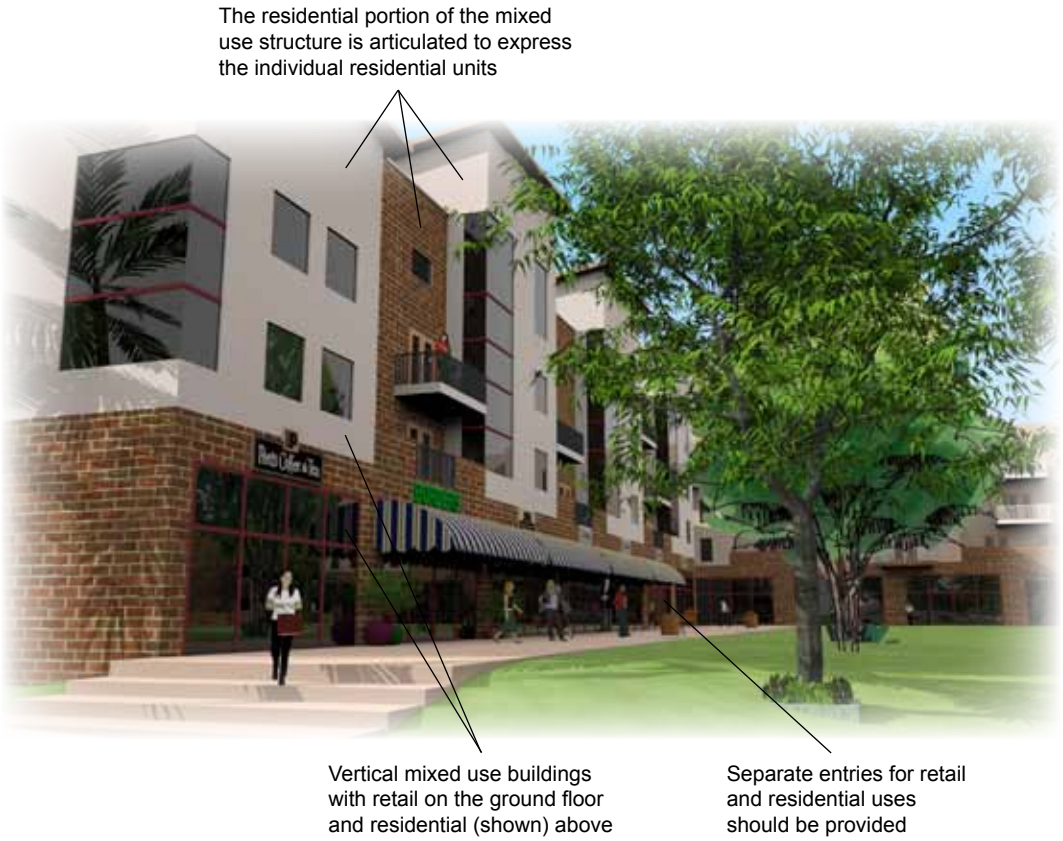
v. Separate site access, parking facilities, and building entrances shall be provided for residential and commercial uses.

w. Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways, and be clearly distinguishable in form and location from residential/office entrances. Secondary entries may be from parking areas.

x. Security gates should be considered for access to residential uses and residential parking areas.

y. A ground floor retail use shall have a minimum floor-to-ceiling height of 15 feet.

z. The architectural style and use of materials should be consistent throughout the entire mixed use development. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s).



Residential and commercial components of vertical mixed use buildings should be clearly demarcated.

4. Building Elements

Detailed building elements are essential to reinforce overall design concept, to create texture, shade and shadow, and to relate a building to human scale.

Site and Building Entrances

a. Main entries to buildings should be clearly demarcated, visible and accessible from the street and/or pedestrian walkways. Secondary entries may be from parking areas.

b. Building entries should read as such, and be integrated with the overall building form. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying building entries.

c. Entries should be open, inviting, and highly visible. Recessed or deeply shadowed entrances that allow hiding place opportunities should be avoided. Entry doors should be designed to create a sense of welcome, while clearly demarcating the private space.

d. If parking is located behind the stores, provide additional well-lit and signed rear entrances to allow easy access.

e. Retail entrances should be prominently located within the building façade. If only one entrance is provided, it should be located along the street side of the building.

f. Entrances to upper story uses shall be clearly distinguishable in form and location from ground floor retail entrances. Such entrances are encouraged from the rear, adjacent to the parking.

g. Building entrances should be enhanced with:
   - Colored and textured paving
   - Accent plants in pots and planters
   - Awnings and trellises that provide shade and accent architecture

Pedestrian signage, large display windows and clearly marked entries contribute to a successful pedestrian oriented retail environment.

Roof Design

h. The roof design should be considered as a component of the overall architectural design theme. Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.

i. Varied roof forms such as tower elements, extended eaves with rafters and corbels may be used to add interest and to create a consistent style. Roof planes may be extended beyond the building volume to create covered walkways and verandas.

j. Roof form and height should be varied to complement building mass and articulation. Vertical variations to the roof line should incorporate roof projections to avoid a false front/unfinished appearance.

k. Mansard and nearly vertical roofs should be avoided.

l. New buildings may have flat or sloping roofs, depending on what is most compatible with the architectural style of the building and others in its immediate vicinity. Parapets should appear integrated with the building and should include a cap and corner detail to create a shadow line to enhance the building.

m. When gabled or pitched roofs are used, careful integration with the primary building and adjacent buildings should be considered in design. Roof slopes should be between 3:12 and 6:12.

n. Gutters and downspouts shall be concealed, unless designed as a decorative architectural feature.

5. Materials, Finishes and Color

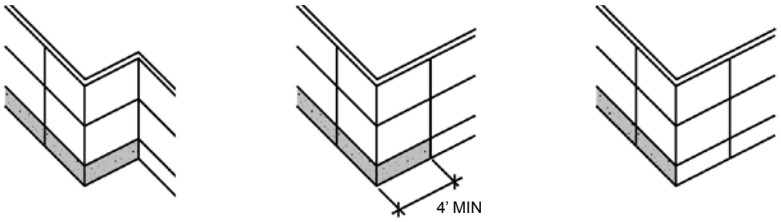
Materials, finishes and color should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.

Consistent Vocabulary

a. Building materials should reflect quality and durability as well as consistency, where possible, with the materials used throughout the development. Materials that have no relationship to the architectural style should not be used.

b. Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Backs of buildings should use similar materials as fronts of buildings; however, less expensive and more utilitarian substituted materials are acceptable, provided they are compatible with the overall design.

c. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear "tacked-on" and are strongly discouraged. Material changes should not occur at external corners. Material changes may occur at "reverse" or interior comers or as a "return" at least four feet from external corners, with extended returns provided for large buildings.



d. Textures, colors and materials should unify the building and its elements. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.

e. Materials provide texture and color and therefore should influence the choice of other colors.

f. Accessory structures should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.

Durability and Quality

g. The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long life span, selecting materials that are not energy-intensive to manufacture, using building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible.

h. Exterior materials for all developments should be of high quality, durable and low maintenance. Materials that will withstand abuse by vandals or accidental damage from machinery are strongly encouraged, while high maintenance materials such as stained wood or shingles are not encouraged.

i. Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam and concrete tile. Corrugated metal, highly reflective surfaces, and illuminated roofing and not permitted.

Color and Texture

j. Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design.

k. The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.

l. Sign colors and finishes shall relate to those of the building.

6. Site and Architectural Lighting

Lighting should be designed to satisfy both functional and decorative needs.

Security

a. Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, building entrances and pedestrian parkways. Consider Crime Prevention Through Environmental Design (CPTED) principles in light fixture placement. Security lighting should be placed and directed strategically to limit light pollution and glare.

Design

b. Light fixtures should be compatible with the architectural character of the development. "Wall pack" (non-decorative) lights shall not be used in areas visible from major drive aisles, streets, or adjacent properties. Landscape lighting shall be designed to complement and enhance architecture and landscape design. While some nondescript fixtures may be appropriate, significant use should be made of fixtures that have architectural value and accent the building and site.

c. Both building-mounted and freestanding fixtures may be used. Freestanding above-grade light fixtures should be mounted on concrete bases for stability and ease of maintenance. Concrete bases shall be decoratively treated.

d. Non-decorative landscape light fixtures should be screened in and located behind landscape features when possible.

e. Light fixtures shall be at a maximum height of eight (8) feet when adjacent to residential areas. Floodlights are not permitted in areas adjacent to residential areas.

Dark Sky Requirements

f. All light fixtures shall be:

- Hooded and directed downward to minimize light and direct glare impacts on neighboring properties and reduce impact upon dark skies.
- Directed to illuminate only the areas and elements intended, such as paths, entryways and focal elements.
- Shielded to avoid direct views to any unshielded light source from pedestrian or vehicular sight lines (light sources include freestanding and façade lighting, as well as interior light within ten feet of the structure's windows).

- Equipped with an appropriate level of fixture dimming and cut-off capability (fixtures certified by the International Dark Sky Association).

Energy Efficiency

g. Energy-efficient ENERGY STAR® certified lighting fixtures and equipment shall be used. Energy-efficient means of lighting, including light sensors, low voltage lighting, fiber optics and solar lighting shall be used where applicable and feasible. Timers or other controls shall be used to assure that lights are on only when needed. Use light-colored surface material where additional light is needed to take advantage of higher reflectance values.

D. Sustainable Design Standards and Guidelines

Green buildings are structures that are designed, constructed, renovated, operated and demolished with minimal environmental impacts. They also exhibit high levels of economic and engineering performance, and save financial resources over the buildings' lifetime. In essence, building green means reducing the use of resources, minimizing harmful impacts to the environment, and creating healthier environments for people. Green buildings can incorporate both passive, low-tech design, such as daylighting, and active, high-tech strategies and systems such as photo voltaic panels. To be most effective, green building strategies should be incorporated into all phases of a project from early programming and budgeting, to design and construction, to commissioning, operations, and maintenance and post-use demolition/recycling.

1. Site Design and Passive Solar Design

a. Buildings should be sited and designed to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.

b. Buildings should be clustered for shade, and incorporate protective courtyards, recessed windows and doors, and insulated walls.

c. To reduce energy use, the east and west walls of the buildings should be shaded with evergreen trees to reduce summer heat gain. South walls should be shaded with deciduous trees.

d. Walkways and plazas should be designed to collect stormwater where feasible.

2. Building Design

a. The provision of a green roof should be strongly considered to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system.

b. Solar panels on roofs should be considered to capture solar energy for internal use of the project.

c. Arcades, covered walkways, trellises and passages should be incorporated to provide sheltered areas for pedestrian circulation as well as shade the buildings to reduce energy usage.




Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation, and helping to lower urban air temperatures and mitigate the heat island effect. Parking structures and other buildings offer potential for solar roofs, which capture sunlight and transform it into energy.

3. Site Grading

a. Significant existing trees, topographical features, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the project. Site design that requires altering landforms and removing trees is discouraged.

b. Site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain. Grading should emphasize and accentuate scenic vistas and natural landforms.

c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.

4. Water Efficiency

a. To reduce water use and maintenance costs, the majority of the plant materials should be drought tolerant and require relatively low maintenance.

E. Landscape Design Standards and Guidelines

The primary objective of the landscape standards and guidelines is to create a landscape aesthetic that is inviting to the pedestrian. In the interest of improving overall quality of life and encouraging pedestrian activity, all properties are encouraged to seek means of introducing trees and plants in the overall site design. Landscape design should also be sensitive to the City's its natural setting and climate.

1. Landscape Design Intent

a. Landscape design shall be used to:
   - Enhance development by contributing to a pedestrian-friendly environment
   - Provide a backdrop and visual setting for architecture and highlight important architectural elements
   - Create focal points with color, scale and visual interest
   - Provide shading and climate control
   - Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, and odors
   - Provide a unified appearance along street frontages and reinforce the street hierarchy
   - Direct vehicular and pedestrian traffic
   - Define building and parking area entrances
   - Identify and shelter pedestrian walkways
   - Provide respite from the built environment; soften and visually enhance blank walls
   - Provide a buffer between neighboring properties
   - Screen undesirable views and uses, including service structures and loading areas

b. Landscape design plans shall be prepared by a landscape architect registered to practice in the state of California.

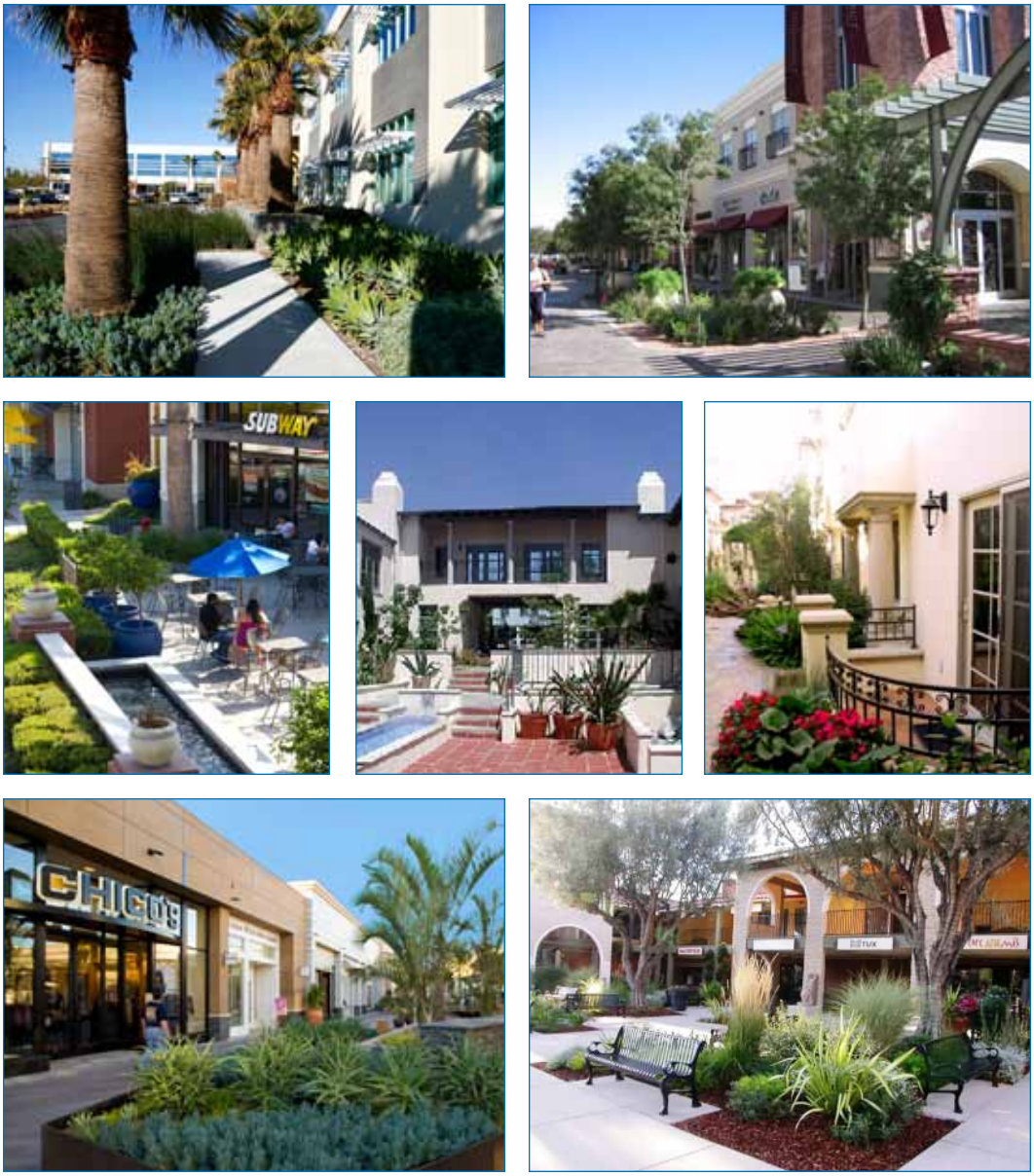
c. Landscape shall be designed to encourage the use of drip irrigation and other low-flow irrigation methods, with no water overflow onto pavement, and such that wind does not blow irrigation water onto people, cars and pavement.

2. Setback and Parking Lot Landscaping

a. All setback areas shall be landscaped with softscape and hardscape features. Hardscape materials include stone, gravel, cobble or other pervious paving material.

b. Parking areas shall be screened from street and adjacent property view. Low walls, hedges, planting areas and berms are all appropriate screening methods.

c. All parking lot trees shall be planted in tree well planters according to the following standards:
   - The tree well planters shall be of a size no less than 4 by 4 feet. Wells 4 by



The landscape design for commercial, mixed use and residential development enhances the user's sense of place and provides for a comfortable, pleasant pedestrian experience, which is critical to a successful project.

9 feet, or the width of a parking space are preferred.

- Tree well planters shall be protected by standard curbing and/or stationary wheel stops.
- Planters should be designed to accept and treat parking lot storm water runoff.

d. Selected trees shall provide shade in the summer months. At maturity, the lowest branches shall be a minimum of seven (7) feet from the ground.

e. Plant material, except for trees, located in parking lots shall not exceed 36 inches in height at full maturity.

Parking lot landscaping should help screen parking and provide a comfortable, shaded environment. The landscaped areas could provide the additional function of retaining storm water runoff on-site.

3. Plant Materials

a. Wherever possible, mature native trees should be preserved or relocated on site. Mature trees are defined as individual trees with a trunk diameter of greater than four (4) inches when measured four (4) feet above the finished grade.

b. Selected landscape materials should be drought-tolerant and low maintenance.

c. Both deciduous and evergreen trees shall be planted to provide seasonal interest and a variety of texture, color and form. In general, deciduous trees should be placed on the south and west sides of structures and outdoor gathering areas to provide summer shade and winter sun.

d. Woody plants shall be appropriately sized and placed on site to allow them to reach their natural size and to reduce the need for pruning and trimming.

e. Plant species with seasonal fruit and excessive leaf drop and sap shall not be planted in public areas.

f. Plants with similar soil, water and sun exposure needs should be grouped to conserve water and encourage optimal growth.

g. All required trees shall be a minimum of 24-inch box size. Specimen trees used to emphasize major focal points and project entries shall be 36-inch box or larger.
h. A root barrier shall be used around all trees planted within seven (7) feet of a property line, public sidewalk or on-site walkway.
i. Planting in landscaped setback areas shall not obstruct views into retail display windows. In these areas, the height of plant material, other than trees, shall not exceed 36 inches for security and safety.
j. Plant material shall not interfere with site lighting or restrict access to utility equipment or emergency apparatus, such as fire hydrants or fire alarm boxes.
k. Locally grown landscape material should be selected to promote plant health after installation.
l. All landscaped areas shall be kept free of invasive weeds.

Landscape materials should be drought-tolerant and low maintenance. Pervious, non-vegetative ground cover interspersed with native plantings can provide a sustainable, attractive landscaped area.

4. Hardscape Materials

a. Materials found on site should be reused in the landscape design to enhance the natural appearance and conserve resources.
b. Boulders and stones should be used to stabilize slopes and to provide visual interest. Boulders and stones from local sources are preferred, as they would more closely blend with the natural environment.

c. Non-vegetative groundcover such as stone, gravel, cobble and other pervious paving materials that allow air and water transfer should be used for paths, walkways and setbacks. Pervious paving materials may be used in driveways and parking lots when appropriate pollution mitigation measures, such as the installation of grease traps and bio-filters, are incorporated.
d. Groundcover color should compliment the building architecture and overall site design.
e. Compliance with ADA accessibility is required for all pedestrian areas.
f. Light colored materials should be used for paving to reduce heat absorption and limit heat gain in paved areas.
g. Recycled content materials, salvaged materials and sustainably harvested forest products should be used.
h. Non-vegetative groundcovers shall be installed at 2-inch minimum depth and 2 inches below adjacent paving, and maintained to provide complete ground coverage.

5. Landscape Irrigation and Maintenance

a. An approved efficient irrigation system shall be installed at the time of construction for all planted areas as follows:
   - Water-efficient irrigation systems such as low flow and drip equipment shall be used.
   - Rain sensors are required on all irrigation systems.
   - Rainwater harvesting and reuse strategies shall be used.
b. Pollutants, chemicals or soil amendments that can harm human and ecological health shall not be used.
c. Compost and mulch (recovered from landscape trimmings when available) shall be used as a soil amendment to increase organic matter and retain soil moisture.
d. Mulch shall be added to all tree and plant beds.

6. Storm Water Management

a. Rainwater runoff from all on-site project surfaces, including parking lots, roofs and sidewalks, shall be treated and retained on-site. In addition, the amount of impervious surfaces shall be minimized to limit the quantity of water runoff for on-site retention. Extensive impervious paving in setbacks and other open space areas is strongly discouraged. Pervious ground cover shall be maximized to absorb rainwater, provide drainage to large trees on the site and reduce runoff.
b. Natural drainage systems shall be protected and maintained.
c. Grading and plan layout shall be designed to capture and slow water runoff.
d. Landscape-based water treatment methods instead of curb and gutter systems should be used. Examples include dry wells, vegetated swales and bio-retention basins.

e. All storm water management systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes.

7. Grading

a. Grading should be limited to building pads and access roads in order to preserve environmentally sensitive habitat lands, to discourage scarring of hillside areas and to encourage the maximum retention of natural topographic features, such as natural drainage swales, slopes, rock outcroppings, vistas, and natural plant assemblages.
b. The maximum surface area of undisturbed grade should be preserved.
c. Access road design shall respect the natural contours of the land to minimize grading requirements and the percentage of land devoted to streets.
d. Grading shall be designed to limit the height of retaining walls and perimeter walls to meet the City's requirements.
e. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily maintained and can be used to add visual interest, preserve views and provide visual buffers where necessary.
f. Graded slopes and/or building pads should provide a variety of both slope percentages and slope direction in a pattern that is similar to existing or naturally occurring terrain, in contrast to sharp angles and constant direction of the contours.
g. Developments comprised of uniformly sized lots on rigidly manufactured slopes shall not be permitted.
h. Soils shall be retained on site and the quantity of cut-and-fill balanced when possible.
i. During construction, best practices shall be employed to prevent erosion, protect exposed areas and stabilize the soil as quickly as practical.
j. Disturbed slopes shall be stabilized and softened with planting and naturalistic stone groupings on 80% of the affected area at time of occupancy. Use a combination of small, medium and large-scale trees, shrubs, cacti, groundcovers and /or hydroseed.

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CHAPTER 6

Circulation

A. Introduction

The recommended circulation improvements for the Westlake Village Business Park Specific Plan stem from and build upon the roadway network systems that are currently in place, as well as provide for circulation and connectivity improvements to be correlated with build-out of the Specific Plan. Continued integration with the street network and suburban nature of the roadway system are important objectives in planning for future circulation by all travel modes. Development of a comfortable pedestrian environment through establishment of better pedestrian connections is also an essential objective. Improvements and changes have been identified in order to improve overall circulation throughout the Specific Plan area, accommodate new activity, and to plan for adequate parking. This chapter addresses the street network serving the Specific Plan area including vehicular circulation, pedestrian and bicycle circulation, as well as public transit.

B. Context

The existing Specific Plan roadway network is an irregular, non-linear (i.e., non-grid) system of streets which provide access on the periphery of the Specific Plan and the individual subareas within the Specific Plan. Principal traffic-carrying roadways in the area include Thousand Oaks Boulevard which borders the Specific Plan to the north and Lindero Canyon Road which borders the Specific Plan to the east. These two roadways are identified as principal traffic-carrying due to their carrying capacities in serving local and regional traffic, as well as the inter-connection with the 101 Freeway for Lindero Canyon Road. In addition, Thousand Oaks Boulevard provides principal connections to communities located east and west of the Specific Plan area, and Lindero Canyon Road provides principal connections to portions of Westlake Village located south of the U.S. 101 Freeway and areas to the north of the Specific Plan area.

The existing roadways located within the Specific Plan boundary directly serve the interior parcels of the business park. Most of the interior roadways such as Via Rocas, La Baya Drive, Corsa Avenue, La Tienda Drive and Cedarvalley Drive are discontinuous and local traffic-serving streets only. The discontinuous nature of the interior Specific Plan roadways and the topography of the northerly and central portions of the Specific Plan area generally limit roadway network connections and changes. In addition, it is noted that Via Colinas accommodates both local and regional traffic through the Specific Plan area, and in particular provides a direct connection between Thousand Oaks Boulevard and Lindero Canyon Road as well as the U.S. 101 Freeway.

The existing Specific Plan roadway network generally functions well in terms of facilitating vehicular traffic. The City of Westlake Village has been proactive in implementing roadway capacity enhancements and traffic signal system improvements so as to provide and maintain good levels of service and to address traffic circulation issues with respect to traffic volumes and/or congestion. However, pedestrian amenities such as sidewalks and appropriate lighting, bicycle routes or lanes, and bus transit stops are not provided within the Specific Plan on the interior roadways. Accordingly, it is recommended that the Complete Streets concept be employed when considering improvements to the local street system. Complete Streets requires a balanced, multimodal transportation network that meets the needs of all users of streets.

C. Complete Streets

Complete Streets is a national movement to ensure transportation planners and engineers consistently design and operate the entire right-of-way with all users in mind—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities. In the State of California, it's not just a movement, but a requirement by law.

Former Governor Arnold Schwarzenegger signed the *"California Complete Streets Act of 2008"* (AB 1358) into law on September 30, 2008. Commencing January 1, 2011, the bill requires, *"that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program"*

Caltrans has also adopted Complete Streets with Deputy Directive 64-R1 in October 2008. As part of this directive Caltrans is actively implementing its Complete Streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Caltrans published the Complete Streets Implementation Action Plan to put this directive in motion. Implementing Complete Streets also supports California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375.

Implementation of Complete Streets within the Specific Plan will encourage more walking by employees, visitors and local residents, which is consistent with Westlake Village residents' indicated desire for additional sidewalks and pedestrian amenities. Additionally, this would also encourage more bicycling which also is consistent with Westlake Village residents' indicated desire for additional bicycle facilities.

D. Existing Roadways

The master planned community of Westlake Village includes six arterials that were designed as the major means of vehicular travel to businesses, employment centers, residential neighborhoods and the U.S. 101 Ventura Freeway. Three of these important arterials serve the Specific Plan area: Thousand Oaks Boulevard, Lindero Canyon Road, and Via Colinas. Of these three arterials, Thousand Oaks Boulevard and Lindero Canyon Road are classified as Major Highways while Via Colinas is classified as a Secondary Highway. Also, Via Rocas, La Baya Drive and La Tienda Drive are Collector type roadways, and Corsa Avenue and Cedarvalley Drive function as Local type roadways. The street system for the Specific Plan area is shown in Figure 6-1.

The City of Westlake Village utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- **Freeways** are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- **Arterial** roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and

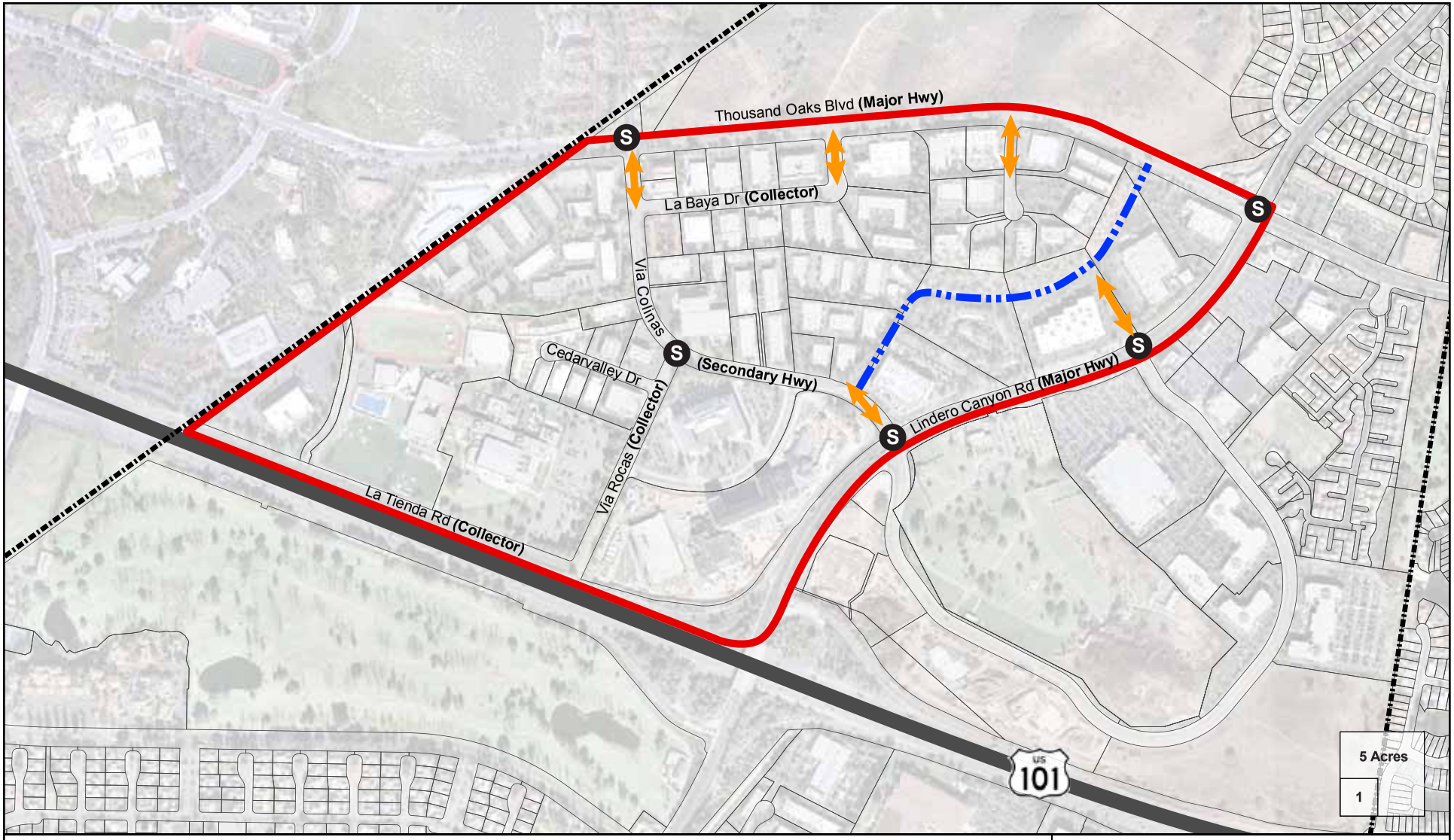


Figure 6-1:

Roadway Network

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- Roadways within or adjacent to the Specific Plan area designated as principal arterials (i.e., Major Highway) include the following: Thousand Oaks Boulevard and Lindero Canyon Road.
- Roadways within the Specific Plan area designated as minor arterials (i.e., Secondary Highway) include the following: Via Colinas.

- **Collector** roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
  - Roadways within the Specific Plan area that function as collector roadways include the following: Via Rocas, La Tienda Drive, and La Baya Drive.

- **Local** roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways.
  - Roadways within the Specific Plan area that function as local commercial serving roadways include the following: Corsa Avenue and Cedarvalley Drive.

E. Circulation Improvements

Implementation of the Specific Plan will require improvements to the existing roadway system, the installation of new traffic signals, and transportation demand management measures. Descriptions of the planned regional improvements and circulation improvements to the roadways adjacent to and within the Specific Plan are provided in the following subsections.

1. Planned Regional Improvements

The City of Westlake Village currently has a long-range transportation improvement program, the Arterial System Finance Program (ASFP), aimed primarily at improving the traffic flow along the Lindero Canyon Road corridor between Agoura Road and Thousand Oaks Boulevard. Several projects that have been completed provide additional travel lanes, turn lanes, a bicycle path, lighting, and traffic signal improvements north of the U.S. 101 Freeway. In conjunction with the Los Angeles Metropolitan

Transportation Authority, the multi-phase Measure R project, known as the U.S. 101 Freeway/Lindero Canyon Interchange Improvements Project, includes U.S. 101 Freeway Northbound Ramp improvements, construction of additional lanes along Agoura Road and Lindero Canyon Road, and freeway overpass bridge improvements along Lindero Canyon Road.

Specifically, the above Interchange Improvements Project consists of three phases of work as described below:

- Phase I: This phase includes the widening of the Lindero Canyon Road U.S. 101 Northbound On-Ramp, extension of the Northbound On-Ramp auxiliary lane, and construction of a retaining wall along the Northbound On-Ramp. This phase of work has been completed.

- Phase II: This phase includes widening and median modifications at the Lindero Canyon Road/Agoura Road intersection to provide an additional westbound right turn lane, an additional eastbound left turn lane, and a new southbound right-turn lane. In addition, this phase will also include various traffic signal modifications, including the addition of video detection, which provides improved detection of cyclists. This phase of work has been completed.

- Phase III: This phase will include the realignment of travel lanes on the overpass bridge on Lindero Canyon Road in order to accommodate an additional southbound through lane, an additional northbound through lane, realignment of lanes, and extension of a Class I bikeway from its current terminus north of the freeway northbound off-ramp intersection to the Agoura Road intersection.

2. Specific Plan Circulation Improvements

The recommended circulation improvements for the Specific Plan area build upon the roadway network systems that are currently in place with the focus on implementing complete streets. The recommended Specific Plan circulation improvements are intended to address changing the traffic patterns associated with build-out of the Specific Plan while fostering all travelers including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities. Summaries of the recommended Specific Plan circulation improvements are provided below for each roadway in the area, followed by detailed descriptions and cross sections of each roadway.

- **Thousand Oaks Boulevard:**
  - Installation of sidewalks along both sides of the roadway.

- **Lindero Canyon Road:**
  - Installation of a sidewalk along the west side of the roadway between the terminus of the existing sidewalk and Via Colinas.

- **Via Colinas:**
  - Restripe the existing roadway to accommodate two travel lanes in each direction.
  - Installation of Class II bicycle lanes in each direction.
  - Installation of sidewalks along both sides of the roadway.

- **Via Rocas:**
  - Installation of Class II bicycle lanes in each direction.
  - Installation of sidewalks along both sides of the roadway.

- **La Tienda Road:**
  - Installation of Class II bicycle lanes in each direction.
  - Installation of sidewalks along both sides of the roadway.

- **La Baya Drive:**
  - Installation of a raised median island with mountable curbs.
  - Installation of sidewalks along both sides of the roadway.
  - Potential installation of a new traffic signal at the La Baya Drive/Thousand Oaks Boulevard intersection.

- **Corsa Avenue:**
  - Installation of sidewalks along both sides of the roadway.
  - Potential installation of a new traffic signal at the Corsa Avenue/Thousand Oaks Boulevard intersection.

- **Cedarvalley Drive:**
  - No changes to Cedarvalley Drive are proposed as part of the Specific Plan.

Following are detailed roadway classifications within the Specific Plan area and the planned cross-sections of the individual roadways.

Thousand Oaks Boulevard

Thousand Oaks Boulevard is an east-west oriented roadway that borders the Specific Plan to the north. Thousand Oaks Boulevard is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Major highways are designed to carry high traffic volumes and provide connections between population and employment centers. Two through travel lanes are provided in each direction on Thousand Oaks Boulevard in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan. Thousand Oaks Boulevard is posted for a speed limit of 45 miles per hour in the project study area. Features of the Thousand Oaks Boulevard cross-section for the segment adjacent to the Specific Plan include:

- 100-foot Right-of-Way
- 84-foot roadway, curb-to-curb, that contains:
  - Four travel lanes (i.e., one 11-foot and one 11.5-foot lane in each direction)
  - 14-foot wide raised median island
  - Two 5-foot Class II bike lanes (one in each direction)
  - Two 7.5-foot shoulders within the roadway (one in each direction)
- 8-foot sidewalks/parkways

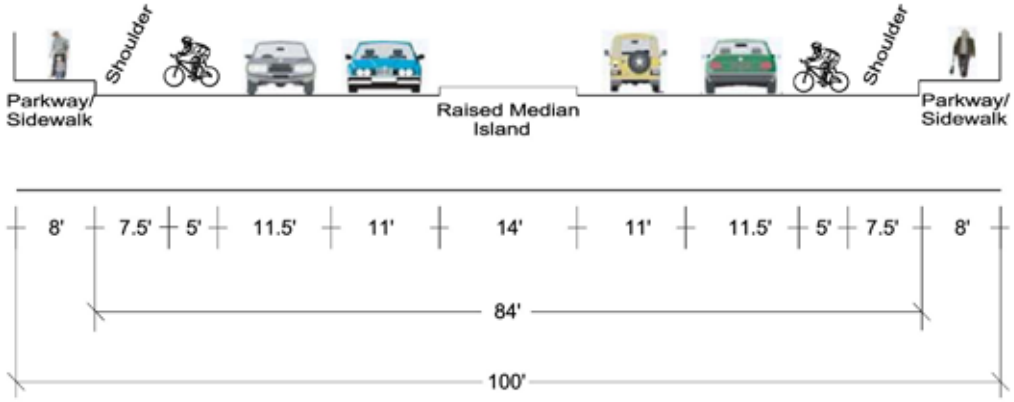


Figure 6-2: Thousand Oaks Boulevard

Lindero Canyon Road

Lindero Canyon Road is oriented northeast-to-southwest and borders the Specific Plan to the southeast. Lindero Canyon Road is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Major highways are designed to carry high traffic volumes and provide connections between population and employment centers. Three through travel lanes are provided in each direction on Lindero Canyon Road in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan site. Lindero Canyon Road is posted for a speed limit of 45 miles per hour in the project study area. Features of the Lindero Canyon Road cross-section for the segment adjacent to the Specific Plan include:

- 100-foot Right-of-Way
- 84-foot roadway, curb-to-curb, that contains:
  - Six travel lanes (i.e., two 11-foot and one 13-foot lane in each direction)
  - 14-foot wide raised median island
- 6-foot sidewalk along the west side of the roadway with a 2-foot retaining wall
- One variable width Class I bike-pedestrian facility along the east side of the roadway

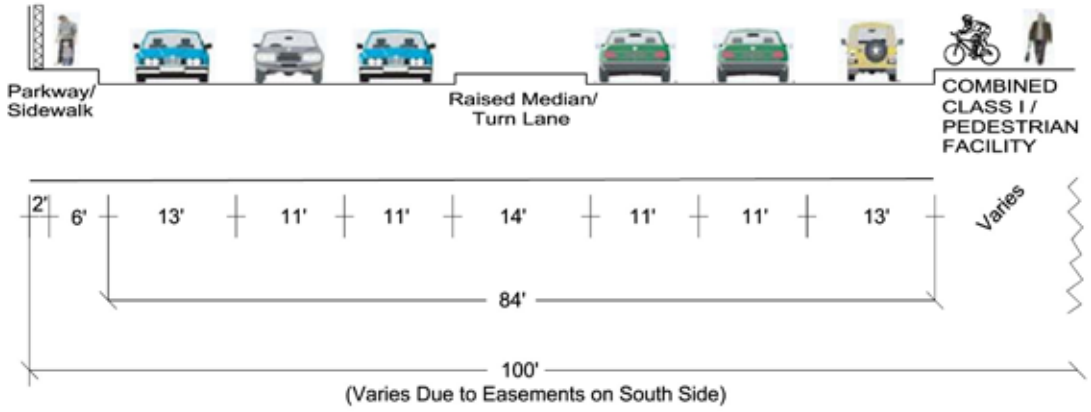


Figure 6-3: Lindero Canyon Road

Via Colinas (between Lindero Canyon Road and Via Rocas)

Via Colinas is a northwest-to-southeast oriented roadway and bisects the Specific Plan area. Via Colinas is designated as a Secondary Highway in the City of Westlake Village's Circulation section of the General Plan. Secondary highways represent the smallest of the arterial highway classifications. In the case of Via Colinas, the roadway serves businesses located within the Specific Plan and provides a direct connection between two primary arterials, Thousand Oaks Boulevard and Lindero Canyon Road, as well as to the U.S. 101 Freeway. One through travel lane is provided in each direction on Via Colinas in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan area. Features of the Via Colinas cross-section for the segment between Lindero Canyon Road and Via Rocas within the Specific Plan include:

- 84-foot Right-of-Way
- 64-foot roadway, curb-to-curb, that contains:
  - Four travel lanes (i.e., one 10-foot and one 12-foot lane in each direction)
  - 10-foot two-way left-turn lane
  - Two 5-foot Class II bike lanes (one in each direction). It is recognized that the Class II bike lane installation may involve fairly significant roadway reconstruction if the bike lanes extend all the way to the Lindero Canyon Road intersection.
- 8-foot sidewalk along the west-south side of the roadway and 12-foot parkway sidewalk along the east-north side of the roadway

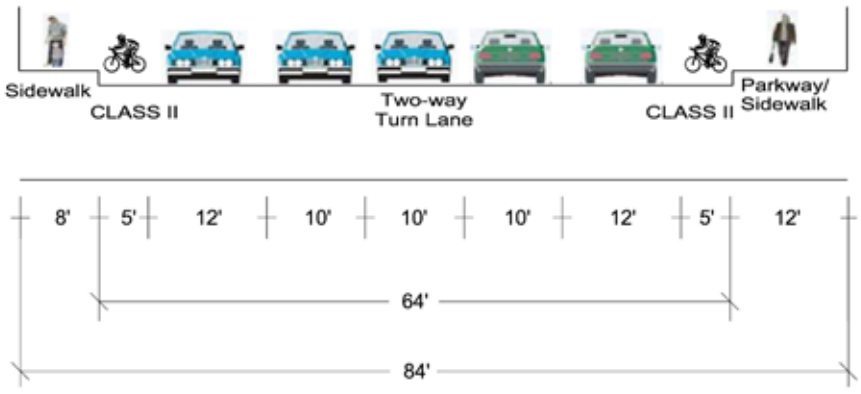


Figure 6-4: Via Colinas
(between Lindero Canyon Road and Via Rocas)

Via Colinas (between Via Rocas and Thousand Oaks Boulevard)

The section of Via Colinas between Via Rocas and Thousand Oaks Boulevard is recommended for one lane in each direction, bike lanes, parallel parking, as well as a two-way left turn lane. Features of the Via Colinas cross-section for the segment between Via Rocas and Thousand Oaks Boulevard within the Specific Plan include:

- 84-foot Right-of-Way
- 64-foot roadway, curb-to-curb, that contains:
  - Two travel lanes (i.e., one 12-foot lane in each direction)
  - 12-foot two-way left-turn lane
  - Two 6.5-foot Class II bike lanes (one in each direction)
- 10-foot sidewalk along both sides
- Two 7.5-foot parallel parking lanes (one along each side of roadway)

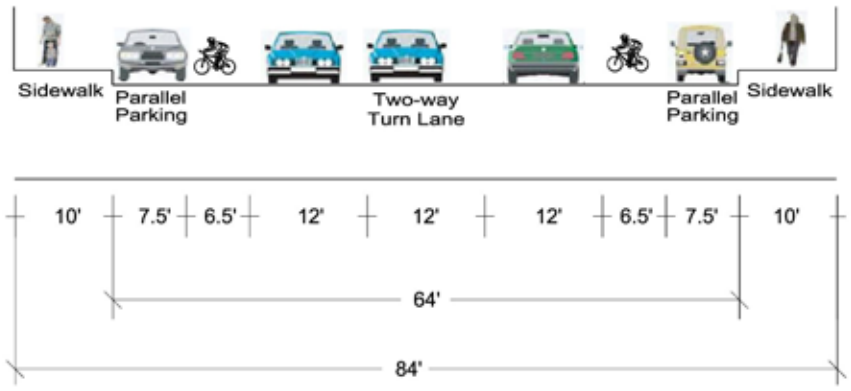


Figure 6-5: Via Colinas (between Via Rocas and Thousand Oaks Boulevard)

Via Rocas

Via Rocas is a north-south oriented roadway in the Specific Plan area and extends between Via Colinas and La Tienda Road. Via Rocas is designated as a Collector type roadway in the City of Westlake Village's Circulation section of the General Plan. Collector roadways connect local streets to secondary or major highways. One through travel lane and a two-way left-turn lane are provided in each direction on Via Rocas in the Specific Plan study area. Features of the Via Rocas cross-section for the segment within the Specific Plan include:

- 84-foot Right-of-Way
- 64-foot roadway, curb-to-curb, that contains:
  - Two 12-foot travel lanes (one in each direction)
  - 12-foot two-way left-turn lane
  - Two 6.5-foot Class II bike lanes (one in each direction)
  - Two 7.5-foot parallel parking lanes (one along each side of the roadway)
- 10-foot sidewalk/parkway width

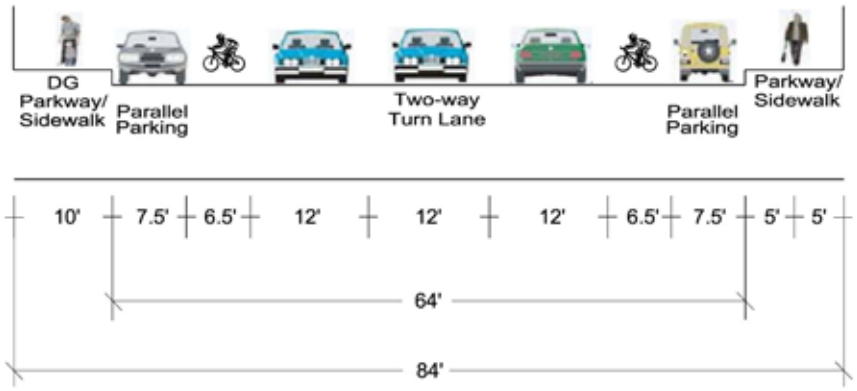


Figure 6-6: Via Rocas

La Tienda Road

La Tienda Road is an east-west oriented roadway in the Specific Plan area and extends between Via Rocas and Lakeview Canyon Road. La Tienda Road is designated as a Collector type roadway in the City of Westlake Village's Circulation section of the General Plan. La Tienda Road accommodates access to the institutional uses located along the north side of the roadway. One through travel lane and a two-way left-turn lane are provided in each direction on La Tienda Road in the Specific Plan study area. Features of the La Tienda Road cross-section for the segment within the Specific Plan include:

- 77-foot Right-of-Way
- 64-foot roadway, curb-to-curb, that contains:
  - Two 12-foot travel lanes (one in each direction)
  - 12-foot two-way left-turn lane
  - Two 6.5-foot Class II bike lanes (one in each direction)
  - Two 7.5-foot parallel parking lanes (one along each side of the roadway). It is noted that the parking along the south side of the roadway will be allowed for only emergencies and other occassions authorized by the City.
- 10-foot sidewalk/parkway along the north side of the roadway and 3-foot sidewalk along the south side of the roadway

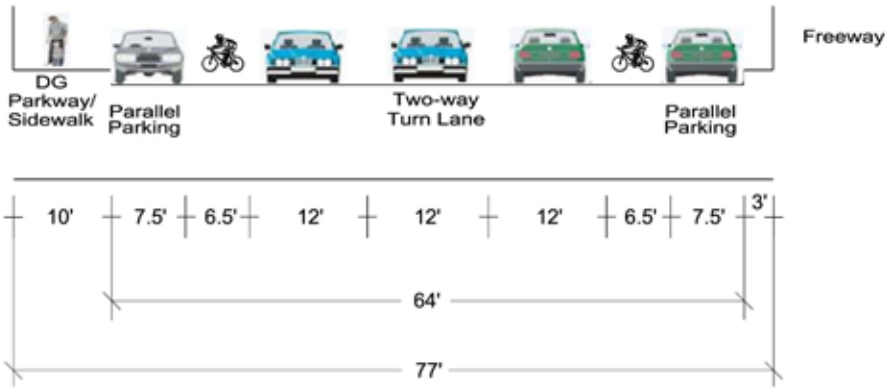


Figure 6-7: La Tienda Road

La Baya Drive

La Baya Drive is primarily an east-west oriented roadway in the Specific Plan area and extends between Via Colinas and Thousand Oaks Boulevard. One through travel lane and a two-way left-turn lane are provided in each direction on La Baya Drive in the Specific Plan study area. Bicycle lanes were not recommended for La Baya Drive due the planned design treatment including the 18-foot wide raised median island and on-street parking, as well as the discontinuous nature of the roadway. In short, the bicycle lanes on Thousand Oaks Boulevard and Via Colinas will provide connectivity for the bicycle network. Features of the La Tienda Road cross-section for the segment within the Specific Plan include:

- 84-foot Right-of-Way
- 64-foot roadway, curb-to-curb, that contains:
  - One 12-foot travel lane and one 20-foot travel lane
  - 18-foot wide raised median island wtih mountable curbs
- 10-foot sidewalk/parkway widths
- For those locations along the median that will be planted with street trees or activated with street furniture (see Chapter 8: Open Space and Streetscape Improvements), parking should be prohibited along the north curb immediately opposite these areas so as to provide vehicle access should a vehicle become disabled. In areas of the median without street trees or street furniture, the mountable median curb may be used to manuever around a disabled vehicle.

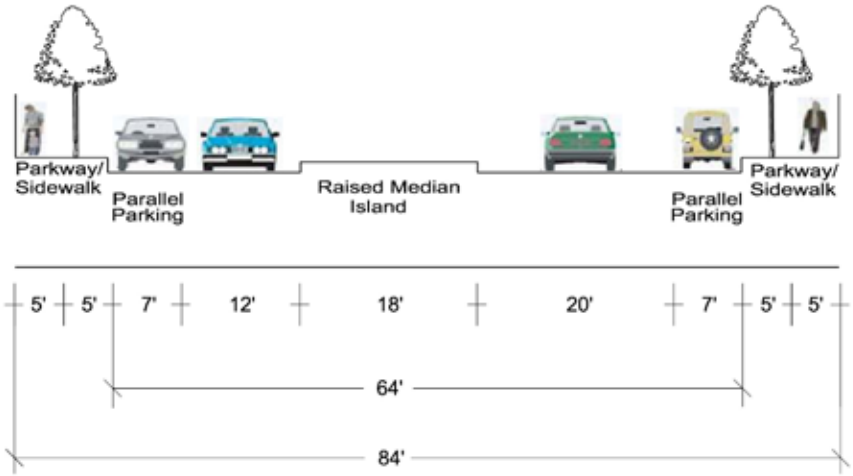


Figure 6-8: La Baya Drive

Private Access Drive

There is potential for a private access drive that would be a discontinuous roadway that extends between Thousand Oaks Boulevard and Via Colinas through the eastern portion of the Specific Plan area (Figure 6-1). The intent of this private access drive would be to provide additional access options for motorists traveling to and from these areas of the Specific Plan. One through travel lane would be provided in a design similar to an enhanced alleyway. Reciprocal access easements between the property owners would be needed to facilitate implementation of this potential private access drive. It is noted that this roadway has not been assumed as part of the Specific Plan roadway network for evaluation purposes, as it would need to be implemented by individual property owners.

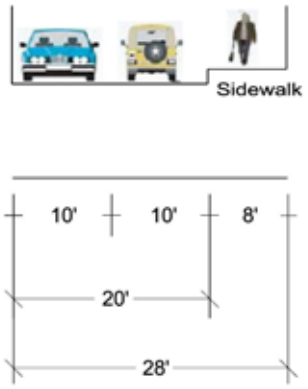


Figure 6-9: Potential Private Access Drive

3. Traffic Council

It is recommended that a Traffic Council be organized to identify and address mutual goals relating primarily to traffic, transportation and parking. The Traffic Council would operate in a similar manner to a homeowners association or neighborhood council that would represent all of the stakeholders within the Specific Plan area (as well as outside the Specific Plan area if the Traffic Council authority extends beyond the Specific Plan area). This would require membership and participation must be open to all stakeholders such as property owners, business owners, and tenants. The Traffic Council could be organized in any of the following ways:

- An official advisory body appointed by the City Council;
- An informal group of major employers and property owners that is encouraged to work together and supported by the City Council;
- An affiliate organization to the Chamber of Commerce in which the Chamber oversees the organization and management of the Traffic Council, including participation and direction for activities

Goals of the Traffic Council could include, but not be limited to, monitoring of traffic service levels and congestion on key roadways serving the Specific Plan area, coordinating and implementing measures such as staggered work schedules to relieve congestion, exploring and implementing shared parking opportunities to better manage parking resources, development of transportation demand management opportunities to reduce vehicular traffic, etc. In addition, the Traffic Council could be the appropriate organization to implement and oversee a Transportation Management Organization.

4. Transportation Management Organization

It is recommended that a Transportation Demand Management Organization (TMO) be formed to educate people about, and encourage Specific Plan area employees, visitors and residents to use alternative methods of travel than driving alone. The Specific Plan TMO could be a private sector, non-profit organization formed to address, coordinate and help implement cost effective transportation demand management programs to ease traffic congestion, meet clean air requirements and improve access to, from and within the Specific Plan. The TMO would work in concert with the Chamber of Commerce to promote the best interests of the Specific Plan area and its membership, serving as a primary organizer for business development and civic growth, through effective communication, events and programs making the Specific Plan a preferred place to work, visit, live and shop within the City of Westlake Village.

F. Pedestrian Circulation

Improved pedestrian circulation is a major goal of the Specific Plan, and the Westlake Village Business Park area is well-positioned to facilitate increased pedestrian activity. This major goal is to create an environment where people can walk to various activity points within the Specific Plan area. Pedestrian paths and connections, along with plazas and other open spaces, are used to integrate the districts in the Specific Plan and knit the area together with the surrounding community fabric. The sidewalks, paths and pedestrian connections are planned to allow people to accomplish local trips without driving, and are expected to contribute towards a human-scale and sense of community.

The pedestrian circulation plan of this Specific Plan has been designed to encourage pedestrian activity and walking as a transportation mode, and to interconnect the districts on a pedestrian level. Pedestrian sidewalks and pathways are planned throughout the Specific Plan area, along with connections to the adjoining commercial and residential areas, in a manner that promotes walkability (walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport). There are five basic components that are widely accepted as the key to achieving walkability, with the underlying principle being that pedestrians should not be delayed, diverted, or placed in danger. The five primary components of walkability include the following:

- **Connectivity**: People can walk from one place to another without encountering major obstacles, obstructions, or loss of interconnection.

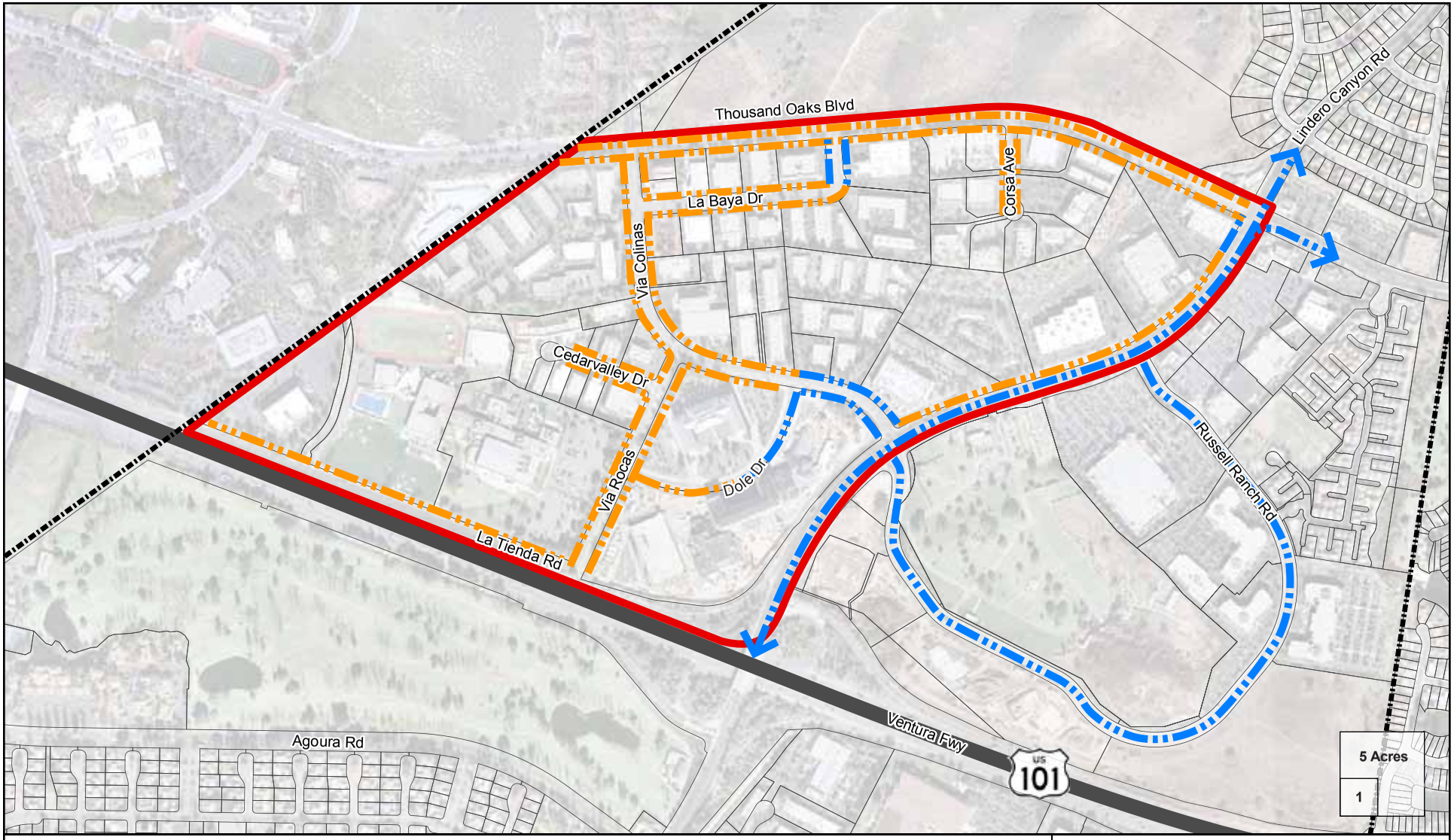
- **Convivial**: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- **Conspicuous**: Suitable levels of lighting and visibility over its entire length, with high quality delineation and signage.

- **Comfortable**: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of road space to pedestrians.

- **Convenient**: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

These five primary characteristics will be accommodated under the recommended Specific Plan pedestrian improvements as shown in Figure 6-10. The pedestrian network will provide connectivity throughout the Specific Plan area, with the adjacent residential



Project Area
City Boundary
Existing Sidewalk
New Sidewalk

Figure 6-10:

Pedestrian Network

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

neighborhood and commercial areas, as well as to transit stops. In particular, the internal pedestrian pathways have been aligned to account for the topography of the northerly and central portions of the Specific Plan as well as to provide connections between the Specific Plan districts. The pedestrian walkways within the Specific Plan area will be appropriately landscaped and adorned to provide a friendly walking environment (refer to Chapter 8, Streetscape Improvements). The walkways will be well lit and include a wayfinding signage program. Additionally, crosswalks at intersections will be appropriately marked, include enhanced pavement, and signed to augment the pedestrian experience.

G. Bicycle Circulation

The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are typically located on collector and lower volume arterial streets. The City of Westlake Village bicycle network currently includes Class II bicycle lanes on Thousand Oaks Boulevard and a Class I combination bicycle-pedestrian path along the east side of Lindero Canyon Road.

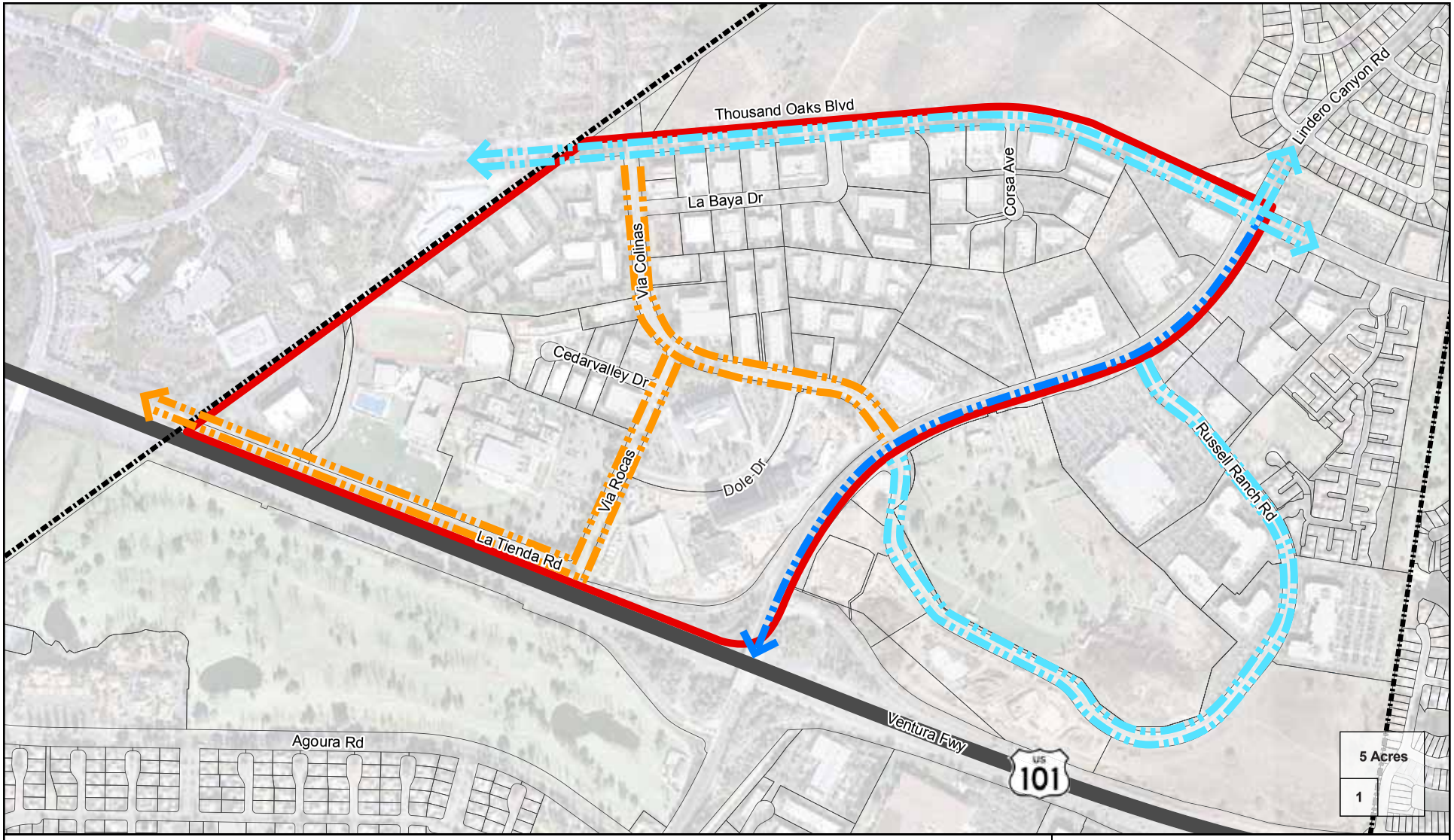
Bicycle access throughout the area will be facilitated by the existing City of Westlake Village bicycle roadway network along with enhancements to the interior Specific Plan roadways. A major goal of the Specific Plan is to enhance the City's bicycle roadway network to encourage bicycle activity and bicycling as a transportation mode both on a local and area-wide basis. Class II bicycle lanes are recommended throughout the Specific Plan as follows:

- **Via Colinas**: Class II bicycle lanes between Thousand Oaks Boulevard and Lindero Canyon Road connecting to the existing Class II and Class I bicycle facilities, respectively.

- **Via Rocas**: Class II bicycle lanes between Via Colinas and La Tienda Drive.

- **La Tienda Drive**: Class II bicycle lanes between Via Rocas to Lakeview Canyon Road (just west of the Specific Plan. It should be noted that a portion of this roadway segment is located within the City of Thousand Oaks and would require its support for full implementation.

The existing and Specific Plan area bicycle network is illustrated in Figure 6-11.



- Project Area
- City Boundary
- Existing Class I Bicycle Facility (Separated)
- Existing Class II Bicycle Facility (Lane)
- New Class II Bicycle Facility (Lane)

Figure 6-11:

Bicycle Network

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

H. Transit

Public bus transit service within the Specific Plan area is currently provided by Westlake Village Transit, Thousand Oaks Transit (TOT), Los Angeles Metropolitan Transportation Authority (Metro), and City of Los Angeles Department of Transportation (LADOT Commuter Express). Also, regional rail service is provided both by Metrolink and Amtrak with the nearest station located in Moorpark near the Route 118 Freeway. The existing public transit routes provided within the Specific Plan area are illustrated in Figure 6-12. A summary of the existing transit service provided within the Specific Plan area is provided below:

- There are a limited number of commuter bus transit routes provided near the Specific Plan area (i.e., only along Lindero Canyon Road), and none traverse the Specific Plan area.

- There are a limited number of buses provided during the peak commuter periods (i.e., few peak hour bus headways), except for the local Westlake Village Transit which focuses on local schools.

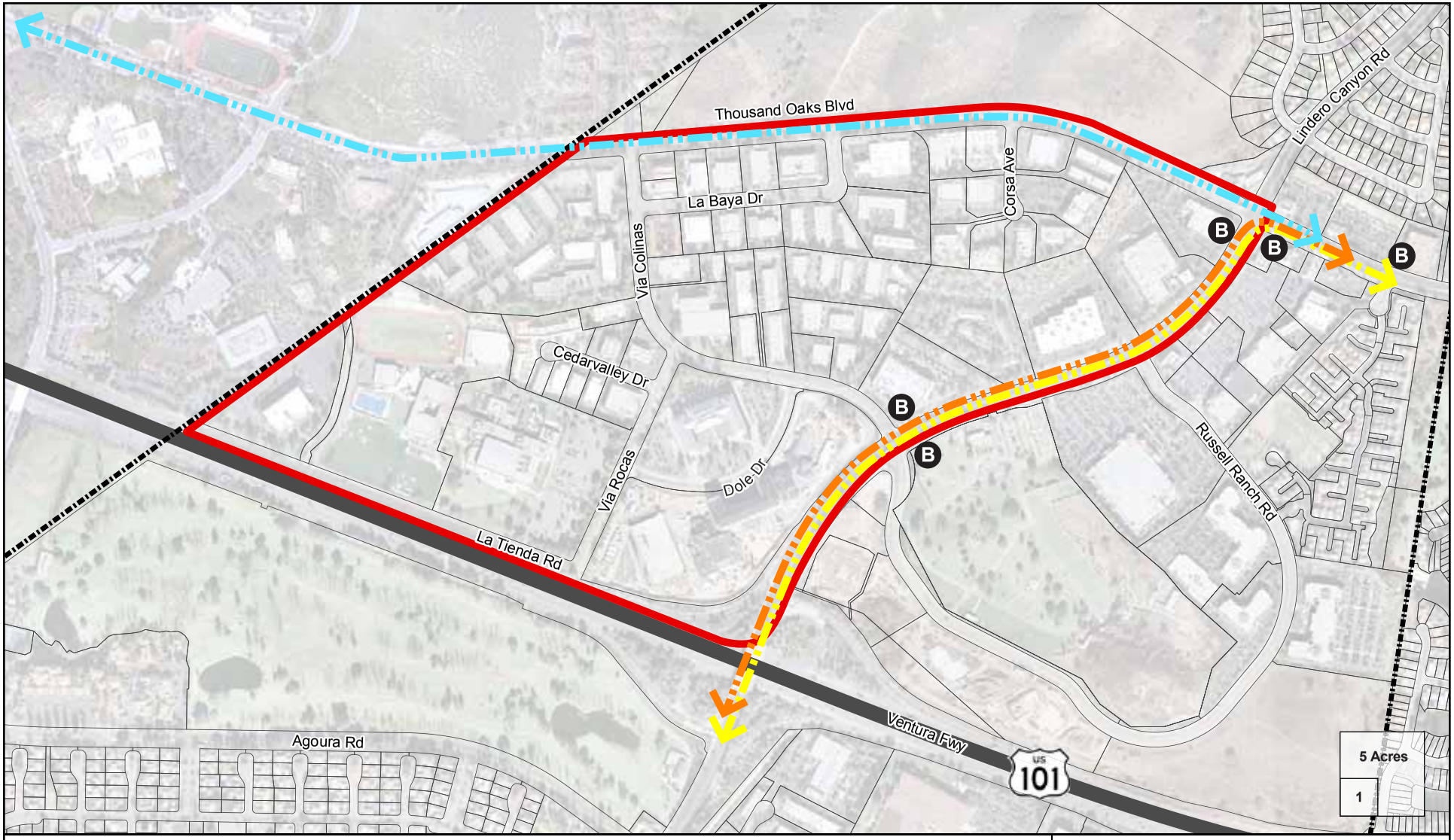
- No existing local shuttle/bus is provided which connects the various uses within the Specific Plan to local commercial uses located on the east side of Lindero Canyon Road or south of the freeway, as well as to the community bus routes and surrounding regional rail service which currently services the communities of Moorpark and Simi Valley.

In the future, it is recommended that consideration be given to implementing a local community shuttle service that would connect the Specific Plan area, the new community park, nearby commercial and residential areas, as well as key points south of the 101 Freeway. As build-out of the Specific Plan progresses and transit becomes increasingly vital in serving that growth, it is expected that measures will need to be taken to ensure that transit is a viable alternative to the automobile. These measures may include implementation of a local community shuttle service, facilitating bus movements into and through the Specific Plan, and accommodating at least equal priority of transit on roadways within and adjacent to the Specific Plan by strategically aligning routes and provision of bus stops.

I. Trucks

There is no change planned for truck access to and from the Specific Plan. It is anticipated that truck movements associated with service and delivery of goods will

continue to utilize U.S. 101 Ventura Freeway and the major arterials (i.e., Thousand Oaks Boulevard and Lindero Canyon Road) on the periphery of the Specific Plan, as well as the roadways located within the Specific Plan. Additionally, it is not anticipated that truck movements associated with businesses located in the Specific Plan will encroach upon residential neighborhoods located in the area.



Project Area

City Boundary

B Bus Stop

Thousand Oaks Transportation Route

La Metro Route 422/423

La Metro Route 161

Figure 6-12:

Transit Network

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

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CHAPTER 7

Parking

A. Introduction

This chapter identifies recommendations for Specific Plan parking to meet future demand with build-out of the area, as well as establishes vehicle and bicycle parking ratios. Also, this chapter provides an overview for potential shared parking opportunities and parking strategies, including general approaches to the potential establishment of a parking district within the Specific Plan area.

B. Context

The Westlake Village Business Park Specific Plan area is essentially built-out with a wide variety of commercial land uses, including auto repair, distribution, general office, hotel, light industrial, and warehouse type uses. A total of 54 parcels exist within the Specific Plan with the bulk of the parcels being less than two acres in size. It should be noted that there are multiple owners of these parcels, including commercial condominium owners.

Surface parking lots are provided within most of the 54 individual parcels that comprise the Specific Plan. Based on data provided by the City of Westlake Village, a total of 4,562 off-street parking spaces are provided in the surface lots in the existing 54 Specific Plan parcels. Some sharing of parking lots is accommodated on those parcels with multi-uses and/or multiple owners. It is assumed that reciprocal agreements on parking and access have been executed for these parcels. There is no parking structure (public or private) provided within the Specific Plan area. On-street parking is allowed along roadways such as Via Colinas (i.e., east side of the street near La Baya Drive), La Baya Drive, Cedarvalley Drive, Via Rocas, La Tienda Drive and Corsa Avenue. For those roadways where on-street parking is allowed, parking utilization appears to be fairly high. Additionally, it should be noted that on-street parking is not allowed on the periphery of the Specific Plan along Thousand Oaks Boulevard and Lindero Canyon Road.

Some of the key issues and goals for the Specific Plan are as follows:

- Design parking in convenient and accessible locations to future development;
- Strategically locate parking such that multiple uses can share parking, as different land uses require parking at different times of the day, days of the week; and
- Consider implementation of a parking district which allows people to park once and travel conveniently within the Specific Plan area.

Parking to meet projected demand will be accomplished using a combination of surface and structured parking. Shared parking arrangements are appropriate for the Specific Plan development program due to varying peak demands among the office, retail, restaurant, and entertainment uses.

C. Specific Plan Parking Requirements

The parking requirements for the Specific Plan were established to meet future demand with build-out of the area. However, the goal was to establish minimum parking requirements appropriate for the Specific Plan without providing unneeded parking that wastes space and money.[1] The parking requirements for the Specific Plan were established based on consideration of the following items:

- The mix of complementary land uses planned for the Specific Plan;
- The major goals of the Specific Plan related to creating a sustainable environment by promoting a walkable environment, bicycling, and interconnections throughout the area;
- Existing parking requirements identified in Article 9 (Zoning Regulations)of the Westlake Village Municipal Code, Chapter 9.19 (Off-Street Parking and Loading Standards); and
- Data provided in the following publications:
  - *Parking Generation*, 4th Edition, 2010, Institute of Transportation Engineers (ITE)
  - *Shared Parking*, 2nd Edition, 2005, Urban Land Institute (ULI)

ITE's Parking Generation manual provides data on actual parking demand for a wide variety of land uses. The manual is based on a national database of parking demand studies. The parking demand studies that ITE uses as a basis for the manual are

1 United States EPA: "[T]ypical parking regulations and codes simply require a set amount of parking for a given square footage or number of units, assuming all trips will be by private automobile and ignoring the neighborhood's mix of uses, access to transit and walking, and context within the metropolitan region. Such inflexible parking requirements can force businesses to provided unneeded parking that wastes space and money….Inflexible minimum parking requirements are the norm – but they represent a barrier to better development." (EPA, 2006).

primarily stand-alone, suburban developments where all parking is provided on-site and is free to the user.

ULI's Shared Parking manual provides recommended peak-parking demand rates, but then modifies each land use by key factors such time of year, week, and day. The ULI shared parking methodology also allows for adjustments with "mode adjustment" and "non-captive ratio". Mode adjustment is a variable based on the percentage of trips that are made to the site using vehicles. Non-captive ratio is an estimate of the percentage of motorists parking at a site in a mixed or multi-use development who are not already counted as being parked at another of the land uses. Accordingly, this ratio accounts for multiple trip making in terms of parking which essentially is the definition of shared parking (i.e., one parking space is utilized by a person while visiting multiple land uses).

The number of off-street parking spaces provided for each of the identified Specific Plan land uses shall not be less than stated below:

- **Flex Space**: One (1) space per 333 square feet of gross floor area
  - Flex space includes uses such as light industrial, wholesaling, home furnishings, research and development, etc., similar to business park type uses

- **General Office Space**: One (1) space per 290 square feet of gross floor area

- **Residential**: 1.85 spaces per dwelling unit including resident and guest parking
  - Residential uses include lofts, apartments, townhouses

- **Restaurant Space**: One (1) space for each 250 square feet of gross floor area
  - Restaurant uses includes quality restaurants, sit-down restaurants

- **Retail Space**: One (1) space per 250 square feet of gross leasable area

Required parking for all other uses not listed herein shall conform to criteria set forth in Article 9 (Zoning Regulations) of the Westlake Village Municipal Code, Chapter 9.19 (Off-Street Parking and Loading Standards). The required parking shall be provided on the parcel containing the use, or on a different legal parcel, provided that all of the spaces are within acceptable walking distance of the building entrance of any use, and shared parking covenants and easements are in place.

D. Potential for Shared Parking

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within an individual project site, or within development areas such as the Specific Plan. The shared parking concept incorporates the analysis procedures recommended in the Shared Parking manual published by ULI, and is consistent with the methodology used by the City of Westlake Village in the review and approval of shared parking applications for various projects. The Shared Parking manual provides recommendations with respect to the following characteristics of parking demand:

- **Hourly Parking Indices**. The Shared Parking manual provides hourly parking indices for various land uses. For example, the hourly parking demand for retail (which generates its peak parking demand during the early afternoon period) is different than the parking demand associated with a restaurant (which generates its peak parking demand concentrated around mid-day lunch hour).

- **Day of Week Parking Variations**. The Shared Parking manual provides recommendations for day of week parking factors. For example, office uses experience their peak parking demands during weekdays but experience minimal demand during weekends. Retail uses, for example, generally have a higher demand for parking during weekends as compared to weekdays.

In sum, the shared parking methodology defines the ability to share parking spaces as the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses and relationships between the land uses that result in employees, visitors and patrons visiting multiple land uses during the same vehicle trip.

The concept of shared parking where there are mixed land uses has been an accepted practice in most jurisdictions including suburban type cities such as the City of Westlake Village. Potential shared parking opportunities are anticipated for land uses on individual parcels and within the separate districts included in the Specific Plan.

E. General Parking District Approaches

The ability to provide adequate on-site parking often is an important factor limiting the redevelopment potential of individual private parcels. To be economically viable, redevelopment generally requires either additional land use on a site, or an intensification of existing land use quantities, both of which typically increase parking needs. Challenges associated with limited parcel size, code parking requirements,

and other building restrictions in some instances make on-site provision of increased parking difficult if not impossible.

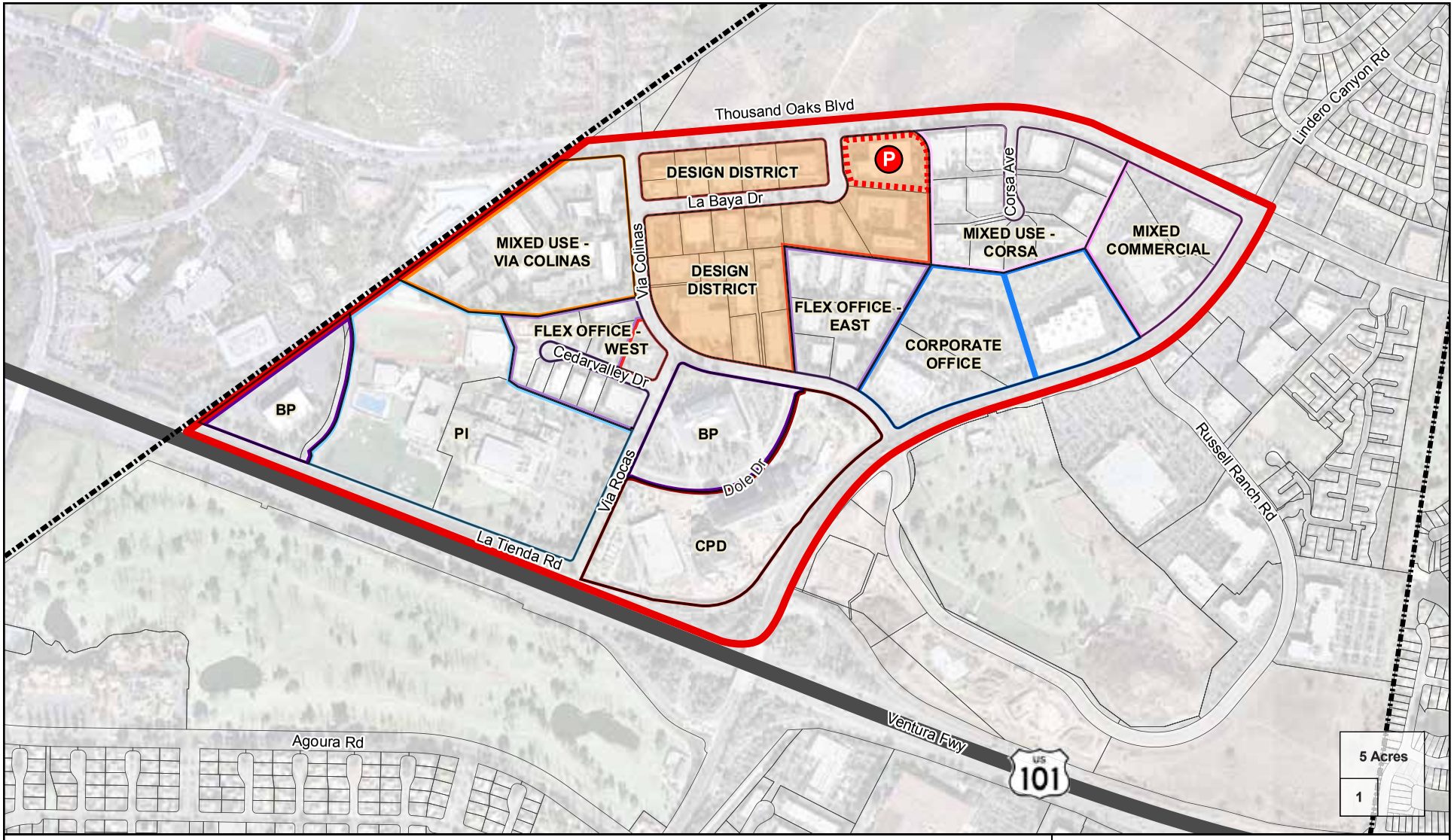
Joint development of shared, public parking facilities via a Parking Improvement District may allow better shared use of parking spaces than does provision of on-site private parking. Public parking facilities accommodate the shared parking methodology and approach to providing parking spaces for complementary land uses. Moreover, off-site parking often times can have its greatest application in developed areas where small lots, multiple landowners, and physical constraints prevent the construction of on-site parking.[2] Parking Improvement Districts are designed to aid general economic development and to facilitate property owner, business owner and merchant cooperation. A parking improvement district is a local self-help funding mechanism that allows property owners and businesses within a defined area to establish a special assessment district. The assessment can be used to finance: construction, acquisition, and/or maintenance of parking facilities in the area; decoration of public areas; implementation of wayfinding programs; and the like.

F. Design District Parking Strategy

The Design District, which is bifurcated by La Baya Drive, is a candidate area within the Specific Plan for implementation of a Parking Improvement District. With the expectation that complementary land uses will be congregated in the Design District, there is the opportunity to consolidate parking in one location to foster the "park once strategy" (i.e., allow motorists to park once to visit multiple land uses) and encourage pedestrian activity by reducing the need for driveways and parking provided within the individual parcel. Also, as previously noted, off-site parking often times can have its greatest application in developed areas where small lots, multiple landowners, and physical constraints prevent the construction of on-site parking. This description is similar to the make-up of the existing parcels located in the Design District situated along La Baya Drive.

A potential location of a parking structure for the Design District is the parcel situated at the southeast corner of the La Baya Drive/Thousand Oaks Boulevard intersection (i.e., east side of La Baya Drive, south of Thousand Oaks Boulevard, see Figure 7-1). This site is located within comfortable walking distance to all of the parcels located within the Design District with access possible both from the west via La Baya Drive and from the north via Thousand Oaks Boulevard. In addition to serving the parking demand for the Design District land uses, a parking structure at this site could serve

2 Flexible Parking Requirements, Thomas P. Smith, 1983.



Project Area

City Boundary

P Potential Parking Structure Location in the Design District

Figure 7-1:

Potential Parking Structure Location

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

off-peak uses situated within the Mixed Use - Corsa District, and sports events at the planned community park located along the north side of Thousand Oaks Boulevard.

An in-lieu fee program could be utilized as the mechanism for the provision of parking, thereby reducing the need for variances. This approach would help to ensure that all landowners were treated equitably. In addition, an in-lieu fee program increases the feasibility of development, or redevelopment, particularly for small lots thereby allowing property owners and developers to address the often-difficult issue of meeting parking requirements. However, it is noted that sufficient funding needs to be available (either through the in-lieu program or from other sources) to ensure that parking is actually provided, particularly if the first few developments taking advantage of an in-lieu program are relatively small (and therefore would not generate funds sufficient to construct a parking structure). In this instance, some initial public funding could be required.

G. Bicycle Parking

Parking for employees, residents and patrons who bicycle to, from, and within the Specific Plan area must be provided and designed in such a way as to be attractive, safe, and convenient. Given the extensive existing and planned bikeways (paths, lanes, and routes) in and around the Specific Plan area, the goal is that bicycling can become a transportation mode of choice for many patrons within and of the Specific Plan area.

Off-street parking spaces for bicycles shall be provided as follows:

- For any building, portion thereof or addition to used for non-residential purposes which contains a floor area in excess of 10,000 square feet, bicycle parking spaces shall be provided at the rate of two percent of the number of automobile parking spaces required. If the calculation of the number of required spaces results in a number including a fraction, the next highest whole number shall be the number of spaces required.
- All bicycle parking spaces required shall include a stationary parking device which adequately supports the bicycle. In addition, at least half of the bicycle parking spaces shall include a stationary parking device which securely locks the bicycle without the use of a user-supplied cable or chain. Devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.
- Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall have a minimum of six feet of overhead clearance.
- Bicycle parking spaces shall be located no farther than the distance from a main entrance of the building to the nearest off-street automobile parking space.

- Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or by at least five feet of open space marked to prohibit parking.
- Aisles providing access to bicycle parking spaces shall be at least five feet in width.
- Signage which is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.
- To encourage bicycle commuters, shower (one shower for each gender) and locker facilities shall be provided shall be provided and accessible to all employees in new buildings and in existing buildings with at least 50,000 square of floor area for office, commercial, business, professional and industrial uses, and at least 100,000 square feet of floor area for retail uses.

CHAPTER 8

Open Space and Streetscape Improvements

A. Introduction

This Chapter presents open space and streetscape design concepts for the Westlake Village Business Park Specific Plan area. The recommended open space improvements are based on the high value the community places on open space, integrating green areas and plazas within commercial development, as well as the City's use of greenbelts in many of its residential neighborhoods. The planned landscape treatments draw from the presence of oak trees and other appropriate California native or adapted plants within the City to maintain visual continuity and create a sustainable plant palette. Overall, the recommended open spaces and pedestrian pathways, along with the planned streetscape improvements, will encourage pedestrian movement throughout the Specific Plan area.

B. Open Space Framework

The topography of the Westlake Village Business Park offers beautiful views of the City and Santa Monica Mountains to the south. The open space framework takes advantage of these views by requiring new development in the Mixed Use - Corsa and Mixed Use - Via Colinas Districts to locate open space along the ridgelines in the form of greenbelts or linear parks. These linear parks could also provide quiet places away from the streets for walking, picnicking, or sitting. Each linear park shall be designed to take advantage of the views and increase important open space within the Specific Plan area, as well as provide rest and recreation opportunities for employees, customers, and residents. Features of the linear parks may include walkways, seating, small terraces, and appropriate landscape to beautify the area.

In addition to the linear parks, open space is encouraged throughout the Specific Plan area in the form of a large "village green" or plazas or within the Mixed Use - Corsa and 2 Districts, as well as smaller green open spaces within residential developments. Opportunities for open space, including the linear parks, are illustrated in Figure 8-1.

- Project Area
- City Boundary
- Upgraded Streetscape Improvements
- Open Space (Conceptual Location)
- Linear Parks
- Scenic Vistas
- Potential Pedestrian Connection
- Median with Pocket Rest Areas

Figure 8-1:

Open Space Framework

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

C. Streetscape Improvements

The overall streetscape design intent is to provide a safe and comfortable pedestrian environment throughout the Westlake Village Business Park Specific Plan area. Streetscape treatments are meant to enhance and unify the visual and spatial experience of the driver, transit rider, bicyclist, and the pedestrian, and help provide key linkages between districts. A comfortable experience through the streetscape environment gives the user a sense of direction and a sense of place.

In addition, the planned street trees are intended to reduce the need for irrigation and cooling. By providing ample shade through street trees, and converting existing plantings to more appropriate California native or adapted plants, water needed for irrigation can be greatly reduced, and the Specific Plan area will gain a greater sense of place. Street trees will help shade the built environment as well as pedestrians, cooling the area and reducing the amount people need to rely on air conditioning in their buildings and cars.

Table 8-1 summarizes the designated street trees for the Specific Plan roadways. The street tree plan for the Specific Plan area draws from the *Westlake Village Street Tree Master Plan* to maintain visual unity throughout Westlake Village. Following Table 8-1 are descriptions and cross sections for the designated streetscape treatments for each of the Specific Plan roadways.

Table 8-1: Street Tree Matrix for the Specific Plan Area

Street	Proposed		
	Common Name	Botanical Name	Notes
Thousand Oaks Boulevard	Coastal Live Oak	*Quercus agrifolia*	Historical tree, low water use, provides shade and habitat
Thousand Oaks Boulevard (median)	London Plane Tree	*Platanus x acerifolia 'Bloodgood'*	Deciduous, low water use, resistant to anthracnose
	Eastern Redbud	*Cercis canadensis*	Good understory tree, low water use, year-round interest
Lindero Canyon Road	Canary Island Pine	*Pinus canariensis*	Evergreen, low water use
Via Colinas	Chinese Flame Tree	*Koelreuteria bipinatta*	Pedestrian-scaled, low water use, provides fall color, good at bike and walking paths
Via Rocas	Chinese Flame Tree	*Koelreuteria bipinatta*	Pedestrian-scaled, low water use, provides fall color, good at bike and walking paths
La Tienda Road	Stone Pine	*Pinus pinea*	Evergreen, filters air from adjacent freeway, open for views
La Baya Drive	London Plane Tree	*Platanus x acerifolia 'Bloodgood'*	Deciduous, low water use, resistant to anthracnose
La Baya Drive (median)	Chinese Flame Tree	*Koelreuteria bipinatta*	Smaller scale for median, low water use, provides fall color, good to plant under (deep roots)
	Marina Strawberry Tree	*Arbutus 'Marina'*	Samller scale for median, evergreen, flowering, low water use

Specific Plan Street Tree Palette

Coastal Live Oak
(Quercus agrifolia)

London Plane Tree
(Platanus x acerifolia 'Bloodgood')

Canary Island Pine
(Pinus canariensis)

Chinese Flame Tree
(Koelreuteria bipinatta)

Eastern Redbud
(Cercis canadensis)

Marina Strawberry Tree
(Arbutus 'Marina')

Stone Pine
(Pinus pinea)

Thousand Oaks Boulevard

Five-foot wide sidewalks along each side of Thousand Oaks Boulevard will be separated from the street with a 3-foot planted parkway and street trees planted every 40 feet. The existing, raised 14-foot wide median will be planted with large and small trees in a loose arrangement to give an informal character in context with the adjacent hillsides. Street lights every 160 feet and benches and trash receptacles at each intersection provide a safe environment for pedestrians. The Coast Live Oak is recommended as the signature tree for Thousand Oaks Boulevard, complimented with London Plane Trees and Eastern Redbuds planted in the median.

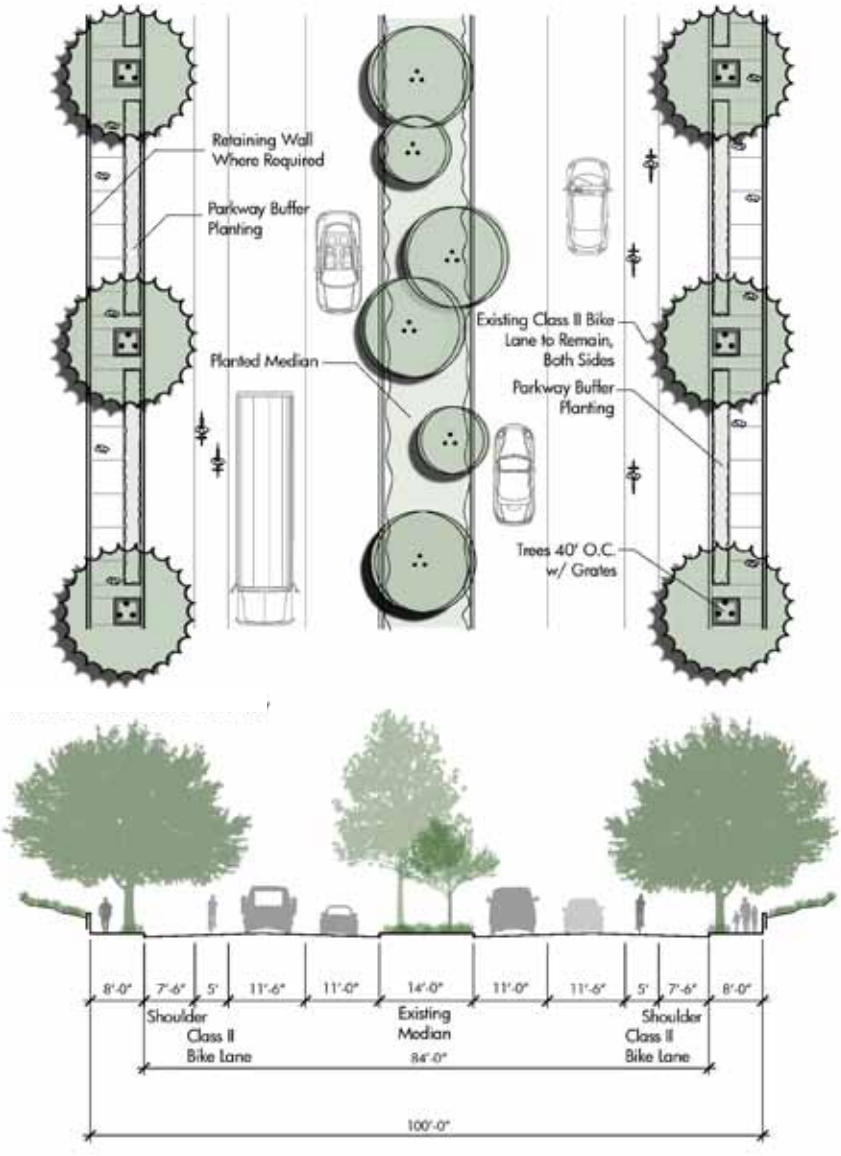


Figure 8-2: Thousand Oaks Boulevard

Lindero Canyon Road

Lindero Canyon has an existing median and sidewalk on the east side of the street that will remain. A new six-foot-wide sidewalk and two-foot-high retaining wall on the west side with added street lights every 150 feet will provide a safe pedestrian environment. Trash receptacles and benches every 1,000 feet, and at major intersections, will provide seating and encourage a litter-free environment. It is recommended that the privately-owned slope on the west side of Lindero Canyon Road be planted with a low maintenance evergreen species, such as the Canary Island Pine, which is the signature tree for Lindero Canyon Road in the Westlake Village Street Tree Master Plan.

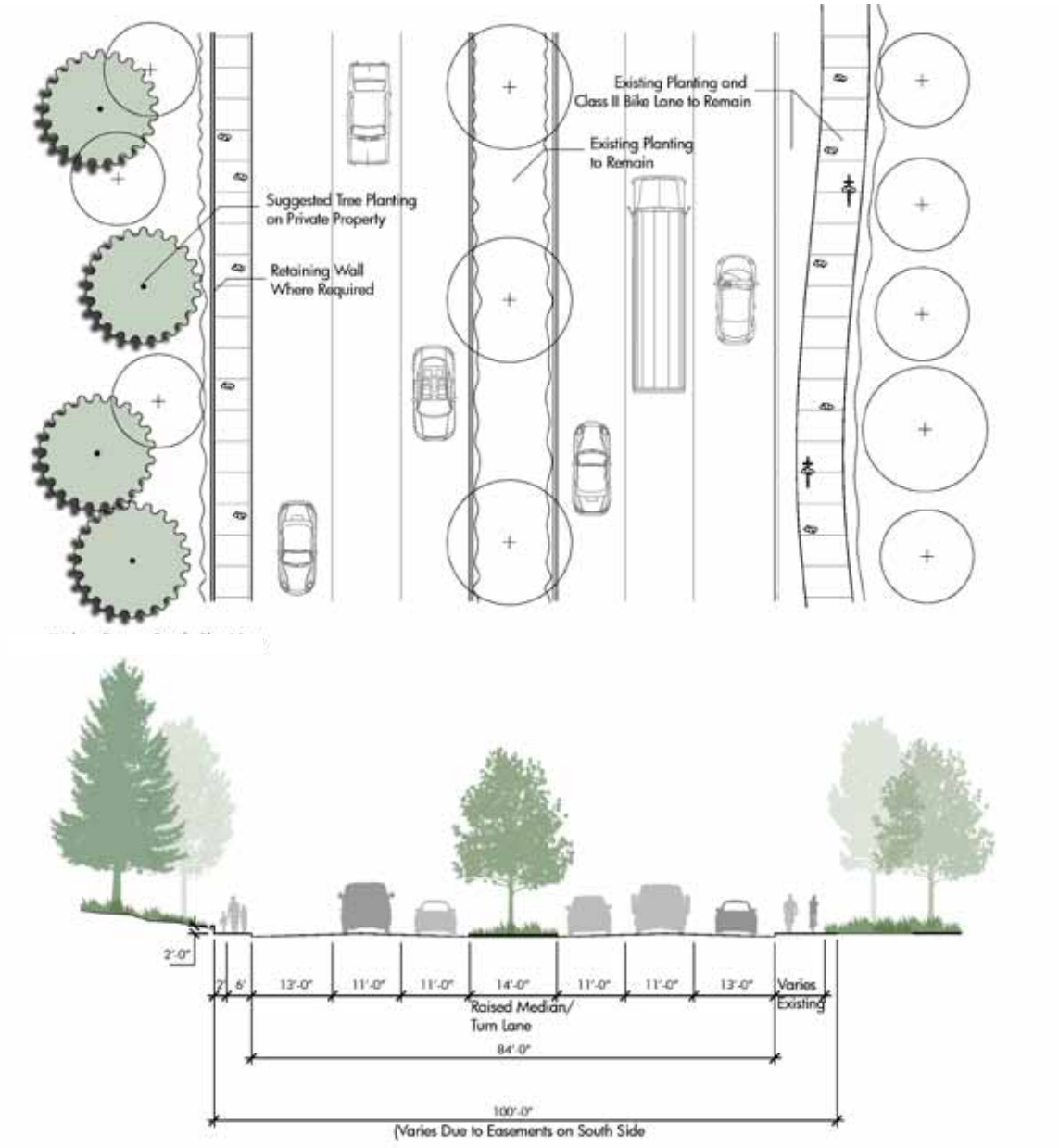


Figure 8-3: Lindero Canyon Road

Via Colinas (between Lindero Canyon Road and Via Rocas)

Via Colinas is the main street through the Business District. Between Lindero Canyon Road and Via Rocas, Via Colinas is a 4-lane street with a two-way center turn lane and Class II bike lanes on each side. One side of the street has an 8-foot wide sidewalk, and the other side of the street an 8-foot wide sidewalk separated from the street with a 4-foot wide planted parkway. On both sides of the street, trees planted every 30 feet and pedestrian streetlights every 60 feet provide shade and lighting for a comfortable pedestrian environment. Benches and trash receptacles placed regularly will add convenience for pedestrians and cyclists. The recommended street tree for Via Colinas is the pedestrian-scaled Chinese Flame Tree, which will provide seasonal change, color, and shade.

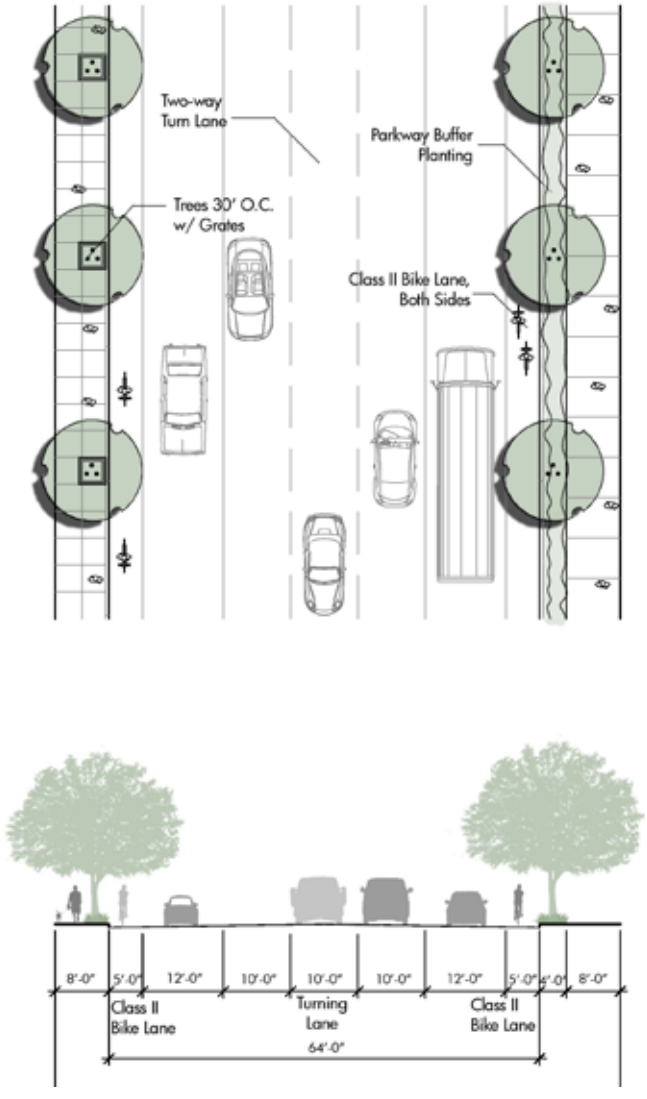


Figure 8-4: Via Colinas
(between Lindero Canyon Road and Via Rocas)

Via Colinas (between Via Rocas and Thousand Oaks Boulevard)

Between Via Rocas and Thousand Oaks Boulevard, Via Colinas is recommended for one lane in each direction with a two-way center turn lane, parallel parking, and Class II bike lanes on each side. Both sides of the street have an 10-foot wide sidewalks. On both sides of the street, trees planted every 30 feet and pedestrian streetlights every 60 feet provide shade and lighting for a comfortable pedestrian environment. Benches and trash receptacles placed regularly will add convenience for pedestrians and cyclists. The recommended street tree for Via Colinas is the pedestrian-scaled Chinese Flame Tree, which will provide seasonal change, color, and shade.

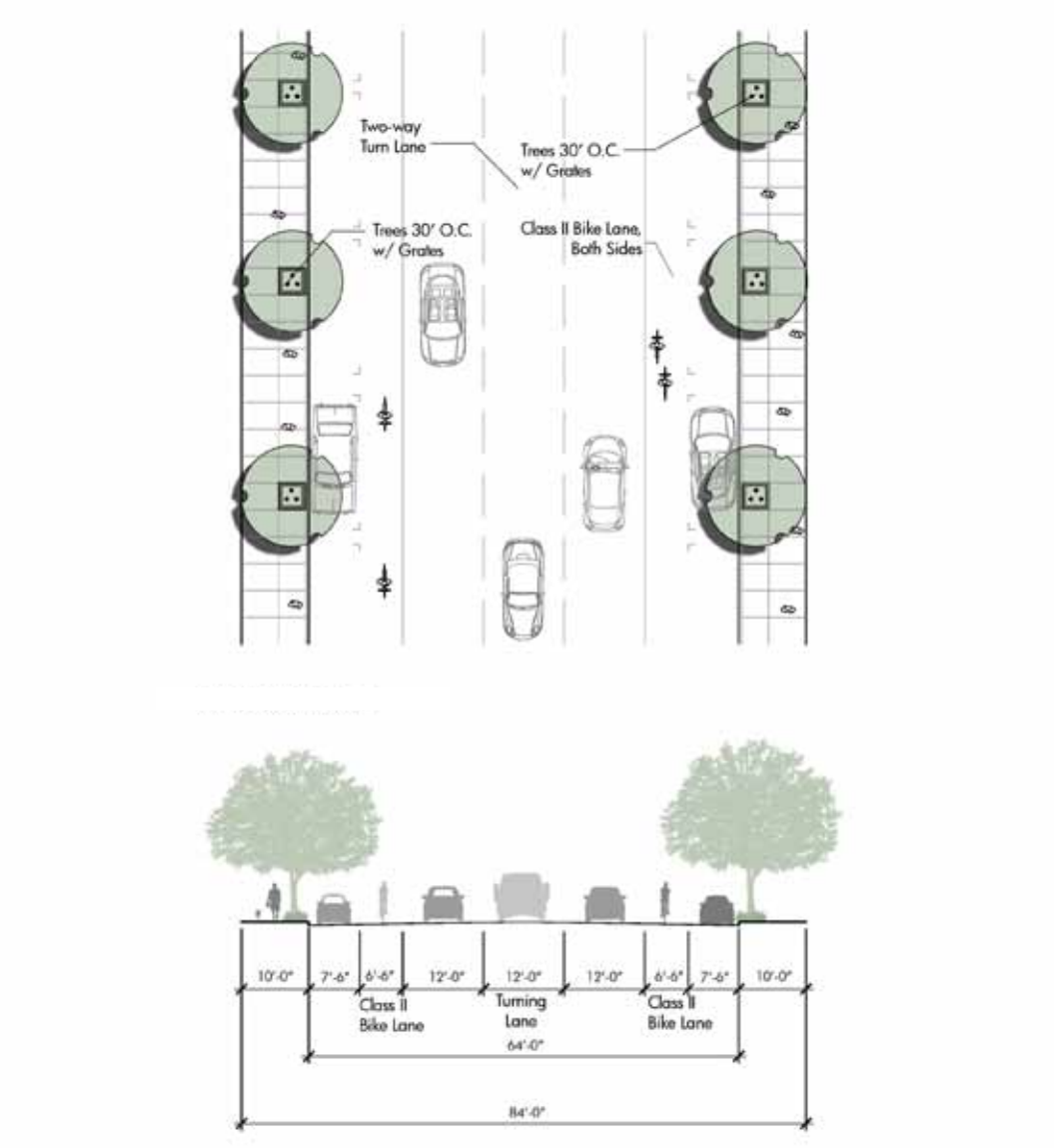


Figure 8-5: Via Colinas
(between Via Rocas and Thousand Oaks Boulevard)

Via Rocas

Via Rocas is a two lane street with parking on both sides and a central turning lane. On one side of the street, a ten-foot-wide sidewalk is accompanied by five-foot-wide planted tree wells every 30 feet. On the other side, a 10-foot wide decomposed granite pathway gives plenty of room for pedestrians, with trees surrounded by tree grates every 30 feet. Class II bike lanes will be added on both sides. Pedestrian lights and benches and trash receptacles add convenience and comfort day and night. The recommended street tree for Via Rocas is the pedestrian-scaled Chinese Flame Tree, which will provide seasonal change, color, and shade.

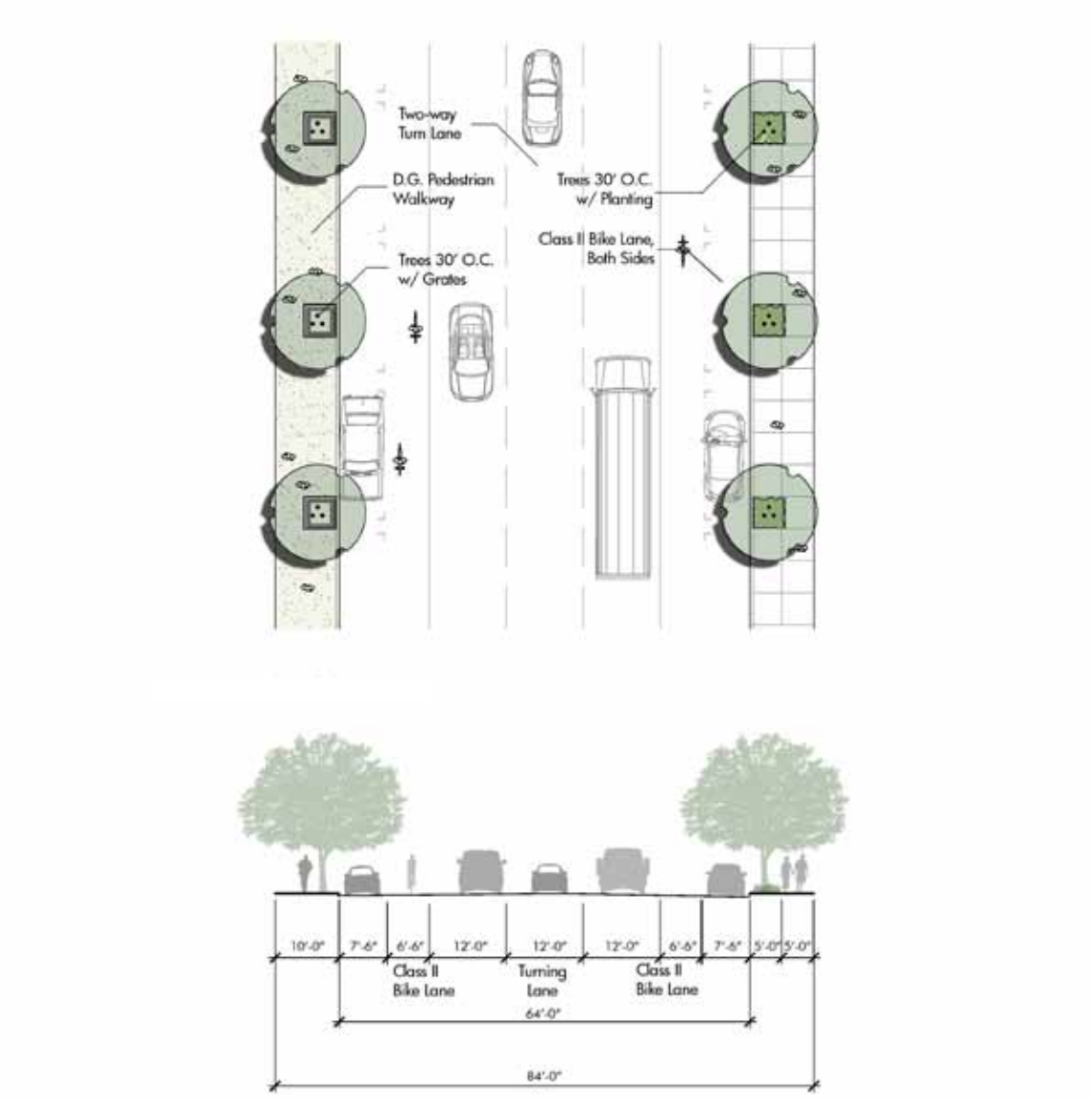


Figure 8-6: Via Rocas

La Tienda Road

La Tienda will have a new 10-foot wide decomposed granite pathway to accommodate pedestrians. Parallel parking lanes and class II bike lanes will be added to both sides of the street. Trees planted every 30 feet along the street will provide shade and give the street a distinct identity. The landscape buffer on the south side of the street along the freeway will remain. Benches and trash receptacles should be placed at transit stops and major intersections. The Italian Stone Pine is recommended for La Tienda Road, which fronts the freeway, because of its ability to filter airborne pollutants.

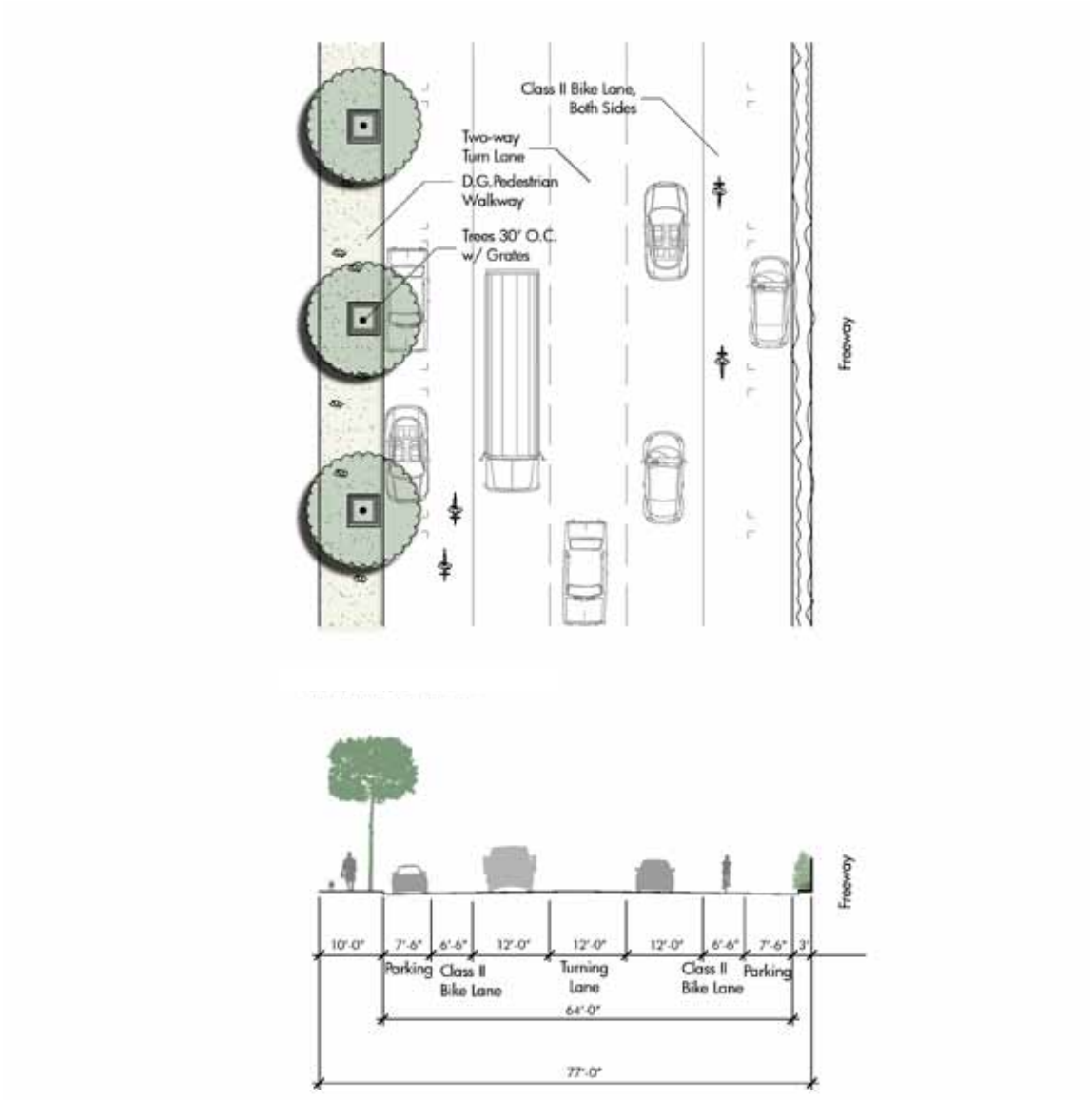


Figure 8-7: La Tienda Road

La Baya Drive

This two-lane street through the Design District will become a pedestrian-centric street with a new 18-foot wide raised planted median with stone courtyards. These pocket rest areas could also provide a place for vendors in the Design District to showcase outdoor furnishings or displays. A decomposed granite walkway running the length of the median will connect the rest areas to crosswalks at the intersections. Trees through the median, and 10-foot wide sidewalks shaded with trees every 30 feet in five-foot-square planted tree wells on each side of the street will add to the pedestrian scale. Pedestrian lights every 60 feet and streetlights every 150 feet provide a safe and comfortable pedestrian environment day and night. The recommended street tree for La Baya is the London Plane tree in the parkway and the Chinese Flame Tree and Marina Strawberry Tree in the median, which will provide seasonal change, color, and shade.

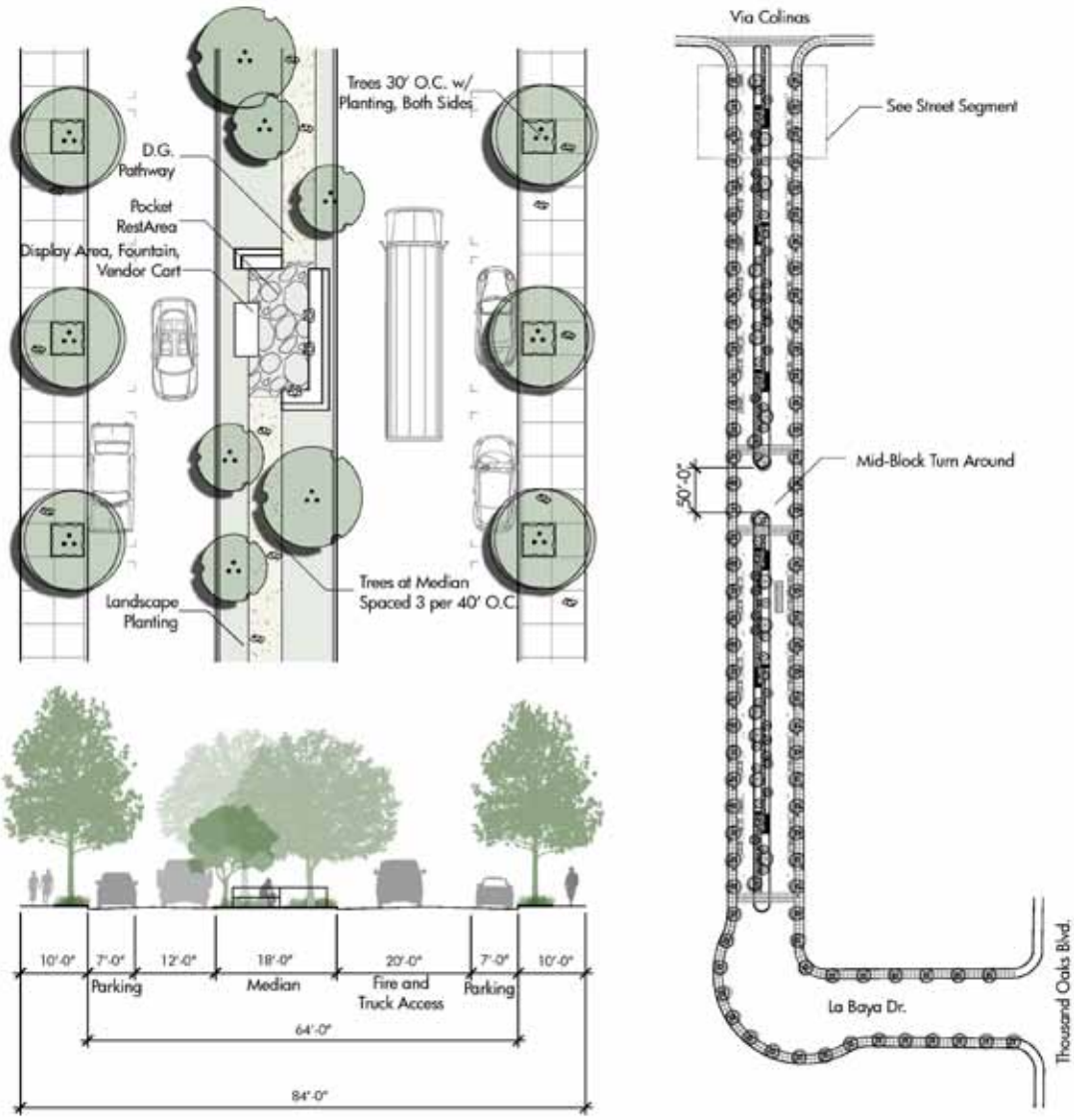


Figure 8-8: La Baya Drive

D. General Design Guidelines for Public-Rights-of -Way

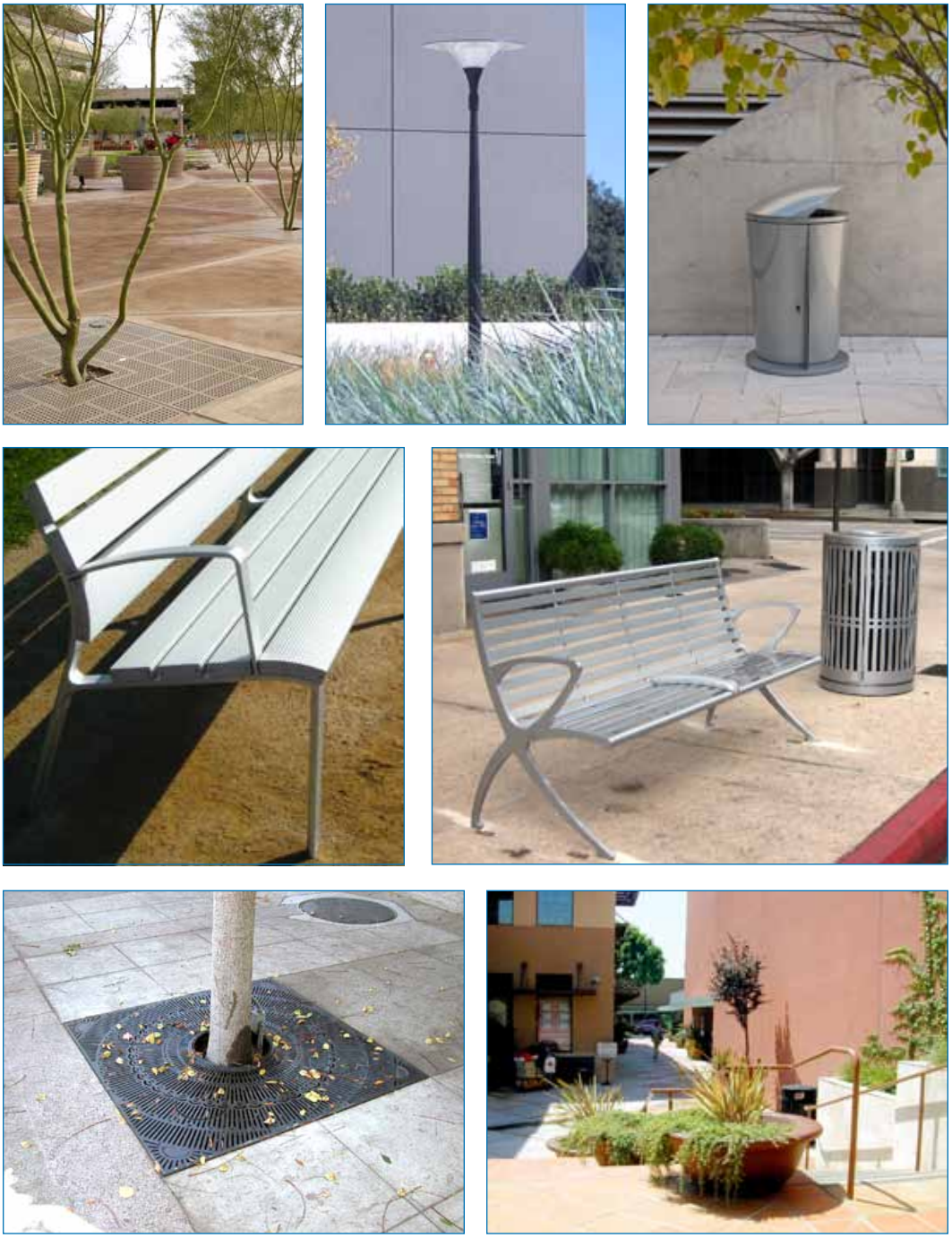
1. Green Streets and Low Impact Development (LID) strategies, such as the use of vegetated swales and decomposed granite, shall be utilized as a natural systems approach to manage stormwater, improve water quality, reduce flows and enhance watershed health.
2. Sidewalks shall be graded to allow stormwater run-off into adjacent unpaved areas, such as planter strips and parkways.
3. Sidewalks shall comply with all ADA standards.
4. Street treatments in which stormwater runoff is captured and retained shall be located within street medians and parkways. Stormwater Best Management Practices per the California Stormwater Quality Association's *Stormwater Best Management Practice Handbook* shall be applied.
5. The Street Tree Matrix (Table 8-1) establishes the plant palette for the Specific Plan area. All plant material shall meet the minimum standard of the American Nurserymen and Landscape Association and California State Department of Agriculture Regulations, and be local container or field grown material.
6. All trees shall be planted in accordance with established City planting standards.
7. The minimum planting size for a tree in parkways and medians is a 24-inch boxed container.
8. Median and parkway trees shall be trimmed to retain a trunk space clear of branches of at least 6 feet from grade at maturity.

E. Streetscape Amenities

A new palette of site furnishings that includes benches, trash receptacles, tree grates, and lighting will help define the Specific Plan area's emerging character and give it a coherent look and feel. The palette of street furniture should be selected to bring comfort, scale and design expression to the streetscape. It also must be highly durable and easy to maintain. The City's climate and setting should be taken into account in furniture selection. Durable street furniture with a modern sensibility is appropriate for the Specific Plan area. All elements of the furniture palette should have a uniform look even if they come from different manufacturers and vendors; for example, a non-reflective grey powder-coat finish will tie the palette together. Light colored concrete furniture elements will also coordinate well together and require minimal maintenance. All furniture selected should discourage their use for skateboarding obstacles or for sleeping.

Lighting is a key component that promotes safety and helps to create an appealing walkable environment. Lighting provides spatial definition to the sidewalk, adds ambiance to neighborhood settings and affords a sense of security to users. The

selected light fixtures shall adhere to guidelines set forth by the Dark Sky Association to protect the area's view of stars and the needs of nocturnal wildlife. Light fixtures in the public right-of-way shall also follow the SCE standards for maintenance.



Examples of street furniture appropriate for the Specific Plan area.

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CHAPTER 9

Infrastructure Improvements

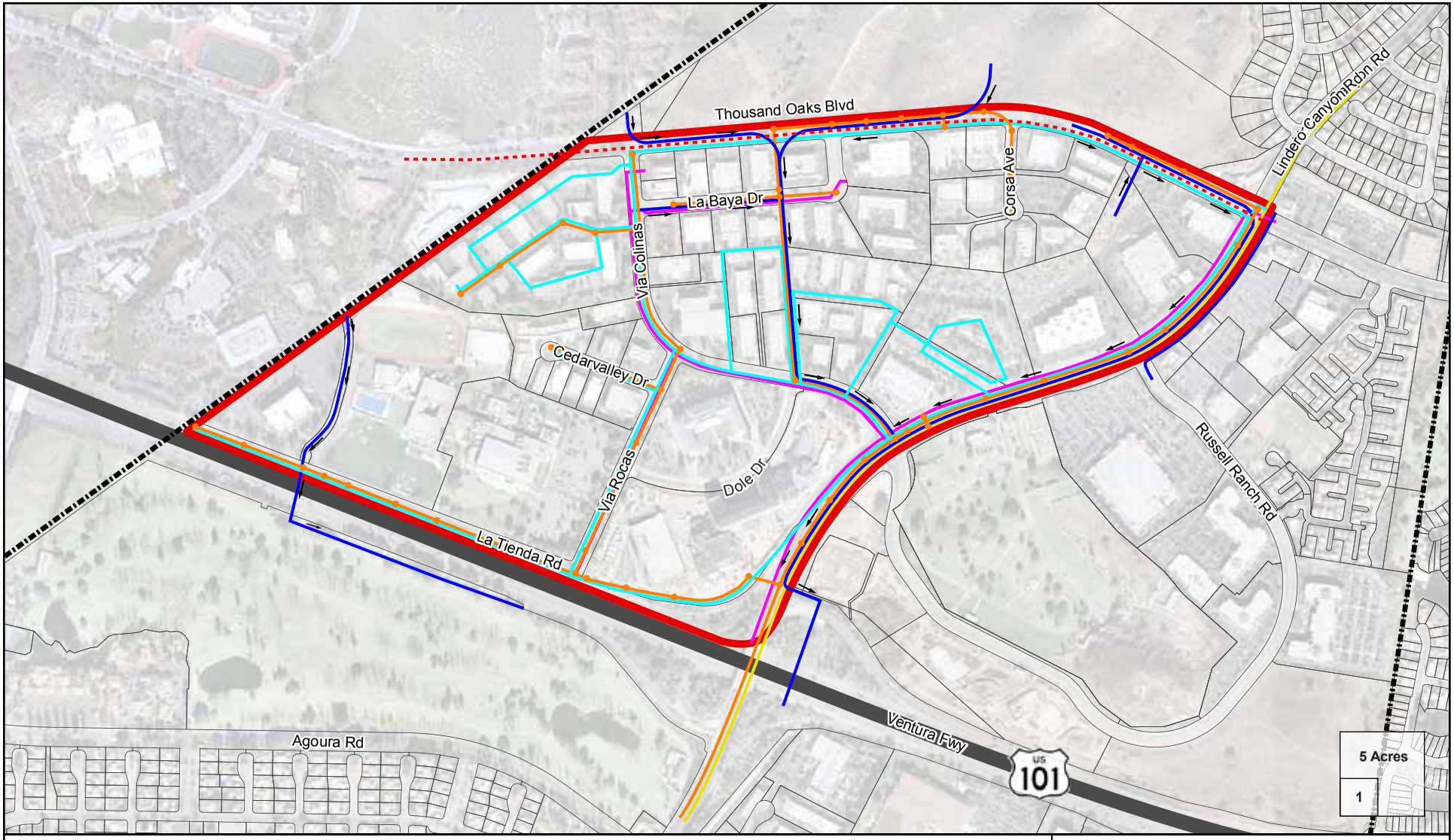
A. Introduction

The purpose of this chapter is to summarize the existing and planned infrastructure facilities and provide recommended infrastructure upgrades for the Westlake Village Business Park Specific Plan area. The recommended upgrades are based on comparing the existing facilities and their capabilities with the proposed development within the Specific Plan area. An analysis has been conducted on existing infrastructure facilities in the Specific Plan area in "Infrastructure Analysis (Task 1.2.5) – Westlake Village, California, Business Park Specific Plan Area" (JMC², January 2011).

B. Water System

The Las Virgenes Municipal Water District (LVMWD) is the water service provider for the Westlake Village Business Park Specific Plan area. LVMWD owns and maintains the entire water supply network for both the potable and recycled water systems. There are potable water lines under all major streets in the business park area. The sizes of the potable water lines vary from 5 to 16 inches. Most of the pipes are ACP (asbestos cement pipe) with the exception of some steel pipes. The recycled water lines only exist on La Baya Drive, Lindero Canyon Road, Via Colinas, Via Rocas, and the area west of Via Colinas (the industrial park). The sizes of the recycled water lines are from 5 to 20 inches and most of the pipes area PVC (Polyvinyl chloride). Figure 9-1 shows the layout of both the existing potable water and reclaimed water lines.

There are no major backbone infrastructure upgrades required for the water facilities in order to meet the demand of the Specific Plan; however, it should be noted that LVMWD has future plans for upgrading the water infrastructure. A report and master plan for water system in the entire LVMWD district was prepared in 2007. The study examined the ability of the existing facilities to adequately meet the water demands then and for the next 25 years. In the report titled "Integrated Water System Master Plan Update 2007" (Boyle Engineering, 2007), multiple projects were proposed in



- Project Area
- City Boundary
- Existing Sanitary Sewer
- Existing Storm Drain
- Existing SD Flow Direction
- Existing Water (Potable)
- Existing Water (Reclaimed)
- LVMWD Planned Water (Potable)
- LVMWD Planned Water (Reclaimed)

Figure 9-1:

Existing and Planned Wet Utilities

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

order to cope with the demand for the future build-out of the entire district. Two of the projects involved improvements within the Specific Plan. Both projects, if constructed, will be funded by LVMWD. These projects are as follows:

1. **Calleguas MWD Intertie**: Transmission system improvements are needed for transferring surplus water supply from Calleguas Municipal Water District (MWD), which is north of the Specific Plan area, during the winter months to the Las Virgenes Reservoir, which is south of the Specific Plan area. A 16-inch diameter pipeline running from the south side of the 101 Freeway along Lindero Canyon Road to Kanan Road is proposed (Figure 9-1). This project provides additional water supply for the Las Virgenes reservoir storage during the summer months, not only for the Specific Plan area but the entire water district.

2. **Thousand Oaks Boulevard Extension**: A 10-inch reclaimed water line would be extended from Lindero Canyon Road westward along Thousand Oaks Boulevard to Westlake High School, which is northwest of the Specific Plan area. The total length of the pipeline is estimated to be 17,000 feet and would include two laterals extending from the main extension (Figure 9-1).

C. Sewer System

The sewer lines serving the Specific Plan area are owned by the City of Westlake Village and maintained by the Los Angeles County Department of Public Works (LACDPW). The major trunk lines and treatment plants in the area are owned and maintained by the Las Virgenes Municipal Water District (LVMWD). The sewer lines within the area are mainly Vitrified Clay Pipes (VCP) with the sizes ranging between 8 and 18 inches. The sewer lines are all under the major streets with smaller lateral connecting directly to the businesses (Figure 9-1).

Since LACDPW is maintaining the sewer system in the area, any research and study about the capacity to handle future demand will be conducted by the developers and reviewed by LACDPW. When future developers are ready to submit proposed preliminary design plans to the LACDPW, they will be required to conduct an individual sewer area study to determine whether upgrades are necessary. Currently, there are no plans for upgrading the sewer system. The design capacity of the existing 18" sewer trunk which would handle the entire Specific Plan area is approximately 7.91 MGD (Million Gallons per Day). The waste water flow rate to be contributed by the future development after a full build-out is approximately 0.45 MGD. The capacity of the existing trunk lines is far in excess of projected flows.

D. Storm Drain System

The storm drain system serving the Specific Plan area is maintained by the Los Angeles County Flood Control District (LACFCD). The storm drain system within the Specific Plan area consists of mostly underground Reinforced Concrete Pipes (RCP) ranging from 18 to 78 inches under the major streets with the exception of a 26-foot wide open channel drain on the southwest side of the Specific Plan area at the back of the Oaks Christian School. This open channel drain directs the storm water runoffs southward across La Tienda Road and the Ventura Highway (101 Freeway) via a culvert to another open channel along the south side of the freeway.

The proposed development in the Specific Plan area will generate little or no increase in the runoff to the existing drainage system, since more than 90% of the existing Specific Plan area is already impervious. It is predicted that the new development will not directly trigger any need for upgrading the City's existing storm drain major backbone facilities. In addition, the requirements for percolation and on-site detention for new development will stabilize and/or even reduce runoff in the area.

Similar to the sewer system, research about the current capacity and any need for future upgrades of the drainage system will only be conducted by the developers and reviewed by LACFCD when the proposed preliminary design plans are submitted. At the present time, there are no plans to upgrade the existing storm drain system within the Specific Plan area.

LID Practices and Project Requirements

Since January 20, 2005, the State Water Resource Control Board of California (SWRCB) adopted a sustainable practice called Low Impact Development (LID) that would benefit the water supply and contribute to water quality protection for the region. Unlike traditional storm water management, which collects and conveys storm water runoff through storm drains, pipes, or other conveyances to a centralized storm water facility, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

The ten LID practices are:

1) Bioretention & Rain Gardens
2) Rooftop Gardens
3) Sidewalk Storage
4) Vegetated Swales, Buffers & Strips; Tree Preservation

5) Roof Leader Disconnection
6) Rain Barrels and Cisterns
7) Permeable Pavers
8) Soil Amendments
9) Impervious Surface Reduction & Disconnection
10) Pollution Prevention & Good Housekeeping

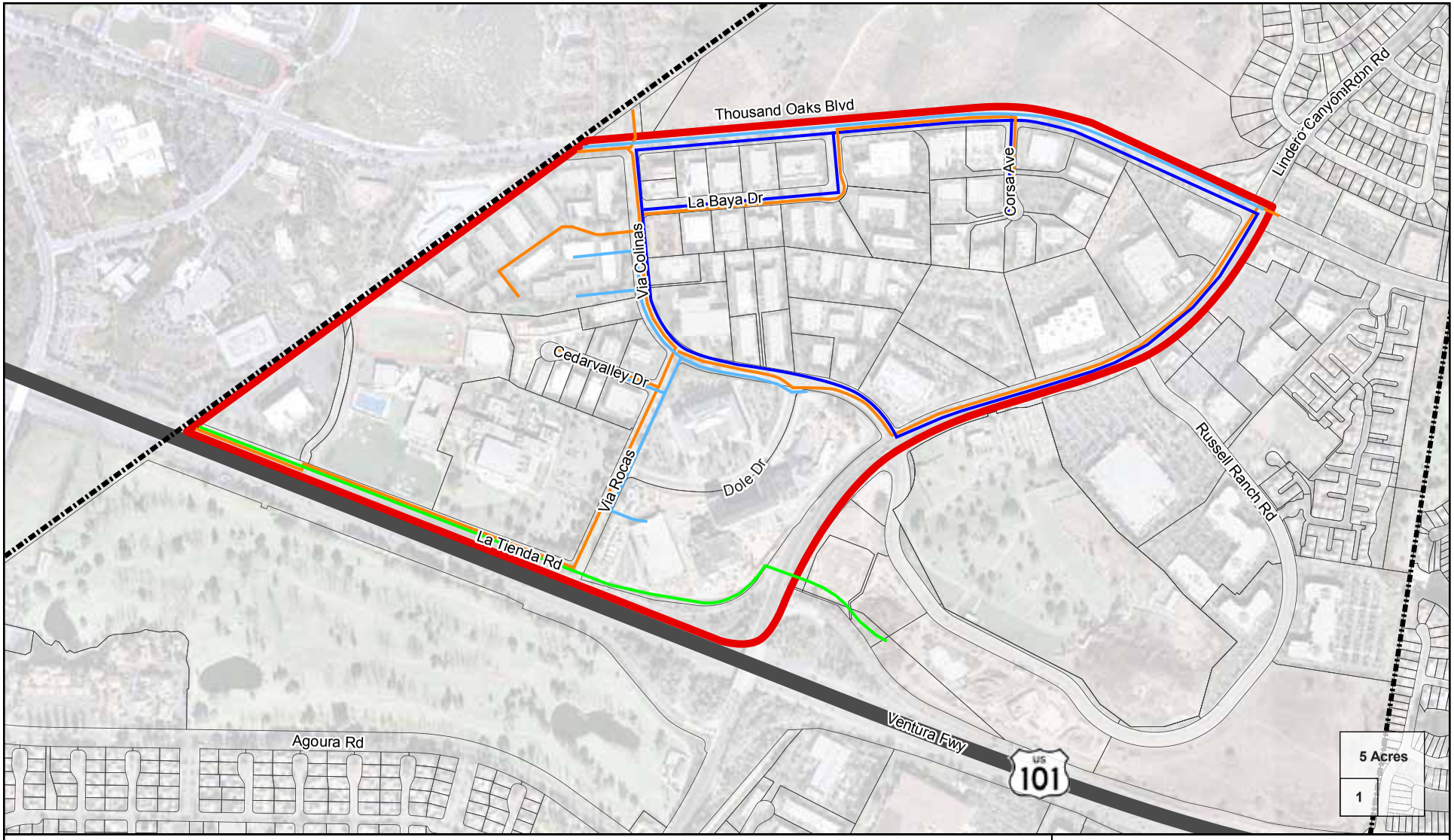
All new development in the Specific Plan area will require preparation of a hydrology study to demonstrate that building sites are free from flooding hazard. All new development will be required to mimic the site's pre-development runoff by choosing the appropriate LID practice most suitable for the site. A proposed project must demonstrate that any proposed improvement, including filling, does raise the flood level upstream or downstream of the project. In addition, National Pollution Discharge Elimination System (NPDES) reports, such as the Water Quality Management Plan (WQMP), Standard Urban Stormwater Management Plan (SUSMP), and Storm Water Pollution Prevention Plan (SWPPP), will be required by the State of California from the developer for each new development to ensure the quality of water is preserved and adverse environmental impacts are minimized.

E. Electrical System

Southern California Edison (SCE), an independently owned utility, provides electrical power service to the City of Westlake Village. SCE sets their own service standards (with the involvement of the Public Utilities Commission) and facility improvement strategies. Currently, there is a network of power grid lines which supply sufficient electrical power service to the Specific Plan area. There is no major deficiency or functional problem in the power supply facilities within the Specific Plan area. The specific locations of the existing underground and overhead electrical lines are illustrated in Figure 9-2.

With the coordination of the City, the decision to upgrade the power supply facilities and the quantities of the upgrade (if any) in order to meet the demand of future development will be decided by SCE after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis. At this point, there are no recommendations for any major upgrades to the existing power supply facilities in the Specific Plan area.

It is important for developers to note that SCE has developed several energy-efficiency programs for residential, non-residential, new construction and low-income subscribers. These programs include rebates and cash incentives for completion of



- Project Area
- City Boundary
- Existing Gas
- Existing Cable TV (Coaxial)
- Existing Telephone
- Planned Cable TV (Fiber Optic)

Figure 9-2:

Existing and Planned Dry Utilities

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

energy-efficiency projects in residences and businesses, providing energy-efficient solutions for new developments as well as programs that aid low-income customers to purchase energy-efficient refrigerators and outdoor lighting. SCE will continue to promote the resourceful use of energy, and in turn, a reduction in electrical use and electricity. Most new development will be required to place the power and telephone services underground.

F. Natural Gas System

The Southern California Gas Company / Sempra Utilities (The Gas Company) is the gas service provider for the Specific Plan area. Currently the gas pipelines are in all major streets in the area, except for some portions of Thousand Oaks Boulevard. Specific locations of gas pipelines are illustrated in Figure 9-2 and pipe sizes are identified in Table 9-1.

Because The Gas Company is an independent private entity, the analysis on the capacity and capability to meet future demand will be conducted by The Gas Company with the coordination with the City upon submittal of building plans by developers. It is important for developers to note that The Gas Company participates in the California Energy Star® New Homes Program, a performance-based program that provides builders with incentives for developments that use at least 15% less energy than standards set forth in the 2001 California Energy Efficiency Standards.

Table 9-1: Pipe Sizes of Existing Gas Lines

Locations	Pipe Sizes
La Tienda Rd. from county border to 527' east of the border line	4"
the rest of the gas line under La Tienda Rd.	3"
Via Rocas	3"
Cedar Valley Dr.	3"
Via Colinas West of Via Rocas intersection	4"
Via Colinas East of Via Rocas intersection	3"
Thousand Oaks Blvd. West of Via Colinas intersection	6"
Thousand Oaks Blvd. from La Baya Dr. intersection to Corsa Ave. intersection	4"
La Baya Dr.	2"
Corsa Ave.	2"
Lindero Canyon Rd.	3"

G. Telecommunications System

The City of Westlake Village is within the service area of AT&T, a privately owned company. They are the provider of both local and long distance telecommunications in the Specific Plan area. Currently, the local telecommunications network lacks the high speed internet service that is demanded by existing and future businesses in the area.

AT&T will assess the demand for services and ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demand within the Specific Plan area will be conducted after building plans are submitted by developers. An upgrade of the existing telecommunications infrastructure to have the capability to provide high speed internet to future developments will need to include a fiber optic cable backbone to be added on the major streets within the Specific Plan area (see Section H, Cable Television System). The new fiber optic cable will have the capability of providing high speed internet via the cable provider.

H. Cable Television System

The cable service provider for this area is Time Warner Cable. Most of the Specific Plan area does not have cable services. Specifically, the triangular "pocket" formed by Via Colinas, Thousand Oaks Boulevard and Lindero Canyon Road has virtually no underground coaxial cables. The businesses that have cable services are those on the south west side of Via Colinas, including the Dole Corporate Headquarters and Four Season Hotel.

New land use resulting from the Specific Plan will consist of both commercial and residential development, therefore high speed internet and cable television services will be in demand. A fiber optic cable backbone will be required to be added in the major streets within the Specific Plan area. Figure 9-2 illustrates the recommended layout of the proposed fiber optic line. Since Southern California Edison (SCE) already has an existing power supply network in this area, joint trenching of coaxial cable for new businesses or residential units will not be an option. Therefore, direct trenching or subsurface borings will most likely be required.

CHAPTER 10

Economic Implementation Strategy

A. Introduction

The Specific Plan identifies a number of streetscape and circulation elements that are critical to achieving the vision of the Specific Plan area as the city's first high density mixed use neighborhood. In order maintain the City's strong fiscal position, the Specific Plan Economic Implementation Strategy seeks to balance public and private investment in the streetscape and circulation elements critical to the successful transition of the Specific Plan area.

One-time capital costs are estimated for streets and roads, landscaping, and other infrastructure required for full build-out of the Westlake Village Business Park Specific Plan. Also, a range of enhanced operations and maintenance costs are also estimated. Some of these costs are proposed to be financed by development impact fees and others are proposed through the use of assessments.

As part of the Specific Plan process, a financial feasibility analysis[1] was completed to determine: 1) that the land uses considered integral to the community's future revitalization were financially feasible from a developer or landowner perspective; and 2) to determine the ability of developers, landowners, and tenants to contribute financially to the redevelopment and revitalization of the area through additional development impact fees and assessments.

The financial feasibility analysis concluded: 1) long-run market conditions are generally favorable for redevelopment and revitalization; and 2) there is limited market capacity for a combination of assessments and fees to offset some of the public capital costs envisioned in the Specific Plan.

1 The *Fiscal/Financial Feasibility Analysis, City of Westlake Village* (Stanley R. Hoffman Associates, February 2, 2012) is provided under separate cover. In addition, the *Westlake Village Business Park Specific Plan, Preferred Alternative – Feasibility Analysis* (Waronzof Associates, February 1, 2012) also supports the Specific Plan and is provided under separate cover.

However, absent an above average improvement in long-run market conditions, higher density development will be less probable than traditional lower density development. Generally, market conditions in the Conejo Valley are not strong enough to absorb the full cost of the structured parking necessary to achieve some of density objectives contemplated in the preferred plan without some cost sharing from the public sector.

Successful redevelopment and revitalization of the Specific Plan area will rely on a combination of economic development strategies and land use regulations that will transform the business park into a thriving mixed-use neighborhood. Interesting and identifiable places often lead to increased investor interest and superior financial performance, which will strengthen the probability of achieving the community vision developed in the Specific Plan.

The implementation measures identified in this strategy are intended to guide City staff, property owners, developers and decision-makers to ensure that an adequate infrastructure system is in place for future development and to enhance the long-term financial stability and fiscal feasibility of the Westlake Village Business Park Specific Plan.

B. Opportunities and Constraints

Typical of most mature communities in Los Angeles, the Westlake Village Business Park has relatively little vacant land or open space available in its commercial corridors and industrial areas. The lack of vacant land plays an important part in the feasibility analysis. Virtually all meaningful redevelopment in the commercial zones will require some land assemblage.

Graduated density zoning, a concept that facilitates the assembly of land by linking density bonuses to land size, is an overlooked tool that planners can utilize to incentivize land assemblage and lower assemblage costs. By allowing additional density as parcel size increases, property owners are encouraged to form coalitions to access the additional value derived from higher density use, as opposed to "holding out" to extract additional value from the assemblage process.

C. Infrastructure Financing Strategy

The infrastructure financing strategy is designed to ensure that an adequate infrastructure system is in place for future development in Westlake Village Business Park:

- Require new development to contribute its fair share of the cost of on- and off-site public infrastructure.

- Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Infrastructure Financing Districts (IFDs), Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund and construct necessary public facilities and infrastructure.

- Based on capital cost estimates, establish development impact fees for new development's fair share cost of required fire facilities.

- Apply for available State, Federal and regional funding sources to finance infrastructure costs.

- A parking district does have the potential to serve as a catalyst for redevelopment in the Specific Plan area. The financial feasibility analysis has examined one of several public/private partnership structures that may encourage redevelopment in the Specific Plan area through a parking district. It is recommended further study be given to the refinement of a parking district plan that balances the development goals of the Specific Plan area with the city's ability to increase its fiscal position.

D. Economic Implementation Actions

Implementation of a financing and operations and maintenance plan ensures that new development will construct facilities to meet the service level specifications identified in the Specific Plan and that new development pays its fair share of the backbone infrastructure and other public facilities required to serve the Specific Plan area. Individual areas of the Specific Plan may develop at different times. In addition, it is anticipated that as the financing plan is implemented, the infrastructure and available funding sources will change as development occurs. Therefore, the financing plan will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes in the financing plan should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed. The costs and funding sources will also need to be adjusted periodically to reflect inflation costs over time. In summary, possible changes to the financing plan include:

- New or revised infrastructure projects;
- New cost information based on actual construction costs or updated engineering estimates;
- New funding source data;
- Inflationary adjustments to cost data.

Also, the implementation strategy ensures that new development will cover its operations and maintenance costs either through locally generated public revenues or through the application of various financing techniques to cover any ongoing deficits when other public revenues are not sufficient. This may include various combinations of techniques to cover ongoing operations and maintenance costs, such as landscape and lighting districts, Community Facilities District (CFD) special taxes, and a property owner's business improvement district.

1. Implementation Strategy Steps

The Westlake Village Business Park property and business owners, in partnership with the City staff and officials, will be taking on new responsibilities in managing, guiding and facilitating the orderly development of the Westlake Village Business Park Specific Plan area in order to realize a financially and fiscally sound community that will assist the City Planning staff and lead to the cost-effective delivery of public services, as summarized in Table 10-1.

a) Administrative

- Form a committee of City, Westlake Village Business Park property and business owners, and development representatives.
- Initiate a petition to prepare a business improvement district from property owner/developer representatives.
- Identify the responsible agency or entity for each infrastructure or service category.
- Prepare a set of performance indicators to monitor ongoing fiscal health of the Westlake Village Business Park developments.

b) Infrastructure Financing

- Finalize the cost estimates of the infrastructure to be paid by development
- Based on the approved land uses, prepare an engineer's report that will establish the approved spread of infrastructure costs among approved land uses and the development impact fees
- For transportation development impact fee:
  - Identify any revenues from regional or sub-regional transportation fee programs already established.
  - Spread the net transportation costs on a trip related methodology
  - Estimate the fair share amount by land use
  - Adopt a development impact fee (DIF) schedule through the City of Westlake Village with approval by Westlake Village Business Park representatives.
- For landscaping and lighting improvements along arterials and internal streets and roads:

  - In order to allow for the timely provision of landscape and lighting improvements, identify the appropriate financing mechanism, such as a landscape and lighting district (LMD) assessment
  - Establish the LMD with a majority landowners vote over the properties with the Specific Plan area
  - As facilities are required, use LMD bonding authority to provide for landscape and lighting infrastructure financing
  - Provide for reimbursement program to developer from future DIFs if developer finances facilities beyond their fair share.
- For other facilities that serve the entire Specific Plan area, such as undergrounding fiber optic cable for TV:
  - Establish an assessment that will spread the costs on a fair share basis to the respective properties
  - Provide for reimbursement program to developer from future DIFs if developer finances facilities beyond their fair share
  - For properties that benefit from improvements beyond the Specific Plan boundaries, such as landscaping and road improvements, allocate their fair share to these properties.

c) Maintain Fiscal Balance

- Provide sufficient annual recurring revenues to cover ongoing operations and maintenance costs to the City's General Fund in order maintain fiscal balance:
  - Phase commercial retail uses to generate new sales tax revenue and offset ongoing operations and maintenance costs from residential growth.
- Provide annual recurring fiscal balance to the Westlake Village Business Park:
  - In order to cover the enhanced costs of landscaping and other operations and maintenance costs on an equal fiscal basis, establish an annual assessment.
- As stated earlier, establish a Westlake Village Business Park BID, in partnership with the City that will be taking on new responsibilities in managing, guiding and facilitating the orderly development of the Westlake Village Business Park Specific Plan area.

d) Provide for Shared Parking Structures

- Identify locations where shared parking between the public and private sectors will both lower costs to the private sector and incentivize desired development and provide public benefits to off-site recreational and community activities.
- Develop a parking management plan that will facilitate the development and maintenance of structure parking over time using a variety of funding sources, including: development impact fees, assessments, infrastructure financing districts, parking revenues and public contributions.

e) Land Assembly Incentives

- Provide for land use and zoning incentives that encourage private landowners to work cooperatively in assembling smaller parcels of contiguous land into larger, more efficiently developable land using such techniques as Graduated Density Zoning (GDZ)
- Tailor the GDZ incentives to the current market economics with adjustments as significant changes in the local economy occur
- Once the specific plan and EIR are adopted, provide for an expedited process to reduce the overall cost approval and permitting

f) Creation of Major Open Space in Mixed Use Corsa District

An important and critical element of the long term vision for the Mixed Use-Corsa District is the creation of a major public open space that serves not only the residents, visitors, businesses, and employees in that District but the Specific Plan area and even the larger City as a whole. As illustrated in Figure 2-1, this expansive open space is envisioned to be a gathering space in the form of a park, plaza, or "village green." Currently, the property ownership and parcelization patterns in this District preclude the creation of such a space today. However, it is anticipated that this vision can be achieved through incentivizing lot consolidation and development of a unified project at higher densities. As described in the development standards, a FAR increase can be achieved by consolidation of development sites as follows:

- Development site between 5 and 10 acres - FAR of 0.75
- Development site greater than 10 acres - FAR of 1.0

The City will consider providing an additional FAR bonus as an incentive if a development project creates a significant public open space that is at least 20% of the development project site area. For example, a development site of ten acres would create an open space of two acres in size. This open space is expected to be in addition to other open space requirements such as setbacks, linear park along the ridgeway (if applicable), and private and common open space requirements for residential uses. It is anticipated that the developer property owner shall provide the land, construct, and maintain this open space. Based on the size of the development site and other criteria, the City may need to consider height variances to allow for the accommodation of the additional densities.

Table 10-1: Economic Implementation Plan

Program/Action	Lead Responsibility	Support Responsibility	Phasing (short-, mid-long-term)	Potential Funding Sources
Public Infrastructure				
Landscaping Improvements	City	PBID	short-term	Assessment
Street Improvements/Markings/Signals	City	PBID	short-term	DIF
Underground Fiber Optic Cables	Franchisee	PBID	short-term	Assessment
Operations and Maintenance				
Landscaping and beautification	City	PBID	short-term	Assessment
Street Improvements/Markings/Signals	City	PBID	short-term	Road Fund
Streets and Roads	City	PBID	short-term	Road Fund
Parking Structure				
Parking Garage Construction	City	PBID	long-term	DIF, IFD & City Contribution
Parking Garage Maintenance	City	PBID	long-term	Parking Revenues & Assessments
Parking Management Plan	City	PBID	long-term	PBID & City Contribution
Land Assembly				
Land use/zoning regulations	City	PBID	mid-term	Private Land Owners/Developers
Graduated density zoning	City	PBID	mid-term	Private Land Owners/Developers
Business Improvement District				
Setting up a Property-BID	Property Owners	City	short-term	Assessments
Administration	Property Owners	City	short-term	Assessments
Marketing Plan	Property Owners	City	short-term	Assessments
Establishing Role of BID	Property Owners	City	short-term	Assessments

Note: Potential development impact fees, assessments, infrastructure financing districts (IFDs), and/or City contributions will be established during the implementation phases subject to public, business and property owner input and voting procedures.

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Review of Business Improvement Districts (BIDs), Westlake Village Business Park Specific Plan

APPENDIX **A**