

North Business Park Specific Plan



City of Westlake Village – SP No. 2

Public Hearing Draft | June 2020



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Public Hearing Draft
June 2020

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The Making of the Plan

A. Background, Opportunity, and Purpose

The North Business Park Specific Plan is a City-initiated Specific Plan that establishes a vision and development framework to guide land use activity, development, and reinvestment in the planning area. The Specific Plan is a comprehensive planning document and regulatory tool for implementing the City's General Plan and guiding development in this focused area through customized land use regulations and recommendations for public realm improvements.

As evidenced by development requests within the City over the past decade, the escalation of land values, State mandates to address statewide housing shortages, and regional growth pressures have resulted in a trend toward land use intensification within existing business districts, as well as new issues related to land use compatibility and the maintenance of community character and cohesiveness. In line with this trend, the North Business Park has gone through a transformation in the past two decades in response to market pressures to redevelop older, outdated facilities within a desirable trade area.

As such, several of the older industrial properties in the southern portion of the business park have redeveloped with other uses, including the Four Seasons hotel, spa and wellness center, Conrad N. Hilton Foundation Headquarters (formerly Dole corporate headquarters), Westlake Village Studios, Oaks Christian School, and Calvary Community Church. These investments have improved the image of the community as viewed from the U.S. 101 Freeway and have caused interest among other property owners regarding what they might do with their properties.

The North Business Park Specific Plan is an opportunity to guide the inevitable redevelopment of the aging business park area on the north side of the U.S. 101

Why Plan?

Westlake Village began as a planned community, thoughtfully establishing where development should go, what it should look like, and the types of public amenities, which must be included. Establishing the North Business Park Specific Plan carries into the future the City's founding values of maintaining local control, quality aesthetics, high levels of community services, and public safety.

The Specific Plan allows the City to:

- Control the development direction of a designated area;
- Create a blueprint that better ensures success;
- Respond to changing economies and community needs;
- Reinforce design character with high quality development;
- Take local control of decisions that affect the community.

Freeway, west of Lindero Canyon Road. Rather than responding to individual property owner requests for changes to zoning, the City views the North Business Park Specific Plan as a tool to provide a framework within which redevelopment can take place that will allow property owners to see economic benefit for reinvesting in their properties, while enabling the City to ensure that development that is approved can be accommodated by the existing or planned infrastructure. Through the use of a specific plan, the City maintains much more control, and can better anticipate and avoid problems, if the redevelopment of the area is looked at as a whole, rather than as individual lots without any context.

The purpose of the North Business Park Specific Plan is to provide a long-range strategy for revitalizing the business park, to enhance the City's economic base, define new public spaces to serve the business park and the entire community, and provide a wider range of housing options within the City. The 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. It provides for higher density zoning and the addition of housing at appropriate locations within the Specific Plan area, while not increasing density to the degree that it overburdens the surrounding street system and causes unavoidable significant impacts. It establishes a framework for viable, high quality development and public improvements that are in character with the quality of design established within the City and respect the high value the community places on open space.

What a Specific Plan IS

- Development direction for a focused area
- Pathway to allow for redevelopment
- Incentive to generate local reinvestment
- Opportunity to encourage place-making
- Chance to improve the functionality of an area

What a Specific Plan is NOT

- Specific project or proposal to build
- Automatic shovel in the ground
- Move to change land use citywide
- City mandate to demolish and rebuild
- Way to avoid City Council review

B. Context and Physical Setting

The City of Westlake Village is a suburban community located 38 miles west of downtown Los Angeles and 9 miles from the Pacific Ocean. It is situated along the northwest border of Los Angeles County and is divided by the U.S. 101 Freeway. 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. Just over 50% of the City's total land area is open space, with nearly 75% of that land dedicated to preservation as open space. The developed portion of the City is primarily residential, with commercial developments along major arterials, industrial developments at the northern section, and public and institutional uses at scattered



Figure 1-1:
Specific Plan Area

- Specific Plan Area
- City Boundary
- Focus Area

NORTH BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

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

▲



Regional location

locations. Several companies maintain their national or world headquarters in Westlake Village. The City encompasses 20 individual neighborhoods, with active homeowners' associations to promote and maintain high quality architectural standards.

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 (U.S. 101 Freeway) 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 generally on the northern two-thirds of the planning area, which is the area in need of revitalization. The southern portion of the Specific Plan area contains the Four Seasons hotel, spa and wellness center, Conrad N. Hilton Foundation Headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church, as noted in the previous section. The uses on these properties are intended and expected to remain the same for the foreseeable future, along with several business park uses in the northern portion of the Specific Plan area. 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 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 2 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 to the north of Thousand Oaks Boulevard; office development to the west, Costco and Valley Oaks Memorial Park Cemetery to the east of Lindero Canyon Road, and offices and the Shoppes at Westlake Village farther to the east along Russell Ranch Road.

¹ Source: City of Westlake Village GIS data



In the southern portion of the Specific Plan area, large areas of land that formerly housed major industrial activities have been redeveloped with other uses that were deemed desirable by the City, such as the Four Seasons Hotel, Conrad N. Hilton Foundation, Oaks Christian School, and Calvary Community Church. These uses improved the image of the business park, especially as viewed from the Ventura Highway (U.S. 101 Freeway).



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



C. Community Engagement

The North Business Park Specific Plan has been prepared with extensive community outreach and participation through several drafts of the plan.

1. Initial Engagement

From 2010 to 2012, 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 City staff and the consultant team through group discussion and feedback on the topics and direction of the Plan. Study sessions were also held with the City Council, as well as with the Business Park Specific Plan Ad Hoc Committee, the Land Use Committee, and the Environmental Committee of the City Council to provide decision-maker continuity and feedback throughout the duration of the project.

During the visioning process, the overarching goal expressed by the stakeholders was:

Avoid furthering obsolete uses and underutilized sites by allowing for a broader range of uses and flexibility in the development program.

Three public workshops/study sessions were held at milestone stages of the project: analysis and visioning, alternative land use scenarios, and preferred land use scenario. The primary issues and ideas articulated by the stakeholders were focused on providing incentives for upgrades and new development, allowing a broader range of land uses, 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 master planned community. Several additional goals for the North 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.

The next phase of the process was to prepare conceptual alternative land use scenarios to discuss with the stakeholders. The 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. The stakeholders envisioned long-term potential for making the Specific Plan area a “creative,” “campus” environment; a “village” way of living in a live/work environment. The stakeholders were also in favor of exploring the creation of a Business Improvement District (BID) for the area to help incentivize public improvements, promote the area, and generate more pride and a sense of ownership among the property owners. The resulting Draft Specific Plan, prepared in 2012-2014, proposed zoning for higher density development, including housing, office, and retail uses.



Stakeholders and community members provided extensive input to the future of the North Business Park at several public workshops and study sessions held during the initial community involvement phase of the Specific Plan process.

2. Reassessment of the Proposed Development Plan

This Draft Specific Plan, however, was never adopted by the City Council. As determined through preliminary environmental review, implementation of the Draft Specific Plan would result in projected traffic increases that could not be fully mitigated and were above the community’s acceptance level. In addition, while the Specific Plan was being prepared, economic and physical conditions changed, particularly with the development of the Shoppes at Westlake Village just east of the Specific Plan area, which lowered the market demand for some of the retail uses envisioned for the Specific Plan area.

As a result, the City revisited the land use assumptions for future development and conducted further traffic and economic studies to achieve a build out scenario for the Specific Plan area that better balances economic feasibility with the goal of having acceptable intersection levels of service on the surrounding street system. It was determined that an overall reduction of non-residential building intensity from what was previously proposed would achieve the goal of maintaining acceptable traffic conditions. The revised development program also redistributed and intensified proposed residential uses to offset peak trips, thereby reducing future traffic volumes at peak hours, while still allowing property owners to see economic benefit from reinvestment in their property. The next Draft Specific Plan, prepared in 2018-2019, was a result of this analysis.

This Draft Specific Plan, however, was also not reviewed in a formal public hearing before the City Council. Through comments received during the environmental review

period and a public open house conducted in the spring of 2019, the community and the City Council expressed that the amount of residential development permitted by the Draft Specific Plan was above the community’s level of acceptance. The City used this input to plan a more informed and meaningful engagement process around the proposed development program.

A Public Open House was held in Spring 2019, resulting in the formation of a Community Advisory Committee to engage in working sessions with City staff and the consultant team about the direction of the Plan.



3. Community Re-Engagement and Revised Specific Plan

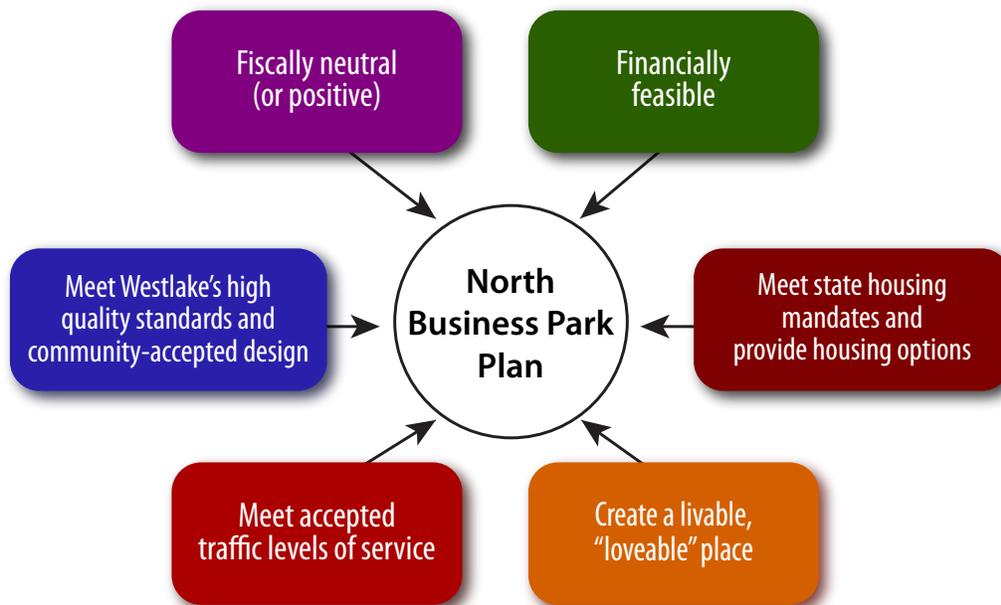
In the summer of 2019, the City convened a Community Advisory Committee (CAC) comprising 10 community members to advise City staff and the consultant team on the project. The CAC’s responsibilities were to connect with other community members/neighbors to help inform the process, prompt meaningful dialogue among CAC members, and provide community perspective on what residential development scenarios in the North Business Park are best for Westlake Village. The group met five times over a 6-month period, culminating in a public open house and study session with the City Council in the winter of 2020.

Throughout the process, the CAC engaged in dialogue about balancing the relationship between density, economic feasibility, traffic impacts, and design for potential residential options within the planning area. Further analysis was conducted to determine the economic feasibility of lower density residential scenarios to assure a feasible outcome for property owners, while still accommodating a lower number of

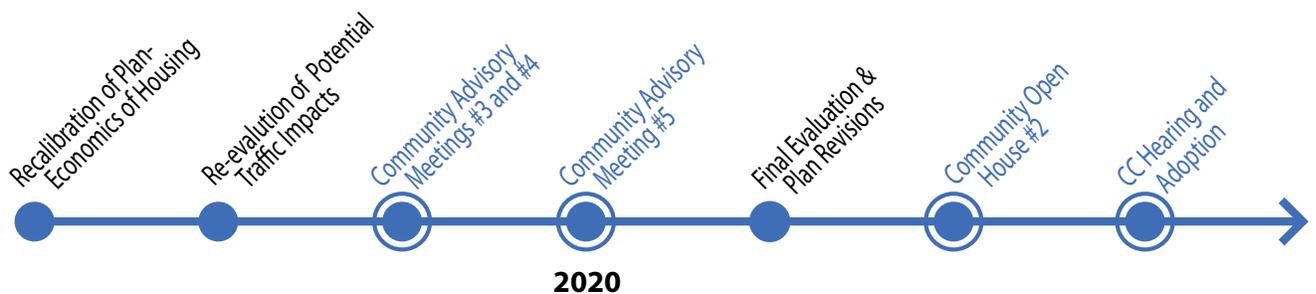


residential units that is acceptable to the community. In addition, the CAC participated in several design exercises to determine what design characteristics and community-identified values make a great place to live, work, and visit. The most important design characteristics identified include architectural diversity and character, the provision of landscaping and amenities, building siting and orientation, screened parking, and community benefits and gathering spaces.

Six objectives and priorities were identified for the Specific Plan during the Community Advisory Committee engagement process.



The outcome of this process is a revised development program, as outlined in this Specific Plan, that promotes the replacement of existing land uses in the planning area, but provides a more conservative outlook at future residential development than the previous draft of the Specific Plan. This alternative development scenario was developed specifically to result in a land use mix that is economically feasible and supported by the community, while also reducing the significant and unavoidable impacts associated with future development under the proposed Specific Plan.



D. Regulatory Setting

1. Regulatory Authority

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 certain area by customizing the planning process and land use regulations to that area. The North Business Park Specific Plan is the second adopted specific plan in the City of Westlake Village, and therefore referred to as Specific Plan No. 2 (SP No. 2).

The North Business Park Specific Plan has been prepared and adopted by resolution in compliance with the requirements of the *California Government Code* (§§65450-65507), and addresses all issues and topics specified therein. As such, the Specific Plan constitutes a comprehensive program for implementing applicable goals and policies of the Westlake Village General Plan.

The Specific Plan sets forth development standards, design guidelines, and public realm improvements to ensure that the long-term development of the North Business Park occurs in a manner that is compatible with surrounding land uses and consistent with the high quality of design established within the City of Westlake Village.

2. General Plan

Per §65454 of the *California Government Code*, specific plans must be internally consistent with the jurisdiction's General Plan. The Westlake Village General Plan regulates land uses in the North Business Park Specific Plan area. As such, General Plan Figure 8, Westlake Village Land Use Plan, will be amended concurrent with the adoption of this Specific Plan to designate this area as SP No. 2. Similarly, the City's Zoning Map will be amended to identify this area as SP No. 2. Additional General Plan text amendments required to make the North Business Park Specific Plan internally consistent with the Westlake Village General Plan will also be made concurrent with the adoption of this Specific Plan.

The land use entitlements and development standards set forth in this Specific Plan are consistent with the applicable goals and policies of the Westlake Village General Plan, as amended. Policies within the General Plan identify the area covered by this Specific Plan for a mixture of commercial, business park, high density residential, educational, and open space uses, consistent with this Specific Plan. All public works projects, tentative or parcel maps, and zoning permits approved subsequent to the adoption of this Specific Plan shall meet the regulations, standards, and criteria set forth herein.

The Specific Plan implements Community Development Goal 9 to "Promote the revitalization and more effective use of properties characterized by economic under-

utilization or obsolescence through the implementation of a specific plan.” The Specific Plan is also consistent with the General Development Policy (Figure 7) of the General Plan, which identifies the North Business Park as an Intensification Area, and therefore anticipates and provides for recycling of uses and adaptive reuse of existing development at somewhat greater intensities.

The following General Plan Objective and Policies apply to this Specific Plan:

- Objective 9.3:** Encourage the revitalization and reuse of the business park uses north of the Ventura Freeway and west of Lindero Canyon Road for the development of a mix of uses.
- Policy 9.3.1:** Require that projects be designed to integrate development in a “village” character (e.g., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping.
- Policy 9.3.2:** Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants.
- Policy 9.3.3:** Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed-use development.

3. Strategic Plan

The Specific Plan also facilitates and implements some of the key goals and objectives of the City of Westlake Village 2025 Strategic Plan, including:

- Goal 4:** Promote economic growth and development.
- Objective:** Assess aging business parks and/or commercial areas of the City for potential redevelopment opportunities.
- Goal 8:** Undertake advanced land use planning to ensure a continuation of a balance of land uses within the community.
- Objective:** Focus on aging business park areas of the community in need of long-term redevelopment with uses consistent with the City’s General Plan.
- Strategy:** Adopt and implement the North Business Park Specific Plan.

-
- Goal 10:** Promote housing opportunities to accommodate all segments of the community including young adults, families and seniors.
- Objective:** Where feasible, implement the Housing Element strategies contained in the City’s General Plan.
- Strategy:** Adopt the North Business Park Specific Plan and facilitate various levels of housing options, including live/work districts.

A. Introduction

The Specific Plan goals and policies support the transition of the North Business Park from an underutilized suburban business park to an area with a mix of uses to revitalize the area and provide a wider range of housing options within the community. 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 serve as guidelines for decision making and provide direction for the future. They were derived from input received during the community engagement process, and support the primary objectives and priorities identified for the Specific Plan during the Community Advisory Committee engagement process, as discussed in Chapter 1.

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, and as described in Chapter 1, this Specific Plan supports policy direction provided by the General Plan by facilitating intensification in areas that are economically underutilized and a mix of land uses to provide flexibility and better respond to market demand.

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: Allow for intensification at appropriate locations 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.

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

Policy LU/UD-1.3: Accommodate employment, service, 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, make the most efficient use of available land, and ensure a balance of land uses within the community.

Policy LU/UD-2.2: Facilitate the development of larger-scaled unified projects, rather than piecemeal development, by incentivizing the consolidation of parcels where appropriate.

Policy LU/UD-2.3: Identify site opportunities and actively recruit developers of projects that integrate compatible uses and pedestrian amenities.

Policy LU/UD-2.4: Take advantage of the Specific Plan area's prominent location and accessibility along U.S. Highway 101 by encouraging land uses with a regional draw, in addition to serving the local community.

Policy LU/UD-2.5: Consider prioritizing investment in public improvements (for example, streetscape improvements, signage, and banners) along La Baya Drive to "kick start" redevelopment of this retail and service-oriented district.

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

Policy LU/UD-3.1: Implement targeted areas of mixed-use zoning that promotes employment uses proximate to housing.

Policy LU/UD-3.2: Introduce higher density housing types to facilitate various levels of housing options and to offer housing choices that are less available in Westlake Village and the region.

Policy LU/UD-3.3: Through the application of the Special Needs/Senior Housing Overlay in the General Plan, consider the Mixed Use Cedarvalley zoning district as a potential location for senior and/or special needs housing to increase the supply of such housing in the City. Such housing has lower impacts on traffic and services than other multi-family housing types and is compatible with the neighboring Oaks Christian School and Church.

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

Policy LU/UD-4.1: Incorporate a range of uses spanning from residential to office to commercial, giving residents and surrounding communities amenities consistent with a mixed-use, “village” environment.

Policy LU/UD-4.2: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by residents, tenants, and visitors.

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 that maintains the distinctive architectural character of the community.

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.

Policy LU/UD-5.3: Take advantage of the natural setting and dramatic views of the Santa Monica Mountains to enhance the quality of the overall development.

Policy LU/UD-5.4: Implement development standards and design guidelines to provide an appropriate transition between commercial uses and adjacent residential uses.

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, and sun, 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 solar energy.
- Policy LU/UD-6.5:** Require new development to incorporate amenities that encourage bicycling, including bicycle racks, lockers, and bicycle paths between uses where feasible.
- Policy LU/UD-6.6:** Require buildings to have finished roofs with architectural elements that do not allow any rooftop equipment to be visible from any angle.

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 as with the Westlake Village Community Park to the north of 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 improvements to needed areas.

Policy ED-1.3: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Enhanced Infrastructure Financing Districts (EIFD), and Development Impact Fees, and participating in the City's 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 to contribute their 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 are commensurate with the benefits accruing to individual 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 or Community Facilities District (CFD) special taxes.

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 creative 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 such as specialty retail and creative district destinations.

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 use of land.

Policy ED-4.1: Target City programs that can provide financial assistance for the provision of a range of low to moderate-income housing types and prices/rents.

Policy ED-4.2: Target City programs that increase the transit accessibility between the business park and the entire community.

Policy ED-4.3: Implement parking management public/private partnership solutions that can accommodate both the parking needs of new development as well as the broader community-shared parking needs.

Policy ED-4.4: Provide for a reimbursement program to developers/landowners if they finance public infrastructure beyond their fair share as development impact fee revenues are collected.

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, consider 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 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, enhancing 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 Streets¹ concept when considering improvements to the local street system.

¹ Complete Streets is a national movement that 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-1.3:** 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, to allow people to accomplish local trips without driving, and to contribute towards a human-scale and sense of community.
- Policy C-1.4:** 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 resources.
- Policy P-1.1:** Encourage the use of shared parking facilities wherever possible, both in mixed-use districts 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 for better shared use of parking spaces than the 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, and convenient, and to encourage bicycling as a transportation mode.

F. Infrastructure

- Goal I-1:** Provide fully functional, safe, cost-effective, environmentally friendly, and sustainable public infrastructure to meet the needs of future development within the North 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 broadband/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 while still being screened and hidden from view.

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 I-3.2: Strongly encourage the provision of “green” infrastructure, such as “green” streets, solar panels, heat reflective roofs, and green roofs 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.

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Specific Plan Administration

A. Introduction

This chapter describes the procedures required for the timely implementation of development within the North Business Park Specific Plan area. Several documents have been prepared and processed concurrently with the adoption of this Specific Plan, including a general plan amendment, zoning map amendments, and certification of an Environmental Impact Report (EIR). These documents will form the basic framework to guide future development within the Specific Plan area.

B. Applicability

Adoption of this Specific Plan applies regulatory zoning designations for the Specific Plan area as set forth in Chapter 4, which incorporates standards for land use and 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. Unless otherwise provided by specific provisions of this Specific Plan, permitted land uses and activities within the area covered by this Specific Plan shall comply with all applicable requirements of Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations).

The provisions of the Specific Plan shall not apply to development projects for which an entitlement was approved by the City and vested right was obtained before the effective date of the Specific Plan, although applicants for such projects have the option to comply with the provisions of the Specific Plan upon adoption. Any use or building within the Specific Plan boundary that is legally nonconforming to the provisions of this Specific Plan shall be subject to Chapter 9.22 (Non-conforming Buildings and Uses) of Article 9 of the Westlake Village Municipal Code.

Deviations from the standards contained in this Specific Plan may be approved by the City Council if it is determined that:

1. 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; and
2. 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. Planned Development Permit

Except as noted herein, all construction projects in the North Business Park Specific Plan area shall file an application for a Planned Development Permit pursuant to Chapter 9.25 of Article 9 and shall be subject to the site/design review process set forth in Chapter 9.25. The Planned Development Permit process is intended to protect the integrity and character of the residential, commercial, and industrial areas of the City through the application of the provisions in Chapter 9.25, consistent with the objectives, policies, land uses, and programs of the Westlake Village General Plan.

A Planned Development Permit shall be required under the following circumstances for property within the North Business Park Specific Plan area:

1. For a new structure.
2. For enlargements of 1,000 square feet or more or significant exterior alterations of an existing structure.
3. For any change in use of a structure or a parcel of land for which a planned development permit has never been issued.
4. For temporary structures, in conjunction with existing, permanent facilities and occupying the same lot or parcel as said permanent facilities.

A change of use that is similar in nature to a previously permitted use, or an exterior alteration that maintains the same architectural character or theme, and minor additions not to exceed 1,000 square feet that maintain the same architectural character or theme may be allowed through the issuance of a zone clearance, subject to the approval of the Planning Director and the City Manager.

D. Design Review

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. The Design Guidelines in Chapter 5 of this Specific Plan shall apply, as well as Chapter 9.15 (Design Standards) and Chapter 9.16 (Landscape Design Standards) of the Zoning Code.

E. Signage

Signage in the North Business Park shall meet the permit, processing, and regulations for signs contained in Chapter 9.18 (Signs) of the Zoning Code. In multi-tenant developments, no sign shall be displayed at a commercial, industrial, or public/institutional complex until the property owner has received City Council approval of a sign program for the complex that meets the sign allotment regulations for a multi-unit complex per Chapter 9.18 (Signs).

F. Application of the CEQA Process

The Environmental Impact Report (EIR) for the North Business Park Specific Plan provides the required environmental documentation per §15168 of the California Environmental Quality Act (CEQA) Guidelines to evaluate the Specific Plan. The EIR is structured as a program-level EIR covering the entire Specific Plan area. Hence, future individual development projects proposed within the Specific Plan area must be examined in light of the Final Program EIR to determine whether additional environmental documentation must be prepared. If the development project is found to have no new impacts and no more intense impacts than those disclosed in the Final EIR, the project may be approved using the Final EIR. Otherwise, subsequent environmental documentation may be necessary.

1. Specific Plan Buildout

The development capacity of the Specific Plan area (or planning area) is based upon assumed levels of development for the different land use districts. The City does not expect that all properties within each district of the planning area would be redeveloped at the maximum densities and intensities as allowed by the Specific Plan. For this reason, the Specific Plan and Program EIR differentiate between “theoretical buildout” and “evaluated maximum buildout” of the Specific Plan.

Theoretical Buildout

Theoretical buildout of the Specific Plan would occur if all parcels within the planning area are developed to the maximum densities and intensities using the maximum floor area ratios and highest residential or commercial densities allowed under the proposed Specific Plan. The theoretical buildout is useful to articulate on a parcel-by-parcel basis, because it is likely that some property owners will try to build out to the maximum capacity, but it is highly unlikely that all properties within the Specific Plan area would develop in this manner.

Site constraints (e.g., lot shape, slope, easements, and access), development standards (e.g., required setbacks, lot coverage, height limits, and landscaping and parking requirements), and design considerations would generally prevent development at maximum density/intensity on every lot. Additionally, some properties are not

currently developed to the maximum allowed under the General Plan and Zoning Code and may not be redeveloped. For one, the Specific Plan assumes that a number of existing developments at the southern portion of the planning area would be preserved or maintained in their current state, along with some business parks in the Focus Area. It would not be realistic to assume the complete redevelopment of existing properties, especially for relatively new developments that might only gain an incremental increase in site density

Because the City does not expect the theoretical buildout potential to be achieved at any time due to various factors, including physical constraints, policy constraints, and economic realities, an assessment of the theoretical buildout of the planning area is not useful. Thus, the Program EIR does not evaluate the environmental impacts of theoretical buildout. Instead, it evaluates the impacts of the evaluated maximum buildout of the planning area, as set forth in the Specific Plan.

Evaluated Maximum Buildout

Because the planning area is developed, the evaluated maximum buildout represents new development that would replace existing land uses and introduce new residential and commercial land uses. The North Business Park Specific Plan sets forth policies that are intended to preserve existing developments at the southern portion of the planning area, with redevelopment of existing land uses in the northern portion (Focus Area). A number of business parks in the Focus Area are considered stable and expected to remain at current intensity and activity levels. Because the land uses that are expected to remain are not developed at maximum densities and intensities, theoretical buildout would not likely occur.

To account for a more realistic future development scenario, the Economic Analysis for the Specific Plan includes several assumptions for determining an appropriate maximum buildout for the planning area. The analysis accounts for employment and demographic trends, real estate development trends, market and fiscal assumptions, and pro forma analyses.

As indicated earlier, existing land uses on the southern portion are expected to remain in place; no additional development is anticipated in this area. Future development in the Focus Area assumes that new dwelling units would be developed as part of mixed-use developments or on specific parcels in mixed-use districts at a maximum allowable density of 35 units per acre. However, physical conditions and Specific Plan requirements for on-site improvements would generally limit the ability of parcels in the mixed-use districts to achieve maximum densities. Also, the projected resident population assumes an average of 2.25 persons per household, which is lower than the Citywide average of 2.54 persons per household. This smaller household size takes into account the type (e.g., attached multi-family units and condominiums) and smaller size of dwelling units anticipated to be developed in the Focus Area compared to the City's predominantly single-family detached units.

For the mixed-use districts, the assumed ratio of residential to non-residential development is 60 to 40%, with approximately 60% of the total area developed with residential uses and approximately 40% of the total area developed with non-residential uses. Non-residential development would have maximum allowable intensities (i.e., floor area ratios [FAR]) of 0.5 but the maximum buildout projections represent a smaller developable land area for each district and a lower FAR, given current development intensities.

With these assumptions, the evaluated maximum buildout in the Focus Area of the Specific Plan includes:

- 607 new dwelling units¹
- 6,780 square feet of restaurant uses
- 425,790 square feet of office uses
- 215,045 square feet of specialty retail uses
- 840,601 square feet of flex space/business park uses
- 59,240 square feet of other service uses
- 83,936 square feet of school-related ancillary uses

2. Monitoring and Implementing Maximum Buildout

To ensure that development does not exceed the maximum buildout evaluated in the Program EIR², the City would monitor and track development within the Mixed Use Corsa and Mixed Use Lindero zoning districts on a first come/first served basis. If a property owner or the market warrants development substantially different from or in excess of what is assumed in the evaluated maximum buildout identified in Table 3-1, additional environmental review under the California Environmental Quality Act (CEQA) and an amendment to the provisions of Chapter 4 of the Specific Plan will be required prior to the City's approval of a site-specific project. This would include any future development project that would result in additional residential units or non-residential development that was not previously analyzed and disclosed in the EIR.

¹ To provide the most conservative analysis of environmental impacts, this analysis accounts for the potential use of the State Density Bonus Law (§65915 of the Government Code), which allows for a minimum 20% increase in project densities, and other incentives or concessions, for the provision of lower income housing units. The number of residential units analyzed in the Environmental Impact Report is 607 dwelling units permitted by Specific Plan, plus the State's minimum density bonus of 20% for the provision of lower income housing unit, which results in 121 additional units; a total of 728 units.

² Note that the maximum buildout for the Specific Plan is analyzed as Alternative 5 (Reduced Residential Development Capacity Alternative) in the Final EIR. Other representations of "maximum buildout" in the Draft EIR and Final EIR include totals from a prior version of the Specific Plan, which would have allowed for more residential units.

Table 3-1: General Building Entitlements - Evaluated Maximum Buildout

Specific Plan Zoning Districts	Maximum Non-Residential (square feet)	Maximum Residential (dwelling units)
Mixed Use Corsa	86,780	145
Mixed Use Lindero	115,790	462
Office District	230,000	0
La Baya District (North)	363,440	0
La Baya District (South)	174,815	0
Mixed Use Cedarvalley	288,961	0
Business Park (West)	242,047	0
Business Park (East)	129,559	0

Notes:

- 1 Minor reallocation of allowable building square footage and number of dwelling units may be permitted between zoning districts provided that total allowable building square footage and number of dwelling units is not increased.
- 2 The Business Park zoning district is regulated by Chapter 9.10 of the Westlake Village Municipal Code.

In addition, to avoid any new significant traffic-related impacts, future development projects within each district would be required to show that they would not exceed the projected AM/PM peak hour in/out volumes for each district, even for an interim period of time. This trip generation is presented in Table 3-2. As part of its development monitoring and tracking efforts, the City would require daily and peak hour trip generation estimates from each new development. If proposed development exceeds the traffic caps for its district, as provided in Table 3-2, the project applicant would have to prepare a detailed traffic study analyzing the existing traffic conditions, the impacts of the proposed development project on the surrounding roadway network, and mitigation measures necessary to mitigate impacts that exceed applicable City standards.

Table 3-2: Specific Plan Trip Generation

Specific Plan Zoning Districts	Daily Trip Ends ¹ Volumes ²	AM Peak Hour Volumes			PM Peak Hour Volumes		
		In	Out	Total	In	Out	Total
Mixed Use Corsa	1,852	93	43	136	74	110	184
Mixed Use Lindero	3,507	156	135	291	139	187	326
Office District	2,240	230	37	267	42	223	265
La Baya District (North)	6,814	370	89	459	258	431	689
La Baya District (South)	6,203	96	58	154	301	325	626
Mixed Use Cedarvalley	2,551	244	43	287	67	191	258
Business Park (West)	3,011	288	51	339	79	226	305
Business Park (East)	1,612	154	27	181	42	121	163
Total	27,790	1,631	483	2,114	1,002	1,814	2,816

Notes

- 1 Trips are one-way traffic movements, entering or leaving.
- 2 Minor reallocation of traffic volumes may be permitted between zoning districts provided that total allowable volumes for the Specific Plan area are not increased.

3. Scope and Future Use of Program EIR

The Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the North Business Park Specific Plan, including all discretionary approvals requested or required to implement the Specific Plan. Thus, development substantially different from or in excess of the evaluated maximum buildout of the planning area may require subsequent environmental review.

Pursuant to §15168 of the CEQA Guidelines, future development under the proposed Specific Plan must be examined in the light of the Final Program EIR to determine whether additional environmental documentation must be prepared. Each future development project must be analyzed by the City to determine if the activity is within the scope of the Final Program EIR. Because these later activities may have been previously analyzed in the Program EIR, each subsequent development project is analyzed to determine if it would result in: 1) no substantial change to the anticipated impacts discussed in the previous analysis; 2) a more severe impact; or 3) a new significant impact. This would include review of future development projects' compliance with the maximum dwelling unit and/or non-residential floor area buildout and the trip generation caps for each land use district.

Based on the results of the analysis for each development proposal or project, the City would determine which of the following actions is applicable to the future development:

1. The future development is a component of and consistent with the North Business Park Specific Plan and has been previously analyzed as a part of the Final Program EIR and the findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines §15168).
2. The future development is a component of the North Business Park Specific Plan and has been previously analyzed as a part of the Final Program EIR and the findings certified pursuant to the CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Final Program EIR is required (CEQA Guidelines §15164).
3. The future development is not a component of the North Business Park Specific Plan; has not been previously analyzed as part of the Final Program EIR; represents a substantial change to the Specific Plan or the circumstances under which the project is undertaken; or information of substantial importance has become known, in which case an Initial Study and additional environmental review under CEQA would be required (CEQA Guidelines §15162), unless the later activity is determined to be exempt under CEQA.

If the City determines that additional CEQA documentation is required, such documentation would be prepared consistent with the requirements in §§15160-15179 of the CEQA Guidelines.

4. Mitigation Reporting and Monitoring Program

Pursuant to §21081.6 of the California Environmental Quality Act (*California Public Resources Code*) and §15097 of the CEQA Guidelines (*California Code of Regulations*), public agencies are required to adopt a monitoring and reporting program to assure that the mitigation measures identified in the Final Environmental Impact Report (FEIR) for a project are implemented.

The Mitigation Reporting and Monitoring Program (MMRP) is a component of the FEIR and is intended to provide reasonable assurance that each future development project that proceeds pursuant to the North Business Park Specific Plan shall be in force and effect at all times during implementation of the development projects contemplated within the North Business Park Specific Plan. A MMRP Checklist is included in the Final EIR for the North Business Park Specific Plan. The City shall use the MMRP to identify the mitigation measures in the Final EIR that are applicable to a proposed development as part of project approval.

The applicant for each development project shall prepare and submit to the City written status reports demonstrating good faith compliance with those conditions of project approval that have been identified as applicable mitigation measures. These reports shall be submitted to the Planning Director semi-annually during project construction. The Planning Director shall specify more frequent reporting intervals when warranted based upon any of the following situations:

1. The project is in an active development phase, or
2. Seasonal environmental conditions require more frequent reporting, or
3. Specific project activities, such as grading or oak tree removal and relocation, require more frequent reporting, or
4. The Planning Director has reason to believe there is threatened or actual non-compliance with mitigation measures, or
5. The City Council, in the exercise of its judgment, determines that more frequent reporting is necessary or desirable.

The Planning Director or his or her designee shall independently review and take reasonable steps to verify the applicant's efforts to comply with identified mitigation measures. Such actions shall include, at a minimum, arranging and conducting site inspections by public officials with jurisdiction over the mitigation measure and/or impact, preparation of written reports or memoranda as needed to document mitigation measure compliance, and preparing periodic compliance reports to the City Council. In addition, several of the measures identified in the MMRP include

separate monitoring and reporting processes, which must be implemented as written in the MMRP. In the event the City determines, based upon substantial evidence, that there has been non-compliance with any adopted mitigation measure, it shall notify the applicant of the situation and direct that immediate steps be taken to cure the non-compliance. In the event the applicant fails to comply with such notice, the City shall take all available legal steps to compel the applicant to comply with the adopted mitigation measures, including, but not limited to, actions to enforce building code provisions, actions to revoke or suspend permits, and referral of the matter to the Attorney General and District Attorney, if appropriate.

G. Specific Plan Amendments

As with any land use document, future amendments may be necessary and appropriate either to modify a policy or regulation of the North Business Park Specific Plan or to clarify its language or exhibits. The City Council has the authority to amend the Specific Plan subject to the following findings:

1. Amendments to the Specific Plan are consistent with the goals, policies, and programs of the General Plan; and
2. Approval of the amendment 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.

The procedures for an amendment to this Specific Plan shall be by ordinance or resolution, as specified by State of California Government Code §65453(a), through a public hearing before the City Council and pursuant to the Westlake Village Municipal Code.

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Zoning, Development and Design Standards

A. Introduction

This chapter establishes zoning districts for the North Business Park Specific Plan and sets forth use regulations, development standards, and design standards for new construction. This chapter also provides objective multi-family residential design standards to serve as minimum requirements for multi-family residential development, as well as for mixed-use development that contains residential uses.

The requirements of this chapter, in conjunction with the Illustrative Design Principles in Chapter 5 and sidewalk and streetscape improvements in Chapters 6 and 7, are intended to provide development and design criteria that reinforce the desired character for the North Business Park Specific Plan area. These standards balance the need for creating a desirable place with the need for flexibility of the types, scales, and intensities of uses to meet changing market conditions.

The intent of the mixed-use approach to several of the Specific Plan zoning districts is to provide for a combination of land uses within the boundaries of the Specific Plan area, not necessarily a combination of uses on individual lots. A combination of uses may not be feasible or appropriate on an individual lot based upon the unique characteristics of the lot, including the lot's size, shape, location, existing development on the lot, and/or the lot's surrounding uses and development. When feasible on individual lots, a mixed development may integrate uses vertically within the same structure, or horizontally, with uses side by side on the same parcel.

The permitted uses in each of the Specific Plan zoning districts vary in composition and intensity based on location, anticipated trip generation, and surrounding context. The zoning districts provide for moderate intensification of commercial uses, a reduction of office-type uses, and the addition of higher density housing at appropriate locations within the Specific Plan area to capitalize on the demand for more housing choices in the community. Also, the addition of residents in the area will help stimulate demand for ancillary retail, restaurants and cafes, and personal services in the Specific Plan area, as well as support new and existing employment uses.

All new development within the North Business Park shall be designed to promote the ideals of a mixed-use environment, with high quality amenities, and, when feasible, shared access and parking with adjacent development. Property owners are encouraged to consolidate properties and to work together to create unified development. New development shall be constructed in a manner that provides interaction with adjacent uses and emphasizes the pedestrian environment.

B. Zoning

The North Business Park Specific Plan establishes zoning for parcels within the Specific Plan boundary as follows and as identified in Figure 4-1:

- Mixed Use Corsa
- Mixed Use Lindero
- La Baya District
- Office
- Mixed Use Cedarvalley
- Business Park (BP)
- Public/Institutional (PI)
- Commercial Planned Development (CPD)

The Specific Plan zoning districts are intended to facilitate revitalization of the North Business Park into a high-quality, mixed-use environment by permitting a combination of business park, commercial, office, service, and residential uses within the Specific Plan area. The Specific Plan allows for a broader range of uses to provide flexibility for change over the long-term to avoid furthering obsolete uses and underutilized sites within the business park.

The Commercial Planned Development (CPD), Business Park (BP), and Public/Institutional (PI) zones are existing zoning designations within Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations). Refer to the appropriate chapters of Article 9 for regulations that apply to these zones.

The Mixed Use Corsa, Mixed Use Lindero, Mixed Use Cedarvalley, Office, and La Baya Districts are regulated within this chapter, and their intended character is described below.

Mixed Use Corsa. The Mixed Use Corsa zoning district provides opportunities for residential, office, and restaurant uses in a pedestrian-oriented environment. Ancillary personal services and business support services are also permitted. Such development is intended to facilitate the grouping of innovative housing options with employment opportunities and community amenities, such as a richly landscaped environment and public gathering spaces. This zoning district is intended to contain a mixture of residential and office uses and is not intended to become entirely residential or solely commercial in nature. The Mixed Use Corsa zoning district fosters pedestrian-oriented activity by providing a mix of uses in a compact and walkable area and encouraging large areas of open space in a plaza or village green setting. Attached residential uses are permitted within a horizontal or vertical mixed-use setting.

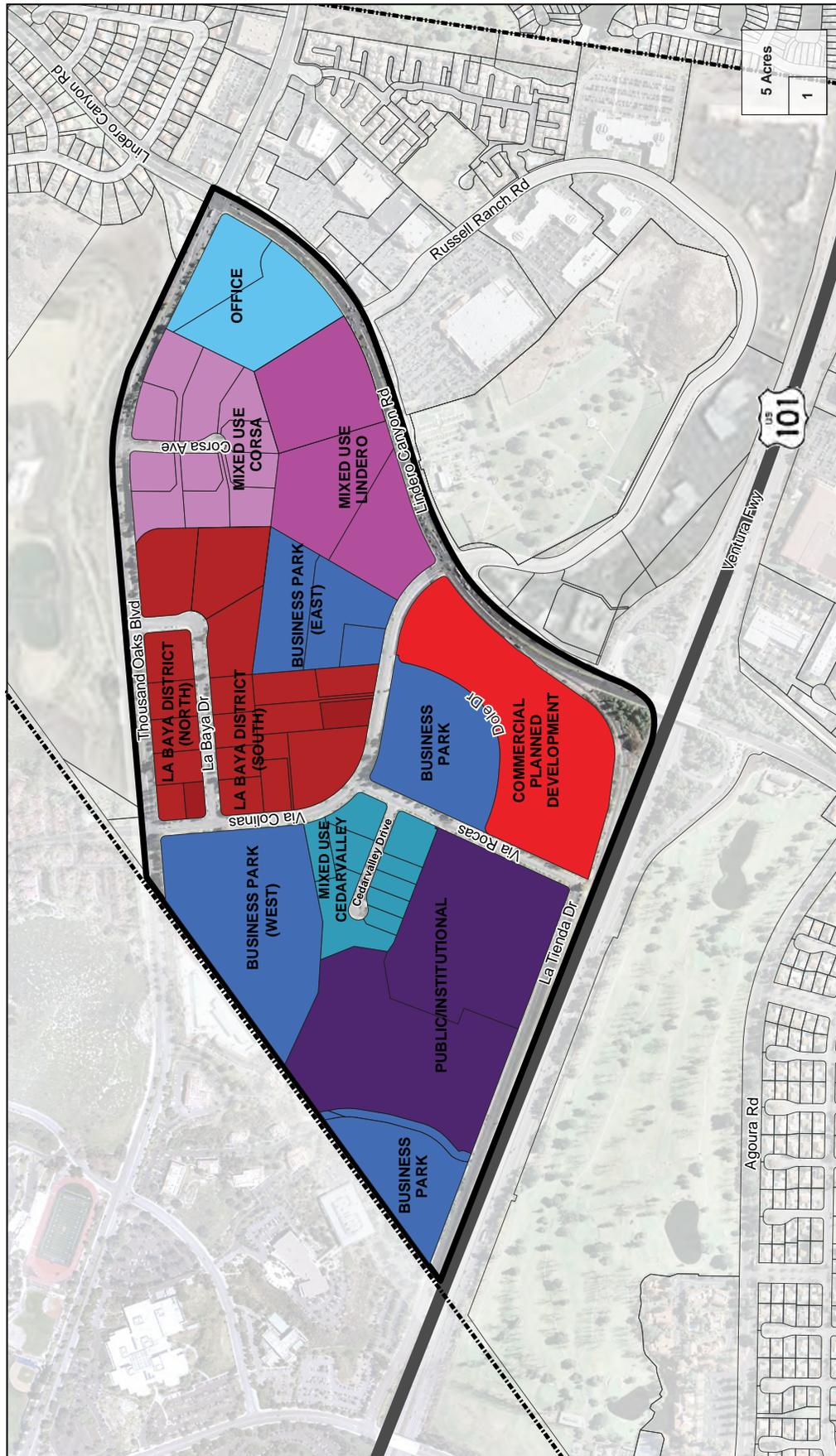
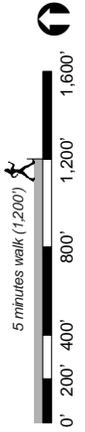


Figure 4-1:
Specific Plan Zoning

NORTH BUSINESS PARK SPECIFIC PLAN



- | | | | |
|---|----------------------------|---|--------------------------------------|
|  | Specific Plan Area |  | Office District |
|  | City Boundary |  | Mixed Use Cedarvalley District |
|  | Mixed Use Corsa District |  | Business Park (BP) |
|  | Mixed Use Lindero District |  | Public/Institutional (PI) |
|  | La Baya District |  | Commercial Planned Development (CPD) |

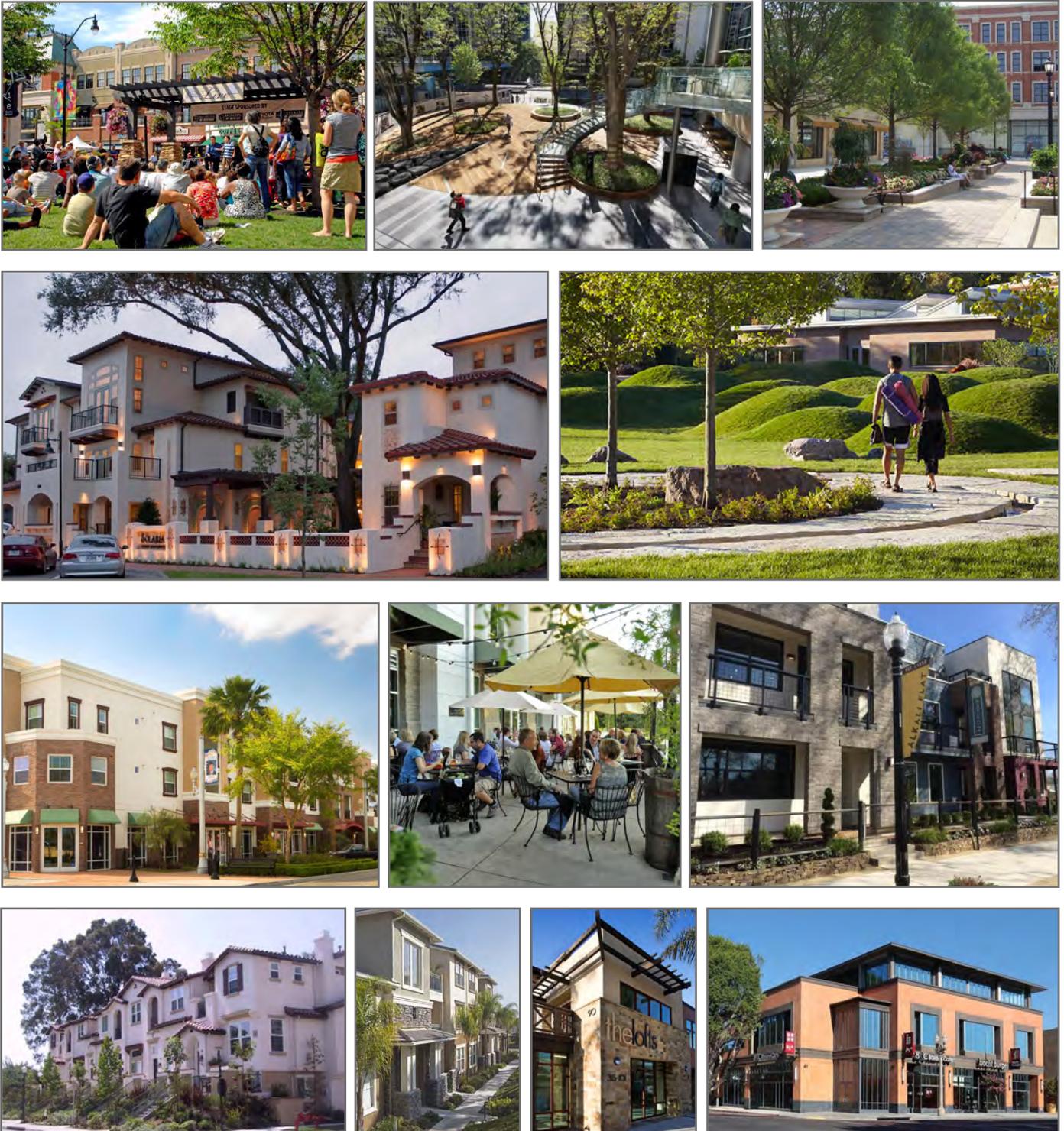
The topography of this district is striking, with outstanding views of the City and the Santa Monica Mountains to the south. The views from this district are an important asset that should be captured. Public open spaces, outdoor dining, and residential uses should be located on the southern portion 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. New residential uses will be able to take advantage of the proximity to the Westlake Village Community Park located directly north across Thousand Oaks Boulevard.

Mixed Use Lindero. The Mixed Use Lindero zoning district is intended to provide for attached residential uses at a moderately higher density, and encourage large areas of open space in the form of a plaza or promenade for community gathering space. This district also allows for office uses to maintain this area as a major employment center. The accessibility of residential units along Lindero Canyon Road is beneficial with adjacent office uses to maintain a jobs-housing balance.

Office. The Office zoning district provides opportunities for increased general office uses and is located at the southwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, a prime intersection in the City for professional and corporate office uses. It is also the location of the Guitar Center corporate headquarters. The Office District is intended to continue to be a major employment center to support the residential uses in the Specific Plan area.

Mixed Use Cedarvalley. The intent of the Mixed Use Cedarvalley zoning district is to provide for existing office and business park activities, as well as to accommodate the transition of several buildings to ministry and educational support uses, including student housing, administrative offices, and classrooms, as part of the Oaks Christian School and Calvary Community Church campus. Parking for these uses will be provided on the Oaks Christian School/Calvary Community Church campus, and pedestrian connections will be made to the adjacent campus.

Near the conclusion of preparation of this Specific Plan, the City received expressions of interest in redevelopment of two Mixed Use Cedarvalley zoning district parcels from an existing light industrial use to a senior housing use. It is a goal of the City to increase housing supply for special needs groups, including seniors, who require housing types not readily available within the greater Westlake Village community. Senior housing is a unique housing type, with significantly less impact related to trips generated and overall traffic resulting from this use. In addition, other areas of the North Business Park are intended to transition to residential uses over the long term, creating a neighborhood environment within the North Business Park. Thus, in the event a complete application is filed for a senior housing project, the City will duly consider a senior housing use in the Mixed Use Cedarvalley zoning district. Such consideration will include a California Environmental Quality Act review for the project; will evaluate a General Plan amendment for the project (such as imposition of a Special Needs



The Mixed Use Corsa and Mixed Use Lindero districts could accommodate a variety of uses such as office, residential, restaurants, and support services. Moderate intensification of these districts will continue to allow for high quality office uses, while also allowing for a transition to higher density residential and mixed-use development. Such development is intended to facilitate the grouping of innovative housing options with employment uses, public gathering spaces, and community amenities.

Housing Overlay or a Senior Needs Housing Overlay land use designation); and will evaluate an amendment of this Specific Plan to establish appropriate development standards to ensure compatibility with other existing and potential projects within the North Business Park Specific Plan area.

La Baya District. Building upon what is already occurring in this area, the La Baya District zoning designation provides for the existing and future expansion of commercial, retail, and service uses in a walkable “main street” environment along La Baya Drive. There are opportunities to reconvert underutilized buildings into restaurants and cafes, specialty food or neighborhood grocery stores, service uses, design and home improvement retail spaces, and other types of retail spaces. The La Baya zoning district allows for a broad range of uses to transition over time to a walkable retailing, dining, and service use destination.

C. Land Use Provisions

This section includes land use provisions for all properties within the Specific Plan Zoning Districts. All uses are subject to all applicable development standards, state law, and any other applicable requirements that are beyond the scope of this Chapter.

The Commercial Planned Development (CPD), Business Park (BP), and Public/Institutional (PI) zones are zoning designations within Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations). Refer to the appropriate chapters of Article 9 for use regulations that apply to these zones:

Any use that is not specifically prohibited within in this section, but is deemed by the Director to be of such a nature as to be detrimental to neighboring properties by reason of emission of odor, excessive noise, or any other factor that is adverse to their comfort, peace, enjoyment, health, or safety shall also be prohibited.

1. **Permitted and Conditionally Permitted Uses.** Table 4-1 identifies the permitted and conditionally permitted uses in the Specific Plan Districts. Permitted uses shall be subject to the issuance of a Planned Development Permit or a zoning clearance, as described in Chapter 3 and provided for in Chapter 9.25 the Westlake Village Municipal Code. Conditionally permitted uses shall be subject to the approval of a Conditional Use Permit pursuant to the provisions of Chapter 9.26 of the Westlake Village Municipal Code. If a use is not specifically listed in Table 4-1, that use is prohibited. However, the Planning Director or designee shall have the authority to determine whether the proposed use is permitted based on the finding that the use is similar to and no more detrimental than a particular use permitted in the zoning district.

Table 4-1: Use Regulations for Specific Plan Zoning Districts

Land Use Types	Mixed Use Corsa	Mixed Use Lindero	La Baya District	Office District	Mixed Use Cedarvalley	Additional Regulations
Residential Uses						
Accessory buildings and structures, to a lawfully established multi-family dwelling including recreation rooms	P ¹	P	–	–	P	WVMC Chapter 9.14
Home occupations, accessory to dwelling	P	P	–	–	–	WVMC Chapter 9.28
Live-work units	C	C	–	–	–	Section E of this chapter
Multi-family dwellings ²	P	P	–	–	–	Section E of this chapter
Residential care facility that serves six (6) or fewer persons, accessory to dwelling	P	P	–	–	–	–
Small family day care homes, accessory to dwelling	P	P	–	–	–	–
Student housing, accessory to Oaks Christian School	–	–	–	–	P	–
Non-Residential Uses						
Amateur radio antennae	C	C	C	C	C	WVMC Chapter 9.15
Animal-related uses, including kennels, small animal hospitals, grooming, and veterinarian services	–	–	C	–	–	–
Indoor entertainment facilities, such as theatres, sports facilities including gymnasiums, fitness training centers, and health clubs, nightclubs, billiard parlors, and amusement facilities	C	–	C	–	–	–
Clubs, lodges, and halls	C	C	C	C	C	–
Bars, breweries, cocktail lounges, and wine tasting rooms, including accessory entertainment	C	–	C	–	–	–
Business and communication services ³	C	C	C	P	P	–
Churches	C	C	C	C	C	–
Consumer repair services, including the repair of personal apparel, household appliances, furniture and similar items, but excluding the repair of motor vehicles	–	–	P	–	–	–
Day care facilities	C	C	C	C	C	–
Emergency shelters	C	C	C	C	C	WVMC Section 9.10.050
Farmers' market	C	–	–	–	–	–
Hotels and motels	C	C	C	C	C	–

1 P = Permitted; C = Conditionally Permitted; – = Not Permitted

2 The maximum number of residential units permitted in the Mixed Use Corsa zoning district is 145, and the maximum number of residential units permitted in the Mixed Use Lindero zoning district is 462. Minor reallocation of allowable dwelling units may be permitted between zoning districts, providing that the total maximum dwellings units, which is 607, is not exceeded, with the exception of additional density bonus affordable housing units that may be required by the State Density Bonus Law (California Government Code, §65915).

3 Includes the provision, primarily to firms rather than to individuals, of services of a clerical, goods brokerage, communication, or minor processing nature, including multi-copy and blueprinting services; but excludes the printing of books, other than pamphlets and small reports for other firms, and the storage of goods, other than small samples, for sale.

Land Use Types	Mixed Use Corsa	Mixed Use Lindero	La Baya District	Office District	Mixed Use Cedarvalley	Additional Regulations
Instructional studios/facilities	C	C	P	C	C	–
Laboratories, when not acting as an accessory use to a primary use.	–	–	–	C	–	–
Medical services ⁴	P	P	P	P	P	–
Parking lot or parking structure (stand alone)	C	C	C	C	C	–
Personal and convenience services ⁵	P	P	P	P	P	–
Offices, including professional, medical, financial, administrative, public service, and general business offices and accessory uses	P	P	C	P	P	–
Public service and utility structures and facilities	C	C	C	C	C	–
Restaurants (sit down and take-out, no drive-thru lanes)	P	P	P	P	P	–
Retail sales:						
a) Food sales - Includes the retail sale of food and beverages for home and/or on-premises consumption	C	--	P	--	--	–
b) General retail services - Includes the retail sale or rental of goods primarily for personal or household use, including home improvement sales under 20,000 square feet. Excludes the sale or rental of motor vehicles.	--	--	P	--	--	–
c) Home improvement sales and service over 20,000 square feet - Includes hardware, building materials, paint, fixtures	--	--	C	--	--	–
d) Retail sales and commercial services in conjunction with and incidental to an office or business park use	P	P	P	P	P	–
Sale of alcoholic beverages for on- or off-site consumption.	C	C	C	C	--	–
Satellite earth station antennae exceeding two (2) meters in diameter and wireless telecommunications antenna facilities	C	C	C	C	C	WVMC Chapter 9.15
Schools	C	C	C	C	C	–
Temporary uses, subject to the issuance of a temporary use permit	P	P	P	P	P	WVMC Chapter 9.29

⁴ Includes the provision of therapeutic, preventive or corrective personal treatment services by physicians, dentists, and other practitioners, as well as the provisions of medical testing and analysis services, but excludes hospitals.

⁵ Includes the provision of barber and beauty care, self-service laundromats, community-serving retail laundry or community serving dry cleaning establishments, and similar services provided that the building is so constructed and the equipment is so installed and maintained and the activity is so conducted that all noise, vibration, dust, odor, and all other objectionable factors will be confined or reduced to the extent that no annoyance or injury will result to persons or property in the immediate vicinity.

2. **Prohibited Uses.** The following new uses are expressly prohibited in the Specific Plan area:
 - a. Adult entertainment
 - b. Commercial cannabis land uses and activities
 - c. Drive-through lanes
 - d. Free-standing fast food restaurants
 - e. Service stations
 - f. Motor vehicle repair and washing facilities
 - g. Outdoor storage
3. **Maximum Permitted Residential Units.** The maximum number of residential units permitted in the Mixed Use Corsa zoning district is 145, and the maximum number of residential units permitted in the Mixed Use Lindero zoning district is 462. Minor reallocation of the allowable dwelling units may be permitted between zoning districts providing that the total maximum dwellings units, which is 607, is not exceeded, with the exception of additional density bonus affordable housing units that may be required by the State Density Bonus Law (*California Government Code*, §65915).
4. **Affordable Housing.** Site #4 (APNs 2054-029-035, 2054-029-050, and 2054-029-051) shall require a minimum density of 20 units per acre and a maximum density of 32 units per acre. The site will allow 100% residential development, and if mixed-use development is proposed for the site, a minimum of 50% of the square footage will be dedicated to residential uses. Owner and rental multi-family uses will be allowed by-right when 20% or more of the units in the development accommodate housing affordable to lower-income households. For such projects, no conditional use permit, planned unit development permit, or other discretionary review or approval that would constitute a “project” with regard to CEQA will be required.

D. Development and Design Standards

The Development and Design Standards regulate land use and the physical form of development for all parcels identified in Figure 4-1. The Development and Design Standards seek to guide private development efforts and on-site improvements so as the North Business Park redevelops, it does so in a way that is physically predictable, and is consistent with the goals and policies of the General Plan. These standards shall be used in conjunction with Chapters 6 and 7 of this Specific Plan, which set forth the sidewalk and streetscape improvements. Multi-family residential projects shall conform to additional standards set forth in Section E. The purpose of this section is to clearly set forth each regulatory tool necessary for the successful realization of the physical vision for the North Business Park.

One of the overarching goals for North Business Park is that as reinvestment and redevelopment occur with a mix of complementary uses, the environment becomes

more active with people using the outdoor space both passively and actively. While the North Business Park is intended to have a more urban land use intensity than the low-intensity character of the majority of the City, building design should be compatible with the City’s established suburban character and environmental setting. The standards address design considerations for achieving pedestrian and human-scaled development in a “village” character consistent with the objectives of the General Plan. The standards below are specifically tailored to foster such an environment in ways that are contextually appropriate for Westlake Village. Chapter 5, Illustrative Design Principles, should be used as reference and guidance to achieve the intent and character of private and public realm design.

1. Development Intensity

The intensity of non-residential development is regulated by Floor Area Ratio (FAR). FAR is the measurement of a building’s floor area in relation to the size of the lot/parcel that the building is located on. FAR and lot coverage are ways to calculate the bulk or mass of building volume on a development site. The intensity of residential development is regulated by the number of dwelling units per acre (du/acre). Multi-family residential development is permitted in the Mixed Use Corsa and Mixed Use Lindero zoning districts.

1. The maximum development intensity shall be as identified in Table 4-2.
2. The square footage devoted to parking structures shall not apply to calculations of floor area ratio.
3. Residential density in a mixed-use project shall be calculated as the number of dwellings divided by the portion of the project area in acres devoted to such use, including when such use is part of a vertical mixed-use development.
4. The maximum number of residential units permitted in the Mixed Use Corsa zoning district is 145, and the maximum number of residential units permitted in the Mixed Use Lindero zoning district is 462. Minor reallocation of the allowable dwelling units may be permitted between zoning districts providing that the total maximum dwellings units, which is 607, is not exceeded, with the exception of additional density bonus affordable housing units that may be required by the State Density Bonus Law (*California Government Code, §65915*).

Table 4-2: Development Intensity

Development Standard	Development Intensity
Maximum Floor Area Ratio (FAR)	0.50
Maximum Residential Density in the Mixed Use Corsa District	20 du/acre
Maximum Residential Density in the Mixed Use Lindero District	32 du/acre
Maximum Lot Coverage	40%

2. Building Placement

Because buildings frame the public realm, it is crucial that they are appropriately positioned to define or enhance public spaces. Along La Baya Drive, where the desired character is a pedestrian-friendly “main street” environment, the goal is to provide continuous and simple street walls with active sidewalks, welcoming and open storefronts, and pleasant forecourts and parking areas. In the Mixed Use Corsa and Mixed Use Lindero Districts, large areas of open space that capture the views of the Santa Monica Mountains, and generous landscaped buffers from the street are contextually appropriate for the topography and feel of this area. In both cases, building entrances should open out to streets, sidewalks, and other pathways to have a strong relationship with the public realm, provide visual interest, and encourage pedestrian activity. All buildings should be sited and oriented to allow for well designed, active spaces, whether private common outdoor space or public realm space.

Setbacks

1. The minimum landscaped setback from an abutting public-right-of-way (streets in the Specific Plan area) shall be as identified in Table 4-3.
2. The minimum landscaped setback from an abutting property line (interior side or rear yard) shall be 10 feet, except as stipulated in 3. and 4. (below). 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.
3. In the Mixed Use Corsa District, where the property abuts another, the interior yard setback shall be 30 feet.
4. In the Mixed Use Lindero District, where the property abuts another, the interior yard setback shall be 50 feet to accommodate ample public open space. Where there is a significant change in grade or slope, the interior setback shall be 40 feet minimum from the foot of the slope to accommodate rear circulation and potential shared access driveways within the district..
5. Projections permitted into required yards are regulated in the Chapter 9.14 (Development Standards) of the Westlake Village Municipal Code.
6. In larger projects with multiple buildings, buildings shall be clustered and sited to create usable pedestrian areas and open spaces, such as plazas, patios, and courtyards that can serve as outdoor eating and gathering places.

Table 4-3: Minimum Setbacks from Specific Plan Streets

Street	Minimum Building Setback
Thousand Oaks Boulevard	30 feet from property line
Lindero Canyon Road (in the Office District)	30 feet from property line
Lindero Canyon Road (in the Mixed Use Lindero District)	30 feet from top of slope of berm
Via Colinas (in the Mixed Use Lindero District)	80 feet from property line
Via Colinas (in all other districts)	20 feet from property line
Via Rocas	20 feet from property line
La Tienda Road	100 feet from property line
La Baya Drive	10 feet from property line
Corsa Avenue	10 feet from property line
Cedarvalley Drive	10 feet from property line

Orientation

1. A primary building entry shall face a primary circulation path or be oriented to within 45 degrees of parallel to such path. Direct pedestrian access shall be provided between the public sidewalk and such primary building entry. Avoid developments that are internally focused at the expense of an active public right-of-way environment.
2. Buildings shall be sited and oriented to maximize the following environmental considerations:
 - Maximize the use of sunlight and shade for energy savings, and to avoid blocking solar access to adjacent properties.
 - Protect view corridors and frame views of the ridgelines, mountains, and hillside areas, particularly from outdoor plazas and open space areas.
 - Integrate new development with the natural topography and avoid altering landforms and removing trees.

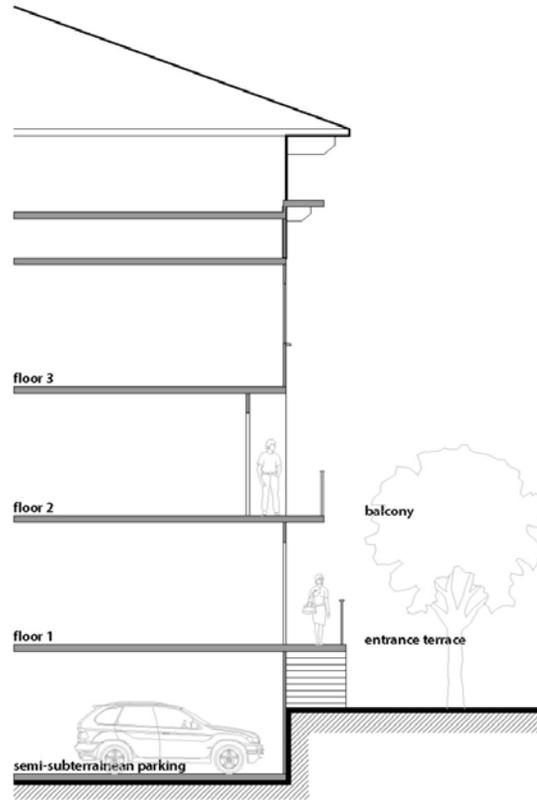
3. Building Height, Massing, and Façade Articulation

The height standards address the height of ground floors above the sidewalk and the maximum number of stories a building may contain. Massing and articulation standards limit façade lengths, with the goal being for large buildings to give the appearance of a collection of smaller ones, simulating a more traditional fine-grained urban pattern. This creates a greater variety in building form and therefore more visual interest.

Building Height

1. The maximum building height in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts is 3 stories and 55 feet (defined as top of roof ridge).
2. The maximum building height in the Mixed Use Cedarvalley, Business Park, and La Baya Districts is 2 stories and 35 feet (defined as top of roof ridge).

3. Refer to Chapter 9.14 (Development Standards) of the Westlake Village Municipal Code for maximum height in the CPD and PI zones.



This illustrates one way a 3-story building can be designed in 55 feet in the Mixed Use Lindero, Mixed Use Corsa, or Office Districts.

Building Modulation

In addition to the Standards listed below, multi-family residential projects are subject to additional requirements set forth in Section E.2 of this Chapter.

1. Buildings greater than 100 feet in length are required to visually differentiate the façade into distinct compositions, each being 60 feet or less. All of the following methods shall be used to meet this requirement:
 - Massing breaks, formed by recessions at least 15 feet wide and 10 feet deep (may occur above ground floor)
 - Differentiated ground floor materials
 - Varying roof heights
 - Windows: different sizes, shapes, muntin patterns
 - The differentiation of horizontal architectural features, like cornices and string courses
 - Porches and balconies in residential developments
 - Any other differentiation that meets the intent of the standard to the satisfaction of the Director

2. Vertical architectural elements and strong building forms such as towers, angled corners, or other architectural features at corner locations, shall be used to provide building focal points and to demarcate important gateways.
3. Architectural details and façade elements that will create a human scale at the street level shall be used, such as awnings, canopies, arbors, and trellises, which also provide shade over public sidewalks and walkways. The appropriate use of other architectural details, including reveals, course lines, decorative cornices, and columns, is also encouraged as a means of creating interest, variety, and distinctive design.
4. The form and scale of multi-family development shall emulate the best characteristics of the existing residential neighborhoods in the City. Massive undifferentiated apartment-type structures shall be avoided. Massing should be articulated via individual units or clusters of units through varied heights and recesses.

Well-articulated buildings create a more welcoming environment than uniform, nondescript structures. Buildings with angled corner elements, towers, or other architectural elements create a focal point.



Building Fenestration

1. To ensure that an environment is interesting to walk through, commercial ground floors shall have frequent doors and clear and ample fenestration. In active mixed-use areas and along La Baya Avenue, large display windows should be used to allow visibility into shops and businesses to animate the street and sidewalk environment. All façades fronting or siding on a street or a public open space shall be articulated by frequent openings. The following

ranges prescribe the required percentage of glass area within any 50-foot increment of façade:

- In the La Baya District, 60% of glass is required within any 50-foot increment of façade.
 - In the Mixed Use Corsa and Mixed Use Lindero Districts, 50% of glass is required within any 50-foot increment of façade for commercial development and mixed-use buildings with commercial on the ground floor.
2. Transparent glass shall be used, and the use of dark-tinted, reflective, and opaque glass is prohibited. Avoid excessive displays, signs, or perforated clings on the windows to leave the interior of the stores visible from the street.
 3. For multi-family residential developments where individual unit entrances front the ground floor, private frontages are required to provide transitional spaces in the form of stoops, overhangs, and porches between public areas and entrances to the units.



For the street to feel safe, windows are necessary, making people feel seen; for a street to be interesting, there needs to be a variety of active uses and façade treatments, frequent doors, and ample ground-floor fenestration.

4. On-Site Open Space

On-site open space is private or shared outdoor space that exists for the enjoyment and use of building tenants, employees, and visitors, and, in larger developments, often the general public. Plazas, courtyards, and pedestrian areas function as “oases” or outdoor rooms in urban areas. Pedestrian walkways are also a form of open space, providing comfortable paths that provide pedestrian access from the street to any buildings (or portions of buildings) that lack direct street frontage. On-site open space also provides buffers between buildings. This section provides standards for the provision of intentional, well-designed open spaces within and around private development. These standards cover dimensions, materials, and other design elements so that these spaces can function well and contribute to the quality of the overall design of the development. See Chapter 7 of this Specific Plan for the envisioned Open Space Framework for the North Business Park.

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..



Common and Private Outdoor Space

1. For multi-family residential development, refer to Section E of this chapter for standards for private outdoor space (common and personal).
2. For commercial development on lots of 1 acre or more, a minimum of 1% in square feet per acre of usable common outdoor space is required. Usable common outdoor space includes plazas, courtyards, forecourts, patios, terraces, recreational areas, green spaces, and parks.
3. The common open space shall be functional for pedestrian use and is required to be on grade or, if above grade such as an upper level or rooftop, open to the sky.
4. All outdoor spaces and associated amenities shall be continually maintained by the property owner.
5. A common outdoor space shall be clearly defined with an articulated edge through a combination of building design, landscaping, specialty paving, and/or lighting.
6. Direct access shall be provided from the street and/or parking areas; secondary access may be provided from offices, stores, restaurants, residences, or other uses within the development.
7. Clearly marked pedestrian connections shall be provided between common outdoor spaces and parking areas, public streets, sidewalks, and buildings.

8. The common outdoor space shall include landscaping, seating, lighting, and other site amenities.
9. In all on-site open space areas, landscape shall be used to soften walls and fences and provide green screens, where appropriate, between residential and nonresidential buildings, as well as buffers in setback areas between buildings. All plants shall be water-conserving, drought-tolerant plants, and shall follow the requirements of Chapter 9.16 (Landscape Standards) of the Westlake Village Municipal Code.
10. On all new building sites, ground water recharging shall be facilitated and stormwater runoff shall be limited. Possible strategies include rain gardens, vegetated bioswales, and pervious paving materials. Decorative water features shall use recirculating water and recycled water where possible.
11. Fences and garden walls within and enclosing on-site open spaces shall comply with Chapter 9.14 (Development Standards) of the Westlake Village Municipal Code.

Public Open Space Along Ridgelines

1. In addition to the open space standards above, this standard applies to four parcels in the Mixed Use Corsa zoning district (APNs 2054029042, 2054029043, 2054029044, 2054029045) and one parcel in the Business Park West zoning 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 a minimum depth of 8 feet (for existing structures), but increased depths may be required depending on layout of buildings and other physical improvements.



The topography of the North Business Park offers beautiful views of the City and the Santa Monica Mountains to the south. The ridgeline linear parks shall be designed to take advantage of the views and provide passive open space for employees, customers, and residents.

2. Each ridgeline linear park shall be designed to take advantage of the views and provide passive open space for employees, visitors, and/or residents. Features of the ridgeline linear parks should include walkways, seating, small terraces, and landscaping to beautify the area.

Walkways, Trails and Pathways

1. All new development shall be designed to enhance pedestrian movement within the project and to adjacent uses to promote a more walkable environment. Pedestrian walkways shall be provided to connect buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas and amenities.
2. Where feasible, use arcades, covered walkways, and trellises to provide shaded and sheltered pedestrian circulation.
3. High quality paving materials such as, but not limited to, stone pavers, decorative concrete pavers, and brick shall be used. The use of asphalt for paving walkways is prohibited.
4. Where pedestrian paths or walkways cross parking areas or driveways, decorative paving or some other method to define the pedestrian space and delineate crossings shall be provided.
5. All buildings shall have a clear path of travel to the main entry that is universally accessible (no vertical or horizontal barriers to wheelchairs). Universally accessible entries shall be provided for all buildings, including residential structures.
6. Consider curvilinear and offset paths, which provide a more inviting and interesting experience and reflect the non-linear nature of the streets in the area.

Pedestrian walkways that are well-defined by landscaping, lighting, and decorative paving should be used throughout new development in the North Business Park. Walkways, paths, and pergolas can provide shade and connections, and define usable space.



Outdoor Lighting

1. Exterior lighting shall be provided for the security and safety of on-site areas such as building entrances, parking, loading, pedestrian walkways, address numbers, and open space areas. Decorative night lighting is required.
2. Light fixtures and their structural support shall be designed to be architecturally compatible with the main buildings on-site.
3. Exterior lighting shall avoid direct glare onto adjoining property, streets, or skyward. Shield all lighting fixtures to confine light spread on-site, and direct to illuminate only the areas and elements intended, such as paths, entryways, and focal elements. In mixed-use zoning districts, appropriately shield all exterior lighting so as not to spill over into or otherwise adversely impact residential uses.
4. Low energy lights, such as LED lights or solar powered lights, shall be used whenever possible.
5. The selected light fixtures shall adhere to the guidelines set forth by the Dark Sky Association to protect the area's view of stars and the needs of nocturnal wildlife.
6. See also Section 9.15.030.B. (Exterior Decorative Illumination) of the Zoning Code. For parking lot lighting, see Section 9.19.080.H. (Lighting) of the Zoning Code for minimum foot candle requirements for parking areas.

5. Outdoor Dining

Outdoor dining (patio and sidewalk dining) adds interest and vibrancy to commercial and mixed-use areas and can contribute to increased pedestrian activity in the North Business Park.

1. Patio dining shall be located within private property adjacent to the streets or public walkways. Outdoor patio dining is allowed within the right-of-way setback where right-of-way setbacks occur.
2. Sidewalk dining shall be located within the public sidewalk rights-of-way, subject to the clear widths available, immediately adjacent to the buildings with the pedestrian path immediately along the curb. Approval of Encroachment Permit is required from the City Engineer for sidewalk dining.
3. For sidewalk dining, a clear pathway shall be maintained for pedestrians, free from all obstructions, of not less than 4 feet depending on the exact sidewalk width. The City Engineer may grant exemption to the minimum requirements based on the particular site conditions.
4. For sidewalk dining, the dining area shall be separated from the remainder of the sidewalk by a temporary physical barrier, such as bollards, planter boxes

or pots, umbrellas, or movable fencing/railing. Use materials compatible in style, color, and finish with the adjacent structure. Removal of all outdoor barriers from the sidewalk shall be required at the close of the business establishment daily.

5. Patio dining spaces adjacent to streets or walkways shall be demarcated by temporary or permanent boundary definers such as railings, fencing, landscaping in planter boxes, low walls, or bollards. Use materials compatible in style, color, and finish with the adjacent structure.
6. The area used for outdoor dining shall not be included in the restaurant's total square footage for the purposes of calculating the parking requirement.
7. Outdoor dining shall comply with all federal and state requirements per the Americans with Disability Act and California Title 24 Accessibility Guidelines.

Outdoor dining adds interest and vibrancy to commercial and mixed-use areas and will contribute to increased pedestrian activity in the North Business Park.



6. Architecture and Detailing

Recognizable and cohesive architectural vocabulary shall be required that reinforces a particular style, creates a sense of place, and adds visual interest to an area. The goal is to complement the architectural styles commonly found in Westlake Village while still encouraging innovation and creativity in design. Architectural styles vary in the community. Natural, high quality materials and earthen colors or tones complement the natural setting and character of the community.

Architectural Style

1. The design shall provide appropriately scaled and proportioned façade elements consistent with the architectural style. The elements of a building façade should relate logically to each other to enhance the architectural characteristics of the building.
2. Architectural styles shall be accurate and appropriate for the building design; the vocabulary shall be clear and match the architectural style. See Chapter 5 for an overview of prevailing styles in Westlake Village.
3. Excessive and overly gratuitous ornamentation that detracts from the visual clarity of the architecture shall be avoided.
4. Buildings shall be designed with 360-degree architecture to create a building that is aesthetically pleasing from all angles.
5. The design shall provide appropriately scaled and proportioned façade elements consistent with the architectural style. The elements of a building façade should relate logically to each other to enhance the architectural characteristics of the building.



Natural, high quality materials and earthen colors complement the natural setting and character of the community.

Materials, Finishes, and Colors

1. High quality materials and finishes shall be used that are suitable to the architectural style, scale, character, and design theme of the building.
2. Buildings shall be treated as a whole and finished appropriately on all sides to provide continuity; avoid piecemeal embellishment and frequent changes in materials.
3. Architectural features shall be designed and proportioned to be an integral part of the building and avoid ornamentation and features that appear “tacked on” or artificially thin; materials appear substantial and integral to the structure when material changes occur at changes in plane.
4. Natural materials shall be used whenever possible; avoid synthetic materials and veneers to simulate wood, masonry, stone, or brick. Natural roofing

materials, such as clay tiles and slate, should be left in their natural color. Avoid the use of materials with glossy surfaces that appear unnatural unless uses are employed in an accessory role.

5. Sustainable, high quality building materials shall be used that have a long life span and are not energy intensive to manufacture, and when feasible, use building products made from recycled materials.
6. The number of materials and colors used on the exterior of an individual building shall be limited so that there is visual simplicity and harmony. Colors consistent with the prominent “earthen” colors of the hills surrounding the Westlake Village community and colors traditional to architectural themes previously approved in Westlake Village are required.
7. The transition between base and accent colors shall relate to changes in building materials or the change of building surface planes; colors should not meet or change without some physical change or definition to the surface plane.
8. Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system. Consider solar panels or tile roof solar panels to capture solar energy for internal use of the project.
9. Section 9.15.030.A. (Exterior Materials and Colors) of the Westlake Village Municipal Code shall also apply.

7. Parking and Parking Facilities

The supply of parking in relation building volume and use can provide necessary convenience for drivers, but if unbalanced and/or contextually insensitive, can also have a negative effect on the urban environment. This is considered in the development of parking requirements for mixed-use areas. The potential for reduced and shared parking is discussed further in Chapter 6 of this Specific Plan. Additionally, development standards ensure that parking is adequately screened and shaded.

Off-Street Parking Requirements

1. Table 4-4 identifies the parking requirements for allowable land uses in the Specific Plan 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.

Table 4-4: Off-Street Parking Requirements

Land Use	Number of Parking Spaces
Business Park	One (1.0) space per 330 square feet of gross floor area ¹
General Office	One (1.0) space per 290 square feet of gross floor area
Retail and Services	One (1.0) space per 250 square feet of gross leasable area
Restaurant	One (1.0) space for each 250 square feet of gross floor area ²
Residential ^{3,4}	Studio and 1 bedroom units: 1.5 spaces per unit 2 and 3+ bedroom units: 2.0 spaces per unit Live-work units: 1.5 spaces per unit Guest parking: 0.25 spaces per unit.

- 1 Business park includes uses such as light industrial, wholesaling, home furnishings, and research and development
- 2 Restaurant uses includes quality restaurants and sit-down restaurants
- 3 Residential uses includes lofts, apartments, townhouses, and live-work units
- 4 All required residential spaces shall not be shared with any other land uses

2. Parking requirements may be reduced after a detailed parking demand analysis and parking management plan have been designed and approved by the Planning Director and the City Engineer. For mixed-use or non-residential development, a parking study shall be required from applicants aiming to reduce their minimum project parking requirement. The study shall propose the use of parking alternatives for non-residential uses, such as valet, on-street parking, and/or shared parking. For instance, residential guest parking might be shared with non-residential uses during the daytime. In addition, close proximity to a transit stop (one-quarter mile) could be used as means to justify the reduction in minimum parking requirements for non-residential uses. It is recommended that a reduction of no more than 25% of the total parking spaces required for non-residential uses be granted. If changes to the uses occur at some future time, an updated parking study will be required to reflect the new uses.

Electric Vehicle Parking Requirements

To facilitate alternative energy modes of transportation and further sustainable practices within the Specific Plan area, property owners shall be required to install electric vehicle charging facilities per the following:

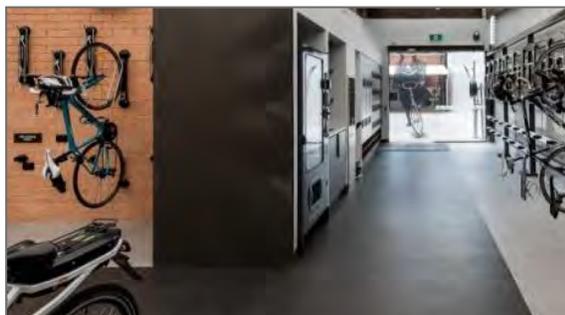
1. Any work to a parking lot, including resurfacing or reconfiguring of spaces within the plan area, will require the applicant to provide electric vehicle charging equipment accessible to all users of the lot at the quantities required by current state or local codes for such a development, whichever is more restrictive.
2. Any expansion of a building greater than 1,000 square feet will require the installation of the number of electric vehicle charging equipment required by state code for such a development, whichever is more restrictive.

3. All charging equipment shall deliver current to each parking space at a rate not below Level 2, 6.6 kw standard.
4. New electric vehicle parking spaces may be counted toward the total parking requirement of a development.

Bicycle Parking Requirements

1. For any building, portion thereof, or addition to, used for non-residential purposes that contains a floor area in excess of 10,000 square feet, bicycle parking spaces shall be provided at the rate of 2 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.
2. For multi-family residential developments without enclosed garages, a minimum of 100 cubic feet of lockable storage areas shall be provided outside each dwelling unit, with a minimum dimension of 30 inches. The design, location, and size of the storage space shall be subject to the approval of the Planning Director.
3. For non-residential development, one long-term bicycle storage space per 5,000 square feet shall be required for buildings of 25,000 square feet or more. The storage space can either be provided in bicycle lockers or within a secured room within said building.
4. All bicycle parking spaces required shall include a stationary parking device that adequately supports the bicycle. In addition, at least half the bicycle parking spaces shall include a stationary parking device that securely locks the bicycle without the use of a user-supplied cable or chain. Devices that hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.
5. Each bicycle parking space shall be a minimum of 2 feet wide and 6 feet long and shall have a minimum of 6 feet of overhead clearance.

End-of-trip facilities can make commuting by bike a viable option for many employees.



6. 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.
7. Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, a fence, or a curb, or by at least 5 feet of open space marked to prohibit parking.
8. Aisles providing access to bicycle parking spaces shall be at least 5 feet wide.
9. Signage that is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.
10. To encourage bicycle commuters, a minimum of two single occupancy showers and locker facilities 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.

Parking Lots

1. All surface parking lots, garages, or carports, shall be screened from public street frontages, and located on the interior side or rear of the site to the greatest extent practicable. Screening may be accomplished through location on the site, building placement, landscaping, a planted earth berm, planted fencing, topography, or some combination of the above. Landscaping used for screening purposes shall be no less than 15 feet wide (from the back of sidewalk or street curb to the parking lot paving, whichever is greater) and no less than 4 feet tall.
2. Parking lots shall be landscaped with an evenly distributed mix of canopy shade trees with shrubs and/or ground cover plants. Landscaping of parking areas shall be provided and maintained according to the regulations contained in Chapter 9.19 of the Westlake Village Municipal Code.
3. Permeable paving and bioswales are encouraged in parking lot design.



Parking lot landscaping helps screen parking and provides a comfortable shaded environment. The use of bioswales and permeable paving in parking lot design provides the added benefit of retaining stormwater runoff on-site.

4. Parking areas shall be separated from buildings by a pedestrian walkway and/or landscape strip.
5. The main entry driveway shall be designed to be easily identifiable, incorporating landscaping and accent paving that is related to the building hierarchy and color.
6. Building siting and parking design should maximize opportunities for shared parking, access entries and driveways between adjacent sites.

Parking Structures

1. The massing, height, and architectural design of the parking structure shall be designed to be consistent and compatible with the rest of the development within which the parking structure is to be located.
2. The visual identity of a parking structure shall be minimized by providing one or more of the following in design of the structure:
 - Architectural detailing and articulation that provides texture on the façade and effectively integrates the parking structure into the basic building design;
 - Landscape material (e.g., foundation plantings, vertical trellis with vines, planter boxes with cascading landscape material) that results in the parking structure being adequately screened from adjoining parcels and public rights-of-way;
 - Artwork such as sculptures, murals, and mosaics.
3. Parking structure design should include flat decks rather than sloping decks to facilitate re-use as habitable buildings if a future reduction in parking demand occurs based on increased use of autonomous vehicles or other emerging technologies. Maintain horizontal floor lines throughout the exterior façade.
4. High light levels shall be provided in parking structures, particularly in pedestrian areas such as stairs, elevator lobbies, and entrances. Light colored ceilings and walls are also recommended to increase light.

Parking structures should be designed to be integrated with the new development. Well-designed structures, ground-level storefronts, and enhanced landscape treatments can minimize the visual impact of parking structures.



8. Service Areas and Mechanical Equipment

This section provides standards for mechanical equipment, refuse facilities, and storage areas to ensure they are screened from public view with architecturally compatible walls, fences, and landscaping.

1. Services facilities, loading areas, mechanical equipment, and refuse and recyclable collection facilities shall be designed as an integral part of the site plan.
2. Mechanical, ventilating, and security equipment shall be screened from public view and located away from the street edge. This includes all ground, wall, and roof-mounted equipment. Roof-mounted equipment may require extra screening to adequately conceal the view of roof-mounted equipment from the Westlake Village Community Park.
3. Screening elements shall be designed to be an integral part of the architecture of the building and avoid giving the appearance of being “tacked on.”
4. In mixed-use developments, the design shall provide equal capacity of enclosed and separate refuse and recyclable collection facilities for the residential units and commercial uses; all refuse collection facilities for commercial uses shall be located where associated odors and noise will not adversely impact the residential uses.
5. Refuse and recyclable collection areas shall be enclosed on three sides by a 6-foot-tall, decorative, capped, masonry wall. The wall materials shall be complementary to the architectural components of the development they serve. Enclosure of the fourth side of the collection area shall be required with an opaque, self-latching gate.
6. All trash collection areas shall be covered to prevent rain from falling on containers 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



Mechanical equipment, refuse facilities and storage areas should be screened from public view with architecturally compatible walls, fences, and landscaping.

in all directions so that wind-blown rain will not enter the interior of the storage area.

7. Outdoor storage of materials is prohibited.
8. Section 9.14.040 (Accessory Structures and Equipment) and Section 9.14.050 (Fences, Walls and Screening) of the Westlake Village Municipal Code shall also apply.

E. Objective Multi-Family Residential Design Standards

The objective multi-family residential design standards serve as minimum requirements for the design of multi-family residential development, as well as for mixed-use development that contains residential uses. These design standards supplement the applicable development standards in Section D of this Chapter and further the goals and policies of the General Plan, which encourage high quality design and the quality of life that an enhanced built environment fosters. The multi-family residential design standards included in this section are in addition to the citywide design standards contained in Chapter 9.15 (Design Standards) of the Westlake Village Municipal Code, and the citywide landscape design standards set forth in Chapter 9.16 (Landscaping Standards) of the Municipal Code. These standards should also be used in conjunction with the Illustrative Design Principles in Chapter 5 of this Specific Plan.

The purpose is to provide clear, objective design standards as they relate to current development best practices for market rate and/or affordable multi-family residential projects. These standards are applicable to all new multi-family residential development, as well as mixed-use buildings that include multi-family residential units.

These standards are written as objective design standards, not as guidelines. They are therefore mandatory for multi-family projects seeking review, unless the applicant requests exceptions and modifications to these standards through the Design Review process. In addition, they will be included in a checklist for any project requesting approval pursuant to any provision of state law which references objective design standards (including, but not limited to, the Housing Accountability Act or other provisions of Planning and Zoning Law).

A project that goes through Design Review may request exceptions to the design standards from the City. The City's current discretionary Design Review process will continue to apply to all multi-family residential development projects that do not comply with the applicable objective standards and therefore do not satisfy the requirements for protection under the Housing Accountability Act or for streamlined review under other state laws.

1. Building Orientation and Entries

1. A primary building entry shall face the public right of way or be oriented to within 45 degrees of parallel to such right of way. Direct pedestrian access shall be provided between the public sidewalk and such primary building entry.
2. In courtyard-style developments in which residential buildings are located in the interior of a block, entries may face interior courtyards, walkways, and paseos. However, those buildings or portions of buildings adjacent to the public street shall include a primary entry facing the street, with direct pedestrian access between the entry and the public sidewalk.
3. Exterior entrances to residential units shall be in the form of individual or shared entrances at the ground floor of the building. Exterior entrances to individual units on upper floors are also permitted; however, to avoid a “motel-style” appearance, no exterior access corridor located above the ground floor and visible from the street may provide access to four or more units.
4. Exterior entrances serving multiple units must have a roofed projection or recess with a minimum depth of 5 feet and a minimum horizontal area of 60 square feet. Exterior entrances serving a single unit must have a roofed projection or recess with a minimum depth of at least 5 feet and a minimum horizontal area of at least 25 feet.
5. Individual buildings in multi-family or mixed-use developments shall be sited to promote privacy to the greatest extent possible through the use of the following:
 - Offset or stagger windows, balconies or similar openings above the first story so as not to have a direct line-of-sight into adjacent units within the development.
 - In mixed-use projects, residential windows shall be located so that they face away from loading areas and docks.

2. Building Design, Mass, and Articulation

1. Buildings shall carry the same stylistic theme on all elevations. For the purposes of this standard, a theme includes primary (non-accent) materials and colors.
2. Affordable units and market rate units in the same development shall be constructed of the same exterior and interior materials and details such that the units are not distinguishable.
3. At least 50% of the area of each street-facing façade of a residential building must consist of windows, doors, or other openings. Blank walls (façades without doors, windows, landscaping treatments) shall be less than 30 feet

in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas.

4. Building façades that face or will be visible from a public right of way shall include the following treatments:
 - Differentiation in Wall Plane. Exterior building walls vary in depth through a pattern of offsets, recesses, or projections.
 - Variety in Height or Roof Forms. Building height is varied so that a portion of the building has a noticeable change in height; or roof forms are varied over different portions of the building through changes in pitch, plane, and orientation.
 - Façade Design Incorporates Architectural Detail. The building façades incorporate details such as window trim, window recesses, cornices, belt courses, and other design elements that reinforce the overall design strategy.
5. For buildings greater than 100 feet in length, the ground floor on all building façades shall be delineated from the upper floors by specifying a taller floor course and using any two of the following design strategies:
 - Differentiation in material or cladding.
 - A 4-foot minimum recess of the upper floors.
 - The use of horizontal projections.
6. Buildings shall have major massing breaks at least every 60 feet along the street frontage, through the use of varying setbacks, building entries and recesses, or structural bays. Minor breaks shall be a minimum of 12 inches deep and 4 feet wide and shall not extend the full height of the building.
7. Rooflines shall be vertically articulated at least every 60 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, exposed rafters or corbels, and varying roof height and/or form.
8. Window frames must be recessed by a minimum of 2 inches from the surrounding wall planes.
9. At least two cladding materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20% of the building frontage. A change in materials must be offset by a minimum of 6 inches in depth and shall align with façade articulation.

3. Private Outdoor Space

For the purposes of this standard, private outdoor space is defined as outdoor space that is usable and accessible only to building residents and their visitors, but not to the general public.

1. A minimum of 200 square feet per unit of private outdoor space shall be provided for residential projects, and applied to the development as a whole.
2. Private outdoor space may be provided as a combination of “personal” and “common” outdoor spaces, defined as follows: “Common” outdoor space shall be provided with shared access for all building tenants, and includes the following:
 - Courtyards
 - Gardens
 - Play areas
 - Outdoor dining areas
 - Recreation amenities
 - Rooftop amenities

“Personal” outdoor space shall be provided with direct access from the dwelling unit which it serves, and includes the following:

- Balconies
 - Private gardens
 - Private yards
 - Terraces
 - Decks
 - Porches
3. Unless located on the rooftop, common outdoor spaces shall be designed to be visible from inside the building, such as windows located at building entrances and/or dwelling unit windows.
 4. For each common outdoor space provided, a minimum 15-foot dimension is required in at least one direction, with a minimum dimension of at least 10 feet in all other directions. For each personal outdoor space provided, a minimum dimension of 5 feet is required in any one direction.
 5. Required interior yard areas may be included in the calculated open space area. Common open space areas shall have no parking, driveway or right-of-way encroachments.

4. Parking

1. All surface parking lots, garages, or carports, shall be screened from public street frontages. Screening may be accomplished through location on the site, building placement, landscaping, a planted earth berm, planted fencing, topography, or some combination of the above. Landscaping used for screening purposes shall be no less than 15 feet wide (from the back of sidewalk or street curb to the parking lot paving, whichever is greater) and no less than 4 feet tall.
2. Garages and carports shall be designed to include a minimum of two of the following from the main building(s): materials, detailing, roof materials, and colors.
3. For row houses, individual garage doors that face the street shall not occupy more than 50% of the width of any street-facing building façade, and garages shall be set back at least 5 feet behind the front façade of the dwelling or the front of a covered porch.

5. Equipment Screening

1. All exterior mechanical and electrical equipment shall be screened or incorporated into the design of buildings so as not to be visible from the street. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, air conditioners, heaters, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials shall be consistent with the exterior colors and materials of the building.

6. Standards for Live-Work Units

A live-work unit is defined as an integrated living unit and working space with an internal connection between the living and working space, occupied and utilized by a single housekeeping unit. Live-work units may be designed for existing commercial or residential structures as adaptive reuse, or for new development specifically designed and constructed for such use. Live-work units may also occupy a portion of a mixed-use development. Live-work units shall be developed according to the following regulations:

1. The minimum floor area of a live-work unit shall be 750 square feet.
2. All living space within the live-work unit shall be contiguous with, and an integral part of, the working space, with direct access between the two areas.

3. At least one of the full-time workers of the live-work unit shall reside in the unit. The residential area shall not be rented separately from the working space. The business activity occupying the live-work unit may have employees in addition to residents as necessary.
4. Access to individual units shall be from common access areas, corridors or hallways.
5. Complete kitchen space and sanitary facilities shall be provided in compliance with all applicable codes.
6. The workspace shall not occupy more than 40% of the unit.
7. Ancillary retail space may be integrated with working space.

F. Performance Standards

The purpose of this section is to ensure that residential uses in mixed-use zoning districts are not adversely impacted by adjacent commercial uses, including but not limited to traffic, noise, light, and safety impacts.

1. **Hours of Operation.** The hours of operation for commercial uses shall be no earlier than 7:00 a.m. and no later than 10:00 p.m. daily, unless modified by a Conditional Use Permit.
2. **Loading.** Loading, unloading, and all maintenance activities shall be conducted within the hours of operation noted above so as not to create a nuisance to adjacent residents and tenants, and in conformance with Chapter 4.4 (Noise) of the Municipal Code.
3. **Noise.** Noise generated by activities on the premises shall be controlled in such a manner consistent with Chapter 4.4 (Noise) of the Municipal Code, and so as not to create a nuisance on any adjacent property. Residential units shall be constructed and designed to reduce noise. Proper design may include, but shall not be limited to, building orientation, double windows, wall and ceiling insulation, and orientation of vents. Common walls and floors/ceilings between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.
4. **Light and Glare.** All outdoor lighting associated with commercial uses adjacent to or within the immediate vicinity of residential uses shall be designed to illuminate commercial uses, while minimizing light trespass into residential areas. Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in the development or any adjacent residential uses.

5. **Limitations on Activities.** Any activity or use as determined by the Planning Director not to be compatible with residential activities and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration or other impacts, or create a hazard because of materials, processes, products, or wastes shall not be permitted within any mixed-use zoning district.
6. **Security.** The residential units shall be designed to ensure the security of residents through the provision of separate and secured entrances and exits that are directly accessible to secured parking areas. Where residential units are in the same structure as a commercial use, access to residential units shall be from a secured area located on the first floor at the ground level. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

G. Other Applicable Zoning Regulations

In addition to the development requirements contained in this Specific Plan as noted above, regulations contained in Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations) may also apply. It is the responsibility of the property owner to comply with all standards of this Specific Plan and Article 9 as applicable, including, but not limited to:

- Design Standards (Chapter 9.15)
- Landscaping Standards (Chapter 9.16)
- Signs (Chapter 9.18)
- Oak Tree and Heritage Tree Preservation Standards (Chapter 9.21)
- Planned Development Permits (Chapter 9.25)
- Conditional Use Permits (Chapter 9.26)
- Variances (Chapter 9.27)
- Home Occupations (Chapter 9.28)
- Art in Public Places (Chapter 9.39)

Illustrative Design Principles

A. Introduction

The purpose of this Chapter is to visually demonstrate the design and organizing principles to guide redevelopment for parcels within the North Business Park Specific Plan area. The visuals in this chapter highlight the objectives and the desired outcomes that the community has expressed as important in order to maintain the character that defines much of Westlake Village. In doing so, all images that accompany this chapter are for simulation purposes only. The rendered images illustrate one possible solution to an infinite number of outcomes that could be proposed and are not intended to illustrate a specific development proposal. It is not intended to be a blueprint or pattern guide for how to design future development.

The criteria explained here are the same criteria used in the multiple meetings held with the Community Advisory Committee over a 6-month period. These are objective design criteria using typical design conventions to help assess the quality of design that is intended. The Community Advisory Committee members expressed some of those design ideas and organizational principles as follows:

- Direct access to unit
- Lots of amenities
- Varying architectural styles and roof lines
- Individual front yards
- Massing to be human scale
- Neighborhood feel
- Landscape to buffer & for tranquility
- Hidden parking
- Woodsy quality
- Relationship to the street

This helped to inform the basis of a design value system specific to Westlake Village that was then used to help determine priorities (see Section D for more details). Altogether, this information was collected from a series of five meetings and provided a visual road map in which to create illustrations that further help to express the Specific Plan's intentions as they relate to design of future development within North Business Park.

B. The Primary Organizing Principle

Early on in the series of Development and Design presentations shared with the Community Advisory Committee, the members were shown a series of diagrams that helped them understand the different components that help to distinguish basic development from enriched environments. In doing so, it was established that development in and of itself was generally not the concern. Instead, members referenced development that lacked many of the elements that create environments to reinforce community character, recognize local context and encourage enriched environments that enhance community interaction. As a result, the overarching principle that most resonated with the community members was the principle of layering different systems that operated holistically and cohesively with one another (see Figure 5-1).

In this manner, the emphasis on development proposals shall not just be on the building solely, but shall address any subject site in its entirety. Being that the design of the site itself was just as important as the building that occupies it, an overall and comprehensive site design strategy shall frame any proposal.

C. Design Principles and Priorities

The Community Advisory Committee identified design criteria for which they wanted to see future development. After going through a series of presentations and exercises, the Community Advisory Committee was sufficiently prepared to determine development and design values that would further frame the type of design they want (see Table 5-1). One exercise asked the Community Advisory Committee members to identify development in and around the City that they believed best represented characteristics of the Westlake Village community. In a subsequent meeting, the members presented their individual findings and explained the rationale for choosing a particular development. Pointing to various development design characteristics, the members succinctly described each of the projects. Descriptors used by members to support their preferences were translated into a series of objective community values, as identified on the following page, that helped further guide the discussion and evaluation of design principles. They were then reviewed by the Community Advisory Committee for confirmation and consistency. As a final exercise, the Community Advisory Committee was asked to prioritize the design values. Following are some of the priorities and highlights identified by the Community Advisory Committee.

EVOLUTION OF QUALITY DEVELOPMENT 3-Story Multi-Family Residential Building



Figure 5-1: Development with Layering of Systems

Table 5-1: Design Values Identified by the Community Advisory Committee

	Community Advisory Committee Member									
	1	2	3	4	5	6	7	8	9	10
Building										
Massing/ Scale										
- ground floor differentiation	•			•	•			•		
- articulation	•									
Composition	•	•		•	•					
- balanced / symmetrical							•			
- provides focal point										
Texture & Materials										
- visually readable	•									
- supports design	•									
Detailing										
- reinforces style	•			•	•					
- functional or aesthetic reason										
Public Frontage										
- relationship to public realm				•	•	•		•		
- reinforces urban fabric		•	•			•		•		
Ecological Response					•					
- employs shade/ ventilation devices										
Site										
Siting and Orientation										
- situated for ecological means										
- located to enhance public realm		•	•		•					
Common Open Space	•		•	•	•		•	•		
- places to sit/ gather										
- programmed areas	•				•	•	•			
Landscaping		•	•							
- adds to visual interest		•	•				•			
- offers shade		•	•							
Lighting										
- provides safety										
- offers nighttime opportunities										
Public Realm										
Community Space										
- encourages public gathering										
- offers different activities										
Amenities		•		•	•		•			
- places to sit/ play/ other		•		•	•		•			
- encourages impromptu exchange						•				
Pathways		•		•		•				
- variety in types of movement		•								
- various points of access		•		•						
Wayfinding										
- signage to direct/ inform										
- paving/ striping/ markings										

1. Massing and Scale

The Community Advisory Committee's first priority is to ensure that any new development was broken down into constituent parts to not only better relate to a human scale, but also to reinforce an existing urban pattern.



Figure 5-2: Mixed-Use Corsa District

2. Landscaping

The Community Advisory Committee placed a significant emphasis on landscaping and related amenities. It viewed this as an opportunity to continue the prevailing naturalistic character of the community and expand areas of shade and tranquility.



Figure 5-3: Mixed-Use Lindero District

3. Composition and Overall Form

Another priority was composition and overall form of the proposed building. The Community Advisory Committee expressed a preference for balanced compositions with focal points that help to provide a visual anchor.



Figure 5-4: Mixed-Use Lindero District

4. Texture and Materials

Also on the list of important values is the category of texture and materials. It was articulated by members of the Community Advisory Committee that a palette of different materials and earthen colors was in keeping with the character of the community.



Figure 5-5: Mixed-Use Lindero District

5. Public Frontage

Another value that was determined to be significant was the siting and orientation of buildings toward the public right of way. Here it is important to position entryways, porches, and stoops toward the street or public pathways.



Figure 5-6: La Baya District

Other Priorities

In addition to the five top priorities, the Community Advisory Committee expressed interest in other values such as building detailing, community amenities, and concealing parking, to name a few. Taken together, these values are intended as a continuation of the early development principles established when the community



Figure 5-7: Mixed-Use Corsa District

was originally conceived and developed. Additionally, it was repeatedly noted by the Community Advisory Committee during the multiple working sessions that the strategy of incorporating “the best of urban and suburban environments into a human-scaled experience” continues as a hallmark that not only defines the City, but reinforces the sense of community.



Figure 5-8: La Baya District

D. Prevailing Architectural Styles

Like most suburban communities, Westlake Village includes a variety of architectural styles that represent different development periods. Among the styles, several help define the character and remain prevalent in the community today. These include Mediterranean and the varying revival styles, to Craftsman and the variations on the California Ranch. Also, various contemporary styles, both in residential and commercial buildings, can be found throughout the city.

The Mediterranean style is common in Westlake Village. In particular, Spanish Revival compositions and features are a significant part of the community’s character. These include interior-facing courtyards that include water features, colorful tile accents, wrought ironwork, and niches. Typical materials of the style are stucco, adobe, or stone facades; decorative clay tiles or stone cobbling on the ground; and low-pitched roofs of clay tiles with exposed roof rafters. The fenestration that is commonly associated with this style includes arched window and door openings, multi-lite casement windows, and decorative vents.

The Craftsman is another prevailing style that can be found among the architectural varieties employed in the community. Its dominant wood features assimilate the City’s



nod to the natural environment. Elements include low-pitched, gabled roofs with wide, unenclosed eave lines punctuated by exposed roof rafters and deep porches supported by columns with tapered square piers typically clad in stone.

It should be noted that the above is outlined simply as a contextual overview of existing character of the community. Similar to the rest of the content of this chapter, the information here should be viewed as a tool to guide the design of new development.

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Circulation and Parking

A. Introduction

The recommended circulation and parking improvements for the North Business Park Specific Plan stem from and build upon the roadway network systems that are currently in place, as well as provide for circulation, parking, and connectivity improvements to be correlated with build-out of the Specific Plan. Continued integration with the street network and the 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 creation of better pedestrian connections is also an essential objective. Improvements and changes have been identified to improve overall circulation throughout the Specific Plan area, accommodate new activity, and plan for adequate parking.

B. Context

The existing Specific Plan roadway network is an irregular, non-linear (i.e., non-grid) system of streets that provide access on the periphery of the Specific Plan and within the individual subareas of 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 U.S. Highway 101 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 U.S. Highway 101 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 U.S. Highway 101.

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 by private property owners and the City 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 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, maintenance, and equipment 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 area will encourage more walking by employees, visitors and local residents, which is consistent with requests from the Westlake Village community for additional sidewalks and pedestrian amenities. Additionally, this would encourage more bicycling, which also is consistent with requests from Westlake Village residents for additional bicycle facilities in the Specific Plan area.

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 U.S. Highway 101. 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 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 1 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 minor arterials. Principal arterials are typically four-or-more lane roadways and serve local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.
 - Roadways within or adjacent to the Specific Plan area designated as principal arterials (i.e., Major Highway) include 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 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 subsections below.

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 traffic patterns associated with build-out of the Specific Plan while embracing 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:
 - Install sidewalks along both sides of the roadway.
- Lindero Canyon Road:
 - Install 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 for the segment between Lindero Canyon Road and Via Rocas (via removal of on-street parking).
 - Install Class II bicycle lanes in each direction.
 - Install sidewalks along both sides of the roadway.

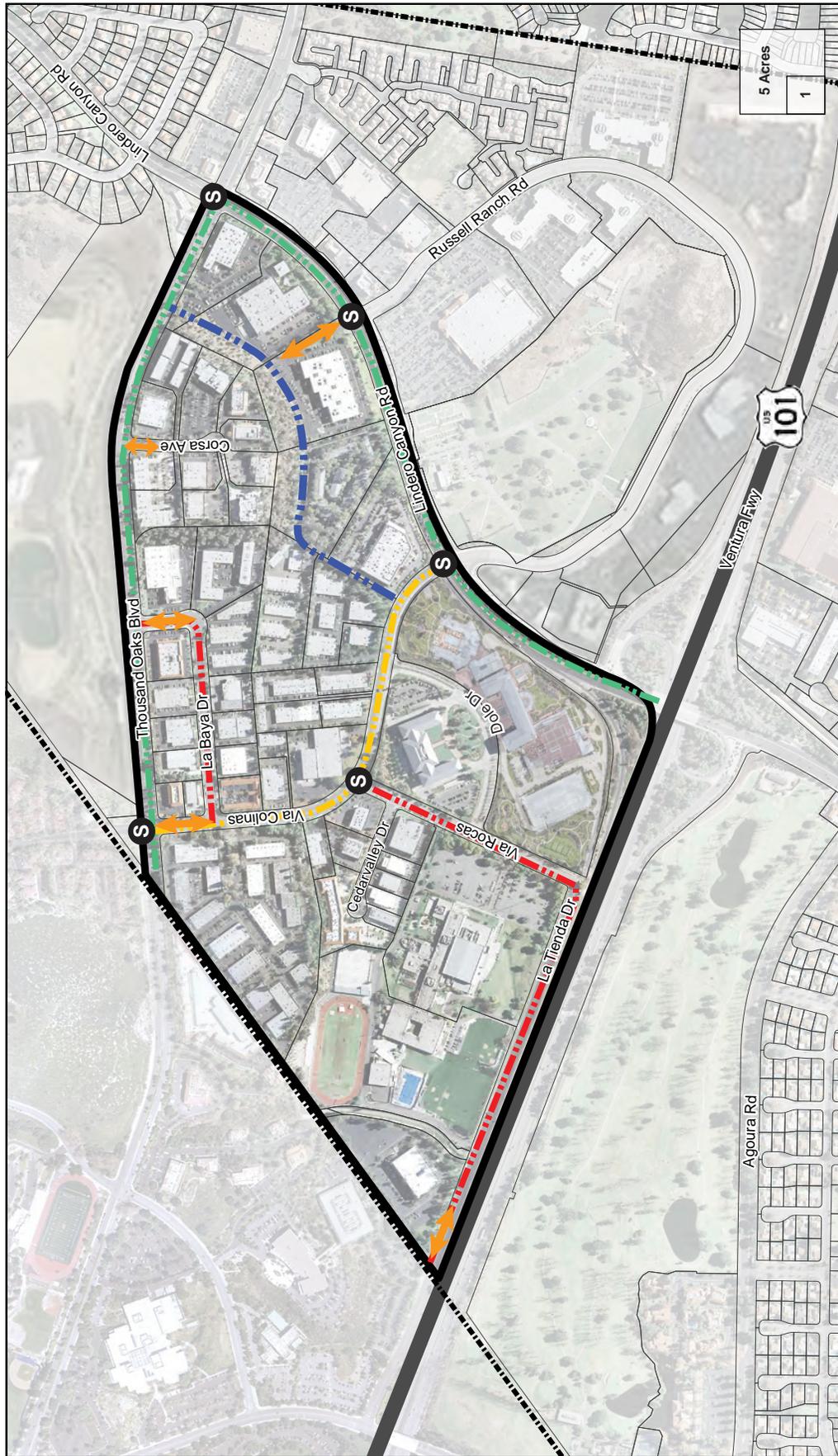
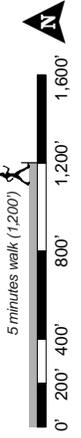


Figure 6-1:

Roadway Network

- Specific Plan Area
- City Boundary
- Major Hwy
- Secondary Hwy
- Collector
- Potential Private Access Drive
- Traffic Signal
- Major Specific Plan Access Points

NORTH BUSINESS PARK SPECIFIC PLAN



- Via Rocas:
 - Install Class II bicycle lanes in each direction.
 - Install sidewalks along both sides of the roadway.
- La Tienda Drive:
 - Install Class II bicycle lanes in each direction.
 - Install a sidewalk along the north side of the roadway and a paved buffer on the south side of the roadway.
- La Baya Drive:
 - Install Class II bicycle lanes in each direction.
 - Install sidewalks along both sides of the roadway.
- Corsa Avenue:
 - Install sidewalks along both sides of the roadway.
 - The City envisions a central, circular roadway treatment at the terminus of Corsa Avenue, south of Thousand Oaks Boulevard, to serve as a focal point of the Mixed-Use Corsa District. This feature would require further study and future coordination with property owners, City staff, and other interested stakeholders to determine feasibility and design parameters to ensure access for all travel modes.
- Cedarvalley Drive:
 - Install sidewalks along both sides of the roadway.

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 area. Exclusive left-turn lanes are provided in both directions at intersections near the Specific Plan area. Thousand Oaks Boulevard is posted for a speed limit of 45 miles per hour in the plan area. Features of the Thousand Oaks Boulevard cross-section for the segment adjacent to the Specific Plan area include:

- 100-foot Right-of-Way
- 84-foot roadway, curb-to-curb, that contains:
 - Four travel lanes (i.e., one 11-foot lane 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 sidewalk/parkway widths

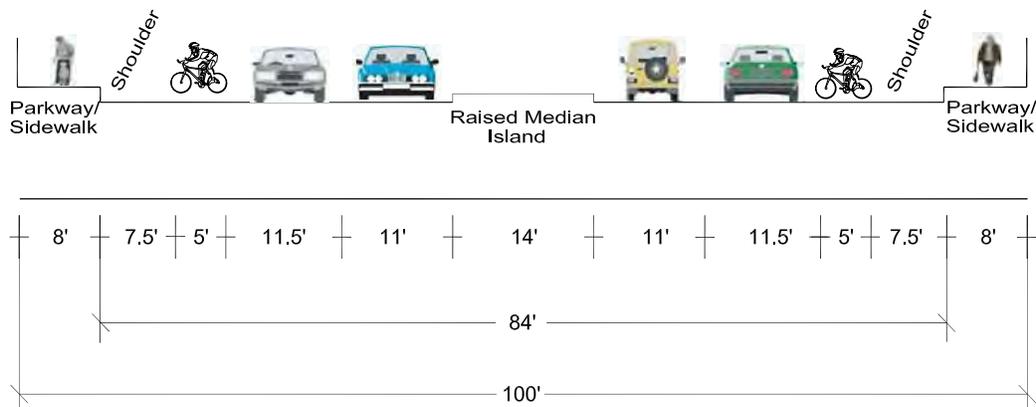


Figure 6-2: Thousand Oaks Boulevard

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 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 plan area. Features of the Lindero Canyon Road cross-section for the segment adjacent to the Specific Plan area include:

- 100-foot Right-of-Way
- 84-foot roadway, curb-to-curb, that contains:
 - Six travel lanes (i.e., two 11-foot lanes 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 from Thousand Oaks Boulevard to the first southerly driveway
- One 14-foot meandering Class I bike-pedestrian facility along the east side of the roadway

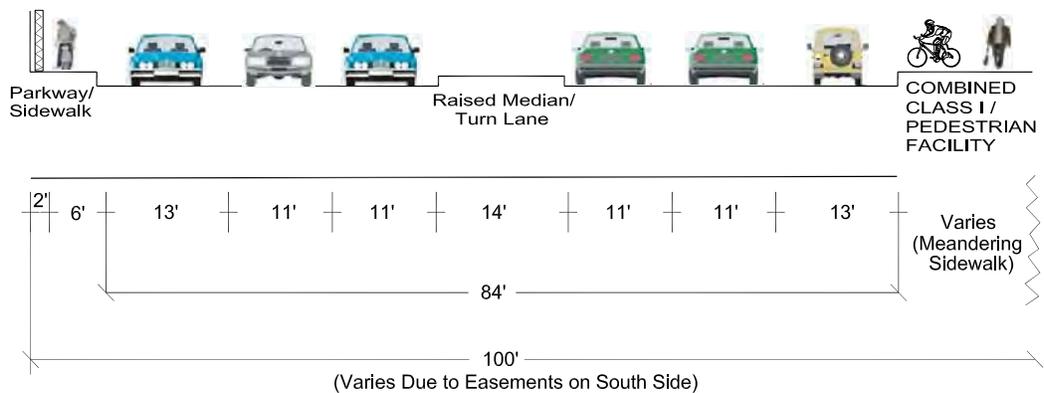


Figure 6-3: Lindero Canyon Road

Via Colinas (between Lindero Canyon Road and Via Rocas)

Via Colinas is a northwest-to-southeast oriented roadway that 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 area 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 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 area 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 and possibly right-of-way acquisition at the Lindero Canyon Road intersection.
- 10-foot sidewalk/parkway widths

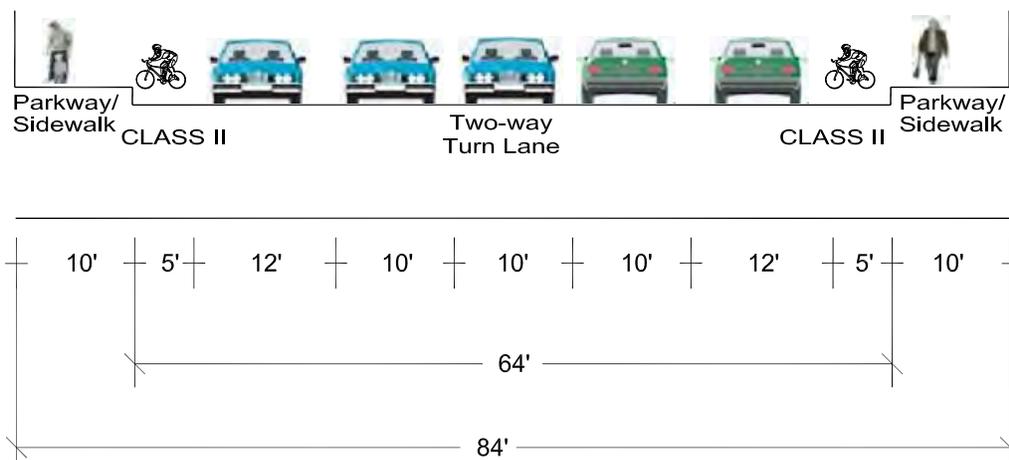


Figure 6-4: Via Colinas (between Lindero Canyon Road and Via Rocas)

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 Lindero Canyon Road and Via Rocas within the Specific Plan area 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 the roadway)

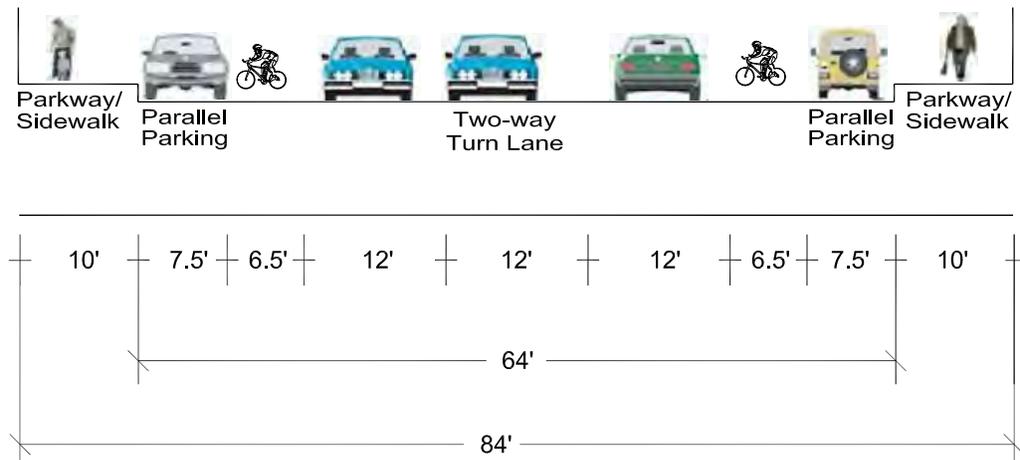


Figure 6-5: Via Colinas (between Via Rocas and Thousand Oaks Boulevard)

Via Rocas

Via Rocas is a north-south oriented roadway in the Specific Plan area and extends between Via Colinas and La Tienda Drive. Via Rocas is designated as a Collector 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 is provided in each direction on Via Rocas along with a two-way left-turn lane in the Specific Plan area. Features of the Via Rocas cross-section for the segment within the Specific Plan area 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

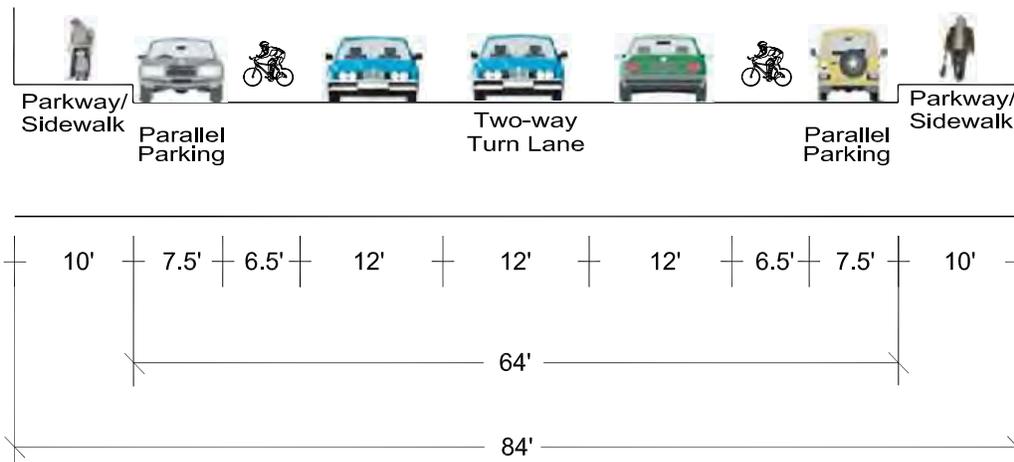


Figure 6-6: Via Rocas

La Tienda Drive

La Tienda Drive is an east-west oriented roadway in the Specific Plan area that extends between Via Rocas and Lakeview Canyon Road. La Tienda Drive is designated as a Collector roadway in the City of Westlake Village’s Circulation section of the General Plan. La Tienda Drive accommodates access to the institutional uses located along the north side of the roadway. One through travel lane is provided in each direction on La Tienda Drive along with a two-way left-turn lane in the Specific Plan area. Features of the La Tienda Drive cross-section for the segment within the Specific Plan area 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).
- 10-foot sidewalk/parkway along the north side of the roadway and a 3-foot paved buffer along the south side of the roadway

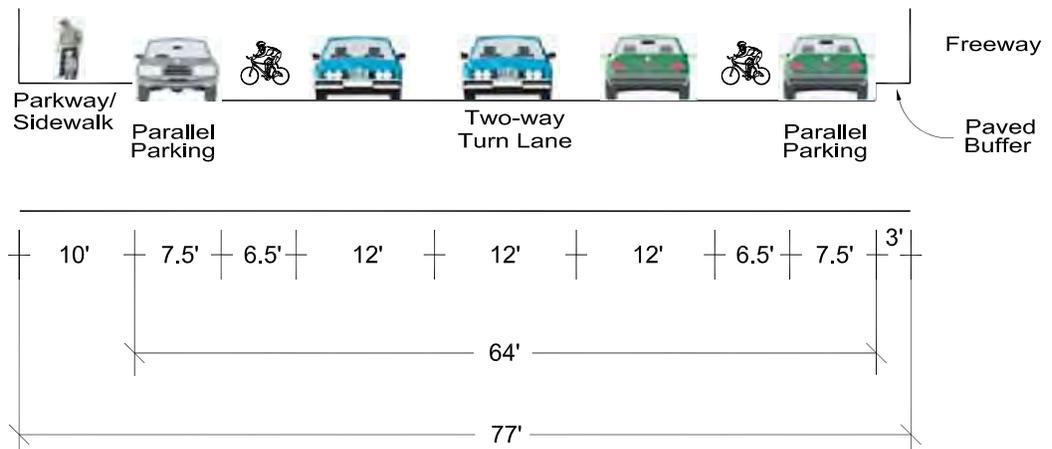


Figure 6-7: La Tienda Drive

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 is provided in each direction on La Baya Drive along with a two-way left-turn lane in the Specific Plan area. Features of the La Baya Drive cross-section for the segment within the Specific Plan area 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 widths

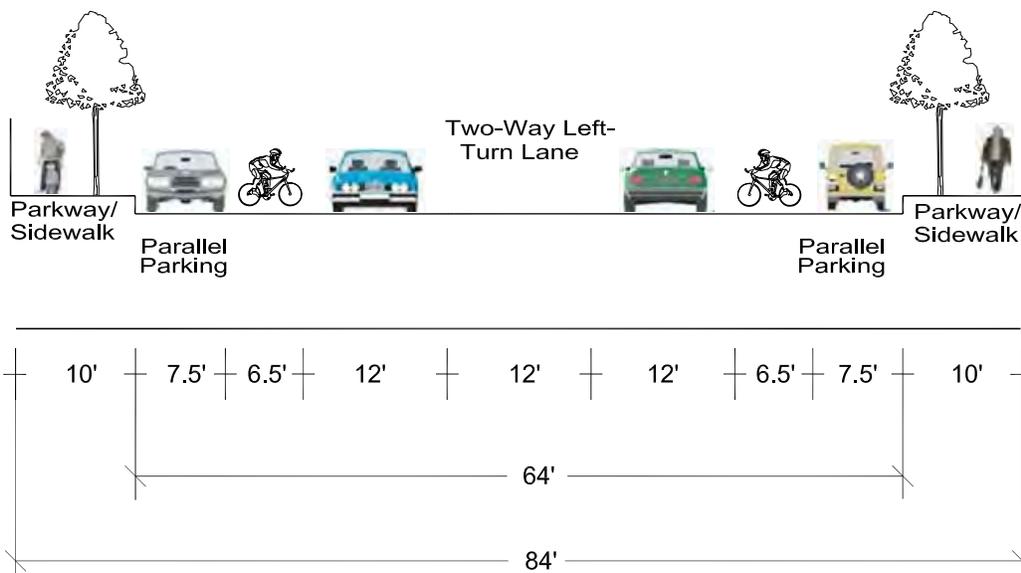


Figure 6-8: La Baya Drive

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 (see 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 narrow travel lane in each direction 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.

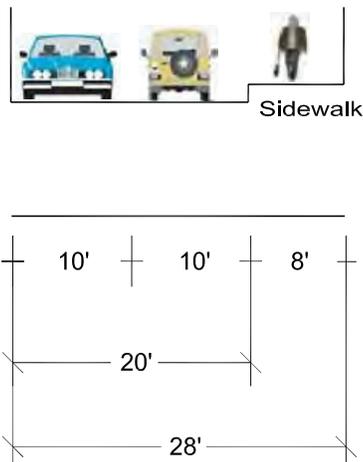


Figure 6-9: Potential Private Access Drive

F. Pedestrian Circulation

Improved pedestrian circulation is a major goal of the Specific Plan, and the North 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 area 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

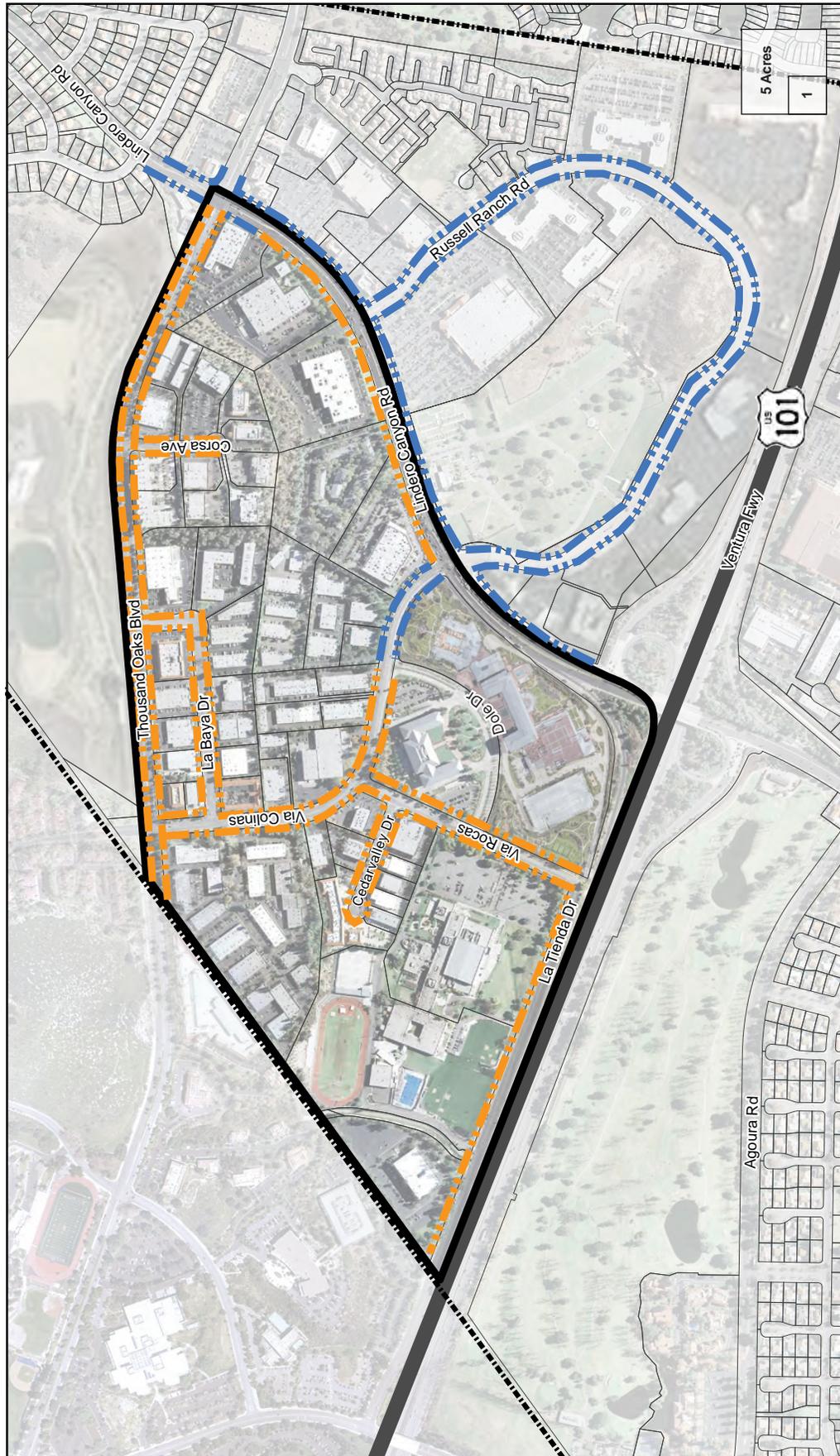
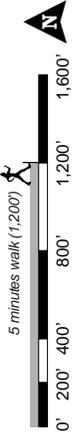


Figure 6-10:

Pedestrian Network

NORTH BUSINESS PARK SPECIFIC PLAN



-  Specific Plan Area
-  City Boundary
-  Existing Sidewalk
-  New Sidewalk

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:

1. **Connective:** People can walk from one place to another without encountering major obstacles, obstructions, or loss of interconnection.
2. **Convivial:** Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
3. **Conspicuous:** Suitable levels of lighting and visibility, with high quality delineation and signage.
4. **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.
5. **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 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 zoning districts. The pedestrian walkways within the Specific Plan area will be appropriately landscaped and adorned to provide a friendly walking environment (refer to Chapter 7, Open Space and Streetscape Improvements).

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.

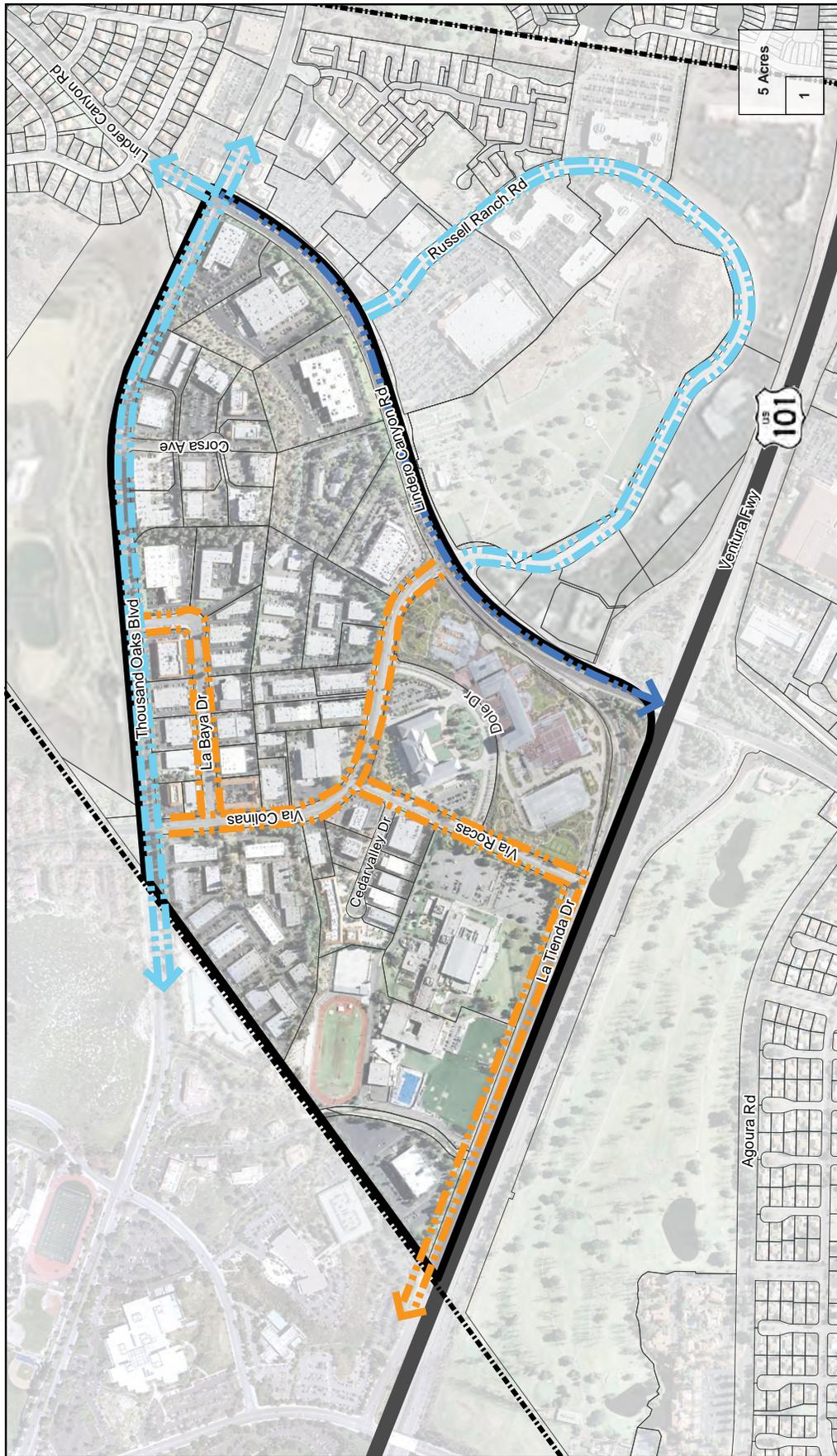


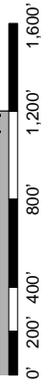
Figure 6-11:

Bicycle Network

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

NORTH BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')



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 an 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.
- **La Baya Drive:** Class II bicycle lanes between Via Colinas and Thousand Oaks Boulevard.

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

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

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 community park, nearby commercial and residential areas, as well as key points south of the U.S. 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 area, and accommodating at least equal priority of transit on roadways within and adjacent to the Specific Plan area by strategically aligning routes and provision of bus stops.

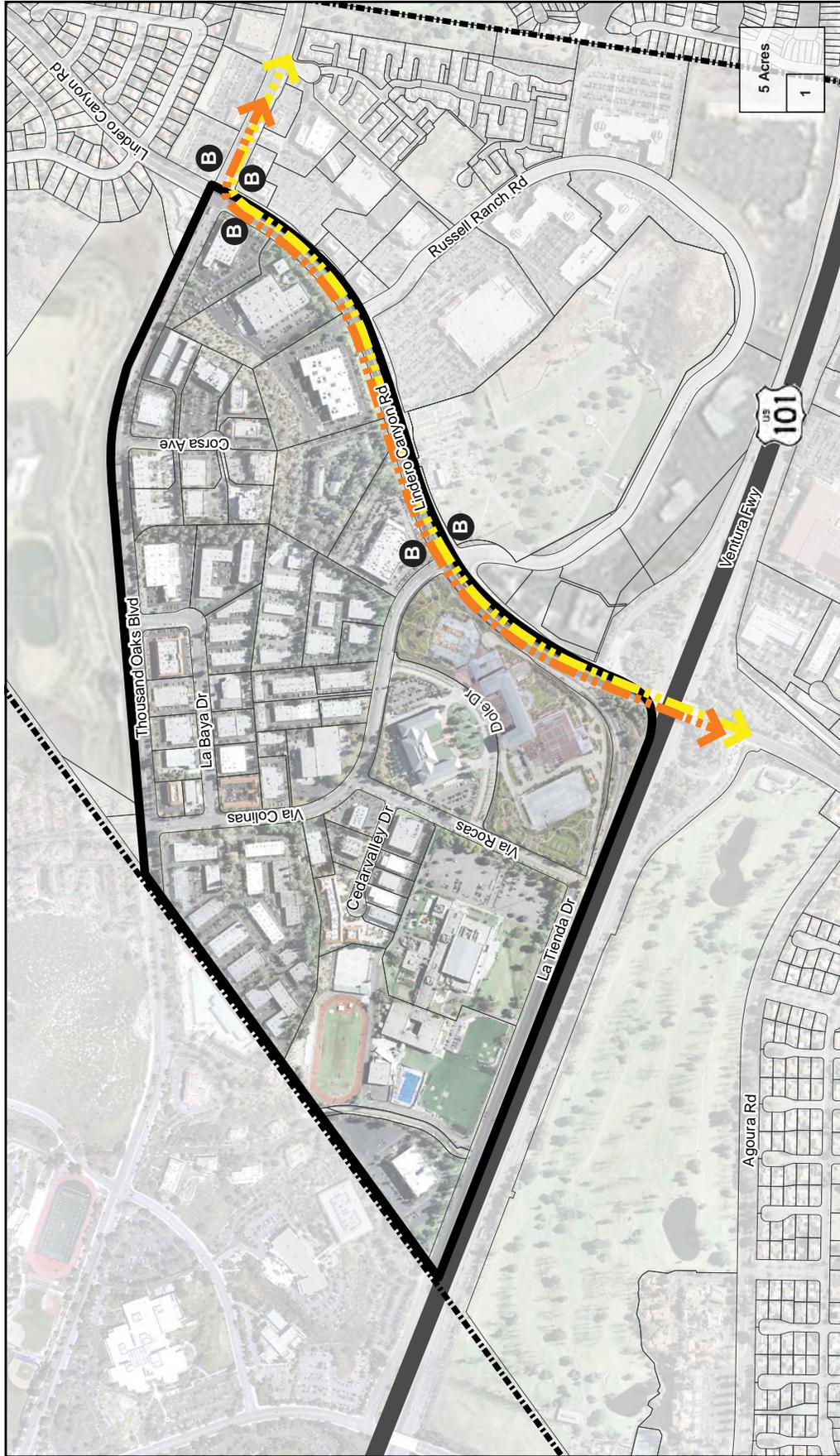
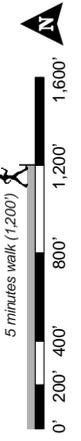


Figure 6-12:

Transit Network

- Specific Plan Area
- City Boundary
- Bus Stop
- La Metro Route 422/423
- La Metro Route 161

NORTH BUSINESS PARK SPECIFIC PLAN
5 minutes walk (1,200')



I. Trucks

There is no change planned for truck access to and from the Specific Plan area. It is anticipated that truck movements associated with service and delivery of goods will continue to utilize the 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 area, as well as the roadways located within the Specific Plan area.

J. Specific Plan Parking

This section identifies recommendations for parking within the Specific Plan area to meet future demand with build-out of the area. Specific vehicle and bicycle parking ratios are discussed in Chapter 4. Also, this section 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.

1. Context

The North 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 area with the bulk of the parcels being less than 2 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 within the Specific Plan. Based on data provided by the City of Westlake Village, approximately 4,562 off-street parking spaces are provided within the surface lots associated with these existing 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 are also three existing parking structures within the Specific Plan area: one at the Four Seasons Hotel, one underground structure at the Conrad N. Hilton Foundation, and one at Oaks Christian School.

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 for future development;

- Strategically locate parking such that multiple uses can share parking, as different land uses require parking at different times of the day and days of the week; and
- Consider implementation of a parking district that 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.

2. 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, costly parking that uses valuable real estate. 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 area;
- 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).

The number of vehicular off-street parking spaces required for each of the identified Specific Plan land uses is provided in Chapter 4. Parking requirements may be reduced; however, such a reduction is subject to an application for a variance and shall be granted at the discretion of the City Council. Submittal requirements for a parking variance must include a detailed parking management plan that will be reviewed for adequacy by the Planning Director and the City Engineer. For mixed-use or non-residential development, a parking study shall be required by an applicant aiming to reduce the minimum project parking requirement. The study shall propose the use of parking alternatives for non-residential uses, such as valet, shared parking, and/or on-street parking. In addition, close proximity to a transit stop (one-quarter mile) could be used as means to justify the reduction in minimum parking requirements for non-residential uses. In addition, parking studies will be required to be updated for any changes in land use to reflect up-to-date parking demands generated by all development within the study area.

ITE's Parking Generation manual provides data on actual parking demand for a 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 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 as 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).

3. 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 area. 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 summary, 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 area.

4. 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 can have its greatest application in developed areas where small lots, multiple landowners, and physical constraints prevent the construction of on-site parking.

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.

5. La Baya District Parking Strategy

The La Baya District (North and South), 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 La Baya 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 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 La Baya District situated along La Baya Drive.

An in-lieu fee program could be utilized as the mechanism for providing 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 new parking). In this instance, some initial public funding could be required.

6. Effects of New Technologies on Parking Demand

A number of today's new motor vehicles have technology that helps drivers avoid drifting into adjacent lanes or making unsafe lane changes, or that warns drivers of other vehicles behind them when they are backing up, or that brakes automatically if a vehicle ahead of them stops or slows suddenly, among other things. While this technology is aimed at increasing safety, it does not cause a dramatic shift in overall parking demand. The introduction of self-driving automobiles, however (i.e., which are still in the testing phase/s), likely will have an impact on future parking demand and parking needs. Vehicles with autonomous function will allow the former driver and any passenger occupants to be dropped off at their destination or at a designated drop-off/pick-up point. The self-driving vehicle would then be programmed to return to place of origin to park or at another designated destination. Over time, parking demands could very well decline in the future, causing many agencies and jurisdictions to reconsider and revisit their current parking requirements.

7. Bicycle Parking

Bicycle 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 the Specific Plan area. Details as to the number of bicycle parking spaces required for commercial and residential land uses within the Specific Plan are provided in Chapter 4.

Open Space and Streetscape Improvements

A. Introduction

This chapter presents open space and streetscape design concepts for the North Business Park Specific Plan area. The recommended on-site 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 existing and recommended open spaces, along with the planned streetscape improvements, will encourage pedestrian movement throughout the Specific Plan area.

B. Open Space

With just over 1,300 acres of dedicated open space, Westlake Village is characterized by its beautiful natural setting and outdoor lifestyle. Open space policies in the City's General Plan are intended to ensure that adequate open space and parklands are maintained for existing and future residents in balance with new development, and to require that development be sited and designed to include the provision of open space. In addition, the preservation of significant ridgelines as a visual and open space resource is required.

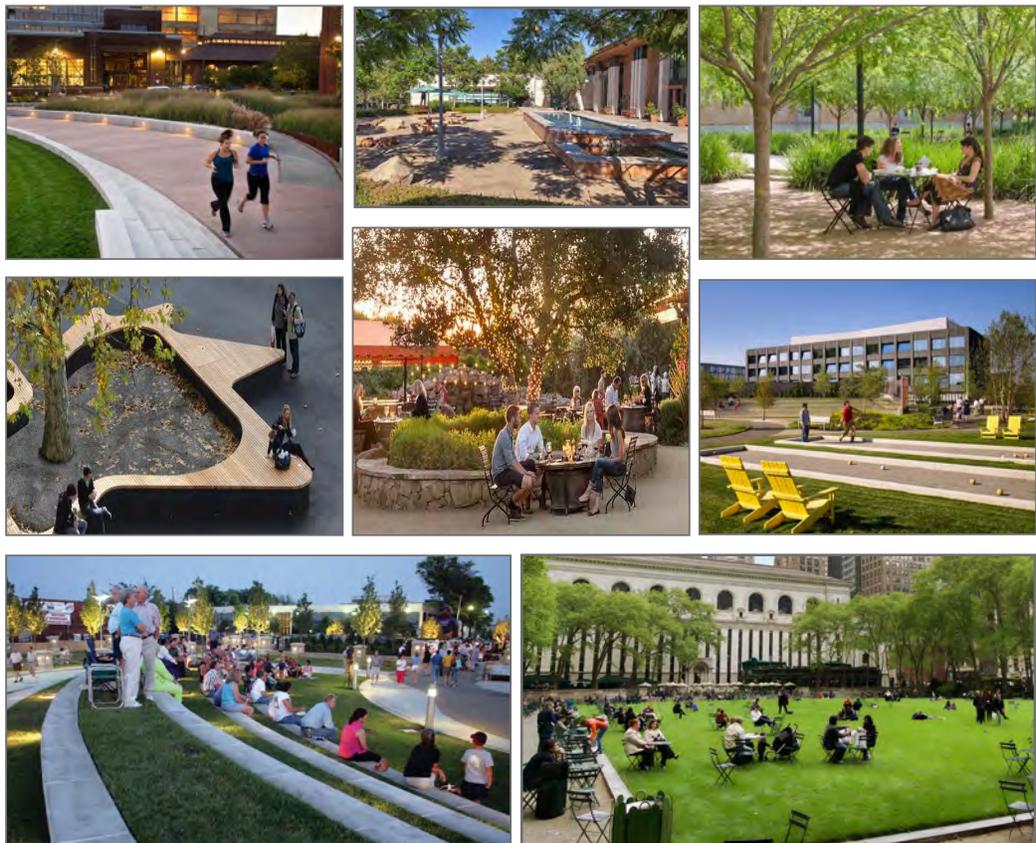
The North Business Park and surrounding environment already contain a significant amount of passive and recreational open space, as identified in Figure 7-1. This includes the Westlake Village Community Park just north of the Specific Plan area, the open space and recreational fields for Oaks Christian School, and the gardens and recreational open space for the Four Seasons Hotel. In addition, the Valley Oaks-Griffin Memorial Park cemetery is located just east of the North Business Park, contributing to the green, open setting of the area.

In keeping with the City's goal to balance open space with new development, and to provide outdoor amenities for employees, visitors and future residents of the North

Business Park, usable open space is encouraged throughout the Specific Plan area in the form of plazas, courtyards, and passive outdoor spaces as new development occurs. In the Mixed Use Corsa, Mixed Use Lindero, and Office zoning districts, where the most redevelopment is anticipated to occur, larger non-residential projects are required to provide usable common open space, as set forth in Chapter 4, which could be in the form of a large plaza, promenade, or village green that could provide outdoor amenities and also host activities and events.

The topography of the North 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 Business Park West zoning districts to locate open space along the ridgeline in the form of a greenbelt or linear park (refer to Chapter 4). The ridgeline linear park shall be designed to take advantage of the views and provide passive open space for employees, customers, and residents. Features of the greenbelt/linear park may include a walkway, seating, small terrace, and appropriate landscaping to beautify the area.

A large plaza or “village green” in the Mixed Use Corsa and Mixed Use Lindero zoning districts could greatly enhance the area and provide amenities for employees, visitors, and future residents, such as outdoor seating, walking paths, gardens, passive open space, and areas for small events or activities.



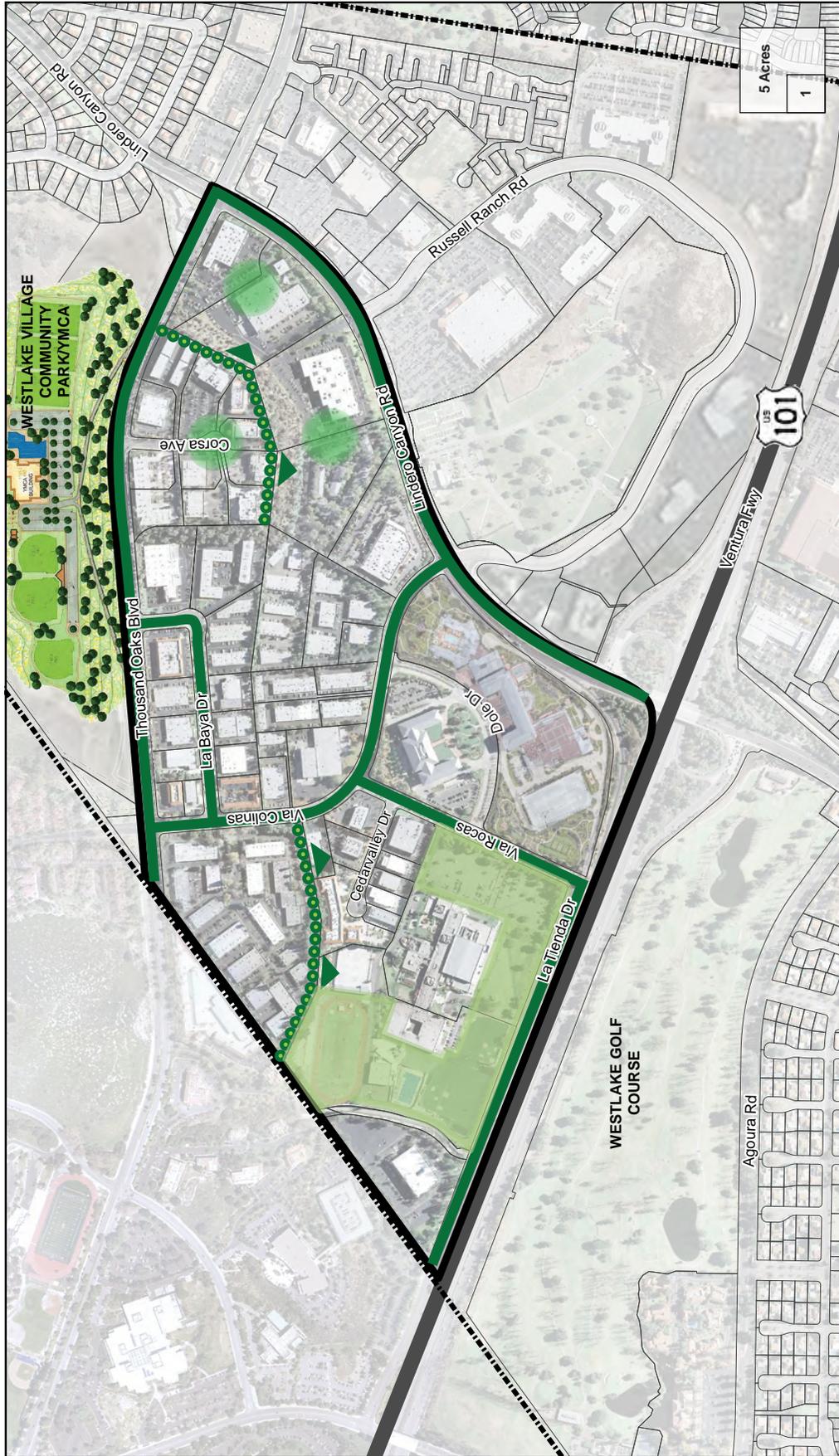
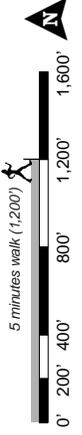


Figure 7-1:

Open Space Framework

- Specific Plan Area
- City Boundary
- Upgraded Streetscape Improvements
- Village Green/ Large Plaza (Conceptual Locations)
- Ridgeline Linear Parks
- School Open Space/ Playing Fields
- Scenic Vistas

NORTH BUSINESS PARK SPECIFIC PLAN



C. Streetscape Improvements

The overall streetscape design intent is to provide a safe and comfortable pedestrian environment throughout the North Business Park. Streetscape improvements are meant to enhance and unify the visual and spatial experience of drivers, pedestrians, and bicyclists and help create key linkages throughout the Specific Plan area. A comfortable experience through the streetscape environment gives the user a sense of direction and a sense of place.

Planting new street trees per a consistent street tree palette will help unify the North Business Park. A uniform pattern of street trees will also increase connectivity and a sense of cohesion on a pedestrian- and auto-oriented scale, as well as offer a pleasant sidewalk experience. In addition, new street trees will provide shade, add seasonal color, define the street edge, and add to the urban forest. Canopy trees will also lower overall temperatures on sidewalks and roadways by shading, as well as capture and treat storm water before it drains into the local watershed. Furthermore, by providing ample shade with street trees and converting existing plantings to more appropriate California native or adapted plants, water needed for irrigation can be greatly reduced.

Table 7-1 summarizes the designated street trees for the Specific Plan roadways. The street tree plan for the North Business Park draws from the Westlake Village Street Tree Master Plan to maintain visual unity throughout the community. Following Table 7-1 are descriptions and cross sections for the designated streetscape treatments for each of the Specific Plan streets.

Table 7-1: Recommended Street Trees for the North Business Park Specific Plan Area

Street	Common Name	Botanical Name	Notes
Thousand Oaks Boulevard	Coastal Live Oak	<i>Quercus agrifolia</i>	Historical tree, low water use, provides shade and habitat
Thousand Oaks Boulevard (median)	London Plane Tree	<i>Platanus x acerifolia</i> 'Bloodgood'	Deciduous, low water use, resistant to anthracnose
Lindero Canyon Road	Canary Island Pine	<i>Pinus canariensis</i>	Evergreen, low water use
Via Colinas	Chinese Flame Tree	<i>Koelreuteria bipinnata</i>	Pedestrian-scaled, low water use, provides fall color, good for bicycle and walking paths
Via Rocas	Chinese Flame Tree	<i>Koelreuteria bipinnata</i>	Pedestrian-scaled, low water use, provides fall color, good for bicycle and walking paths
Cedarvalley Drive	Chinese Flame Tree	<i>Koelreuteria bipinnata</i>	Pedestrian-scaled, low water use, provides fall color, good for bicycle and walking paths
La Tienda Drive	Stone Pine	<i>Pinus pinea</i>	Evergreen, filters air from adjacent freeway, open for views
La Baya Drive	London Plane Tree	<i>Platanus x acerifolia</i> 'Bloodgood'	Deciduous, low water use, resistant to anthracnose



Chinese Flame Tree
(Koelreuteria bipinnata)



Eastern Redbud
(Cercis canadensis)



Coastal Live Oak
(Quercus agrifolia)



London Plane Tree
(Platanus x acerifolia 'Bloodgood')

Recommended street trees for the North Business Park Specific Plan Area.



Stone Pine
(Pinus pinea)



Canary Island Pine
(Pinus canariensis)

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 approximately every 160 feet and benches and trash receptacles at each intersection will provide a safe environment for pedestrians. The Coast Live Oak is recommended as the signature tree for Thousand Oaks Boulevard, complemented with London Plane Trees and Eastern Redbuds planted in the median.

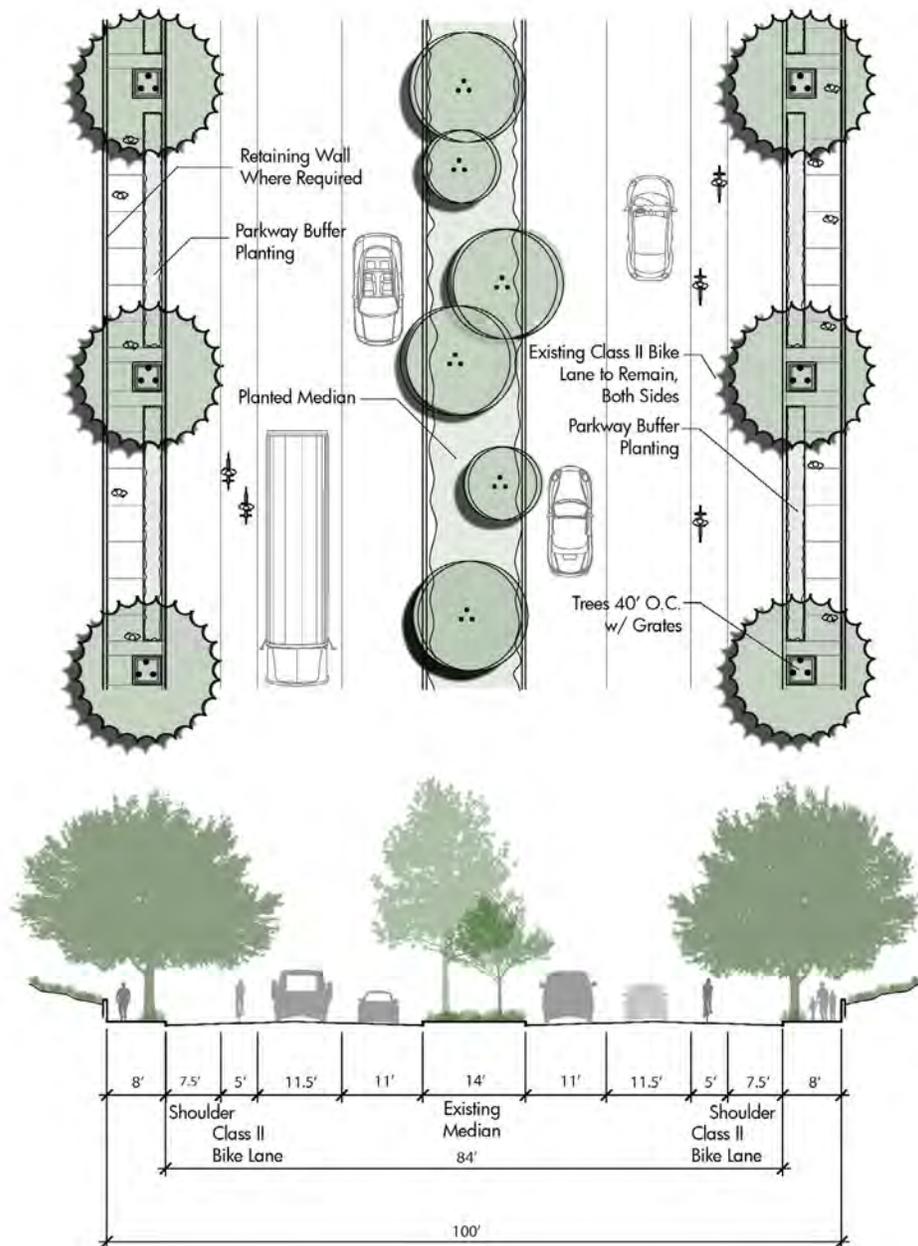


Figure 7-2: Thousand Oaks Boulevard

Lindero Canyon Road

Lindero Canyon Road has an existing median and sidewalk on the east side of the street that will remain. A new 6-foot-wide sidewalk and a 2-foot-high retaining wall on the west side with added street lights approximately every 150 feet will provide a safe pedestrian environment. Benches and trash receptacles are recommended at an approximate spacing of 1,000 feet and at major intersections. Spacing may be adjusted to accommodate safe and convenient maintenance of trash receptacles. 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.

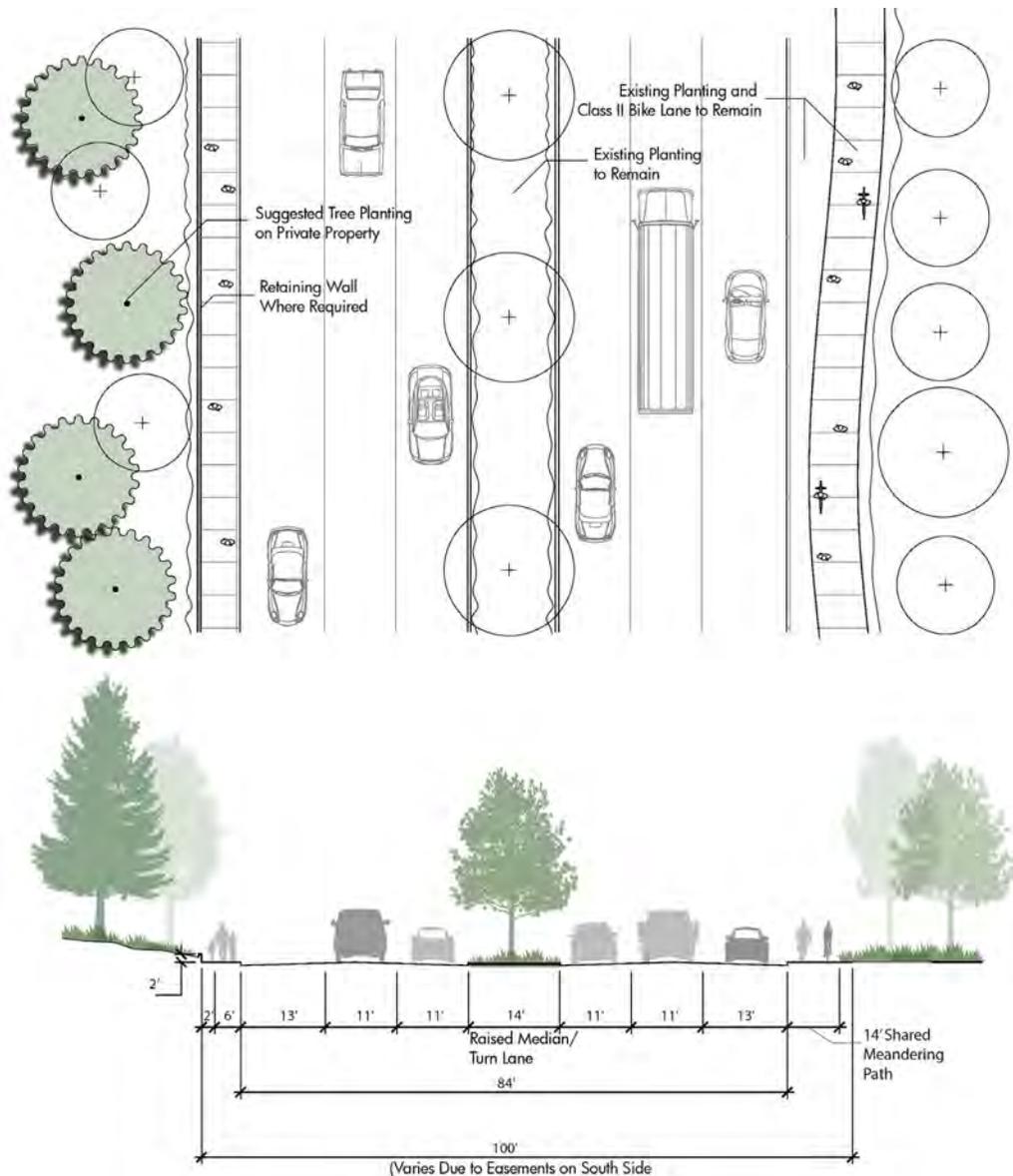


Figure 7-3: Lindero Canyon Road

Via Colinas (between Lindero Canyon Road and Via Rocas)

Via Colinas is the main street through the North Business Park. Between Lindero Canyon Road and Via Rocas, Via Colinas is a four-lane street with a two-way center turning lane and Class II bike lanes on each side. One side of the street will have 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 approximately every 60 feet will 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.

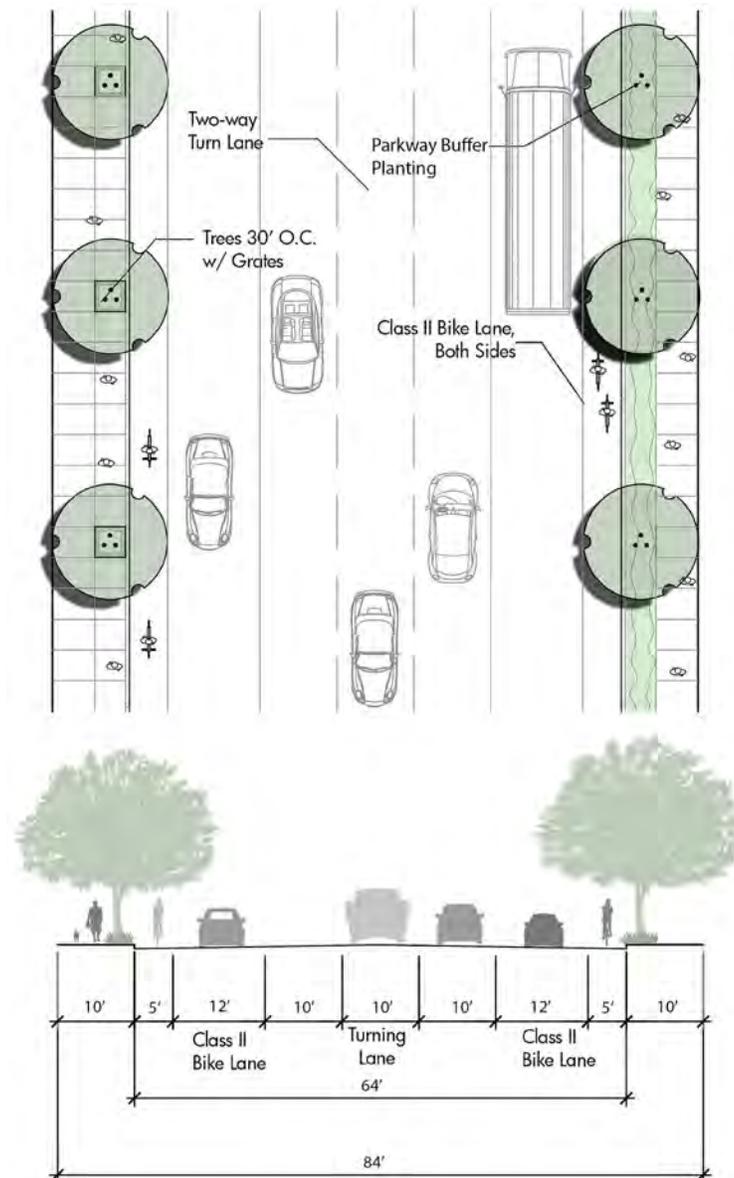


Figure 7-4: Via Colinas (between Lindero Canyon Road and Via Rocas)

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 10-foot-wide sidewalks. On both sides of the street, trees planted every 30 feet and pedestrian streetlights approximately every 60 feet will 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.

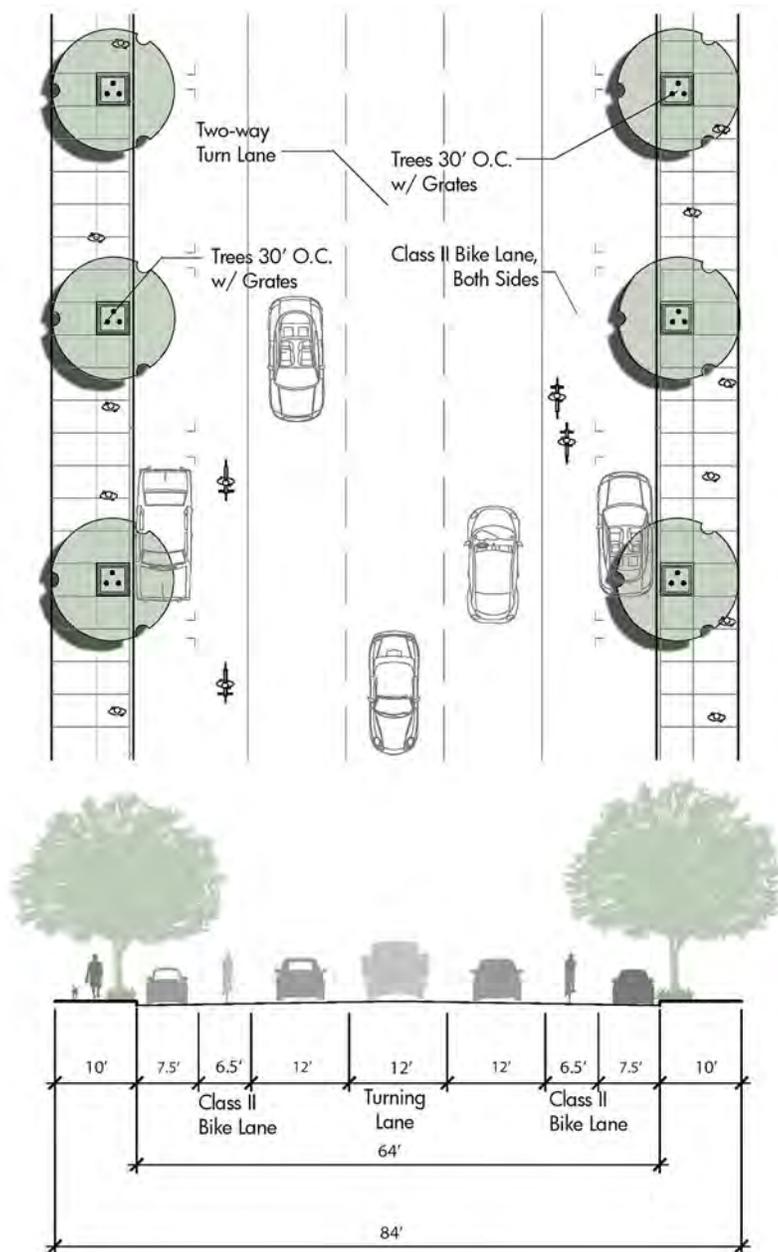


Figure 7-5: Via Colinas (between Via Rocas and Thousand Oaks Boulevard)

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 10-foot-wide sidewalk will be accompanied by 5-foot-wide planted tree wells every 30 feet. On the other side, a 10-foot-wide decomposed granite pathway will give plenty of room for pedestrians, with trees surrounded by tree grates every 30 feet. Class II bike lanes will be added on both sides. Standard overhead lights are recommended to provide sufficient light for the occasional heavy vehicular traffic caused by events at Oaks Christian School. Benches and trash receptacles will 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, and continue to the Cedarvalley Drive cul-de-sac.

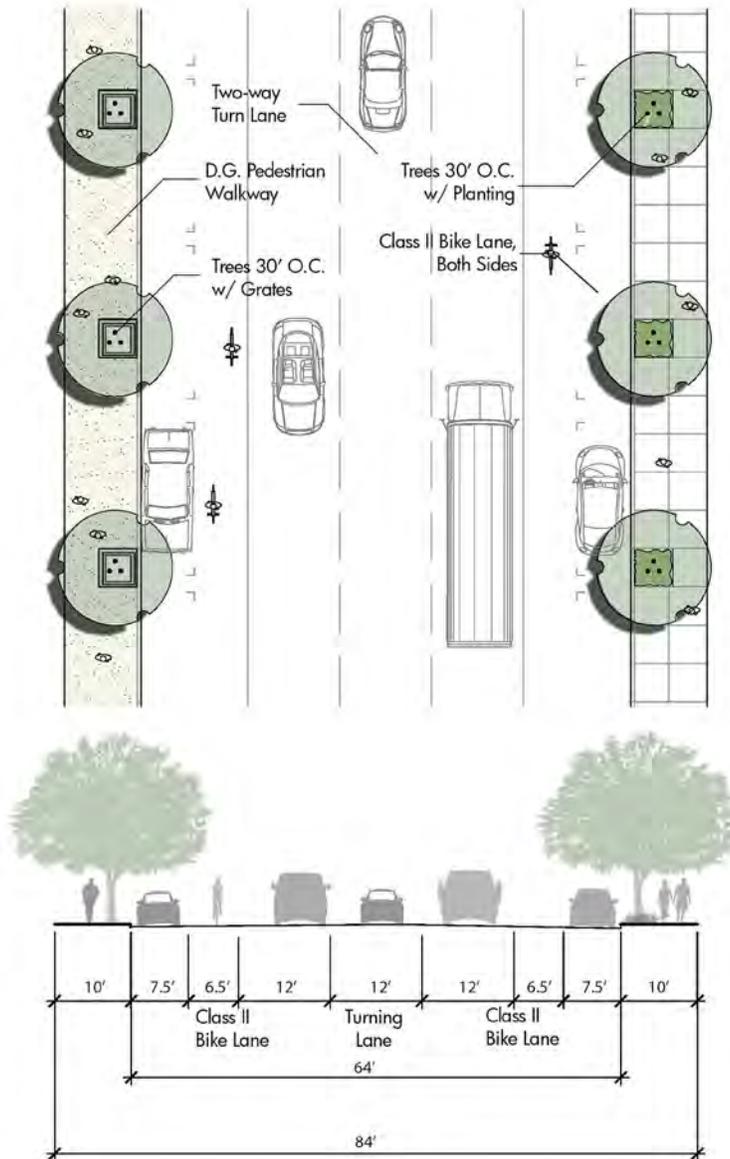


Figure 7-6: Via Rocas

La Tienda Drive

La Tienda Drive will have a new 10-foot-wide sidewalk or 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. Standard overhead lights are recommended to provide sufficient light for the occasional heavy vehicular traffic caused by events at Oaks Christian School. Benches and trash receptacles should be placed at transit stops and major intersections. The Italian Stone Pine is recommended for La Tienda Drive, which fronts the freeway, because of its ability to filter airborne pollutants..

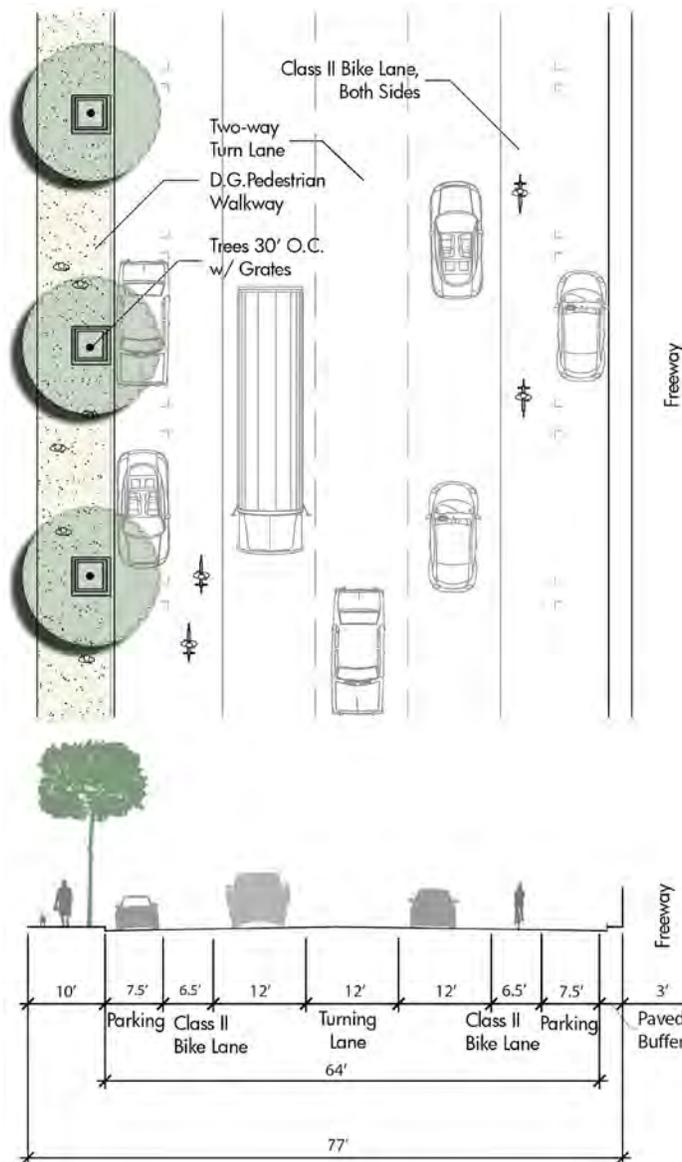


Figure 7-7: La Tienda Drive

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. This two-lane street through the La Baya District is intended to become more pedestrian-oriented with new 5-foot-wide sidewalks and a 5-foot planted parkway and shade trees approximately every 30 feet. Pedestrian lights approximately every 60 feet and streetlights approximately every 150 feet will provide a safe and comfortable pedestrian environment day and night. The recommended street tree for La Baya is the London Plane tree, which is a large stately tree that will unify the street and provide shade for pedestrians.

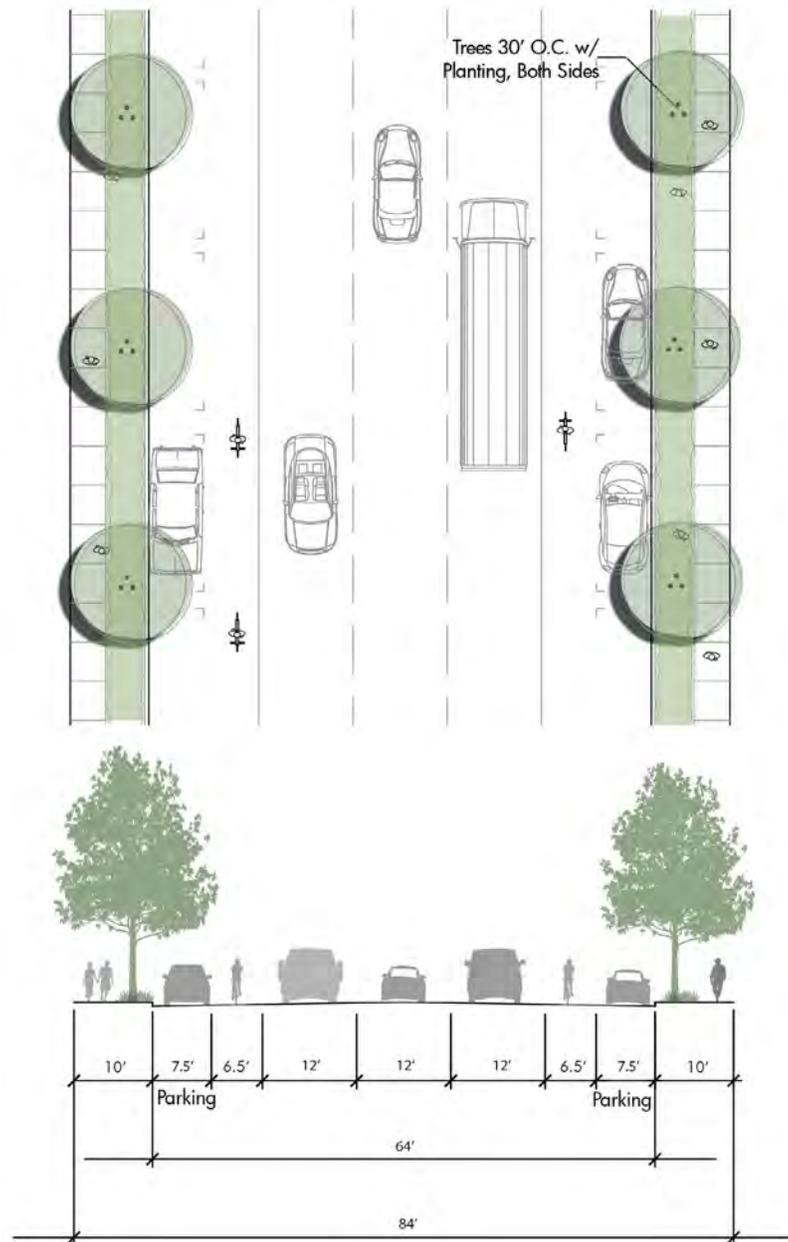


Figure 7-8: La Baya Drive

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

The following design standards shall apply to new streets, sidewalks, medians, and 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 7-1 on page 104) 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 the 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 parkway tree 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 7 feet from grade at maturity.

E. Street Furniture

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 cohesive look and feel. While this Specific Plan does not identify specific furniture selections, the following criteria should be used when selecting a street furniture palette:

- Street furniture should be selected to bring comfort, scale, and design expression to the streetscape.
- The City's climate and setting should be taken into account in furniture selection, including colors and materials that are heat resistant.
- Durable street furniture with a modern sensibility is appropriate for the Specific Plan area; it should be highly durable and easy to maintain.
- All elements of the furniture palette should have a uniform look even if the elements 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 also 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 North Business Park. A consistent palette of street furniture will help unify the area and enhance the pedestrian experience.



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 North 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 was 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, May 27, 2010).

B. Water System

The Las Virgenes Municipal Water District (LVMWD) is the water service provider for the North Business Park Specific Plan area. LVMWD owns and maintains the entire water supply network for both the potable and recycled water systems. Potable water lines exist 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 are PVC (polyvinyl chloride). Figure 8-1 shows the layout of both the existing potable water and reclaimed water lines.

No major backbone infrastructure upgrades are required for the water facilities 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 a master plan for the water system in the entire LVMWD district was prepared in 2014. 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 2014” (Kennedy/Jenks, 2014), multiple projects were proposed 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-LVMWD Interconnection:** Transmission system improvements are needed for transferring surplus water supply during the winter months from Calleguas Municipal Water District (MWD), which is north of the Specific Plan area, to the Las Virgenes Reservoir, which is south of the Specific Plan area. The Calleguas-LVMWD pipeline from the south side of the U.S. 101 Freeway along Lindero Canyon Road to Kanan Road has been upgraded to a 30-inch pipe. The pipe will extend up Lindero Canyon from Thousand Oaks Boulevard to the County Line. Calleguas MWD will provide a pump station and interconnect to this line. 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 12-inch Reclaimed Water Main was installed down Thousand Oaks Boulevard to Westlake Village Community Park in 2009. The line is approximately 1,070 feet. There are no future plans to extend it any farther.

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 under major streets within the Business Park, with smaller laterals connecting directly to the businesses. As it flows south toward the LVMWD trunk sewer, the City sewer main traverses through easements and along Lindero Channel Access road (Figure 8-2 on page 119).

The recently monitored flows in the City's sewer main are nearing design capacity, as the contributing areas are currently built out. There is some remaining capacity for intensifying the uses as proposed in the Specific Plan, but it is limited.

Any research and study about the capacity to handle future demand will be conducted by the developers and reviewed by LVMWD and the City. When future developers are ready to submit proposed preliminary design plans to the City, they will be required to conduct an individual sewer area study to determine whether upgrades are necessary.

Identified upgrades to the sewer system, if any, will be required to be designed and implemented with each development.

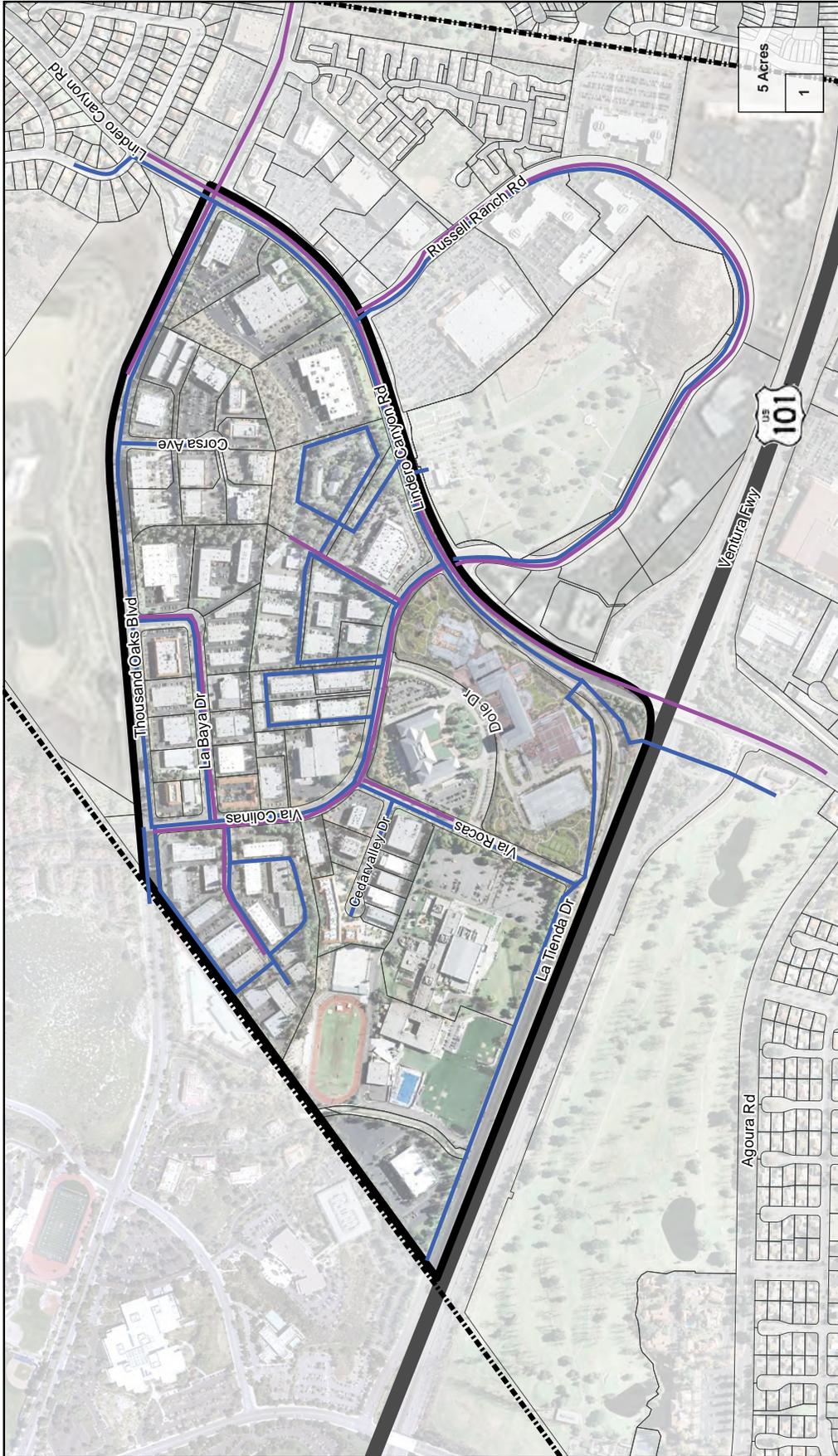
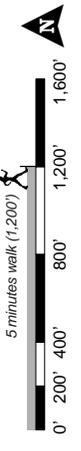


Figure 8-1:
Water System
Infrastructure

NORTH BUSINESS PARK SPECIFIC PLAN



-  Specific Plan Area
-  City Boundary
-  Potable Water Main Lines
-  Recycled Water Main Lines

D. Storm Drain System

The storm drain system serving the Specific Plan area is owned and 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 Drive and the U.S. 101 Freeway via a culvert to another open channel along the south side of the freeway.

Future development in the Specific Plan area will generate little or no increase in the runoff to the existing drainage system, because more than 90% of the existing Specific Plan area is already impervious. It is predicted that new development will not directly trigger any need for upgrading LACFCD'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 the City and LACFCD when the proposed preliminary design plans are submitted. At the current time, there are no plans to upgrade the existing storm drain system within the Specific Plan area.

LID Practices and Project Requirements

On January 20, 2005, the California State Water Resources Control Board (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 stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized storm water facility, LID takes a different approach by using site design and stormwater 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 and Rain Gardens
2. Rooftop Gardens
3. Sidewalk Storage
4. Vegetated Swales, Buffers and Strips; Tree Preservation
5. Roof Leader Disconnection
6. Rain Barrels and Cisterns
7. Permeable Pavers
8. Soil Amendments
9. Impervious Surface Reduction and Disconnection
10. Pollution Prevention and Good Housekeeping

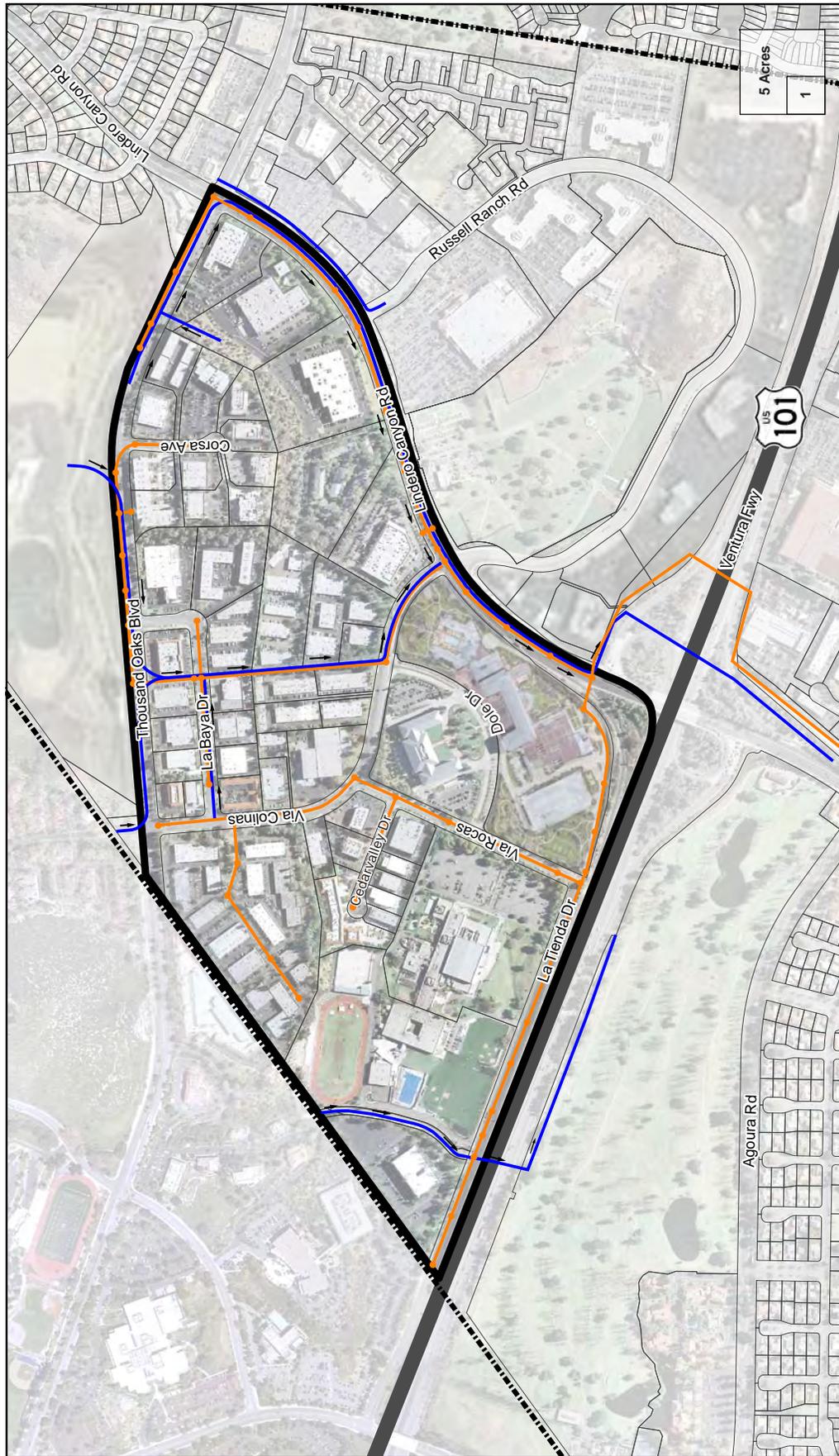
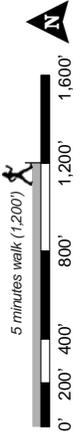


Figure 8-2:

Sewer and Storm Drain Infrastructure

NORTH BUSINESS PARK SPECIFIC PLAN



-  Specific Plan Area
-  City Boundary
-  Existing Sanitary Sewer
-  Existing Storm Drain
-  Existing SD Flow Direction

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 not raise the flood level upstream or downstream of the project. In addition, National Pollutant Discharge Elimination System (NPDES) reports, such as the Stormwater Mitigation Plan and Storm Water Pollution Prevention Plan (SWPPP), will be required by the City and 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 investor-owned utility, provides electrical power service to the City of Westlake Village. SCE sets its own service standards (with the involvement of the Public Utilities Commission) and facility improvement strategies. Currently, there is a network of power grid lines that 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.

With the coordination of the City, the decision to upgrade the power supply facilities and the quantities of the upgrade (if any) 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 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. All new development will be required to place the power and telephone lines 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 8-2 on page 119 and pipe sizes are identified in Table 8-1.

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, in 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 California Energy Efficiency Standards.

Table 8-1: Pipe Sizes of Existing Gas Lines

Locations	Pipe Sizes
La Tienda Road from County border to 527 feet east of the border line	4 inches
The remainder of the gas line under La Tienda Road	3 inches
Via Rocas	3 inches
Cedarvalley Drive	3 inches
Via Colinas west of Via Rocas intersection	4 inches
Via Colinas east of Via Rocas intersection	3 inches
Thousand Oaks Boulevard west of Via Colinas intersection	6 inches
Thousand Oaks Boulevard from La Baya Drive intersection to Corsa Avenue intersection	4 inches
La Baya Drive	2 inches
Corsa Avenue	2 inches
Lindero Canyon Road	3 inches

G. Telecommunications System

The City of Westlake Village is within the service area of AT&T, a privately owned company. AT&T provides local and long-distance telecommunications and Internet service in the Specific Plan area.

AT&T will assess the demand for services and the 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.

Additionally, the City of Westlake Village employs a “Dig Once” policy in an effort to better position the City for future broadband needs. Through this policy, the City requires anyone conducting work within the public rights-of-way to coordinate with the City’s Public Works Department to facilitate the laying of empty conduit for future City use.

H. Cable Television System

The cable service provider for this area is Spectrum. 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 southwest side of Via Colinas, including the Dole Corporate Headquarters and the Four Seasons Hotel.

New land use resulting from the Specific Plan will consist of 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 8-3 illustrates the recommended layout of the proposed fiber optic line. Because 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.

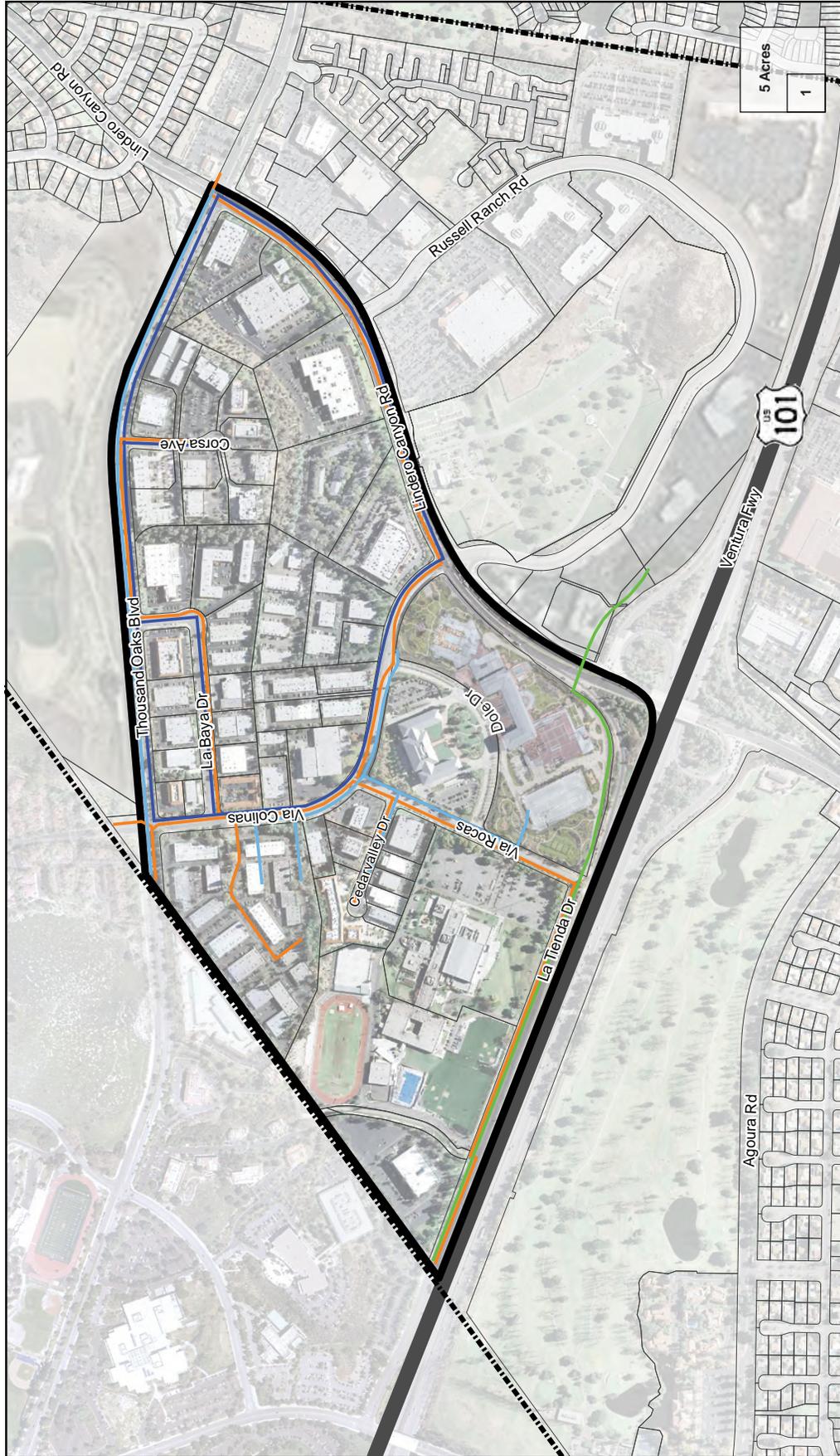
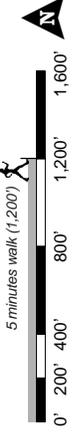


Figure 8-3:
Existing and Planned
Dry Utilities

NORTH BUSINESS PARK SPECIFIC PLAN



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

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Economic Implementation Strategy

A. Introduction

The Specific Plan embraces the vision of becoming the City's first higher density mixed-use neighborhood. Additionally, with the capacity to include market-rate and affordable housing units, the plan helps accommodate the unmet State housing mandates for Westlake Village under the 4th, 5th and 6th Cycles of the Regional Housing Needs Assessment (RHNA). The resulting developments will better serve a wider breadth of the population ranging from youth to seniors, and a diverse workforce, including healthcare workers, school teachers, firefighters and other public servants, who typically earn at or below the area median income (AMI) and can qualify for affordable units. In turn, these typically working-age residents will add to the vitality of the area, and to the broader Westlake Village community, as consumers of products and services captured locally. Therefore, making the City an attractive residential option for young professionals is a sound economic development and revenue-generation strategy over the medium to long term, especially in the context of an aging population.

The Specific Plan Economic Implementation Strategy seeks to accommodate the above place-making and economic development objectives, while building on the City's strong fiscal position. This involves balancing public and private investment in the landscaping, streetscape, and circulation elements critical for the successful transformation of the Specific Plan area into a thriving residential and commercial development.

Preliminary one-time capital costs have been estimated for streets and roads, landscaping, and other infrastructure required for full build-out of the North Business Park Specific Plan. 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 or a Property Based Business Improvement District (PBID). These preliminary cost estimates would need to be refined once the Specific Plan is approved.

As part of the Specific Plan process, a financial feasibility analysis 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) 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 that: 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 and local maintenance envisioned in the Specific Plan.

However, absent an above average improvement in long-run market and transportation conditions, higher density development will be less probable than traditional lower density development. Generally, market conditions in the greater 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. Additionally, the need or obligation to provide structured parking for the residential development may affect its residual land value and feasibility, thus making some level of public support vital.

Successful redevelopment and revitalization of the Specific Plan area will rely on a combination of economic development strategies and land use regulations that may transform the business park into a thriving mixed-use neighborhood. Interesting and identifiable place-making often leads to increased investor interest and superior real property financial performance, which improves 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 system of infrastructure and enhanced amenities are in place for future development and to enhance the long-term financial stability and fiscal feasibility of the North Business Park Specific Plan.

B. Opportunities and Constraints

Typical of most mature communities in Los Angeles, the North Business Park has no 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 forms of redevelopment in the commercial zones will require some new construction and land assemblage.

The intent of a Specific Plan, as described in state law, is to systematically implement the General Plan in a geographic area. A required component of a specific plan is a “program of implementation measures including regulations, programs, public works projects, and financing measures.” Because of the complex nature of the type of redevelopment envisioned for the North Business Park, a much higher level of

coordination between acting parties and private property owners, and a more intense amount of City involvement will be necessary than if the vision called for a conventional low-density, single-use environment.

Also, as development and density increases, transportation management will become increasingly important for on-site parking as well as for transit, shuttle, and pedestrian and biking access. On-site parking management will need to find solutions that allow smaller and medium-sized parcels to contribute their fair-share for parking solutions through in-lieu fees and direct payments to larger developments, which may provide additional parking facilities and shared parking solutions that can serve smaller and medium-sized parcels, along with their own needs.

C. Infrastructure Financing Strategy

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

- Require new development to contribute its fair share of the cost of on- and off-site public infrastructure, landscaping, sidewalks, enhanced amenities, and transportation management solutions.
- Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Development Impact Fees, and participating in a Capital Improvement Program (CIP) to fund and maintain enhanced local public facilities and infrastructure.
- Based on final capital cost estimates, consider establishing development impact fees for new development's fair share cost of required capital facilities that could alternatively be paid through a master assessment district.
- Apply for available state, federal, and regional funding sources to finance public infrastructure and transportation improvement costs.
- A parking district through a transportation management plan has the potential to serve as a catalyst for redevelopment in the Specific Plan area. It is recommended further study be given to the preparation of such a management plan that balances the development goals of the Specific Plan area with the stakeholders' and the City's abilities to fund the necessary improvements.

D. Economic Implementation Actions

Implementation of a financing and operations and maintenance plan ensures that new development will meet the service level specifications identified in the Specific Plan and that new development pays its fair share of the backbone infrastructure, including other public facilities and enhanced amenities required to serve the Specific Plan area. While individual areas of the Specific Plan may develop at different times as the financing plan is implemented, the 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. The financing plan should be re-evaluated within the context of the overall economic strategy to ensure required funding is available when needed. The costs and funding sources will also need to be adjusted periodically to reflect inflation impacts over time. In summary, possible changes to the financing plan include:

- New or revised infrastructure projects;
- New construction cost information or engineering estimates, including inflation; and
- New funding source 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 Based Business Improvement District (PBID).

E. Implementation Strategy Steps

The North 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 North 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 9-1.

1. Administrative

- Consider the formation of a committee of City, North Business Park property and business owners, and development representatives.
- Prepare a set of public revenue performance indicators to monitor the ongoing fiscal health of the North Business Park Specific Plan.
- Explore the feasibility of establishing an Enhanced Infrastructure Finance District (EIFD) to finance the infrastructure and service improvements.
- Update the City's Capital Improvement Program (CIP) to reflect the Business Park's new public infrastructure and enhanced amenities, as well as the financing strategy.
- Consider establishing a professional services agreement with a well-qualified architectural and urban design consultant to provide Design Review to ensure buildings and public improvements are well designed and coordinated and contribute to the overall vision.

Table 9-1: Implementation Strategy Plan for the North Business Park Specific Plan

Implementation Step	Key Actions	Responsible Parties	Phasing Priority*
Update the City's Capital Improvement Program	Update the City's Capital Improvement Program that includes a long-term financing strategy comprised of a variety of local and outside funding mechanisms for the proposed improvements and enhanced amenities	City of Westlake Village, local stakeholders	High
Foster Public-Private Partnerships	Coordinate funding strategies between the City's Planning and Engineering Departments with a local Property Based Improvement District (PBID)	Planning and Engineering Departments, PBID	High
Update the Development Impact Fee (DIF) Schedule for the Specific Plan Area	Review the existing development impact fees for the Specific Plan area to reflect new development's equitable share of the proposed public improvements and enhanced amenities	Planning and Engineering Departments	High
Explore Interest in Establishing a PBID	Consider property owner interest in establishing a PBID, and, if appropriate, identify the program costs for the proposed district as well as an equitable formula to establish and allocate future assessments	PBID stakeholders in coordination with City of Westlake Village	Medium
Landscape and Lighting District (LLD)	A landscape and lighting district could be established for the maintenance of landscaping, sidewalk and related enhanced public improvements; property assessments would be subject to a majority vote of the property owners	Planning Department; property owners	High
Pursue Regional, State, and Federal Infrastructure Funding Sources	Identify, monitor and apply for other government funding sources, for infrastructure, transportation, pedestrian and bicycle improvements	City of Westlake Village; regional, state and federal entities	Medium and ongoing
Develop a Transportation Management Program	As development occurs on small, medium-sized and larger parcels, the issues of on-site parking, transit and shuttle services and facilitating walking and biking will need long-term transportation management plan	Public Works Department and local stakeholders	Medium
Marketing and Outreach	Consider property owner interest in establishing a PBID, and if appropriate, identify the program costs for the proposed district as well as an equitable formula to establish and allocate future assessments	Planning Department, City Manager's Office, Chamber of Commerce, PBID	Medium
Monitor Fiscal Performance of Increase in Specific Plan Public Revenues	Set up a monitoring system of indicators to track public revenues, employment, population and housing growth	Planning Department	Medium and ongoing

*These phasing priority periods are identified, including; High (1-5 years), Medium (5-10 years), and Low (10+ years); ongoing means occurring throughout the phasing period.

Source: Stanley R. Hoffman Associates, Inc.

2. Infrastructure Financing

- Finalize the cost estimates of the infrastructure to be paid for by new development.
- Based on the approved land uses, prepare an assessment 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; and
 - Adopt a development impact fee (DIF) schedule through the City of Westlake Village with input from North Business Park stakeholders that is specific to projects.
- For landscaping and lighting improvements along arterials and internal streets and roads:
 - To allow for the timely provision of landscape and lighting improvements, identify the appropriate financing mechanism, such as a landscape and lighting district (LLMD) assessment;
 - Establish the LLMD with a majority landowner vote over the benefiting properties within the Specific Plan area;
 - As facilities are required, LLMD bonding authority can provide for landscape and lighting infrastructure financing; and
 - Provide for reimbursement program to developers who finance necessary infrastructure beyond their fair share.
- For other facilities that serve the entire Specific Plan area, such as undergrounding fiber optic cable for TV and all forms of data transmission:
 - Establish an assessment that will spread the costs on a fair share basis to the respective properties;
 - Provide for a reimbursement program for developers who finance this cost beyond their fair share; and
 - For properties that have general benefit from improvements beyond the Specific Plan boundaries, such as transportation and road improvements, consider other funding sources such as outside grants and loans, or consider City contributions.

3. Provide for Expanded and 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.
- Consider developing a transportation management plan that will facilitate the development and maintenance of structured parking over time using a variety

of funding sources, including development impact or in-lieu fees, special assessments, parking revenues and public contributions and incentives, particularly through outside grants and loans.

4. Maintain Fiscal Balance

- To cover the enhanced costs of landscaping and other operations and maintenance costs on a fair-share fiscal basis, consider establishing an annual special assessment.
- Encourage commercial retail uses, particularly in the La Baya District, to generate new sales tax revenue to help offset ongoing enhanced operations and maintenance costs from residential and non-residential growth.
- Provide annual monitoring of the fiscal balance of the North Business Park.

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