

## **APPENDIX 3**

# **COMMENTS RECEIVED AND RESPONSE TO COMMENTS**

## RESPONSES TO PUBLIC COMMENTS

This section provides a summary comments received during the public review period on the Initial Study/Mitigated Negative Declaration for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Plan Projects. The public review period for this project was from October 22, 1998 to November 22, 1998. During the public review period a total of four letters were received. Section A provides a list of all written correspondence received during the public review period; Section B provides a written response to individual comments; and Section C contains a copy of each correspondence that was received.

### A. AGENCIES, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT IS/MND

- Letter # 1 County of Ventura, Resource Management Agency, Keith Turner, County Planning Director, November 18, 1998.
- Letter # 2 Ventura County Public Works Agency, Transportation Department, Robert Brownie, Principal Engineer, November 10, 1998.
- Letter # 3 McClintock/Weston, Benshoof, Rochefort, Rubalcava, MacCuish, LLP, Nicki Carlsen, November 20, 1998.
- Letter # 4 California Department of Transportation, Stephen Buswell, November 23, 1998.

### B. RESPONSES TO WRITTEN COMMENTS

**Responses to comments submitted by the County of Ventura, Resource Management Agency Keith Turner, County Planning Director, November 18, 1998. (Letter #1).**

Response to Comment No. 1A – This letter does not pertain to the adequacy of the IS/MND. Therefore no response is necessary.

**Responses to comments submitted by the Ventura County Public Works Agency, Transportation Department, Robert Brownie, Principal Engineer, November 10, 1998. (Letter #2).**

Response to Comment No. 2A – This letter concurs with the findings of the IS/MND that the proposed projects would not have a significant impact on the Ventura County regional road system. No further response is necessary.

**Response to comments submitted by McClintock/Weston, Benshoof, Rochefort, Rubalcava, MacCuish, LLP, Nicki Carlsen, November 20, 1998 (Letter #3).**

Response to Comment No. 3A – This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

Response to Comment No. 3B – Comment noted. This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

Response to Comment No. 3C – Comment noted. The Resolution adopting the Las Virgenes Corridor Design Plan will address the issue of access from Las Virgenes Road to the Ahmanson Ranch project. The Resolution states that access will be provided from Las Virgenes Road, as required. The traffic analysis provided in the IS/MND addressed the

potential cumulative effects of full areawide buildout, including the Ahmanson Ranch project. No further response is necessary.

Response to Comment No. 3D – Comment noted. See response to Comment No. 3C above. No further response is necessary.

Response to Comment No. 3E – This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

**Response to comments submitted by the California Department of Transportation, Stephen Buswell, November 23, 1998 (Letter #4).**

Response to Comment No. 4A - Comment noted. We agree that the U.S. Highway 101 Southbound On-Ramp needs to be designed to accommodate truck movements. This can be accomplished within the existing right-of-way adjacent to the ramp, provided that the curb-return radius from Las Virgenes Road to the on-ramps is increased as required. The final design plans developed for this intersection will accommodate truck movements.

Response to Comment No. 4B - Comment noted. We agree that Rondell Street should be striped as a right-turn lane and a left-turn lane, with through movements prohibited. The final design plans developed for this intersection will reflect this striping.

Response to Comment No. 4C - Comment noted. The buildout (estimated Year 2020) traffic volumes presented in the document show that the northbound off-ramp volumes will be near the 1500 vph threshold. The referenced improvements are currently being implemented by the City and are a part of the 1998/1999 Capital Improvement Program (CIP).

Response to Comment No. 4D - The projected volumes are for buildout of the City and the adjacent areas of the County (estimated Year 2020), which is beyond the Project + Cumulative growth to Year 2010.

Response to Comment No. 4E - The improvements for identified for Mureau Road on Page 58 are for the Mureau Road/Las Virgenes Road intersection. These improvements will be required in conjunction with those identified for the Las Virgenes Road/U.S. 101 interchange.

Response to Comment No. 4F - The purpose of the study was to determine future volumes and improvements for the Las Virgenes Road corridor. The volume forecast does however, include cumulative traffic generated in the Los Hills and Calabasas Road areas.

**C. LETTERS RECEIVED**

Copies of the four (4) letters that were received during the public review period follow this section.



Letter # 1

RESOURCE MANAGEMENT AGENCY  
**county of ventura**

Planning Division

Keith A. Turner  
Director

NOV 18 1998

Mark Persico  
Calabasas, CA 91302

FAX # 818 878-4215

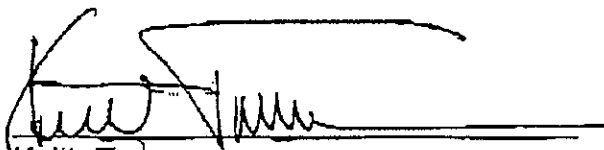
Subject: Las Virgenes Gateway/Corridor Plan

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,



Keith Turner  
County Planning Director

KT:nf1J75-7,98

Attachment

County RMA Reference Number 98-122



Letter # 2



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration**

**MEMORANDUM**

November 10, 1998

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Robert B. Brownie, Principal Engineer *RBB*

**SUBJECT:** Review of Document 98-122  
Draft Initial Study and Mitigated Negative Declaration  
Las Virgenes Gateway Master Plan  
Las Virgenes Road Corridor Design Plan  
Lead Agency: The City of CALABASAS

2A

The Transportation Department has reviewed the subject Draft Initial Study and Mitigated Negative Declaration. The Las Virgenes Gateway Master Plan is a land use plan that is intended change the overall land use character from a commercially dominated area to a more integrated mix of commercial, institutional, and residential uses. The basic objective of the Las Virgenes Road Corridor Design Plan is to transform the character, circulation and appearance of the Las Virgenes Corridor to provide support for the aesthetic enhancement of residential areas and support of investment in commercial areas. According to the Draft Initial Study and Mitigated Negative Declaration, this project would provide a net decrease in the average daily traffic generated from the project area. We offer the following observations:

- 1) This project will not have a significant adverse impact on the Counties Regional Road Network. Therefore, it is consistent with the Ventura County General Plan transportation policies.
- 2) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 with questions.

c: Richard Herrera  
Duane Flaten  
Carole Trigg

RBB/RH/DRF:ar  
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Letter #3

McCLINTOCK | WESTON  
BENSHOOF | ROCHEFORT  
RUBALCAVA | MACCUISH LLP

NOV 23 1998

ATTORNEYS AT LAW

ncarisen@mcclintock.com

November 20, 1998

VIA FACSIMILE and HAND DELIVERY

Mark H. Persico  
Planning and Building Services Director  
City of Calabasas  
26135 Mureau Road  
Calabasas, California 91302

Re: Las Virgenes Gateway Master Plan/Las Virgenes  
Road Corridor Design Plan

Dear Mr. Persico:

3A

We represent Ahmanson Land Company ("Ahmanson") with respect to the Ahmanson Ranch Project, and we have reviewed the proposal of the City of Calabasas ("City") for the Las Virgenes Gateway Master Plan and the Las Virgenes Corridor Design Plan, and the related Initial Study/Mitigated Negative Declaration. We submit the following comments.

3B

As the City knows, on September 23, 1998, Ahmanson completed the transfer of several open space parcels to the Mountains Recreation and Conservation Authority, and the Ahmanson Ranch Specific Plan for the Ahmanson Ranch Project is now fully operative. The Ahmanson Ranch Project has three access routes, one of which is Las Virgenes Road. The Las Virgenes Road access route to the Project is a two-lane gated access route. Approximately two years ago, Ahmanson extended Las Virgenes Road approximately 15 feet from its terminus in the City of Calabasas to the Ahmanson Ranch property in the County of Ventura. This road will be completed in the County of Ventura as a part of the development of the Ahmanson Ranch Project.

3C

We are writing to ensure that the City considers the Ahmanson Ranch Project and the existence of the extension of Las Virgenes Road in reviewing the Las Virgenes Gateway Master Plan, the Las Virgenes Corridor Design Plan and the Initial Study/Mitigated Negative Declaration. The Las Virgenes Corridor Design Plan was first circulated several

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Mark H. Persico  
November 20, 1998  
Page 2

3C  
cont.

years ago, and this plan contains an obsolete design proposal for the terminus of Las Virgenes Road at the Ventura County line because it depicts the terminus of Las Virgenes Road as a cul-de-sac. Given that Las Virgenes Road has already been extended to the Ventura County line to provide access to the Ahmanson Ranch Project, this design proposal is no longer applicable.

3D

In order to confirm Ahmanson's understanding, Guy Gniadek, Vice President of Ahmanson, spoke with you regarding the City's proposal to consider the Las Virgenes Corridor Design Plan. Based on conversations Mr. Gniadek had with you regarding the City's proposals, it is Ahmanson's understanding that the City intends on recognizing the fact that the terminus of Las Virgenes Road will not be a cul-de-sac and that the road will provide access to the Ahmanson Ranch Project. It is also Ahmanson's understanding that the Las Virgenes Corridor Design Plan will be modified to reflect this fact.

3E

If, for whatever reason, the City needs additional information regarding Las Virgenes Road or the Ahmanson Ranch Project, or if Ahmanson's understanding regarding the Las Virgenes Corridor Design Plan is inaccurate, please let me know.

Very truly yours,

Nicki Carlsen

McCLINTOCK, WESTON, BENSHOOF,  
ROCHEFORT, RUBALCAVA & MacCUISH LLP

NC

Letter # 4

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3688

IGR/CEQA/FSEIR/CP/#981062  
Las Virgenes Gateway Master Plan &  
Las Virgenes Road Corridor Design Plan  
Initial Study and Mitigated Negative Declaration  
Vic: LA-101-032.080-LA-101-30.934



November 23, 1998

Mr. Mark H. Persico, AICP  
Planning and Building Services Director  
City of Calabasas  
26135 Mureau Road  
Calabasas, California 91302

Dear Mr. Persico:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan.

Based on our review of the information received we have the following comments:

4A

1. *Las Virgenes Road @ Southbound Rte. 101 on/off-ramps located at the westerly side of Las Virgenes Road.* The proposed mitigation measure reducing the two-lane on-ramp to one lane to accommodate the increased off-ramp traffic is not recommended. The existing on-ramp width is needed to accommodate truck traffic. The existing two-lane width is already the allowable minimum.

4B

2. *Westbound traffic on Rondell Street across from S/B on/off-ramps.* For safety reasons, we recommend that traffic be limited to left or right turns only, with no through traffic.

4C

3. *Las Virgenes Road @ Northbound Rte. 101 off-ramp.* Mitigation measures are needed to accommodate increased off-ramp traffic. The existing one-lane off-ramp needs to be widened to two-lanes to accommodate projected 1500 vehicles during the A.M. peak hour. Caltrans recommends the N/B Rte. 101 off-ramp be widened to two lanes to avoid back-up on the freeway.

Our review also indicates additional information is needed to assist us in completely evaluating the proposed improvements. We recommend that additional traffic analysis be prepared that includes the following information:

4D

1. Project + cumulative growth to the Year 2010.

4E

2. Proposed Mureau Rd./Rte. 101 improvements (Page 58) will not effectively mitigate project generated impacts to Las Virgenes Rd./Rte. 101 Interchange. Traffic analysis needs to include discussion of additional appropriate mitigation measures.

4F

3. Trip distribution to include Lost Hills and Calabasas Road Interchange with Rte. 101.



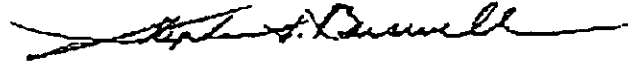
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CITY CALABASAS  
C. SHIIGI CALTRANS

PAGE 03 003

If you have any questions regarding this response please reference IGR/CEQA #981062 and call me at (213) 897-4429 or Cheryl Powell the IGR/CEQA Coordinator for the project at (213) 897-3747.

Sincerely,



STEPHEN J. BUSWELL  
IGR/CEQA Program Manager  
Transportation Planning Office

cc: DeLicia Wynn  
State Clearinghouse