

2.0 PROJECT DESCRIPTION

2.1 PROJECT TITLE:

Las Virgenes Gateway Master Plan
Las Virgenes Road Corridor Design Plan

2.2 LEAD AGENCY NAME AND ADDRESS:

City of Calabasas
26135 Mureau Road
Calabasas, CA 93061

2.3 CONTACT PERSON AND PHONE NUMBER:

Mark Persico, AICP, Planning and Building Services Director
(818) 878-4225

2.4 PROJECT LOCATION:

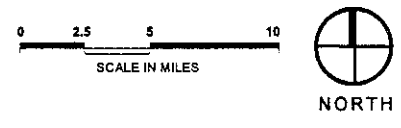
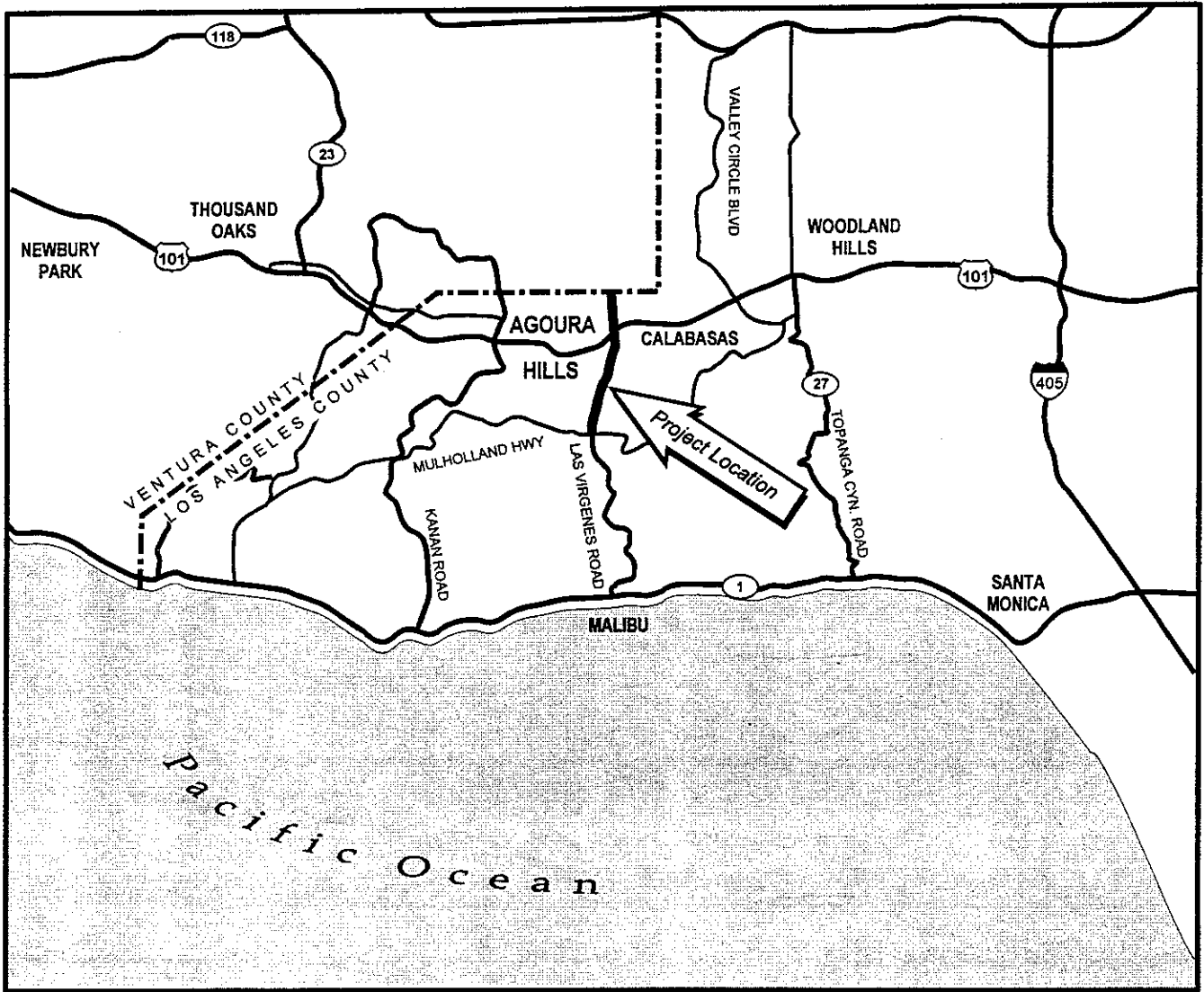
The City of Calabasas is located in western Los Angeles County, at the edge of the San Fernando Valley. The Ventura Freeway (Highway 101) runs east/west through the middle of the City. Neighboring cities include Agoura Hills, Hidden Hills, and Los Angeles. A portion of the City's western boundary abuts Los Angeles County and a portion of the northern boundary abuts Ventura County. The Las Virgenes Road planning area is located in the western portion of the City. Figures 1 and 2 show the regional location and general vicinity of the Las Virgenes Road planning area.

Las Virgenes Gateway Master Plan. The Las Virgenes Gateway Master Plan is a land use plan that encompasses the Las Virgenes Road corridor and lands immediately adjacent to the Las Virgenes Road corridor, south of U.S. Highway 101. The planning area extends along Las Virgenes Road from the Las Virgenes Water District Headquarters on the south to Thousand Oaks Boulevard on the north. The eastern boundary is approximately along the hillside ridge top for the area south of the freeway. North of the freeway, the eastern boundary runs along Las Virgenes Road. The western boundary in the area south of the freeway is at Las Virgenes Creek. In the area north of the freeway, the western boundary is at the top of the adjacent ridgeline.

Las Virgenes Corridor Design Plan. The Las Virgenes Road Corridor Design Plan is a road corridor plan that addresses the right-of-way along Las Virgenes Road from Mulholland Highway on the south to the Ventura County Line on the north. For purposes of design and circulation planning, the Plan divides the road corridor into five distinct zones as follows:

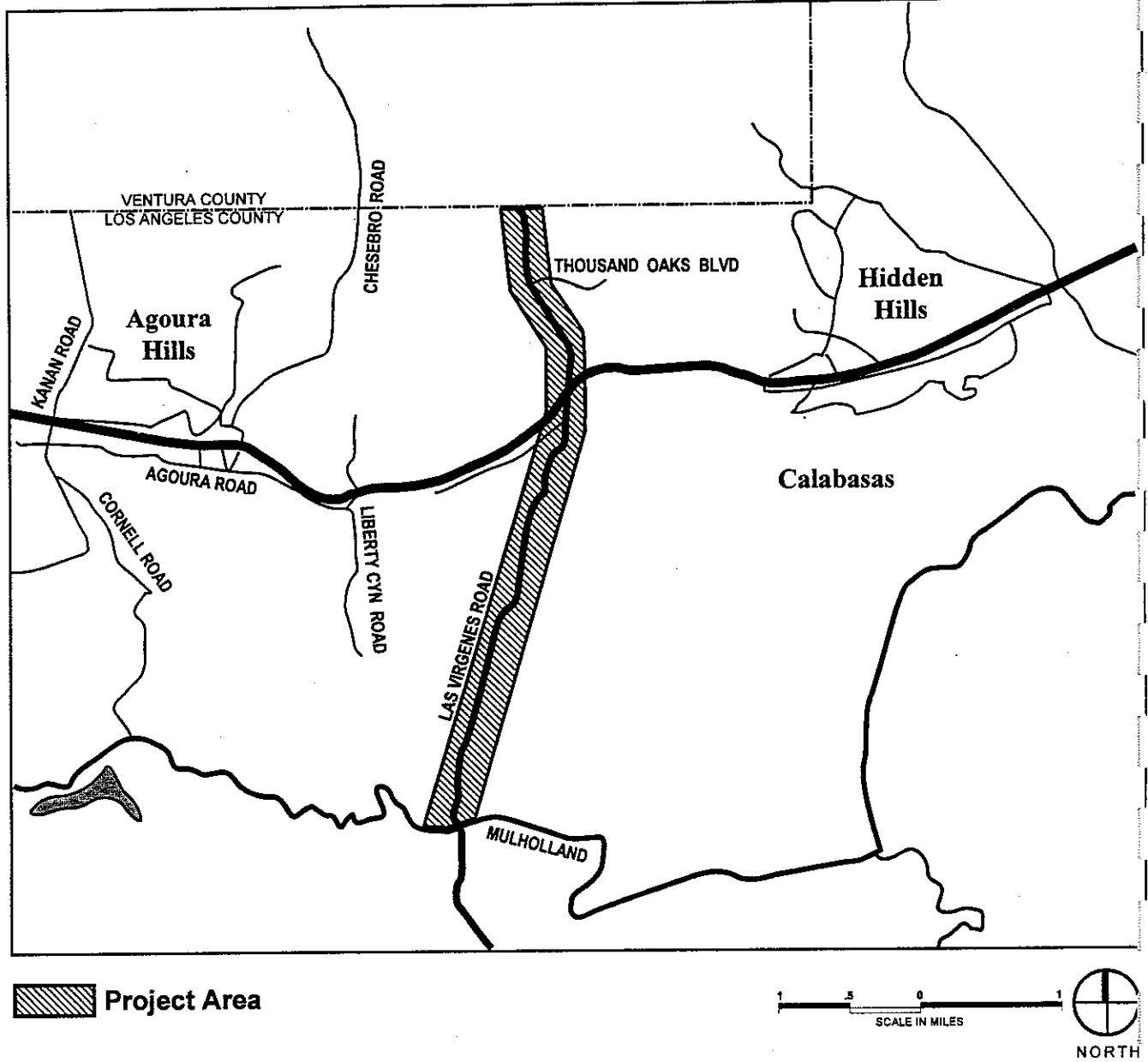
- Zone One - Mulholland Highway to Lost Hills Road
- Zone Two - Lost Hills Road to Agoura Road
- Zone Three - Agoura Road to the southbound Ventura Freeway onramp on the east side
- Freeway Zone - Southbound Ventura Freeway onramp to the northbound freeway on and offramps
- Zone Four - Northbound freeway on and offramps to the Ventura County Line.





Regional Site Location

Figure 1



Project Vicinity

Figure 2

2.5 PROJECT SPONSOR'S NAME AND ADDRESS:

City of Calabasas
26135 Mureau Road
Calabasas, CA 93061

2.6 LANDOWNERS:

The City of Calabasas owns the road right-of-way along Las Virgenes Road; the California Department of Transportation (Caltrans) owns the right of way adjacent to US 101 and its on and off ramps; and miscellaneous private landowners own land along the corridors and within the Las Virgenes Gateway Master Plan area.

2.7 PROJECT DESIGNERS:

Las Virgenes Gateway Master Plan

Mainstreet Architects & Planners
468 East Main Street, Suite A
Ventura, California 93001

Las Virgenes Road Corridor Design Plan

RRM Design Group
3026 Higuera Street
San Luis Obispo, California 93401

2.8 ENTITLEMENTS REQUESTED:

None

2.9 ASSESSORS PARCEL NUMBERS:

Various

2.10 GRADING QUANTITIES:

Implementation of specific elements described within the plans will require varying degrees of grading. In general, roadway improvements and cosmetic features of the plans, such as landscaping, will require minimal grading. Development of individual parcels within the Las Virgenes Gateway Master Plan area could involve substantial grading, depending upon final design of specific projects.

2.11 GENERAL PLAN DESIGNATION:

Las Virgenes Gateway Master Plan. As noted above, the proposed Las Virgenes Gateway Master Plan area includes the Las Virgenes Road right-of-way as well as private property that abuts the road, south of US Highway 101. Las Virgenes Road is designated as a Collector in the Circulation Element of the City's General Plan. Private property within the planning area has



several different land use designations, some of which would be changed with adoption of the plan. Existing and proposed General Plan land use designations for private properties in the planning area are shown in Table.1. As shown in Table 1, private property in the planning area has been grouped into seven planning subareas totaling approximately 191 acres (132 developable acres). The location and orientation of these planning subareas is shown on Figure 3.

Las Virgenes Road Corridor Design Plan. Circulation Element Designation: Collector

2.12 ZONING:

Las Virgenes Gateway Master Plan. Existing and proposed Zoning designations within the planning area are shown in Table 1. Adoption of a new Las Virgenes Gateway Overlay Zone is proposed as an implementing mechanism of the Plan.

Las Virgenes Road Corridor Design Plan. Public Right-of-Way - Not Applicable

2.13 DESCRIPTION OF THE PROJECT:

2.13.1 Las Virgenes Gateway Master Plan

The Las Virgenes Gateway Master Plan is a land use plan which the City is considering adopting, that is intended to reinforce themes contained in the City's General Plan for the Las Virgenes Road "Gateway" area. The Las Virgenes Gateway Master Plan is hereby incorporated by reference and is available for review at the City of Calabasas Planning and Building Services Department located at 26135 Mureau Road, Calabasas, California.

The following sections provide a brief description of the components of the Plan, focusing on those elements that have the potential to result in physical effects on the environment. The Plan contains ten chapters, including the following:

- Chapter 1 - Introduction*
- Chapter 2 - Vision and Theme*
- Chapter 3 - Master Plan Goals*
- Chapter 4 - Land Use Plan*
- Chapter 5 - Conceptual Images for Master plan Components*
- Chapter 6 - Las Virgenes Creek Reclamation Plan*
- Chapter 7 - Design Standards*
- Chapter 8 - Circulation*
- Chapter 9 - Public Improvements*
- Chapter 10 - Implementation*

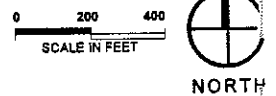
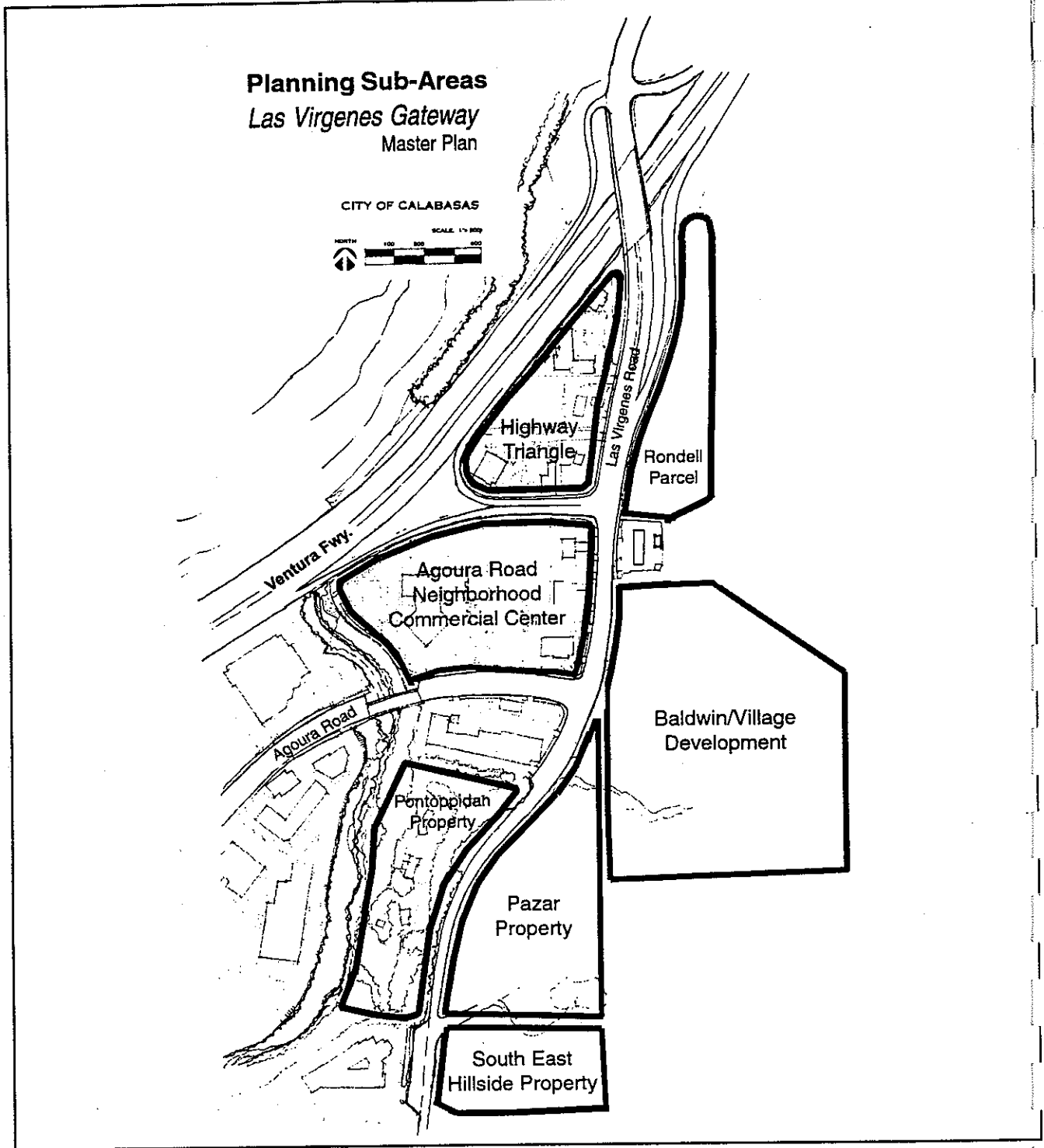
Figure 4 is an Illustrative Plan for the Las Virgenes Gateway Area that shows the ultimate vision for the area.

Change in Buildout Potential With Plan Implementation. Because the Plan involves changes to existing land use designations contained in the City's General Plan, it requires an amendment to the City's General Plan. While adoption of the Plan itself does not involve specific



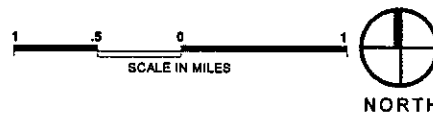
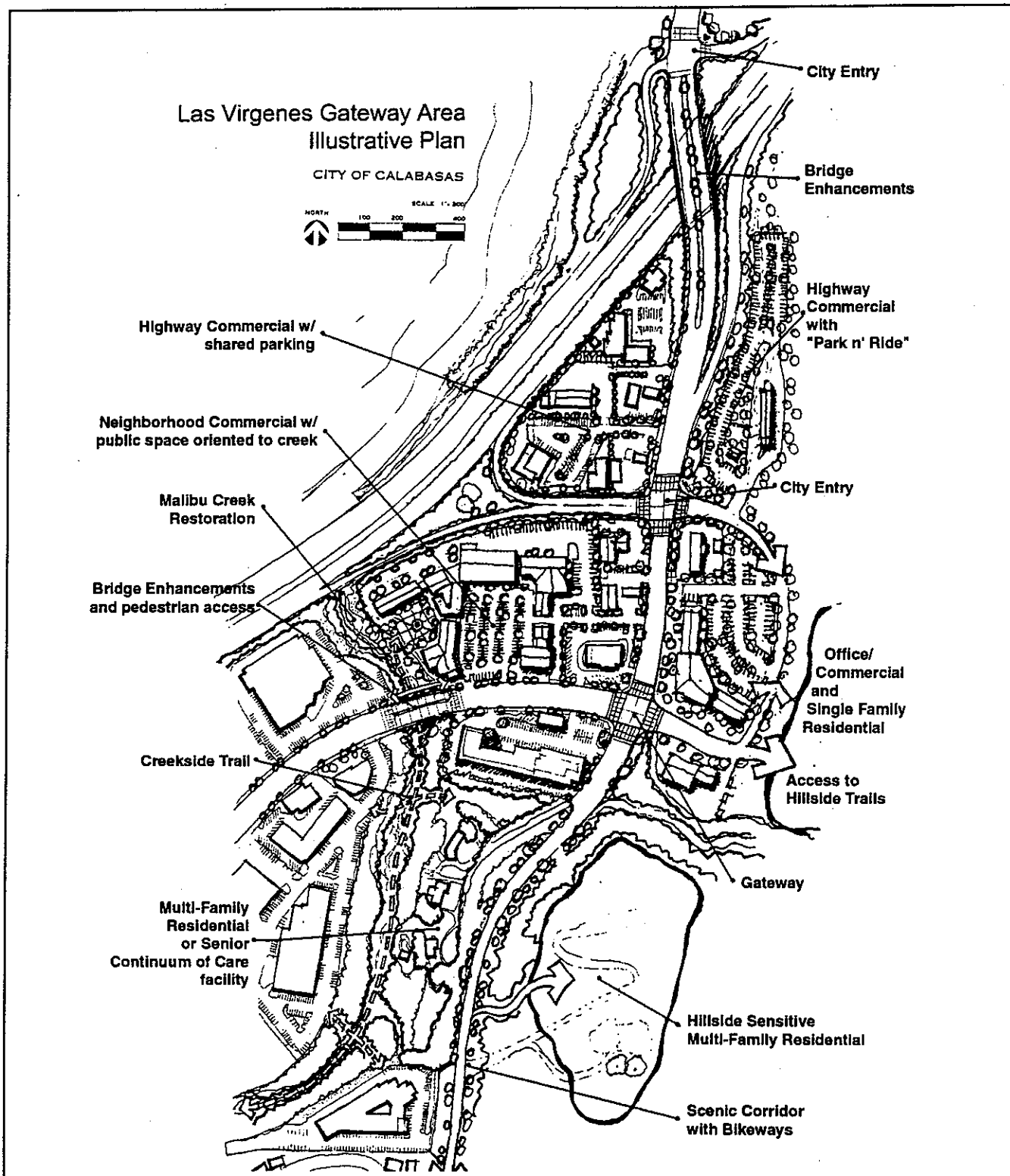
Table 1 – Land Use Change and Buildout Forecast

Property (acreage)	Existing GP/Zoning Designation	Existing Buildout Potential	Proposed GP/Zoning Designation	Proposed Buildout Potential	Increase in Development Capacity	Decrease in Development Capacity
Rondell (4.5 ac.)	GP: Hillside Mountainous Zoning: Hillside Mountainous	1 SFD	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	39,000 sq. ft. Hwy, Comm. Park and Ride or Transit Center	39,000 sq. ft. Hwy. Comm. Park and Ride or Transit Center	1 SFD
Baldwin/Village (51.4 ac. Commercial and 30 ac. Residential)	GP: Business-Retail with Urban Hillside Overlay; and Rural Residential with Urban Hillside Overlay Zoning: Commercial-Retail; Planned Development; and Residential-Rural; Planned Development	200,000 sq. ft. Commercial Retail	GP: Business-Retail Zoning: Commercial-Retail; Planned Development; and Residential-Rural; Planned Development; LV Overlay	50,000 sq. ft. Office Commercial 50,000 sq. ft. Institutional 30 SFD	50,000 sq. ft. Commercial Retail 50,000 sq. ft. Institutional 30 SFD	200,000 sq. ft. Commercial Retail
Pazar Parcel (12 ac.)	GP: Business-Retail with Urban Hillside Overlay Zoning: Commercial-Retail Planned Development	190,000 sq. ft. Commercial	GP: Residential-Multiple Family Zoning: Residential-Multiple Family; Planned Development (12-16 DU/acre)	144 market rate MF units or 192 affordable or senior MF units	144 market rate MF units or 192 affordable or senior MF units	190,000 sq. ft. Commercial
South East Parcels (19.64 ac.)	GP: Business-Limited Intensity Zoning: Commercial-Limited	171,100 sq. ft. of Commercial (at FAR 0.2)	GP: Residential- Single Family Zoning: Residential-Single Family (2-6 DU/Acre)	40 Market Rate SFD or 50 Affordable SFD	40-50 SFD	171,100 sq. ft. Commercial
Pontoppidan Property (7.58 ac.)	GP: Residential-Single Family Zoning: Residential-Single Family (2-6 DU/acre)	15-37 SFD (Plus 25% Affordability Bonus)	GP: Residential-Single Family Zoning: Residential-Single Family (2-6 DU/acre); LV Overlay	15-37 SFD (Plus 25% Affordability Bonus)	No Change	No Change
Agoura Road Neighborhood Center (7.36 ac.)	GP: Business-Retail Zoning: Commercial -Retail	128,240 sq. ft. Commercial - Retail	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	96,180 sq. ft. Commercial-Retail		32,060 sq. ft. Commercial-Retail
Highway Triangle (1.3 ac.)	GP: Business-Retail Zoning: Commercial-Retail	22,651 sq. ft. Hwy. Comm.	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	16,980 sq. ft. Hwy. Comm.		5,671 sq. ft. Hwy. Comm.



Subarea Map

Figure 3



Illustrative Plan

Figure 4

development, the physical effects associated with Plan buildout are required to be analyzed. Table 1 provides a subarea by subarea comparison of the existing development potential for private properties that would be affected by the proposed land use changes to potential buildout under the new land use designations. Table 2 provides a summary of the anticipated land use changes and buildout potential associated with the Plan. It should be noted that there are several vested projects within the City of Calabasas that could affect these proposed land use changes and the buildout potential of the area. However, this table represents the City's best available information as to the ultimate buildout potential for the project area.

Table 2 - Summary of Land Use Changes and Buildout Potential

Land Use	Increase w/Plan	Decrease w/Plan	Net Increase	Net Decrease
Institutional	50,000 sq. ft.		50,000 sq. ft.	
Commercial	50,000 sq. ft. Commercial-Retail	232,060 sq. ft. Commercial-Retail		182,060 sq. ft. Commercial-Retail
	39,000 sq. ft. Hwy. Commercial	5,671 sq. ft. Hwy. Commercial	33,329 sq. ft. Hwy Commercial	
	Park and Ride or Transit Center		Park and Ride or Transit Center	
		361,100 sq. ft. Commercial		361,000 sq. ft. Commercial
Residential	80 SFD	1 SFD	79 SFD	
	192 MFD		192 MFD	

The proposed General Plan land use changes would result in a net decrease of 361,000 square feet of general commercial and 182,060 square feet of commercial retail uses within the area. The changes would result in a net increase of 50,000 square feet of institutional uses, 33,329 square feet of highway commercial uses, a park and ride or transit stop facility, 79 single family dwelling units, and 192 multi-family dwelling units for the area. Thus, the overall change in land use character is from a commercially dominated area to a more integrated mix of commercial, institutional, and residential uses.

This increment of change is important since it shows the project's deviation from the existing General Plan buildout projection for the area. To the extent that buildout potential or land use intensity is reduced, the impacts of the proposed Plan would be less than those previously addressed in the City's Final Environmental Impact Report for the City's General Plan. In areas where buildout potential is increased, the environmental analysis will focus on the significance of the change and determine whether any new mitigation measures, not already included in the City of Calabasas General Plan EIR, would be necessary.

Relationship to Existing General Plan. While the proposed project would include amendments to the City's General Plan, the Plan's primary purpose is to augment, refine, and implement the intent of the General Plan for the project area. The following dominant themes expressed in the City's General Plan are reinforced in the Las Virgenes Gateway Master Plan:



Environmental Responsibility - Preserving the area's remaining natural environment and living within the limits imposed by available resources. The Master Plan sets forth standards for preservation of open space, hillsides, and creek areas. Also, traffic and circulation safety issues are addressed.

Local Management and Control - Accepting responsibility for managing Calabasas' affairs and its future in accordance with local values. The Master Plan establishes a vision and a clear set of rules by which development proposals will be reviewed.

Community Image - Protecting Calabasas' distinctive image. The Master Plan addresses the degradation that has occurred along this roadway through a proliferation of commercial signs, nondescript architecture, and minimal landscaping. The Plan aims to enhance the natural beauty and improve the built environment along this scenic corridor.

Planning Issues and Community Input. This Master Plan was created from an open public forum using many public outreach opportunities. The Project Team held two public workshops that encouraged community interactions and "brainstorming" sessions for creative solutions. Four public hearings were held by decision-makers: two by the Planning Commission and two by the City Council. The City also mailed a survey to over 11,000 property owners and residents in the City. Over 630 survey forms were returned and the results were used in the land use planning process. The major land use and design issues raised during the community workshop and public hearings and through mail-in surveys are described in the Plan.

Master Plan Goals and Objectives. The Master Plan has four key goals and various objectives that provide the policy framework for the Plan. The Goals are general statements that promote the Plan vision. Objectives provide specific direction for accomplishing the goal. These objectives were defined in the community workshops and have been refined by City decision-makers in their public hearings. The following is a summary of the Master Plan Goals and Objectives.

Goal 1 - Enhance the aesthetics of the Las Virgenes Gateway area and promote the community's rural character.

Objective 1.1 - Provide a unified rural vision and theme for the architecture of private development and for private property landscaping.

Objective 1.2 - Provide design standards for private property to carry out and enforce the community's rural vision and theme.

Objective 1.3 - Integrate the design elements with the Las Virgenes Corridor Plan, the General Plan and the Scenic Corridor Ordinance.

Objective 1.4 - Provide a plan for "gateway" monumentation.

Objective 1.5 - Provide sign standards consistent with the rural theme to control signage and create an aesthetic gateway.

Objective 1.6 - Provide for the removal of existing non-conforming freeway-oriented pole signs.



Objective 1.7 - Require a component of new development on the former auto dealership property to orient to the creek. Wood decking with seating, a plaza area, and pedestrian paths should be included in the development plans.

Goal 2 - Preserve the environmental integrity of natural features and prevent significant environmental impacts.

Objective 2.1 - Provide special development standards to protect and enhance natural features, including the hillsides and Las Virgenes Creek.

Objective 2.2 - Integrate development standards of the General Plan, the Development Code and the Scenic Corridor Ordinance into Master Plan standards.

Objective 2.3 - Tailor established development standards for protection of hillside view corridors to meet Las Virgenes Gateway needs.

Objective 2.4 - Provide a plan for safe and efficient vehicle access and parking.

Objective 2.5 - Provide a plan for enhanced pedestrian access.

Objective 2.6 - Provide a plan for restoring Las Virgenes Creek to a more natural form.

Goal 3 - Provide a land use plan that maintains a balance of uses, compatible with the existing surrounding neighborhoods.

Objective 3.1 - Address the appropriate land use for parcels with approved or pending projects that have conflicts with the General Plan, Zoning, or adjacent land uses.

Objective 3.2 - Establish specialized land uses designations and development standards to address hillside lands.

Objective 3.3 - Establish specialized land uses designations and development standards for a neighborhood-serving village center.

Objective 3.4 - Establish specialized land uses designations and development standards to address highway-oriented land uses.

Objective 3.5 - If the neighborhood serving commercial center has not developed within five years of Plan adoption, the City should perform an economic/marketing study for the area. The findings of this study should be considered for determining if modifications to the land use plan and development standards are appropriate.

Goal 4 - Provide an implementation plan to carry out the land use plan, the design standards and the public improvements.

Objective 4.1 - Identify the General Plan and Zoning changes necessary to carry out the Master Plan.

Objective 4.2 - Develop the Master Plan as a marketing tool to encourage appropriate new development such as a neighborhood serving commercial center.



Objective 4.3 - Develop a creek restoration plan that can be used to secure grants for creek enhancements or other environmental and/or recreational funding opportunities.

Objective 4.4 - Develop a plan for streetscape improvements, consistent with the Las Virgenes Corridor Plan.

Objective 4.5 - Address methods to provide landscaping along freeway edges.

Objective 4.6 - Develop and adopt architectural and landscape design standards for use in the development review process.

Objective 4.7 - Develop and adopt sign standards for use in the development review process

Land Use Plan. The Land Use Plan contained in this Master Plan addresses permitted, non permitted and encouraged land uses within the planning area. To implement the Land Use Plan, General Plan Amendments are being adopted concurrent with Plan adoption. Furthermore, Development Code amendments will be required prior to the granting of specific project approvals.

It should be noted that several approved but not built developments on the east hillsides predate adoption of the City's General Plan and this Master Plan. The City acknowledges its legal responsibility to recognize valid development agreements and permits. However, the City also recognizes that, given current market demands and project status, such development may not occur. In formulating the Master Plan, the City defined land uses and development intensities that reflect a compromise that is consistent with the Master Plan goals. When carrying out the Land Use Plan, the following objectives shall be pursued for each of the subareas within the Master Plan.

The Highway Triangle. This area includes all properties along the west side of Las Virgenes Road from the freeway to the southbound freeway off ramp.

In this area, highway/auto-oriented uses shall be allowed, consistent with the General Plan Business Retail designation and the Commercial, Retail zone designation. All ground floor uses in this area shall be highway/auto-oriented uses, such as auto service, gas stations, mini-marts, fast food convenience stores, and restaurants. Upper floors can be any use allowed under the Commercial, Retail zone designation. Development intensity shall be limited to a Floor/Area Ratio of 0.3.

The Rondell Parcel. This 4.5-acre parcel located on the east side of Las Virgenes Road on the north side of the Mobil gas station is currently designated Urban Hillside, but due to its proximity to Las Virgenes Road and its moderate topography, could be developed with highway oriented uses. A General Plan Amendment and Zone change to Business-Retail will be necessary to implement this portion of the Land Use Plan.

A limited highway/auto oriented development shall be allowed, consistent with the General Plan Business-Retail designation and the Commercial, Retail zone designation. Development intensity shall be limited to a Floor/Area Ratio of 0.2. All uses in this area shall be highway/auto-oriented uses, such as auto service, gas stations, mini-marts, fast food, convenience stores, and restaurants.



A park and ride or mini-transit center shall be examined as an additional use to any new commercial development.

The Baldwin/Village Development. This land encompasses 138.37 acres on the east side of Las Virgenes Road starting at the Las Virgenes/Agoura Road intersection and encompassing the hillside area to the east. These lands are currently designated Business-Retail and Rural Residential with an Urban Hillside Overlay. A General Plan and Zone amendment may be necessary for this property, if the location of proposed development does not coincide with the existing General Plan and Zone boundary lines. If an agreement is reached for an exchange of Conservancy Open Space lands for Rural Residential lands with development constraints, a General Plan and Zoning change shall be processed.

An office/commercial development shall be allowed, located at the east extension of Agoura Road, consistent with the General Plan designation of Business Retail and the zone designation of Commercial, Retail. Development intensity shall not exceed a Floor/Area Ratio of 0.2 or 50,000 square feet, whichever is less. In this area, office use shall encompass up to 75% of the buildings' floor area. This FAR is lower than that currently allowed for this site and is intended to minimize development in this hillside area and provide a transition to residential and open space uses.

A park visitor center and staging area for access to open space/protected lands shall be provided in any new commercial development, if feasible. Lands for a church, child care center, and/or school shall also be provided, if feasible.

Clustered single family residences at a density of 2 - 6 dwelling units per acre or senior housing or affordable housing at a density of 12 dwelling units per acre shall be allowed, consistent with the General Plan Rural Residential-Single Family designation and the Rural Residential, Planned Development zone district. Residential density shall be calculated on the lands not developed for commercial/public or institutional uses.

The Pazar Property. This subarea encompasses 12 acres on the east side of Las Virgenes Road just south of the end of Agoura Road. This area is currently designated Business-Retail, with an Urban Hillside Overlay. A General Plan Amendment and Zone change to Residential Multiple-Family Planned Development will be necessary for this property.

Clustered single family or multi-family residences shall be allowed at a density of 12 units per acre, consistent with the General Plan Residential Multiple-Family designation and the Residential, Multi-Family, Planned Development zone designation. Senior or affordable housing may also be provided at an overall density of up to 16 units per acre.

The Pontoppidan Property. This property includes 7.58 acres on the west side of Las Virgenes Road south of Agoura Road. This land is currently designated for Single Family Residential uses. No General Plan Land Use Amendment is proposed for this property.

Single family residences shall be allowed at a density of 6 units per acre. Affordable or senior housing may also be provided with a 25% density bonus.

South East Parcels. This area includes 19.64 acres between the Pazar Property and the Water District headquarters. This land is currently designated Business-Retail with an Urban Hillside Overlay and zoned Commercial-Limited. A General Plan Amendment and Zone change to



Residential Single-Family Planned Development will be necessary for this property.

Single family residences shall be allowed at a density of 2 units per acre, consistent with the General Plan Residential Single-Family designation and the Residential, Single-Family zone designation. Senior or affordable housing may also be provided with a 25% density bonus.

The Agoura Road Neighborhood Center. This district encompasses the parcels bordering the west side of Las Virgenes Road between the southbound freeway off-ramp and Agoura Road as well as the 7.36-acre vacant auto dealership parcel (parcels on both sides of Agoura Road, east of Las Virgenes Creek are within this district).

To create a neighborhood center with a lively environment for eating, shopping, and socializing, a neighborhood commercial center shall be allowed, consistent with the General Plan designation of Business-Retail and the Commercial, Retail zone designation. All uses in this area shall be neighborhood-serving uses, including the following preferred uses: grocery store, pharmacy, bookstore, coffee shop, ice cream/yogurt shop, library annex, restaurants, deli, medi-center, community center, and day care.

Required Regulatory Measures. The City can enforce elements of the Master Plan, through land use and development controls. To implement the regulatory measures in the Master Plan, the following requirements were identified in the Plan:

- *General Plan Text Amendments and General Plan Land Use Map, which will be adopted concurrent with Plan adoption.*
- *Development Code Amendment - Adopt the Las Virgenes Gateway Overlay Zone.*
- *Zone Map Amendments.*
- *Architectural and Landscape Design Standards - Adopt the Master Plan standards by resolution.*
- *Sign Standards - Adopt the Master Plan standards by ordinance.*

Public Improvements. The Master Plan's goal is to provide public improvements in addition to those outlined in the Circulation and Parking chapter. The objective can be accomplished through landscaping, controlled circulation, unified street furnishings, signage and encouragement of pedestrian and bike travel. The intent is to create a village environment with broad arching street trees, detailed fencing, light posts, banners, colorful landscaping and enhanced pedestrian movement. The streetscape design elements include the following:

- *Landscaped medians with river rock centers and textured concrete detail on noses.*
- *Special paving at pedestrian street crossings.*
- *New sidewalk paving with decorative tile or brick/paving treatment.*
- *Street trees with tree grates and special pavement surrounds.*
- *Decorative lamp posts with custom banners.*
- *Special fencing at the back of sidewalks.*
- *Site furnishings: benches, trash receptacles, planters, bike racks.*
- *Undergrounding utility lines.*

Master Plan Circulation and Parking Objectives. The following statements reflect the circulation/parking plan objectives of the Las Virgenes Gateway Master Plan:



- *Accommodate a large through-traffic volume as well as local residential, office, commercial and school traffic. Provide for this activity while calming traffic and creating a village center, especially at Agoura Road between the existing mixed use development and the proposed neighborhood commercial center at the old auto dealership site.*
- *Provide a landscaped median along the entire length of Las Virgenes Road in the Master Plan area.*
- *Provide striping and signalization enhancements as recommended in the Las Virgenes Road Corridor Design Plan.*
- *Provide a bicycle lane along the length of Las Virgenes Road.*
- *Provide enhanced crosswalk paving at all intersections and at the Calabasas Creek bridge to enhance pedestrian circulation.*
- *Provide for an extension of Agoura Road east of Las Virgenes Road. This extension should be designed as a local street.*
- *There should not be an east/west connector road from Las Virgenes Road to the Lost Hills area.*
- *Thousand Oaks Boulevard should not be extended to the west, beyond Las Virgenes Road.*
- *The main entrance for the neighborhood commercial center shall be on Agoura Road. Secondary or internal access to the commercial center is encouraged to be provided from properties on Las Virgenes Road.*
- *Require reciprocal access and parking agreements for adjacent parcels, whenever feasible to reduce the number of driveways and to promote internal circulation.*
- *Parking areas shall be designed to promote pedestrian circulation on the site and between adjacent sites, and to allow generous landscaping.*
- *A hiking and riding trail (the Las Virgenes Trail) shall be provided along Las Virgenes Creek from the Ventura Freeway south to the end of the planning area. A hiking and riding trail (Calabasas-Cold Creek Trail) shall also be provided from the Agoura Road/Las Virgenes Road intersection eastward to the Conservancy open space lands on the east hillsides. A pedestrian connection shall be provided between these two trails.*

The Master Plan circulation components are illustrated in the Circulation Plan component of the Master Plan and in the *Las Virgenes Road Corridor Design Plan*.

2.13.2 Las Virgenes Road Corridor Design Plan

The Las Virgenes Road Corridor Design Plan is a long-range planning document, which the City is considering adopting, that contains recommendations for streetscape enhancement, roadway beautification, and circulation and traffic improvements for Las Virgenes Road. This document is hereby incorporated by reference and is available for review at the City of Calabasas Planning and Building Services Department located at 26135 Mureau Road, Calabasas, California.

The planning area includes the entire roadway corridor within Las Virgenes Road from Mulholland Highway on the south to the Ventura County Line on the north. Improvements to circulation and streetscape setting are outlined in detail for each segment in Appendix 1 of the Plan. Recommendations on the following topics were prepared for each zone within the planning area.

Landscaping
Street trees
Fencing
Paving Materials



Road widening and striping
Intersection configurations
Signalization
Medians
Signage
Street furniture
Transit stops
Bike lanes
Consolidation of access points
Identification of Neighborhoods

Project Objectives. The basic objective of the project 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. To meet this objective, the Plan includes:

- *Creation of a unified landscape plan that will address signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements that will help to establish the suitable character for various zones within the corridor.*
- *Proposing recommendations for traffic and circulation, striping, lane configurations, intersections.*
- *Providing a plan for consolidation of multiple access points and driveways.*
- *Identification of primary entrances into residential areas, commercial areas, and other facilities.*
- *Study of locations for public transit stops, bus shelters, and the provision of pedestrian, bicycle and other non-vehicular transportation.*
- *Proposing recommendations for undergrounding of overhead utility lines.*
- *Coordination of streetscape and traffic circulation design with adjacent existing and proposed development projects.*
- *Preparation of a comprehensive master plan that will initiate unifying the corridor by producing a character that is consistent with the community's image of itself, provide guidance, future improvements of the roadway itself, and provide direction for new development that occurs adjacent to the roadway.*

Plan Components. The proposed Las Virgenes Corridor Plan contains the following basic design elements:

Bicycle Plan: This portion of the Plan describes all bicycle facilities that are proposed within the corridor.

Transit Plan: This portion of the Plan describes all proposed transit stops, bus stops, bus pullouts, and other transit features.

Utility and Drainage Relocation Plan: This plan schematically identifies the proposed utility location and undergroundings as well as potential drainage relocations due to road improvement projects.

Beautification and Traffic/Circulation Plans: This section of the document describes in detail the beautification recommendations, including plant pallets, view characteristics, design recommendations, as well as parking, bike lanes, lane striping, medians, rights-of-way, and



signalization. It also includes graphic illustrations of proposed design elements and reductions of the full size design plans for reference.

Discussion of Potential Funding Sources: This provides an overview of potential funding mechanisms that can be used to help implement the various identified projects.

Implementation Program: This portion of the report provides in spreadsheet format a detailed listing of all proposed projects within the six-mile corridor. Under each project heading, potential funding sources are listed, as are projections of total project costs, time frames, the affected agencies, and a listing of the project components.

Land Use Planning and Design Issues. The Las Virgenes Road Corridor Design Plan contains an overview of the key planning and design issues that have the potential to result in environmental consequences. These issues are summarized below.

Land Use Issues.

- *The commercial core between the freeway and the corridor road has developed over time with no long range planning. Problems related to land use incompatibilities, poor circulation, poor signage, design inconsistency, and others needs to be addressed by establishing a comprehensive design/specific plan overlay.*
- *The mix of uses between Lost Hills Road and Agoura Road, including Las Virgenes Unified School District, Las Virgenes Municipal Water District, commercial uses, and a variety of residential areas, creates conflicts with regard to traffic movements, pedestrian flow, design continuity, and other issues.*

Traffic and Circulation Issues

- *Regional through traffic conflicts with local traffic. Regional and local traffic overloads Lost Hills and Las Virgenes Roads and creates an unfriendly "freeway-like" condition.*
- *Truck traffic on Lost Hills and Las Virgenes Roads is problematic. Both roadways need to accept their fair share and ultimately limit truck traffic to acceptable levels.*
- *Peak hour trips related to school dropoff are problematic both at A. E. Wright Elementary and Lupine Hills Elementary.*
- *Consolidation of entrances and exits from driveways and intersections along the corridor needs to be addressed. Designation of primary residential and commercial entries and the use of intersection treatment identification should be employed.*
- *Lack of pedestrian circulation and pedestrian safety is a major concern between A. E. Wright Elementary and the residential and commercial areas to the north.*
- *A comprehensive bikeway system needs to be identified along Las Virgenes Road.*
- *Roads linking park sites, residential areas, schools, and other commercial destinations within the area.*
- *Bike-pedestrian-equestrian links to new City DeAnza Park, State Park, and the Santa Monica Mountains recreational area need to be created.*
- *Transit stops and bus shelters need to be located at strategic points throughout the corridor to make it easy to use and ultimately increase ridership.*
- *Traffic calming is perhaps one of the most important issues for Las Virgenes Road.*
- *Utilization of a variety of methods including landscaping, tighter traffic lanes, medians, decorative paving, street lighting, signage, additional signalization, and street trees*

should be considered.

- *Noise from traffic adjacent to residential areas is particularly concerning and needs to be addressed.*
- *Additional and formalized parking at Las Virgenes/Mulholland for access to the Santa Monica Mountains recreation area should be provided.*

Streetscape Enhancement. Streetscape enhancement objectives include the following:

- *Create a road character that is consistent with the community's rural image for the entire corridor. Various segments of the road should be designed to "fit with" surrounding development. This may include defining various "zones" within the corridor.*
- *Create a quaint, rural, old town feeling within the freeway commercial area, including new street trees, street lights, furnishings, and paving elements that unify, make it pedestrian friendly and provide a more rural image.*
- *Integrate the City's urban forest program with the corridor design plan utilizing landscape materials that are indigenous and representative of the area.*
- *Support the "Last of the Old West" image, unifying Calabasas as a City. Utilization of rustic fences and informal tree plantings, signage, transit shelters, and other furnishing should be designed in conformance with this character.*
- *Beautify the 101 freeway interchange area and establish this area as western gateway to the City is important.*
- *Locate City entry monuments that define this portion of community.*
- *Develop comprehensive sign ordinance and guidelines to reduce visual clutter and attain conformance with a more calm rural atmosphere. The historical context of the area should be maintained and enhanced.*
- *Preserve and accentuate views to the Santa Monica Mountains, open spaces, and other hillsides.*

Utilities. The plan encourages reduction of visual clutter resulting from overhead wires and utility poles within the corridor. Recommended actions include:

- *Consolidation of overhead wires to single string of poles on one side of the street;*
- *Undergrounding all low voltage and communication wiring or undergrounding all wiring and high voltage lines along the corridor.*
- *Utilization of reclaimed water for irrigation of new landscaped areas.*
- *Relocation of power poles away from the pavement edge for health and safety issues as necessary.*
- *Design of drainage facilities with grease and heavy metal traps that will reduce pollutants and discharge, conforming with NPDES standards. Road widening west of Lost Hills Road may be complicated due to the location of reclaimed water mainlines, forced sewer sludge mainlines, and irrigation turnouts.*

2.14 SURROUNDING LAND USES AND SETTING:

The proposed planning area spans an area of intensive automobile-related commercial uses that are concentrated in the vicinity of the Las Virgenes Interchange of Highway 101. The present pattern of ownership and land use in this corridor has not benefited from coordinated circulation or land use planning and several major facilities along Las Virgenes Road near the Agoura Road intersection have been abandoned or are presently not occupied. The appearance of the project



vicinity has been degraded by the following land use trends and conditions:

- *A lack of coordinated circulation planning,*
- *The presence of highly visible large utility poles and powerlines,*
- *Inadequate and poorly coordinated landscaping,*
- *Excessive and uncoordinated signage (including pole signs), and*
- *The presence of abandoned and poorly maintained buildings.*

The general condition of the area suggests that a certain level of disinvestment has occurred, which has the potential to adversely affect adjacent businesses. The general aesthetic quality of the interchange commercial environment is unnecessarily poor. The City initiated the Las Virgenes Corridor Design Plan and the Las Virgenes Gateway Master Plan studies to derive a coordinated circulation, landscape, streetscape, and land use plan for this District. The Las Virgenes Corridor, in addition to being an important entrance into the City, provides access to the scenic recreational opportunities within the City's sphere and serves as a major staging point for traffic proceeding to the City of Malibu and the adjacent coastline. For these reasons, achieving improved traffic circulation and aesthetics in this corridor is an important planning objective.

In general, the Las Virgenes Road corridor is dominated by automobile-related uses that are centered south of U.S. Highway 101. Throughout the corridor, no coordinated circulation, signage, architectural, landscaping, or pedestrian use patterns have been planned and the appearance of the corridor reflects this lack of planning. The planning for this area by the County of Los Angeles was not guided by any consistent vision, technical approach to circulation planning, or any form of aesthetic guidelines. Therefore, the existing development pattern has resulted in land use and circulation conflicts, uncoordinated multiple adjacent driveways, and other problems, some of which have consequences for pedestrian and automobile safety. The parking supply for some uses in the commercial portions of the corridor is clearly inadequate.

2.15 OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

California Department of Transportation (freeway right of way improvements)
Los Angeles County Local Agency Formation Commission (annexation)
US Army Corps of Engineers (Las Virgenes Creek Restoration)
California Department of Fish and Game (Las Virgenes Creek Restoration)
California Regional Water Quality Control Board (Las Virgenes Creek Restoration)

