MUNICIPAL FACILITIES AND SERVICES

May 6, 1993

III. MUNICIPAL FACILITIES AND SERVICES

Municipal Facilities and Services section of the **Calabasas General Plan: Community Profile** provides the factual background and understanding necessary to meet the State's data and analysis requirements for a Circulation element. It also presents the background information necessary to comply with the provisions of Proposition 111 and the Los Angeles County Congestion Management Plan, including a description of the City's Transportation Demand Management (TDM) Ordinance. In addition, this chapter includes the information on public services within the City and addresses the relationship between public services and land use character.

The Municipal Services and Facilities chapter includes the following major sections.

- Circulation and Transportation
- Infrastructure
- Education Facilities
- Parks and Recreation
- Public Safety Services

A. CIRCULATION AND TRANSPORTATION

The Circulation and Transportation section examines not only streets and highways, but also parking, bicycle and pedestrian circulation, transportation alternatives to the single occupancy automobile, and commodity movement.

STREETS AND HIGHWAYS

The examination of streets and roads includes a review of the local roadway system, an identification of the regional highway system, and an evaluation of existing traffic conditions. Figure III-1 illustrates the existing circulation system within the City of Calabasas, as well as its general plan study area.

The Local Roadway System

The following are currently identified as arterial streets[1] within the City of Calabasas. For each street, roadway width and the level of intersection control (signal or stop sign) are identified. In addition, the current designation on the Los Angeles County Highway Plan is indicated. However, the City is not obligated to accept these designations in its general policy documents.

Lost Hills Road

Lost Hills Road extends from the Calabasas Landfill, through the western portion of Calabasas to Las Virgenes Road and is classified as a secondary highway north of Driver Avenue and as a major highway south of Driver Avenue on the Los Angeles County Highway Plan.

The width of the street varies, and there are stop signs or signals at most intersections. Between the landfill and Agoura Road, Lost Hills Road is constructed as a two lane roadway, with the exception of a four lane section between Driver Avenue and Canwood Street (immediately north of Ventura Freeway). Lost Hills Road is built as a four lane divided roadway between Agoura Road and Las Virgenes Road. Lost Hills Road has signalized intersections at Agoura Road and Las Virgenes Road. There is also all-way stop sign control at intersections with the Ventura Freeway westbound ramps, Cold Springs Street, and Calabasas Hills Road/Meadow Creek Lane.

Agoura Road

Within the City of Calabasas, Agoura Road is classified as a major highway on the Los Angeles County Highway Plan and is constructed as a four lane roadway extending from the westerly city limit to Las Virgenes Road (the road actually extends west into the City of Agoura Hills, but is currently closed immediately west of the Lost Hills Sheriff's Station. Agoura Road has signalized intersections at Lost Hills Road and Las Virgenes Road.

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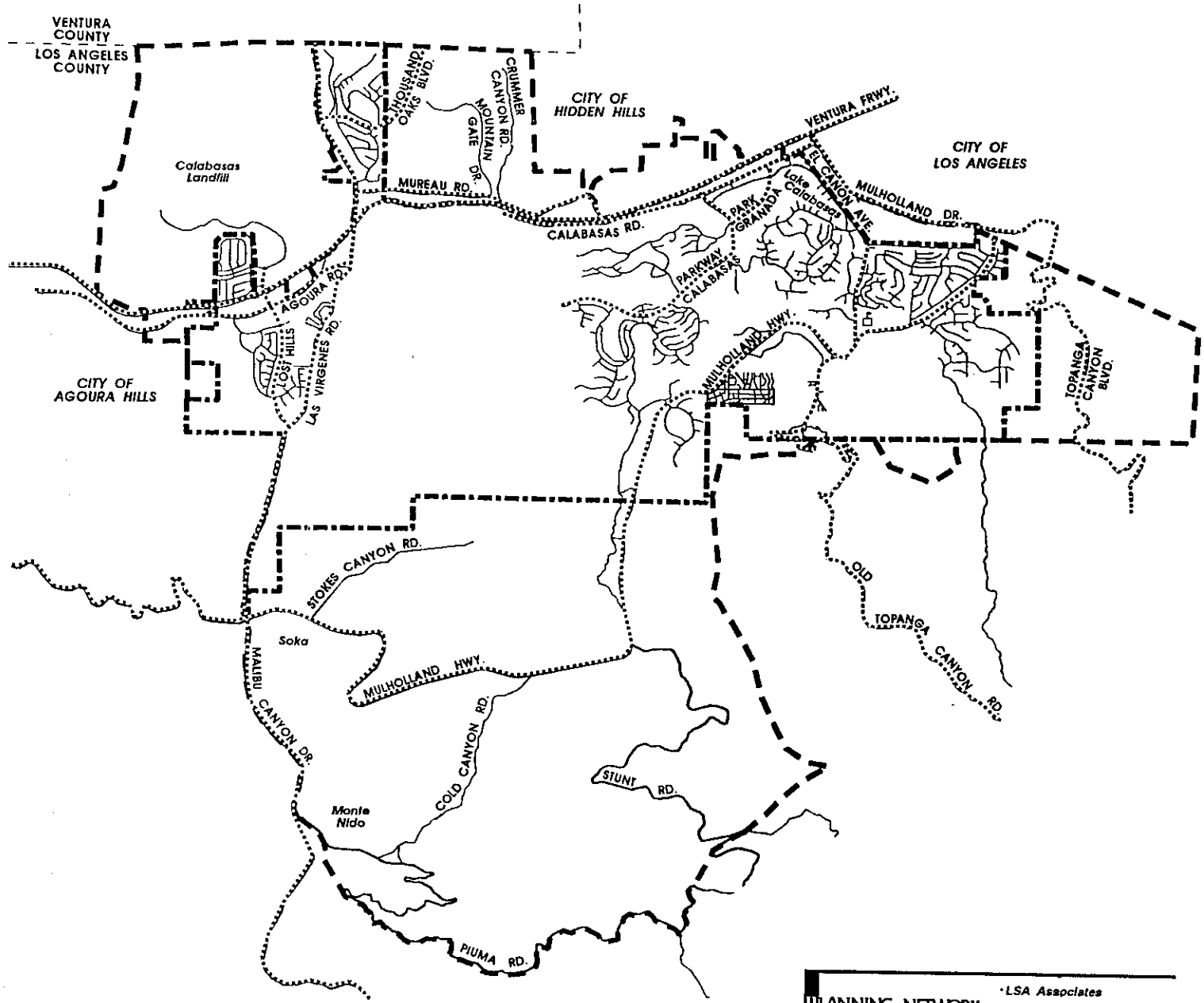
[1] Arterial streets in Calabasas have been identified as roadways designated as parkways, or major or secondary highways in the Los Angeles County Highway Master Plan.



PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-1

EXISTING CIRCULATION SYSTEM

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- STUDY AREA ROADWAYS

Thousand Oaks Boulevard

Thousand Oaks Boulevard is designated as a major highway on the Los Angeles County Highway Plan and extends from Las Virgenes Road to the entrance of the Mountain Gate development. Between Las Virgenes Road and Parkmor Road, Thousand Oaks Boulevard is a two lane roadway. It widens to four lanes (with a raised median) east of Parkmor Road. Along Thousand Oaks Boulevard, there is stop sign control at Las Virgenes Road (all-way stop control) and at Parkmor Road. Thousand Oaks Boulevard is proposed as access point for the Ahmanson Ranch project in Ventura County.

Mureau Road

Mureau Road is classified as a major highway on the Los Angeles County Highway Plan, and extends from Las Virgenes Road east approximately two miles, where it crosses Ventura Freeway and terminates at Calabasas Road. Between Las Virgenes Road and Mountain Gate Drive, Mureau Road is a four lane divided roadway. East of Mountain Gate Drive, Mureau Road is a two lane roadway. Along Mureau Road, there is stop sign control at Las Virgenes Road and Calabasas Road (all-way stop control).

Calabasas Road

Calabasas Road extends from approximately three-quarters of a mile west of Mureau Road to Mulholland Drive. Calabasas Road is classified as a major highway on the Los Angeles County Highway Plan, but is currently constructed as a two lane roadway with a two-way, center, left turn lane along most of the roadway. The section of Calabasas Road between Parkway Calabasas and Park Granada Boulevard is four lanes wide with a raised median.

Parkway Calabasas

Parkway Calabasas extends from approximately three-quarters of a mile north of the Ventura Freeway interchange south through the Calabasas Park area. Parkway Calabasas is designated as a parkway and is constructed as a four lane divided roadway from Ventura Freeway to Ariella Drive. Parkway Calabasas has a signalized intersection at Calabasas Road, and all-way stop sign control intersections at Park Granada Boulevard and Park Entrada.

Park Granada Boulevard

Park Granada Boulevard is designated as a major highway on the Los Angeles County Highway Plan and is constructed as a four lane divided roadway from Parkway Calabasas to Calabasas Road. Park Granada has a signalized intersection at Calabasas Road and an all-way stop sign controlled intersection at Parkway Calabasas.

Old Topanga Canyon Road

Old Topanga Canyon Road is designated as a limited secondary highway on the Los Angeles County Highway Plan. The facility is broken into two separate sections. The eastern segment of Old Topanga Canyon Road extends from Mulholland Drive to Mulholland Highway. In this segment, old Topanga Canyon Road is a two lane roadway, with a short section immediately south of Park Ora which has one northbound lane and two southbound lanes. This section of Old Topanga Canyon Road has a signalized intersection at Mulholland Drive and all-way stop sign controlled intersections at Park Ora and Mulholland Highway.

The western segment of Old Topanga Canyon Road intersects with Mulholland Highway approximately one-quarter of a mile south west of the eastern section of Old Topanga Canyon Road. This section of Old Topanga Canyon Road is a narrow two lane roadway, with stop sign control at Mulholland Highway.

Mulholland Highway

Mulholland Highway is classified as a parkway on the Los Angeles County Highway Plan, and extends west from Mulholland Drive and ultimately ends at Pacific Coast Highway west of Malibu. Between Mulholland Drive and Daguerre Avenue, Mulholland Highway has two westbound lanes and one eastbound lane (although the eastbound lane is wide enough for two lanes). Between Daguerre Avenue and Declaration Avenue, Mulholland Highway has four lanes with a raised median. Mulholland Highway then narrows to two eastbound lanes and one westbound lane at Declaration Avenue. At Old Topanga Canyon Road (easterly segment), Mulholland Highway narrows to two lanes. Mulholland Highway has signalized intersections at Mulholland Drive, Paul Revere Drive, and Las Virgenes Road. It also has an all-way stop sign controlled intersection at the eastern segment of Old Topanga Canyon Road.

The Regional Highway System

The following roadways are regional or sub-regional in nature, and are under the jurisdiction of agencies other than the City of Calabasas. For each street, the roadway width and the level of intersection control (signal or stop sign) are identified. In addition, the controlling jurisdiction, state or county, is indicated.

Ventura Freeway (State Route Highway 101)

The Ventura Freeway is the major east-west transportation facility within the City of Calabasas. The Ventura Freeway is an eight lane freeway extending from the City of Los Angeles to the east, to Ventura and Santa Barbara Counties to the west. Within the City, access to the Ventura Freeway is provided via full interchanges at Lost Hills Road, Las Virgenes Road, and Parkway Calabasas. Access to the Freeway is also provided via full interchanges at Liberty Canyon Road (unincorporated Los Angeles County and the City of Agoura Hills) and Mulholland Drive (City of Los Angeles).

Topanga Canyon Boulevard (SR-27)

Topanga Canyon Boulevard is a state highway extending from the Simi Valley Freeway-San Fernando Valley Freeway (SR-118) in Los Angeles, adjacent to the eastern portion of Calabasas, to Pacific Coast Highway (SR-1) immediately east of Malibu. Topanga Canyon Boulevard is classified as a secondary highway, and is constructed as a two lane roadway south of Mulholland Drive.

Las Virgenes Road (County Highway N1)

Las Virgenes Road extends from the Los Angeles County-Ventura County line through the western part of Calabasas, and eventually into Malibu. South of the Ventura Freeway, Las Virgenes Road is a Los Angeles County Highway and is classified as a major highway on the Los Angeles County Highway Plan. At the southern city limit, Las Virgenes Road becomes Malibu Canyon Road and continues south to Pacific Coast Highway (SR-1) in Malibu.

Between the Ventura County line and Thousand Oaks Boulevard, Las Virgenes Road is constructed as a two lane roadway. Las Virgenes Road widens to four lanes at Thousand Oaks Drive and continues as a four lane divided roadway to Agoura Road. South of Agoura Road, Las Virgenes Road narrows to a two lane roadway. Las Virgenes Road has signalized intersections at the Ventura Freeway westbound ramps, the Ventura Freeway eastbound ramps, Agoura Road, Meadow Creek Lane, Lost Hills Road, and Mulholland Highway. There is all-way stop sign control at the intersection with Thousand Oaks Boulevard.

Planned Traffic Improvements

Ventura Freeway (State Route Highway 101) at Parkway Calabasas

Improvements to the Highway 101/Parkway Calabasas interchange are scheduled for completion by 1997. Parkway Calabasas provides north and south bound on-ramps to Highway 101. A northbound off-ramp is provided via Ventura Boulevard and a southbound off-ramp directly serves Parkway Calabasas from Highway 101. Currently, the project is awaiting Caltrans approval, however approval is eminent. Necessary improvements include interchange upgrades and ramp improvements to accommodate traffic entering and exiting Highway 101. The Phase I Advertising State is scheduled to begin in April 1993. The lead agency for this improvement is the County of Los Angeles and the improvements are to be funded by a Developer Fee District. There are no plans in this improvement to widen the Ventura Freeway. A second improvement phase is also being planned for this interchange. In this phase, the overpass/bridge structure is proposed for widening to five lanes.

Las Virgenes Road (County Highway N-1)

North of the Ventura Freeway, Las Virgenes Road serves as a major thoroughfare for the surrounding residential community within the City.

There are three proposed development sites along Las Virgenes Road, two of which are located within city limits. The approved Ahmanson Ranch Development (Ventura County) is to be located at the northern city boundary of Calabasas, the approved Pazar Development (City of Calabasas) is to be located south of Agoura Road on Las Virgenes Road, and the approved Enclave at Calabasas Development is to be located along Las Virgenes Road at Meadow Creek Lane.

The Ahmanson Ranch site is a mixed use development with a seventeen year buildout. Las Virgenes Road would provide access to and from the south end of the site to Highway 101. The County of Ventura has approved the project as well as taken the role as the lead agency. This project is currently being litigated with six to eight lawsuits being filed, including one by the City of Calabasas. Because of the uncertain legal status of this project, improvements proposed by the developer are likewise, uncertain. Exclusive of the pending litigation, possible improvements may include: ~~an interchange upgrade at Highway~~ 101 and Las Virgenes Road, and the widening of Las Virgenes Road between Thousand Oaks Boulevard and the project site from two to four lanes with enough right-of-way to accommodate a six lane road in the future. Funding for these improvements will be provided by the Ahmanson Ranch Development.

The Pazar Development has been approved by the City and is to be located on Las Virgenes Road, south of Agoura Road. Funding for circulation improvements will be by the Pazar Development, while the City of Calabasas will be the lead agency. Traffic improvements involved with the project include the widening of Las Virgenes Road within the project limits to four lanes with bike lanes and a landscaped median.

The Enclave at Calabasas Development is proposed to be located on Las Virgenes Road at Meadow Creek Lane. The City of Calabasas has approved the project and assumed the role of lead agency. Traffic improvement funding will be provided by the Micor Corporation. Proposed traffic improvements include the widening of Las Virgenes Road from two to four lanes within the project limits, the obtaining of right-of-way to accommodate six lanes and the accommodation of bike lanes.

Old Topanga Canyon Road

Old Topanga Canyon Road is located west of the eastern boundary in the City of Calabasas. Currently, Old Topanga Canyon Road is two lane roadway that intersects Mulholland Highway.

Improvements approved by the City of Calabasas are the widening on Old Topanga Canyon Road north of Mulholland Highway to accommodate left turn pocket lanes into a school and residential area. This project is headed and funded by the City of Calabasas. This widening project should be completed in the near future. In addition, the County of Los Angeles is currently improving storm drains along the roadway.

Existing Conditions

The discussion of existing traffic conditions examines average daily traffic (ADT) volumes for key roadways in the City of Calabasas, as well as AM and PM peak hour levels of service (LOS) at intersections requested by city staff.

Average Daily Traffic (ADT) Volumes

Existing daily traffic volumes for the primary roadways in the City of Calabasas and its General Plan study area were provided by the City Public Works Department, and were supplemented with additional counts. Table III-1 summarizes these existing daily traffic counts, along with the number of lanes along each roadway section.

In addition, the table presents the "capacity criteria" presently used by the City of Calabasas to determine the potential need for roadway improvements. The capacity criteria is determined based on type of roadway and number of travel lanes. When a roadway's volume exceeds the specified capacity criteria, a more thorough analysis is prepared to determine what improvements, if any are needed. Based on the capacity criteria, a ratio of the volume to capacity has been calculated. Volume to capacity ratios are used by many communities to define acceptable levels of service. Volume which exceed capacity criteria may indicate unacceptable levels of service.

Table III-1
Existing Daily Traffic Volumes

Roadway Section	Count Source	Lanes	Capacity Criteria	Volume	Ratio
Lost Hills Road					
North of Highway 101	LSA[3]	2	14,000	6,700	0.48
Highway 101 Overcrossing	LSA[3]	2	14,000	9,800	0.70
Highway 101 - Agoura Road	LSA[3]	4 Undiv.	22,000	16,300	0.74
Agoura Road - Malibu Hills Road	City[1]	4 Div.	25,000	11,900	0.48
Malibu Hills Rd - Meadow Creek Lane	City[1]	4 Div.	25,000	9,000	0.36
North of Las Virgenes Road	City[1]	4 Div.	25,000	7,000	0.28
Las Virgenes Road					
North of Thousand Oaks Blvd	City[2]	2	14,000	4,200	0.30
South of Thousand Oaks Blvd	City[1]	4 Div.	25,000	7,400	0.30
North of Parkmor Road	City[1]	4 Div.	25,000	9,300	0.37
Parkmor Road - Mureau Road	City[1]	4 Div.	25,000	13,400	0.54
Mureau Road - Highway 101	LSA[3]	4 Div.	25,000	15,100	0.60
Highway 101 - Agoura Road	LSA[3]	4 Div.	25,000	27,500	1.10
Agoura Road - Oak Glen Street	City[1]	4 Div.	25,000	17,500	0.70
Glen Street - Meadow Creek Lane	LSA[3]	4 Div.	25,000	16,300	0.65
Meadow Creek Lane - Lost Hills Road	City[2]	2	14,000	23,400	1.67
Lost Hills Road - Mulholland Highway	City[1]	2	14,000	18,900	1.35
South of Mulholland Highway	LSA[3]	2	14,000	20,700	1.48
South of Piuma Road	LSA[3]	2	14,000	20,300	1.45
Agoura Road					
West of Lost Hills Road	LSA[3]	2	14,000	1,600	0.11
Lost Hills Road - Las Virgenes Road	City[2]	4 Undiv.	22,000	8,800	0.40
Mureau Road					
East of Las Virgenes Road	City[1]	4 Div.	25,000	3,700	0.15
Mountain Gate Dr - Crummer Canyon Rd	LSA[3]	4 Div.	25,000	3,400	0.14
North of Calabasas Road	City[1]	2	14,000	6,200	0.44

Table III-1
Existing Daily Traffic Volumes

Roadway Section	Count Source	Lanes	Capacity Criteria	Volume	Ratio
Calabasas Road					
Mureau Road - Parkway Calabasas	City[2]	2	14,000	6,600	0.47
Parkway Calabasas - Park Granada Blvd	City[2]	4 Div.	25,000	12,500	0.50
Park Granada Blvd - Mulholland Drive	City[2]	2	14,000	16,500	1.18
Parkway Calabasas					
South of Calabasas Road	LSA[3]	4 Div.	25,000	11,700	0.47
North of Park Granada Boulevard	City[1]	4 Div.	25,000	7,300	0.29
Park Granada Blvd - Park Entrada	City[1]	4 Div.	25,000	8,900	0.36
Park Entrada - Paseo Primaro	City[1]	4 Div.	25,000	6,200	0.25
Paseo Primaro - Camino Portal	City[1]	4 Div.	25,000	3,700	0.15
Camino Portal - Palmilla Drive	City[1]	2	14,000	1,500	0.1[illegible]
Park Granada Boulevard					
East of Parkway Calabasas	City[1]	4 Div.	25,000	3,900	0.16
South of Calabasas Road	LSA[3]	4 Div.	25,000	9,300	0.38
Old Topanga Road					
South of Mulholland Drive	LSA[3]	2	14,000	10,300	0.74
Vicasa Road - Bluebird Drive	City[1]	2	14,000	8,800	0.63
North of Mulholland Highway	City[2]	2	14,000	7,000	0.50
South of Mulholland Highway	LSA[3]	2	14,000	2,500	0.18
Topanga Canyon Road					
South of Mulholland Drive	Caltrans[1]	2	14,000	14,000	1.00
Mulholland Highway					
East of Las Virgenes Road	LSA[3]	2	14,000	1,900	0.14
North of Stunt Road	LSA[3]	2	14,000	2,700	0.19
East of Canyon Drive	LSA[3]	2	14,000	4,800	0.34
West of Old Topanga Road (southerly)	LSA[3]	2	14,000	6,600	0.47
East of Old Topanga Road (southerly)	City[2]	2	14,000	6,900	0.49

Table III-1
Existing Daily Traffic Volumes

Roadway Section	Count Source	Lanes	Capacity Criteria	Volume	Ratio
Topanga Canyon Road (Cont'd)					
East of Old Topanga Road (northerly)	City[1]	2	14,000	7,100	0.51
Old Topanga Road - Declaration Ave.	LSA[3]	2	14,000	7,900	0.56
West of Mulholland Drive	City[1]	4 Undiv.	22,000	13,400	0.61

Source: LSA Associates, Inc., 1993.

[1] 1991 counts.

[2] 1990 counts.

[3] 1992 counts.

Peak Hour Intersection Levels of Service

City staff specifically requested that peak hour intersection levels of service be examined for key intersections in the vicinity of each of the three freeway interchanges within the City. Existing AM and PM peak hour turn volumes for these intersection were taken from counts.

Peak hour intersection operations are assessed relative to overall intersection capacity. The intersection level of service is determined based on the portion of the intersection's capacity used by peak hour traffic. Depending on the type of stop control (i.e., signalized or stop sign controlled), various level of service analysis methodologies are used.

For signalized intersections, the turn volumes for each intersection are examined to determine the volume to capacity (v/c) ratio for each turn movement. Using the Intersection Capacity Utilization (ICU) analysis methodology, conflicting turn movement volumes and their v/c ratios are examined to determine the overall capacity utilization of the intersection. The percentage resulting from this analysis is called the Intersection Capacity Utilization, or ICU. In essence, an ICU is the percentage of an intersection's capacity which is needed to adequately accommodate all vehicles traveling through the intersection.

In addition to v/c ratios, the ICU methodology provides a general indication of the operations of an intersection, termed the level of service (LOS), based on the peak hour v/c ratio. The LOS of an intersection is designated by the letters "A" through "F", with LOS A representing optimal intersection operation and LOS F representing an overcapacity situation. Peak hour LOS B through E represent various intermediate levels of operation between LOS A and LOS F. Table III-2 provides a description of level of service categories for signalized intersections.

For unsignalized stop sign controlled intersections, the **Highway Capacity Manual** unsignalized intersection analysis methodology is used to determine peak hour operations and levels of service. For two-way stop controlled intersections, the Highway Capacity Manual analysis methodology provides a level of service based on the amount of reserve (i.e., residual) capacity available for each turn movement to and from the minor street approach per hour (the methodology assumes through traffic along the major street will travel unimpeded, thereby resulting in acceptable levels of service for these through traffic movements). Therefore, the LOS is calculated for two movements: 1) the LOS for the worst turn movement from the major street to the minor street (termed the major street approach LOS), and 2) the LOS for the worst turn movement from the minor street to the major street (termed the minor street approach LOS). Reserve capacity for each of these movements range from greater than 400 vehicles per hour for LOS A, to less than zero for LOS F. LOS D corresponds to a residual capacity for 100 or more vehicles. Table III-3 provides a description of level of service categories for unsignalized intersections

Table III-2
Vehicular Levels of Service at Signalized Intersections

Level of Service	Description	V/C Ratio
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal cycle. The traffic operation can generally be described as excellent.	0.00-0.60
B	Level of Service B describes a conditions where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.	0.61-0.70
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but often not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71-0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lover demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.	0.81-0.90
E	Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting upstream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operations can generally be described as poor.	0.91-1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01 +

Source: Transportation Research Circular No. 212, Transportation Research Board, 1980.

Table III-3
Vehicular Levels of Service at Unsignalized Intersections

Level of Service	Description	Reserve Capacity
A	Little or no delay to minor street traffic.	> = 400
B	Short traffic delays to minor street traffic.	300-399
C	Average traffic delays to minor street traffic.	200-299
D	Long traffic delays to minor street traffic.	100-199
E	Very long traffic delays to minor street traffic.	0-99
F	Demand volume exceeds capacity of the lane. Extreme delays will be encountered with queuing which may cause severe congestion affecting other movements in the intersection. This condition usually warrants improvement to the intersection.	< 0

Source: Highway Capacity Manual Special Report 209, Transportation Research Board, 1985.

For all-way (three or four-way) stop controlled intersections, the analysis methodology contained in Transportation Research Board Circular 373 was used. This analysis methodology examines traffic volumes entering the intersection and determines an average delay per vehicle for each intersection approach. An overall delay for the intersection is calculated based on the delay for each approach. The intersection level of service is based on the overall delay.

Table III-4 summarizes the AM and PM peak hour levels of service for each of the intersections analyzed.

Table III-4
Existing Intersection Levels of Service

Intersection		Control	AM Peak Hour ICU (1)	AM Peak Hour LOS Major/Minor (2)	PM Peak Hour ICU (1)	PM Peak Hour LOS Major/Minor (2)
1.	Lost Hills Road/Highway 101 Westbound Ramps	Stop Sign	-	A/E	-	F/F
2.	Lost Hills Road/Highway 101 Eastbound Ramps	Stop Sign	-	A/D	-	D/F
3.	Lost Hills Road/Agoura Road	Signalized	0.59	A	0.60	A
4.	Las Virgenes Road/Mureau Road	Stop Sign	-	A/D	-	A/F
5.	Las Virgenes Road/Highway 101 Westbound Ramps	Signalized	0.77	C	0.59	A
6.	Las Virgenes Road/Highway 101 Eastbound Ramps	Signalized	0.85	D	0.78	C
7.	Las Virgenes Road/Agoura Road	Signalized	0.87	D	0.69	B
8.	Highway 101 Westbound Off-Ramp/Ventura Blvd	All-Way Stop	-	E (3)	-	F (3)
9.	Parkway Calabasas/Hwy 101 Westbound On-Ramp	No Control	-	C/- (4)	-	F/- (4)
10.	Parkway Calabasas/Highway 101 Eastbound Ramps	Stop Sign	-	C/F	-	F/F
11.	Parkway Calabasas/Calabasas Road	Signalized	0.85	D	0.86	D

Source: LSA Associates, Inc., 1993.

1 Intersection Capacity Utilization (ICU) is only presented for signalized intersections.

2 Where applicable, major/minor LOS represents levels of service for critical left turns from the major and minor streets, respectively, for unsignalized intersections.

3 All-way stop control LOS is calculated for the entire intersection, based on overall delay.

4 The intersection of Calabasas Parkway/Highway 101 westbound on-ramp does not have any minor street movements. The LOS for the major street is for the northbound left turn from Parkway Calabasas onto the freeway ramp.

Major Traffic Issues and Concerns

Based on review of existing traffic conditions in the City of Calabasas, conversations with City staff, and meetings with the City's Transportation Committee, a number of key traffic issues and concerns have been formulated. These issues are discussed below.

East-West Circulation

Examination of the existing circulation system within the City (previously referenced Figure III-1) shows that a majority of the primary roadways in the City of Calabasas are north-south roadways. The only roadways which connect the east and west parts of the City are Highway 101 and Mulholland Highway. Mulholland Highway is too far south to be used by a majority of the traffic traveling between the east and west portions of the City. Due to the lack of east-west facilities, people desiring to travel from one end of the City to the other are required to use Highway 101. The necessity for using a regional facility for local trips is not a desirable situation.

Freeway Interchanges

As discussed previously, access to the Ventura Freeway is provided via three interchanges in the City of Calabasas. The intersection level of service analysis indicates that all three interchanges operate at unacceptable levels of service during the AM and/or PM peak hours. Caltrans is currently analyzing both the Lost Hills Road/Ventura Freeway interchange and the Parkway Calabasas/Ventura Freeway interchange to determine the modifications needed to improve levels of service at these locations.

Local versus Regional Traffic

The City of Calabasas experiences a significant amount of regional through traffic (traffic without an origin or destination in the City) traveling through the City via the Ventura Freeway, Las Virgenes Road, and Mulholland Highway. Much of this traffic is to and from the coastal cities for beach access. The regional through traffic has a significant impact on freeway interchanges in the City, as well as on the levels of service on local roadways, thereby reducing the capacity needed to accommodate local traffic.

Traffic Accidents

In the City of Calabasas, automobile-involved accidents average approximately 140 per year[1]. The following is a report of the causes and locations of automobile accidents in the City of Calabasas. The report is based on the City's Statewide Integrated Traffic Records Systems Record[2].

The accident causes in the City vary from improper turns to unsafe speeds. The leading cause of accidents in Calabasas in right-of-way encroachment/failure to yield (35 percent). Unsafe speed (25 percent) is the second leading caused followed by improper turns (15 percent), alcohol and drugs (10 percent), stop control (5 percent), and other (10 percent). Other causes are categorized as "too close", "daylight", "hazardous parking", "lane change", "backing", "wrong side", and "animal". For a majority of the accidents, weather and roadway conditions were not a factor. A majority of the accidents in 1992 occurred on clear days with dry/normal roadway conditions.

There were 97 accident locations in Calabasas for 1992. A majority of accidents were located along the Las Virgenes Road corridor with 60 accidents, the Calabasas Road corridor with 29 accidents, the Mulholland Highway corridor with 20 accidents, the Parkway Calabasas corridor with 14 accidents, the Agoura Road corridor with 13 accidents and the Los Hills corridor with 13 accidents.

The primary cause of accidents along the Las Virgenes Road corridor was a combination of right-of-way encroachment/failure to yield at intersections and unsafe speeds. In 1992, the intersections of Thousand Oaks Boulevard, Agoura Road, Lost Hills Road, Oak Glen Street, westbound Highway 101 on-ramp and eastbound Highway 101 off-ramp with Las Virgenes Road were responsible for 37 accidents. With development projects along las Virgenes Road currently in process, traffic on the roadway is expected to increase in the future. Intersection and speed control improvements on Las Virgenes Road will assist in minimizing future accidents on this roadway.

The Calabasas Road corridor was the site for 29 accidents in 1992. The intersection with the highest number of accidents on the corridor is Calabasas Road and Parkway Calabasas with 12 accidents. The leading cause of accidents at the location was right-of-way encroachment/failure to yield. Another location on Calabasas Road with a high number of accident is the intersection of Calabasas Road with Park Granada Boulevard. A total of seven accidents occurred at this intersection in 1992. The primary cause of accident was also right-of-way encroachment/failure to yield. Intersection improvements may be needed to reduce future accidents.

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1 The average resulted from the 1991 and 1992 Statewide Integrated Traffic Records System Report; and the 1992 Los Angeles County Sheriff's Department Traffic Information System Report totals.

2 The Statewide Integrated Traffic Records Systems is a centralized accumulation of data for fatal and injury motor vehicle traffic accidents. The reports are generated by almost 100 California Highway Patrol areas and over 400 city police departments and sheriffs offices.

A majority of the accidents on Mulholland Highway and Lost Hills were caused by unsafe speed. Reduced speed limits may be needed to reduce accidents. Unlike the accidents on Mulholland Highway and Lost Hills, Parkway Calabasas and Agoura Road accidents were primarily caused by right-of-way encroachment/failure to yield. Improvements to the intersection geometrics along these roadways may be needed to reduce accidents.

Z Traffic

A specific regional traffic issue of particular concern to the City residents is "Z" traffic. This circulation phenomenon is characterized by traffic traveling between areas to the west along Highway 101 and coastal cities via City roadways, such as Las Virgenes Road (the term "Z traffic" comes from the pattern created by traffic traveling from the west on Highway 101 to Las Virgenes Road to Pacific Coast Highway). As discussed previously, the section of Las Virgenes Road between Highway 101 and Agoura Road currently has a daily volume of 27,500, which is greater than the Los Angeles County capacity criteria for a four lane roadway. Similarly, Las Virgenes Road south of Meadow Creek Lane (where it transitions from a four lane roadway to a two lane roadway) has daily volumes of between 18,900 vehicles and 23,400 vehicles which, is considerably in excess of the capacity criteria for a two lane roadway. The Z traffic contributes to and exacerbates these unacceptable conditions. Therefore, Z traffic is regional through traffic which has a significant impact on freeway interchanges in the City, as well as on the capacity and levels of service of Las Virgenes Road.

Private Roadways

Many of the residential neighborhoods in the City of Calabasas are gated communities and accessed via private roadways. These private roadways are not interconnected, resulting in the inability for residents to travel to adjacent areas of the City via local streets. Travel to and from these residential neighborhoods requires traffic to use major roadways for purposes of making local trips, thereby increasing potential congestion along these roadways.

Roadways and Intersections of Concern

The City of Calabasas Citizen Transportation Committee has done extensive research to identify intersections and roadways within the City which are of concern of local residents. These roadways and intersections are:

- Lost Hills Road/Highway 101 Overcrossing
- Lost Hills Road/Cold Springs Street
- Lost Hills Road/Las Virgenes Road
- Las Virgenes Road/Parkmor Road
- Las Virgenes Road between Highway 101 and A.E Wright School
- Parkway Calabasas/Highway 101 Interchange

- Parkway Calabasas/Calabasas Road
- Park Granada Boulevard/Calabasas Road
- Mulholland Highway/Old Topanga Canyon Road
- Mulholland Highway/Freedom Drive
- Mulholland Highway/Eddingham Avenue
- Mulholland Highway/Declaration Avenue
- Mulholland Highway adjacent to Calabasas High School
- Calabasas Road through Old Town
- Mulholland Drive/Valley Circle Boulevard
- Mulholland Drive/Valmar Road
- Mulholland Drive/Mulholland Highway
- Mulholland Drive/Topanga Canyon Boulevard.

PARKING

When the City of Calabasas incorporated in 1991, it adopted the Los Angeles County Zoning Ordinance, which includes parking standards. The City has found that the a revision to the County's parking standards may be needed to reflect the City's parking demand. Changes to the parking standards are not proposed at this time.

Observations and conversations with City staff indicate that local residents have established their own, unofficial park-and-ride lot immediately south of the Highway 101/Las Virgenes Road interchange. This is indicative of a demand for improved park-and-ride facilities at this location, as well as in other areas of the City.

PUBLIC TRANSIT

Public transit in the City of Calabasas includes Rapid Transit District (RTD) buses; Commuter Transportation Services Incorporated (Commuter Computer); and Calabasas Dial-A-Ride.

RTD provides two types of service in the City, which are indicated in Figure III-2. Regular bus service stopping at bus stops between Thousand Oaks and Canoga Park is provided via RTD Route 161. Route 161 stops regularly at the Las Virgenes Road and the Parkway Calabasas intersection with the Ventura Freeway from approximately 6:30 a.m. to 8:00 p.m. Route 161 also provides connections to other RTD routes. Another service offered by RTD in the City of Calabasas is the Commuter Express Route 423. This service offers directional, peak hour bus service from approximately 5:30 a.m. to 7:00 a.m. and from 5:00 p.m. to 8:00 p.m., with minimal stops from Calabasas to and from the Los Angeles/University of Southern California area. The stop in Calabasas is located on Calabasas Road and the Ventura Freeway. Stop in Los Angeles are located on Hope Street with Olympic, and First Street. The stop in the USC area is located on Jefferson Boulevard and Hoover Street. Other routes can also be accessed from Route 423.

Commuter Computer offers a variety of transportation services ranging from a match list service to surveys for commuter attitude and average vehicle ridership. All of the Commuter Computer services are offered to the residents of Calabasas. Commuter Computer is a private, non-profit, ridesharing organization funded cooperatively by Caltrans, the Southern California Association of Governments, San Bernardino Associated of Governments, Ventura County Association of Governments, Los Angeles County Transportation Commission, Orange County Transportation Authority, and the Riverside County Transportation Commission.

Residents of the City can call Commuter Computer to attain a match list that locates other employed individuals in close proximity to their home who are interested in carpooling or vanpooling. The match list is organized into sections, by employee name and company, employee work hours, phone number and office address. Information regarding best matches for each individual, existing vanpool and/or buspool services and park and ride facilities are also provided with the match list service.

The Calabasas' Dial-A-Ride Program is a service offered to city residents who are 55 years of age or older, and to residents who are disabled. The City of Calabasas has contracted with Checker Cab to provide transportation for eligible residents for travel to any point within the City, plus authorized points outside Calabasas. Designated locations are:

- shopping, dining and entertainment centers (Fallbrook Mall, Topanga Plaza, Promenade at Woodland Hills);
- hospitals and medical facilities (Kaiser Permanente, Humana West Hills, Westlake Medical Center);
- transportation (LAX bus stops); and

- community recreation centers (St. Mel's Catholic Church Adult Club, West Valley Jewish Community Center, Woodland Hills Community Church Primetimes Club).

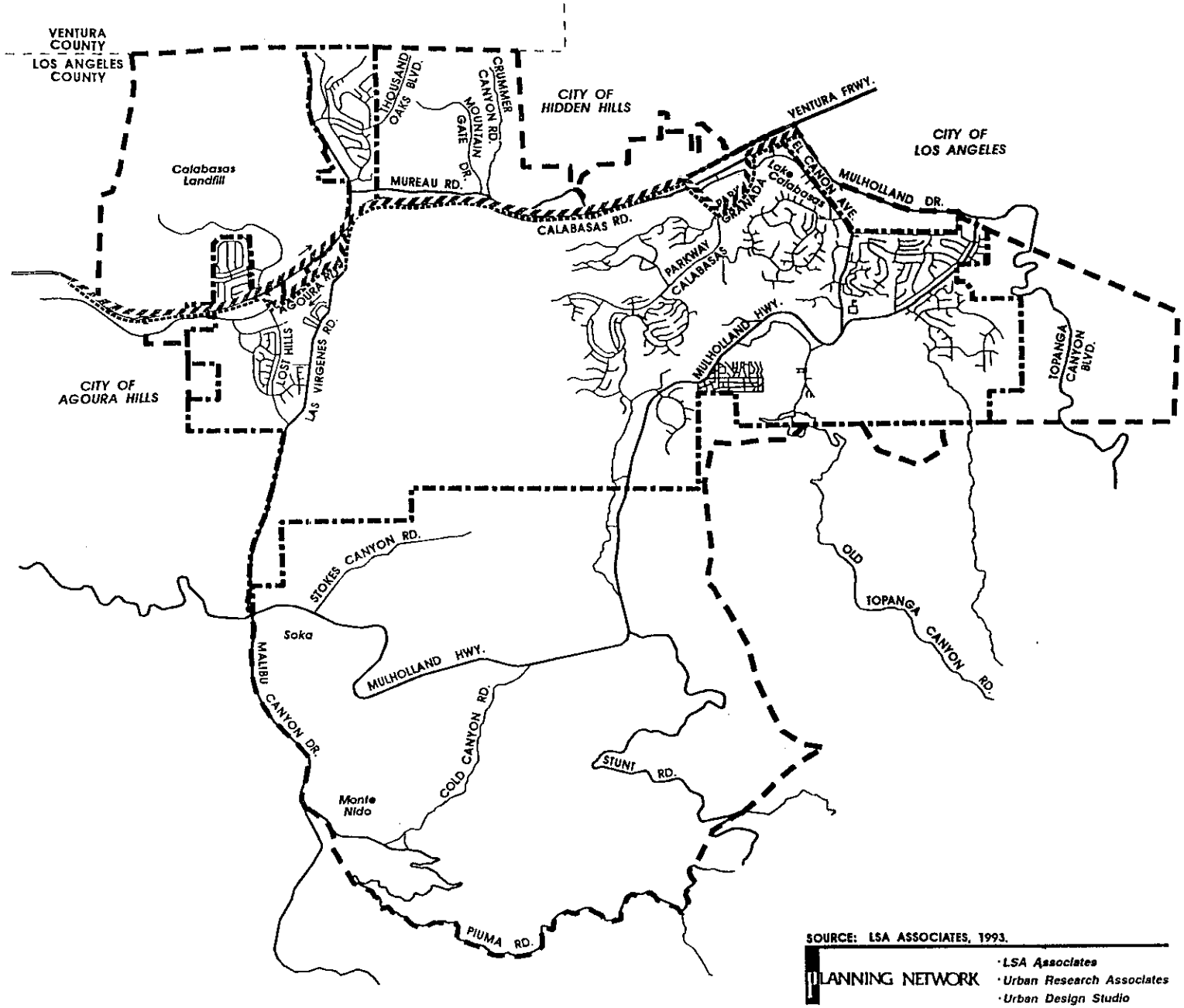
The cost of Calabasas' Dial-A-Ride service is 50 cents for a one-way trip. Service is offered 24 hours a day, seven days a week, including holidays, and estimated pick-up time is normally 5 to 15 minutes. During special seasons such as holidays, this service is extended to all of the residents in the City.

COMMODITY MOVEMENT

The City of Calabasas presently does not formally designate any of its roadways as truck routes. Trucks are restricted on some of the roadways, such as Parkmor Road.

Generally, trucks travel along the Ventura Freeway and service the commercial and business park uses along the Freeway. Issues regarding commodity movement within the City of Calabasas are primarily related to the "Z" traffic problem, discussed previously. City staff, in conjunction with residents, are currently reviewing various strategies to deter trucks destined for locations outside the City from Calabasas streets, which presently utilize city roadways (such as Las Virgenes Road) as a faster alternative to the coastal cities than Highway 101.

There are no other facilities that transport commodities, such as major pipelines or railroads, in the study area. Transmission lines, carrying electricity, are discussed in Section III-B, Infrastructure.



SOURCE: LSA ASSOCIATES, 1993.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-2

TRANSIT ROUTES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD) ROUTE 161
- COMMUTER EXPRESS ROUTE 423

0' 2,000' 4,000' 8,000'

NORTH

TRANSPORTATION DEMAND MANAGEMENT

Regulatory Framework

In an effort to reduce traffic congestion and attain federal and state air quality standards, a series of regulations designed to reduce vehicle trips (VT) and vehicle miles traveled (VMT) by increasing average vehicle ridership have been adopted by federal, state, regional and local agencies. Increases in average vehicle ridership will reduce the impacts of existing development, background growth and new projects on the transportation network, thereby improving mobility and air quality.

The Federal Clean Air Act, as amended by the Clean Air Act Amendments of 1990 require states to prepare State Implementation Plans that contain measures to attain the air quality standards established by the Clean Air Act. The California Clean Air Act also sets air quality standards and authorizes regional air pollution control districts to establish regulations to achieve compliance with federal and State standards. In Southern California, the California Air Resources Board, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin (the "basin"), which sets forth control measures by which the basin will achieve federal and State ambient air quality standards. Designated portions of the AQMP, upon approval by the U.S. Environmental Protection Agency (EPA), will constitute the State Implementation Plan for the basin. The 1991 AQMP was recently completed.

Federal Requirements

The Clean Air Act contains several Transportation Demand Management provisions intended to reduce mobile source emissions in areas that fail to meet federal air quality standards. For example, the Clean Air Act mandates that State Implementation Plans for severe and extreme ozone non-attainment areas (the basin having been designated "extreme") be revised to, "at a minimum, require that each employer of 100 or more persons in such an area increase average passenger occupancy per vehicle in commuting trips between home and the workplace during peak travel periods by not less than 25 percent." Although the Clean Air Act does not impose direct requirements on employers today, it requires that regulatory agencies develop and implement regulations design to achieve the average vehicle ridership standards by 1998. Assuming the 1991 AQMP is used as the baseline year and that the "area" average is the basin average of 1.13, increasing the existing area average by 25 percent would ultimately require large employers to achieve an average vehicle ridership of 1.4 by 1998.

In addition to the specific increases in average vehicle ridership mandated for larger employers, the Clean Air Act requires that severe and extreme ozone non-attainment areas to have revised their implementation plans by November, 1992, so as to identify and implement "specific enforceable transportation control strategies and transportation control measures to offset any growth in emissions from growth in vehicle miles travelled or numbers of vehicle trips." Such measures may be selected from a list of measures to be developed by EPA, which list may include, among other things, "trip reduction ordinances" and "programs for the provision of all forms of high-occupancy, shared-ride services." The Clean Air Act does not impose direct requirements, but rather requires the basin to develop and implement regulations to comply.

The Intermodal Surface Transportation Efficiency Act of 1991 was the first effort by the federal government to link transportation, land use and air quality policy, and requires that local congestion management plans be developed throughout the country.

State Requirements

The California Clean Air Act requires the basin to adopt and implement regulations to reduce emissions from mobile sources by increasing average vehicle ridership. For example, the California Clean Air Act requires each air pollution control management district to include in its attainment plan "transportation control measures to achieve an average during weekday commute hours of 1.5 or more persons per passenger vehicle by 1999."

In addition to the California Clean Air Act, legislation designed to reduce traffic congestion was adopted in 1989 and 1990 by the California legislature. Assembly Bills 471 (July 10, 1989) and 1791 (February 11, 1990) also require that, in order to be eligible for gas tax revenues, each county containing an urbanized area adopt a Congestion Management Plan (see Regional Requirements, below).

Regional Requirements

SCAQMD and SCAG also have adopted regulations imposing average vehicle ridership requirements. In particular, the SCAQMD has adopted Regulation XV, which requires employers of 100 or more persons at a single work site to submit trip reduction plans aimed at increasing average vehicle ridership to 1.3, 1.5 or 1.75, depending on the location of the work site. Subject employers in Calabasas have an average vehicle ridership target of 1.5. Regulation XV trip reduction plans are required to contain a list of specific incentives the employer will provide to employees that can reasonably be expected to lead to achievement and maintenance of the employer's average vehicle ridership target within 12 months of plan approval. Although failure to meet the target is not a violation of Regulation XV, if all incentives set forth in the plan are offered, each year after plan approval each subject employer is required to submit to the SCAQMD a report on its average vehicle ridership, an analysis of the effectiveness of its trip reduction plan and a revised plan with additional incentives designed to meet the target if the employer failed to meet the target the prior year. Such average vehicle ridership requirements apply to employees who arrive at the work site between 6 a.m. and 10 a.m. Monday through Friday.

In addition, SCAG has adopted guidelines (the "SCAG Guidelines") designed to assure that "regionally significant projects" are consistent with the AQMP and other regional planning documents. For general development projects, the SCAG Guidelines require that, among other things, the project demonstrate that "vehicular trips have been reduced to the greatest extent feasible by the application of transportation demand management strategies."

SCAG is also in the process of revising its Regional Mobility Plan, a critical transportation policy document for the region. The new plan will place increasing emphasis on high occupancy vehicles and other transportation demand management measures (see also discussion on Air Quality).

The 1991 Air Quality Management Plan

Although the AQMP does not impose direct requirements on employers or projects, it contains the basin's commitments to adopt rules and regulations in the future. Regulations adopted may differ materially from the measures set forth in the AQMP (and some measures may not be implemented at all), so long as the overall level of emissions reductions set forth in the AQMP are achieved. The AQMP cites five such measures that are intended to reduce mobile source emissions by increasing average vehicle ridership or reducing VMT: Enhanced Regulation XV, Person Work Trip Reduction, Employer Rideshare and Transit Incentives, Parking Management, and Special Activity Center Trip Reduction.

The **Enhanced Regulation XV** measure commits the District to amend Regulation XV to increase average vehicle ridership targets and expand the category of employers to whom the regulation applies. In general, the measure would increase the existing "base" average vehicle ridership target of 1.5 to 1.8 by 1999, and reducing the employer threshold from those with 100 employees at a single site to those with 50 employees at a single site. The AQMP identifies several different combinations of employer thresholds and average vehicle ridership targets that will be analyzed through the SCAQMD rulemaking process. Such combinations include components that would lower the employer threshold to those with as few as 20 employees and raise average vehicle ridership target to as high as 2.0 for the largest facilities.

The Person Work Trip Reduction, Employer Rideshare and Transit Incentives and Parking Management measures are together designed to assist the basin to achieve an average vehicle ridership target of 1.5 by 2000 and 2.1 by 2010. Each of such measures anticipates implementation by the end of 1992, or backstop provisions will be implemented at the regional level.

The **Person Work Trip Reduction** measure is projected to decrease areawide person work trips by 12 percent by 1999, 20 percent by 2004 and 30 percent by 2010 through local government ordinances that would require or provide incentives for telecommuting, bicycle lanes, alternative work weeks and other means to reduce work trips. The measure is anticipated to apply to employers with 25 or more employees at a single work site, or to multiple employer work sites with 25 or more employees.

The **Employer Rideshare and Transit Incentives** measure focuses on "vehicle trip reduction and traffic mitigation measures for home to work trips." The measure would require local governments to adopt ordinances to require facilities with 100 or more employees to adopt trip reduction plans. The measure would promote vanpool purchase incentives, promote the use of owner-operator electric vans, and support passage of vanpool credit tax legislation for employees who carpool. Ultimately, the goal of the measure is to increase carpools of three or more persons by 30 percent over 1984 levels by 1995, while decreasing other work related vehicle trips by five percent due to the formation of vanpools by 1995.

Similarly, the **Parking Management** measure would be implemented by local governments, and applies to all employers with 100 or more employees (and possibly with as few as 25 or more employees) at a single work site. The measure proposes to increase daytime parking fees, establish a surcharge on parking for single occupant vehicles and/or a discount for multi-occupant vehicles, require employers to offer preferential parking for employee ride-sharers, and reduce the amount of "free" parking at non-work centers. The stated goal of the measure is "to shift significantly the demand from solo driving toward transit, carpooling, or non-motorized trips."

The **Special Activity Center Trip Reduction** measure would contribute to future increases in average vehicle ridership for non-work trips. The special activity centers measure is directed toward reducing non-work trips to special event centers (facilities with capacities of over 10,000 visitors), regional shopping centers and airports. This measure might require instituting peripheral park and ride lots with shuttle services, significant discounts for transit passes with event tickets, and parking lot fees based on vehicle occupancy.

Los Angeles County Congestion Management Plan

As required by Section 65089 of the California Government Code, the Los Angeles County Metropolitan Transportation Authority is in the process of preparing the County's first Congestion Management Plan. The Los Angeles County CMP was adopted in November, 1992. The Congestion Management Plan is the first state legislative effort to link transportation, land use, and air quality in the decision making process. The requirements for the Congestion Management Program became effective with voter approval of Proposition 111 in June, 1990.

The purpose of the Congestion Management Plan land use analysis requirement is to ensure that local jurisdictions consider the regional transportation impact of new development through the land use approval process. The authority for local land use decisions remains the responsibility of local jurisdictions.

All developments within Los Angeles County, including the City of Calabasas, requiring development entitlement where an Environmental Impact Report is required, must submit a project level Congestion Management Plan that addresses land use and transportation. The study must meet the land use analysis program requirements, including traffic impact analysis guidelines, that are required to be adopted by Calabasas by April 1, 1993.

The traffic study is designed to focus on near term impacts and associated improvements, generally the seven to ten year horizon, as compared to the longer 10 to 20 year horizon used for planning.

Pursuant to the Congestion Management Plan, each jurisdiction in the County will be required to adopt a Transportation Demand Management ordinance by April 1. 1993. The Los Angeles County Metropolitan Transportation Authority has circulated a model ordinance to the City of Calabasas which the city is entitled to adopt as is presented or to make specific modifications relevant to the City.

On April 7, 1993, the Calabasas City Council adopted a Trip Reduction and Travel Demand Measure which is in accordance with State Government Code Section 65089 and 65089.3. This ordinance requires new non-residential development to incorporate established standards. These standards are designed to promote the use of alternative transportation modes, such as ridesharing, bicycling, public transit, carpool, and vanpool.

The provisions of this ordinance shall be included in the development approval process for all developments which require discretionary approval. Monitoring to ensure compliance with this ordinance shall occur prior to issuance of a certificate of occupancy.

The focus of the Congestion Management Plan study is a system of principal routes in the County. The Congestion Management Plan legislation requires that the system include all State highways and principal arterials in the County. The Congestion Management Plan states that the study area for an impact analysis should be a five mile radius for arterials and freeways contained in the CMP roadway system. The Ventura Freeway is a freeway link identified as being part of the Congestion Management Plan network, but is the responsibility of Caltrans to monitor. Topanga Canyon Boulevard is also a Congestion Management Plan designated facility that extends through the most easterly portion of the City and study area. Because a predetermined count location is not contained within the City of Calabasas, the City is not obligated to provide annual monitoring data to the Los Angeles County Metropolitan Transportation Authority.

The Congestion Management Plan establishes level of service standards for a regionally significant network of roadways. Impacts of development that would lower the LOS on one or more segments of the Congestion Management Plan network below specified standards must be mitigated such that no LOS standard is further degraded. Generally, unmitigated impacts are expected to be addressed through a Deficiency Plan, which will select mitigations from a list compiled by the SCAQMD. This list is currently expected to focus principally on mass transit and trip reduction programs.

The Congestion Management Plan legislation requires that each county determine local level of service (LOS) standards for its designated system. The Los Angeles Congestion Management Plan level of service standard is LOS E, or the current level if worse than E.

By August 1, 1993, the City of Calabasas is required to certify their conformance with the County's Congestion Management Plan program. Conformance is determined through a review of a checklist that is made available to jurisdictions by the Los Angeles County Metropolitan Transportation Authority. On March 11, 1993 the City of Calabasas adopted a Transportation Demand Management (TDM) Ordinance to conform with the County's Congestion Management Plan (CMP) program. The CMP requires local jurisdictions to adopt a program to analyze the impacts of land use decisions on the regional transportation system, including an estimate of the cost of mitigating associated impacts. The land use program is also required to provide credit for public and private contributions for improvements to the regional transportation system.

The City of Calabasas Land Use Analysis Program ensures that the impact of new development on the regional transportation system is considered in the land use approval process.

B. INFRASTRUCTURE

The Infrastructure and Public Services section examines both public facilities and services such as flood control, water, and wastewater treatment, as well as, privately provided services, such as solid waste collection/disposal and utilities. In this section, information on educational facilities and parks and recreational facilities is also presented.

FLOOD CONTROL

The Los Angeles County Department of Public Works, Hydraulics and Water Conservation Division provides the City of Calabasas with flood control services at the regional level, with regard to flood hazards, groundwater conditions, flood control maintenance and water conservation. Locally, the City is responsible for providing storm drains and minor flood control to protect residents from nuisance flooding conditions.

A floodways map for the Calabasas area was prepared by the Hydraulics and Water Conservation Division prior to city incorporation which defines the water surface and flood limits for the major drainages in the area. Flood limits for the mapping were based on the Hydraulics and Water Conservation Division 50 year storm criteria. Floodways maps are required by the National Flood Insurance Program. The major drainages encompassed by the map include Las Virgenes Creek and Liberty Canyon. The City of Calabasas recently adopted the floodways map by ordinance in order to participate in the National Flood Insurance Program.

The Hydraulics and Water Conservation Division is responsible for city flood protection where regional or subregional storm drain improvements are needed, provided that the improvements do not directly benefit private development. Regional or subregional service responsibility principally involves County participation wherever flooding hazards could occur. The County plans future flood control improvements according to a Master Plan of Drainage program. This is a dynamic program that allows new facilities and improvements to be added to the list of improvement needs as drainage concerns are identified. The program is not fully implemented, particularly in urban areas where storm drain facilities do not meet current standards. However, in Calabasas, this is not a concern due to the past installation of major flood control facilities and storm drains that adequately convey flood waters. According to the Hydraulics and Water Conservation Division, the Calabasas community is free of problem flooding conditions, although local flooding conditions may exist in times of abnormally heavy rainfall.

In addition, the Hydraulics and Water Conservation Division continues to assume storm drain maintenance responsibilities for facilities that were privately constructed (i.e., for specific development projects) but have since been dedicated to the Hydraulics and Water Conservation Division for maintenance purposes. As an example, the lined segment of Las Virgenes Creek north of the Ventura Freeway and other minor storm drain facilities in the City were constructed by private development and have been dedicated to the Hydraulics and Water Conservation Division for maintenance purposes. It should be noted, however, that not all storm drain facilities are dedicated to the Hydraulics and Water Conservation Division for maintenance. Most remain as City or private development maintenance responsibilities.

According to the Flood Insurance Rate maps published by the Federal Emergency Management Agency, the City of Calabasas study area principally falls into flood Zone C, an area of minimal flooding (in excess of 90 percent of the study area). There are a number of areas that are classified as Zone A, areas with 100-year flooding potential. These areas are located in the immediate vicinity of the canyon bottoms, along the alignments of the primary drainage courses, and are generally very small in size, as indicated in Figure III-3, 100-Year Flood Zones. Few areas, adjacent to Zone A, are classified as Zone B, which is defined as those areas between 100 and 500 year flooding.

WATER

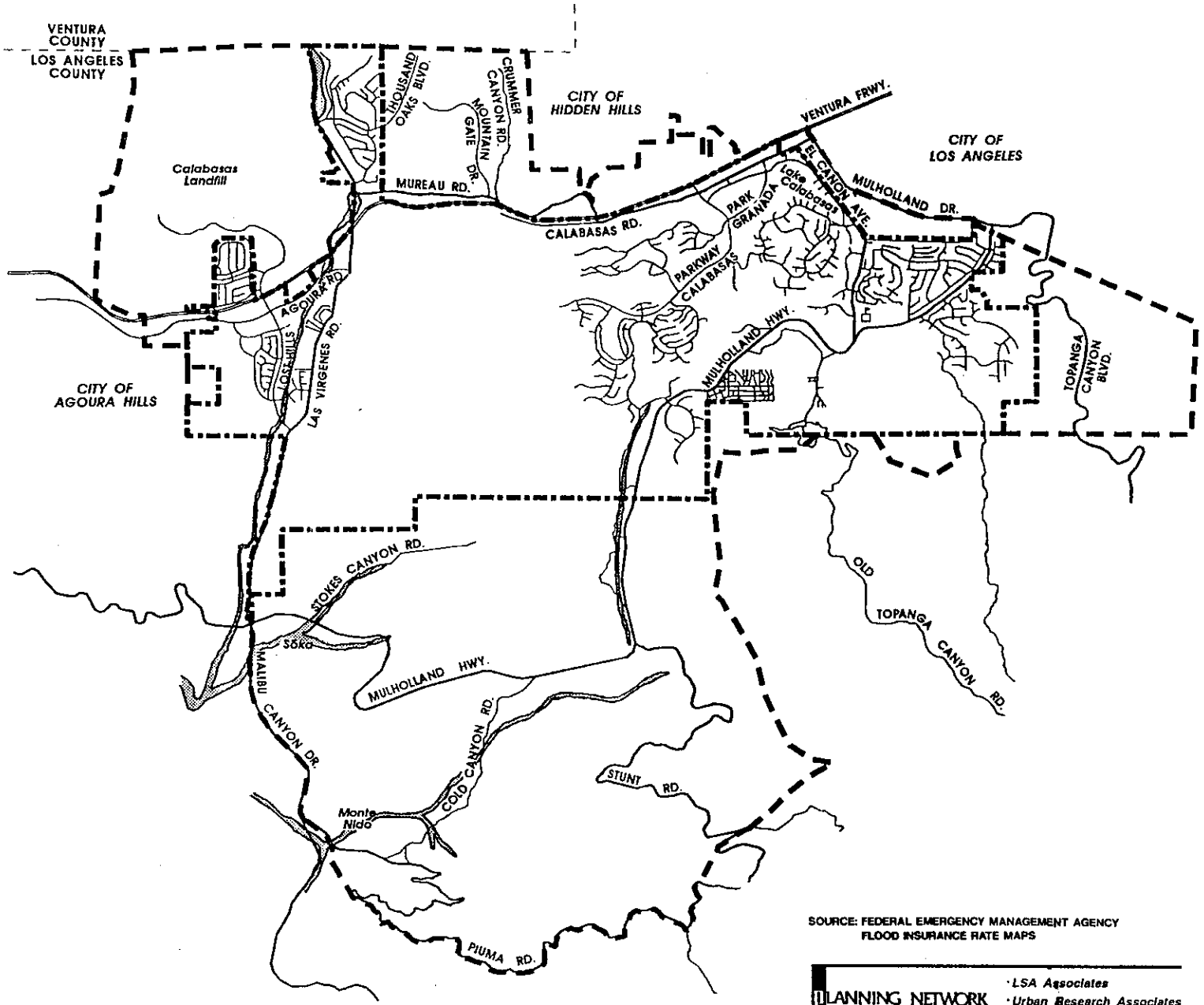
Water Service and Distribution Systems

The City of Calabasas obtains water service from the Las Virgenes Municipal Water District (LVMWD). The LVMWD purchases 100 percent of its potable water supply from the Metropolitan Water District (MWD). No local groundwater sources are utilized. Water that is reclaimed from the Tapia Water Reclamation Facility (tertiary treatment) is distributed throughout the City for irrigation purposes (see discussion under Wastewater). The LVMWD currently distributes approximately 40-55[1] acre-feet of water per day (depending on drought conditions and water rationing) and serves approximately 50,000 people. The service area is approximately 122 square miles in size, serving western Los Angeles County. Included in this service area are the incorporated cities of Westlake Village, Agoura Hills, Hidden Hills and Calabasas.

Water is distributed throughout the District through a network of underground water mains of various sizes with the central spine of the system generally paralleling the Ventura Freeway. Generally, the distribution mains are in place. According to the LVMWD, there are no gaps or problem areas with respect to the distribution system. Developers of new projects are responsible for constructing all needed onsite improvements including service distribution lines, service connections, pump stations, and tanks. For each new project, water demand for the development is calculated and determined by the District in a report funded by the developer. The water demand is a function of the land use type and intensity, and the amount and type of irrigation.

At the western end of the District is Westlake Reservoir. It includes a 10,000 acre-foot capacity seasonal storage reservoir. Also located at Westlake Reservoir is a 15 million gallons per day (mgd) filtration plant and major pumping station. Water contained in the Westlake Reservoir has been previously treated through the filtration plant. In the winter, when there is less demand for water, water is pumped into the reservoir and stored. During the high water demand season (e.g., summer), water is pumped through the filtration plant and back into the system to augment deliveries from the MWD.

[1] An acre-foot of water would cover one acre of land to a depth of one foot. It is approximately 326,000 gallons.



SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY
FLOOD INSURANCE RATE MAPS

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-3

100-YEAR FLOOD ZONES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- AREAS OF 100-YEAR FLOODING

Water service deliveries to the District are based on an allocation quota from MWD. The allocation varies depending on the overall water availability to MWD from its sources. Because the allocation varies, during long-term drought conditions, the allocation could fall short of the demand. Consequently, future allocations necessary to meet water demand for new development could fall short of meeting an adequate supply. Recently, MWD encouraged its member agencies, including the LVMWD, to impose emergency mandatory water conservation measures, due to a sixth year of continuous drought. Included in the program to conserve water was the adoption of an urgency ordinance, which included a moratorium on all new connections, effectively suspending the growth potential until the restriction was lifted. Highlights include restriction hours of exterior watering, restrictions on washing down of sidewalks, driveways, etc., no draining or filling of swimming pools, and imposing a new financial rate structure to penalize those not meeting target conservation goals. The goal of the water conservation measures was to produce a 27 percent savings in total water consumption.

In the future, unless additional infrastructure is developed to deliver additional supply, there is the potential that the MWD will impose similar recommended or mandatory emergency water conservation measures on their member agencies, including limits on allocation, and interruptable deliveries, should severe drought conditions prevail.

The LVMWD also requires new development to comply with Ordinance No. 11-86-161 as amended by Ordinance No. 3-89-173 regarding water conservation measures. The measures include prevention and elimination of all waste or leakage of water; imposes requirements on new plumbing fixtures for toilets and urinals, showerheads, and non-residential lavatory faucets, requires fixtures to have a certification of volume by a reputable independent testing organization; requires that all fixture installations be subject to compliance inspection; and imposes water conserving landscaping requirements in model home displays.

Water Consumption Patterns

The Water Master Plan was prepared by Boyle Engineering as needed to identify future capital improvement requirements within the LVMWD. The plan is based on population projections provided by the Southern California Association of Governments, as well as local General Plan land use plans and projections. With these projections, the plan identifies the types and sizes of facilities required (i.e., transmission mains, reservoirs, pump stations) to support the long-range development potential within the LVMWD. Since the plan was prepared, very little development has occurred, and, therefore, the majority of the proposed improvements have not yet been implemented.

The Potable Water Master Plan prepared contains water consumption factors for the LVMWD. These factors are provided in Table III-5.

Table III-5
Average Day Demand Criteria

Type	Density (Units/Acre)	Aver. Day Demand Person (gpd/person)	Persons per Unit	Aver. Day Demand Unit (gpd/unit)
		RESIDENTIAL DEMAND CRITERIA		
High Density	> 10	218	2.0	436
Medium Density	4 - 10	250	3.0	750
Low Density	< 4	250	3.5	875
Large Estate	± 1[1]	350	3.5	1,225
Ranchette (similar to Hidden Hills)	< 1[1]	640	3.5	2,250
Office Space				3,800 gpd/ac
Industrial (Light)				3,800 gpd/ac
Industrial (Heavy)				6,500 gpd/ac
Restaurant (Gourmet)				8 gpd/seat
Restaurant (Cafeteria)				47 gpd/seat
School				1,100 gpd/ac
Hotel/Motel (Economy)				134 gpd/room
Hotel/Motel (Superior)				240 gpd/room
Hotel/Motel (Luxury)				470 gpd/room
Hospital				600 gpd/bed

Source: Potable Water Master Plan for LVMWD.

[1] Including a "significant" amount of irrigable area.

The data presented above (i.e., demand criteria) was applied to the existing land uses to determine total existing water consumption. Accordingly, land uses within the city limits of Calabasas currently consume approximately 8 million gallons of water per day.

There are no problems with water pressure within the LVMWD service area. Potential problems are remedied during the conceptual design phase by requiring developers to submit a water system design report, which addresses the potential issues, including water pressure. Where water pressure is a concern, the LVMWD would require a developer to build a storage tank, or connect into an existing distribution system that has adequate pressure.

WASTEWATER

The Las Virgenes Municipal Water District (LVMWD) is also responsible for wastewater treatment and trunk sewers for wastewater collection services in the City of Calabasas. Local intercept collector sewers are provided by the City of Calabasas which connect with the District's trunk lines. Most of the wastewater flows by gravity trunk mains; however some pumping and use of force mains is needed in specific locations. In addition, there is a sewer project taking place in Calabasas Highlands. Although the majority of the City is connected by sewers, septic systems serve several rural areas in the study area. Areas currently on septic tanks are concentrated in the northeastern portion of Calabasas, near the Los Angeles city limits. An assessment district has been set up in this area and fees are being assessed to residents on septic systems for the ultimate connection by sewer laterals into the LVMWD trunk lines.

The District covers four sewer zones referred to as Zones U-1, U-2, U-3 and Zone B. The City of Calabasas is contained within Zones U-1 and U-2. The U-1 Zone encompasses the natural drainage basin for Malibu Creek and its tributary creeks. This area generally covers all of the lands from the Calabasas Grade west into parts of Ventura County. Wastewater from this area flows by gravity mains to the Tapia Water Reclamation Facility.

The U-2 Zone covers the area east of the Calabasas Grade to the border with the City of Los Angeles and includes parts of the cities of Calabasas and Hidden Hills. Wastewater from this zone flows by a combination of gravity mains and force mains to two lift stations. Some of the wastewater is released to the City of Los Angeles for treatment and the remainder is pumped over the grade to flow by gravity to the Tapia treatment plant.

LVMWD operates a treatment plant (Tapia Water Reclamation Facility) on Malibu Canyon Road, approximately five miles south of the Ventura Freeway. The Tapia facility is designed to treat an average capacity of ten million gallons per day (mgd) through tertiary treatment (aerobic-activated sludge process, followed by filtration and disinfection). The facility currently serves approximately 70,000 people. The Tapia treatment plant services both the U-1 and U-2 Zones described above. Treatment capacity is shared between the LVMWD (70 percent allocation) and the Triunfo County Sanitation District (30 percent allocation) in Ventura County. A Joint Powers Agreement between the two agencies has been established that specifies the allocation proportions. 1992 flows are estimated at approximately 7.0 mgd or at 70 percent of design capacity (design capacity is stated in terms of average daily capacity).

The LVMWD plans to expand the treatment plant in 1993-94 to accommodate approximately 16.2 mgd, in conjunction with the Regional Facilities Expansion Plan. This plan was prepared to determine the Tapia treatment plant expansion requirements and the proposed composting plant/sludge generator facility proposed along Las Virgenes Road. The current treatment plant expansion is expected to be complete in summer, 1993, while the composting plant is expected to be complete in spring, 1994.

In addition to the capacity expansion, additional improvements are projected to be in place by the spring 1994. These include the installation of new anaerobic digesters which process sludge that is currently being spread at Rancho Las Virgenes, where it is injected into the soil. In addition, a new composting facility will be built to combine the processed sludge with organic material to produce compost that can be used for landscaping purposes. In summary, no capacity problems are envisioned with regard to wastewater treatment in the Calabasas study area.

Reclaimed water produced from the Tapia Plant is pumped into distribution lines to the east and west of the main distribution pump station near the treatment plant site. The main distribution pump station for the reclaimed water is also located at the Headquarters site and pumps reclaimed water both east and west through separate distribution systems. To the east, reclaimed water is available into central Calabasas. Pipeline projects are underway to extend the system to serve a wider area. The new pipeline, together with the concurrent construction of a new storage reservoir system, will allow further expansion of the system, especially north of the Ventura Freeway. The distribution system to the west is more extensive, covering most of the cities of Agoura Hills, Westlake Village and Lake Sherwood in Ventura County.

Major pipeline expansions are planned to include the Oak Park and North Ranch areas. Reclaimed water is utilized for irrigation in landscape districts, greenbelt areas, golf courses, parks, schools, and at the Calabasas Landfill. The District distributes approximately 5.0 mgd of reclaimed water on an annual basis to irrigate these areas. It should be noted that reclaimed water shall also be used (where available) in lieu of potable water for construction activities such as compaction and dust control as deemed acceptable by the Regional Water Quality Control Board.

The LVMWD utilizes a single generation factor for various land uses within the LVMWD for wastewater generation. This factor is 325 gallons per day per equivalent residential unit and applies to all land use categories (residential, commercial, industrial).

From the data presented above, the total wastewater generation for the City of Calabasas was determined. The Equivalent Residential Units were applied to the various land use category totals to determine that approximately 2.8 million gallons per day are being generated in the City of Calabasas.

UTILITIES

Electricity

Electrical power to the Calabasas General Plan study area is provided by the Southern California Edison Company (SCE). SCE obtains electricity from various generating sources that utilize coal, nuclear and hydroelectric resources to generate power. This power is transmitted over 66kV (kilovolts) lines to the Valdez Substation located near the Los Angeles City boundary (at Park Ora and Park Sorento) where it is distributed to its customers via 16kV lines. These 16kV lines are generally located along both sides of the Ventura Freeway. Nearly all 16kV lines in Calabasas have been placed underground.

SCE has plans to provide future electrical service in conjunction with planned growth. Generally, SCE has identified circuit upgrades where future growth is anticipated. It is the objective of SCE to plan ahead for development and avoid conditions which exceed service capacities. Consequently, the current and projected facilities are or will be considered adequate to meet the City's electrical demand.

The South Coast Air Quality Management District (SCAQMD) publishes consumption factors (Air Quality Handbook) for electricity consumption. These factors are as follows:

Land Use	Use Factors[1]
Residential (all types)	6,081 kilowatts/unit/year
Mixed Commercial	29.8 kilowatts/sf/year
Retail Commercial	11.8 kilowatts/sf/year
Institutional	8.8 kilowatts/sf/year
Office	8.8 kilowatts/sf/year

Source: SCAQMD, Air Quality Handbook, September 1992.

[1] Annual kilowatts of electrical use.

Total electrical usage for the City of Calabasas was determined by applying the above use factors to individual land use categories. This calculates to approximately 70.3 Million kilowatts of electrical consumption on an annual basis, or 192,529 kilowatts per day.

Natural Gas

Natural gas is provided to the General Plan study area by The Gas Company. Subsidiaries oversee transmission mains and local distribution lines.

According to The Gas Company distribution lines extend throughout the study area where necessary to serve existing development. A 14-inch transmission main extends down Calabasas Road (parallel to Ventura Freeway) from the intersection of Mureau Road. A regulator station at Calabasas Road and El Canon Avenue reduces the pressure from 300 pounds per square inch (psi) to a medium pressure 40 psi.

The Gas Company is mandated by the Public Utilities Commission to provide natural gas to all areas where service is available. To plan for future growth, The Gas Company modifications are anticipated. To a large extent, The Gas Company utilizes environmental impact reports prepared on land development projects to assist in their near-term and long-term service forecasting. According to The Gas Company, the existing and planned facilities are adequate to meet the City's natural gas demand.

The SCAQMD publishes consumption factors (Air Quality Handbook) for natural gas consumption. These factors are as follows:

Land Use	Use Factors[1]
Residential (R-1/RR)	79,980 cf/unit/year
Residential (R-2, R-3, R-4)	47,016 cf/unit/year
Commercial	34.8 cf/sf/year
Institutional	24.0 cf/sf/year
Office	24.0 cf/sf/year

Source: SCAQMD Air Quality Handbook, September 1992.

[1] Annual cubic feet of natural gas use.

Natural gas consumption was calculated by applying the above use factors to land use. In Calabasas, the current natural gas consumption is approximately 740 million cubic feet per year, or approximately 2 million cubic feet per day.

Telephone

Telephone service to the Calabasas study area is provided by Pacific Bell (PacBell). According to PacBell, the existing service to the community meets or exceeds their current demand for telephone service.

PacBell plans their infrastructure to accommodate future development. It is their objective to oversize telephone infrastructure as much as possible to avoid upsizing when new development occurs. As a result, line capacity remains adequate longer than would occur if the infrastructure were developed in conjunction with new development. For new small to medium sized developments (e.g., 50-100 residential units), new service can normally be accommodated with existing line infrastructure. However, for large-scaled planned developments (e.g., 1,000 residential units), PacBell cannot readily accommodate the demand and usually requires infrastructure improvements, extensions or upsizing.

Solid Waste

Three waste disposal companies serve the City of Calabasas: Las Virgenes Disposal, Hillside Rubbish, and Calabasas Park Disposal.

Solid waste is disposed at the Calabasas Landfill, located adjacent to the Ventura Freeway on Lost Hills Road in the northwest portion of the City's General Plan study area. The next closest landfill is the Sunshine Canyon Landfill located at 14747 San Fernando Road, Los Angeles.

Calabasas Landfill property is owned by the County of Los Angeles and is operated by the Sanitation Districts of Los Angeles County under a Joint Powers Agreement. The landfill is operated in compliance with federal, State and local standards in order to control or eliminate any potential impacts on nearby residents. It is open to public access from 8:00 a.m. to 5:00 p.m., six days a week (Monday through Saturday), with the exception of holidays. Refuse is quickly compacted; at the end of each work day all refuse is covered with a confining layer of cover material 6 to 12 inches in depth. Various specific measures are employed to control potential nuisances due to noise, odor, litter, dust and vectors, and to minimize landfill traffic and overall visual impacts. In addition, specific systems have been constructed to monitor and control landfill gas migration, and to monitor and protect groundwater quality.

Calabasas Landfill began operating in 1961. It currently accepts only non-hazardous municipal solid waste. In the past, this site also accepted limited quantities of liquid hazardous wastes; however, this practice was discontinued in July, 1980. Effective February, 1991, the Los Angeles County Code was amended (Ordinance No. 910003) to limit refuse disposal sites to areas in an identified wasteshed area. The wasteshed area generally includes the Cities of Calabasas, Hidden Hills, Westlake Village, Thousand Oaks, portions of the City of Los Angeles and portions of unincorporated Los Angeles County adjacent to the landfill.

The landfill currently accepts approximately 2,500 tons per day of refuse or approximately 800,000 tons per year. The amount of refuse collected daily varies throughout the year depending on the season and is greater during the summer months. The landfill operates under a maximum daily tonnage limit of 3,500 tons per day. Approximately 14.4 million tons of refuse (July, 1992) have been placed since the landfill opened. The remaining life of the site is estimated to be approximately 20 years.

Following the completion of landfill operations, it is planned that the site will be developed as open space and/or for park and recreation purposes. The exact nature of this ultimate use has not yet been determined.

The State of California is particularly concerned with long-term disposal capacity. In response to this concern, Assembly Bill 939 was adopted per Public Resources Code sections 41000 and 43000. AB 939, the California integrated Waste Management Act of 1989, establishes state-mandated local integrated waste management programs.

By January 1, 1991, each county must prepare a source reduction and recycling element for its unincorporated areas. By July 1, 1991, each city must prepare, adopt and submit to the county a source reduction and recycling element. The elements must include the following components:

- A waste characterization study;
- A source reduction component;
- A recycling component;

- A composting component;
- A solid waste capacity component;
- A public information component;
- A funding component;
- A special waste component; and
- A household hazardous waste component.

Cities and counties are required to divert 25 percent of their solid waste from landfills through source reduction, recycling and composting by January 1, 1995. By January 1, 2000, a 50 percent diversion is mandated. Alternative goals may be allowed by the Board where the 50 percent goal is proven not to be feasible.

Pursuant to the AB 939 requirements, on February 10, 1993, the City adopted an ordinance containing provisions and a plan to reduce waste on a city-wide basis. The ordinance consists of three components: Source Reduction Recycling Element, Household Hazardous Waste Element, and Solid Waste Generation Study. Details on these components are as follows:

- ***Source Reduction Recycling Element.*** This summarizes the specific programs regarding how the City is required to comply with waste reduction goals or diversion goals (25 percent by 1995, and 50 percent by year 2000).
- ***Household Hazardous Waste Element.*** This establishes a program to reduce household wastes. The City has adopted the County of Los Angeles Household Hazardous Waste Element.
- ***Solid Waste Generation Study.*** This is a compilation of background data on various wastes and waste sources. The data is categorized by various waste types.

Monitoring of the success of the waste reduction efforts is conducted by the County. This occurs at both the Calabasas Landfill where wastes are deposited and by local haulers who segregate wastes prior to disposal or recycling.

The City also has conducted an annual Christmas tree recycling program. In addition, the County Sanitation District has conducted household hazardous materials roundups in Calabasas (two roundups have been conducted).

The City has prepared a solid waste curbside recycling program. The program is currently in review and will be considered for approval by resolution by the City Council in the near future.

C. EDUCATION FACILITIES

EDUCATIONAL FACILITIES

Elementary and High School District

The City of Calabasas is served by the Las Virgenes Unified School District (LVUSD), which maintains eleven schools within the district boundaries. District boundaries encompass all of the City of Calabasas and extend west of the City, serving adjacent communities. Within the City of Calabasas, the District maintains four elementary schools (K-5), one middle school (6-8), one high school (9-12) and one continuation high school. The schools in the District serving the study area are indicated on Figure III-4.

Several of the schools within the District are at, or over, capacity, but continue to operate with the use of portable classrooms (see Table III-6).

Table III-6
Student Enrollment and School Design Capacity
Calabasas General Plan Study Area

	Fall, 1992 Enrollment	Design Capacity without Portable Classrooms	Design Capacity with Portable Classrooms
Elementary Schools			
Round Meadow	465	N/A	548[1]
Lupin Hill	661	532	652[2]
Chaparral	500	470	590[3]
Bay Laurel	406	N/A	548[4]
Meadow Oaks[6]	540	N/A	N/A
Middle School			
A. E. Wright	1,315	1,200	1,320[5]
High Schools			
Calabasas	1,298	1,712	N/A
Indian Hills Continuation	85	100	N/A
Viewpoint[6]	554	N/A	980

Source: LSA, November 1992.

1 Eight portable classrooms are included in the school design.

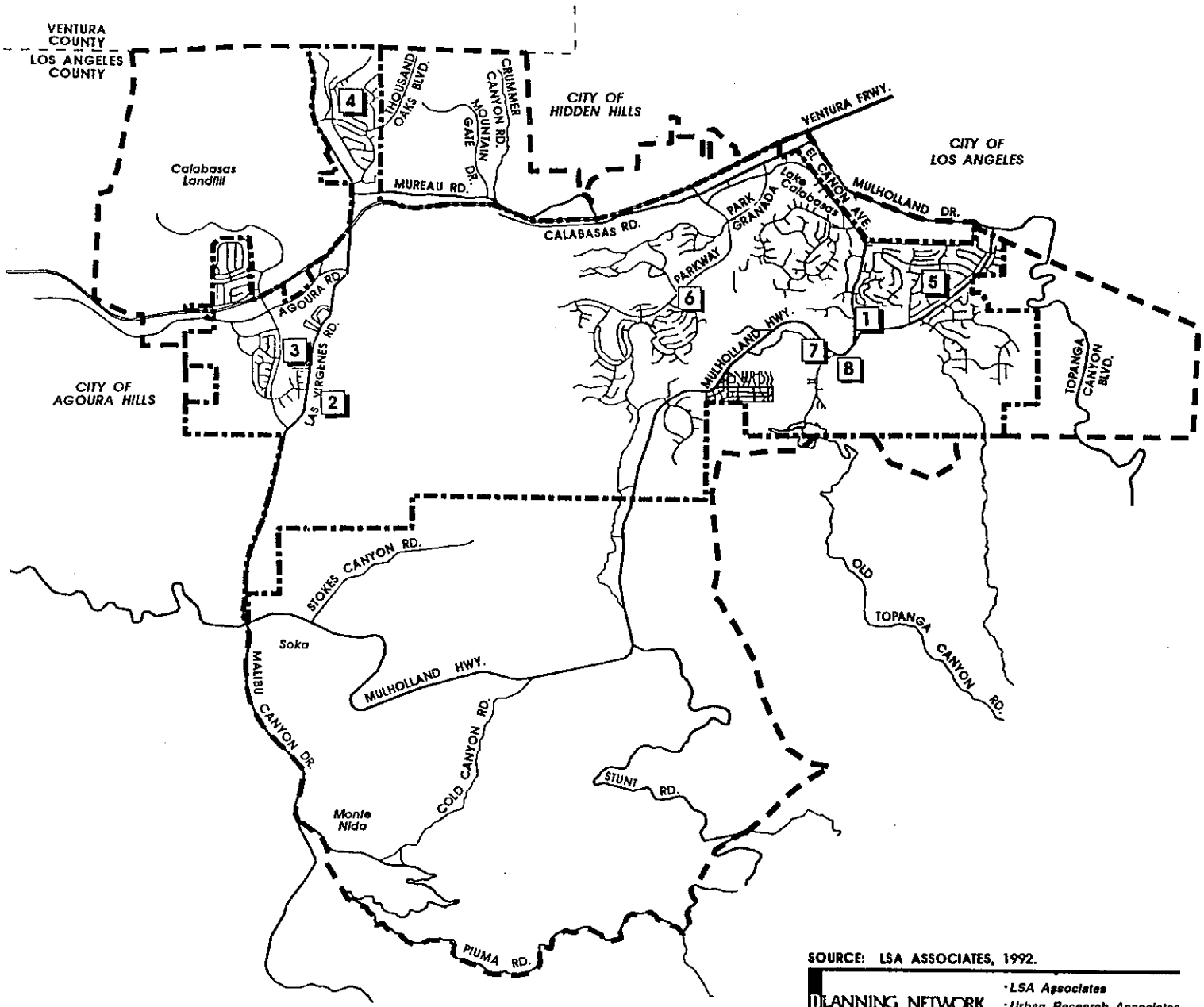
2 School is over capacity with five portable classrooms.

3 School contains four portable classrooms.

4 Eight portable classrooms are included in the school design.

5 School is at capacity with five portable classrooms.

6 These are private schools and are not part of LVUSD.



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-4

SCHOOLS

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- 1 CALABASAS HIGH SCHOOL
- 2 INDIAN HILLS CONTINUATION HIGH SCHOOL
- 3 A.E. WRIGHT MIDDLE SCHOOL
- 4 LUPIN HILL ELEMENTARY SCHOOL
- 5 CHAPARRAL ELEMENTARY SCHOOL
- 6 BAY LAUREL ELEMENTARY SCHOOL
- 7 MEADOW OAKS SCHOOL
- 8 VIEWPOINT SCHOOL

0' 2,000' 4,000' 8,000'

NORTH

Student generation rates utilized by the LVUSD for planning purposes are based on grade level (see Table III-7). These rates represent the number of students expected to be generated by individual households.

Table III-7
Student Generation Rate
Calabasas General Plan Study Area

	Student Generation Rate[1]
Elementary Schools (K-5)	.61
Middle Schools (6-8)	.22
High Schools (9-12)	.18

Source: LSA, November 1992.

The LVUSD plans for additional facilities according to their Ten-Year Facilities Plan. This plan identifies how school capacity deficiencies are addressed, including the use of State-mandated developer fees and negotiation of additional fees when needed to resolve capacity problems, that cannot be accommodated by the State-mandated fees. Presently, the LVUSD has plans to provide an elementary school in conjunction with the Baldwin development (Calabasas Park West), and expand Calabasas High School (final phase of a four-phased project). In addition, there is also a potential for an additional middle school, although the LVUSD has not yet made this commitment. If needed, one of the existing elementary schools would be expanded and converted into a middle school and a new elementary school, to replace the existing school, would be constructed.

Meadow Oaks School is a private elementary school located at 23456 Mulholland Highway. The school currently serves nursery and pre-school grades and kindergarten through sixth grade and draws from a regional service area (from Thousand Oaks to west Los Angeles). The school administration considers capacity by classroom rather than by total the school facilities. The classes are designed for a capacity of 22 students. If a particular grade of classes has sufficient demand and no additional capacity is available, then the school makes an adjustment to another grade (e.g., deletes a kindergarten class) as needed to add more capacity. For school year 1993-4, the school plans to add seventh grade, followed by eighth grade in year 1994-5. This will be accommodated on a 17-acre parcel that is attached to Meadow Oaks School. Ultimately, the administrators will operate two separate schools (i.e., an elementary school and a middle school) on the same school grounds.

Viewpoint School is a non-profit tuition-based school located at 23620 Mulholland Highway. The school serves grades kindergarten through grade twelve and is college preparatory. This school also offers summertime programs, which include summercamp for young children (K-3), a sports camp for grades 4-6, and an academic program for grades 7-12. The current enrollment of 554 students is approaching its design capacity

of 590 students. There are currently no plans to increase the schools' capacity, as regulated by a conditional use permit originally approved by the County of Los Angeles. In addition to the collection of tuitions, the school holds fund raising events and accepts tax-exempt contributions as its revenue sources.

College Programs

Community college educational services are generally provided locally by Los Angeles Pierce College located in Woodland Hills. This facility is the closest community college to Calabasas residents. Pierce College is a State supported facility whose operating costs are augmented by enrollment fees. Students must meet state residency criteria, or pay out-of-state tuition.

Approximately 18,000 students currently attend Pierce College. The school is considered to be operating at, or near, its design capacity. Pierce College is one of nine colleges contained within the Los Angeles Community College District. Its service area includes the west San Fernando Valley area, including the City of Calabasas.

LIBRARY

Library services to the City of Calabasas are provided by the Los Angeles County Regional Library system. The library system is comprised of five regions which includes 92 libraries throughout the County. The system is set up to interact with the various library resources throughout the system. With this system, materials contained in one library can be accessed through any other library in the network.

The Calabasas area is served by the 7,000 square foot Las Virgenes Regional County Library, located at Kanan Road and Ventura Freeway in the adjacent City of Agoura Hills. This facility circulates an average of approximately 30,000 items per month. Other libraries are located in the San Fernando Valley which also serve the library needs of the region.

In addition to the regional library, the City of Calabasas maintains a library service center or outreach library that is contained within the Civic Center facility. This small library contains approximately 1,200 items for loan, including videos, tapes, and recent releases of popular books.

The County Regional Library System also utilizes a bookmobile to augment their service to the public in Calabasas, Hidden Hills and Westlake Village. This bookmobile contains 5,200 items for loan and serves the City of Calabasas at five locations. These locations are Lost Hills Road and Cold Springs Street (Wednesday), Mulholland Highway and Canyon Drive (Wednesday), Park Ora and Park Helena (Wednesday), Ruthwood Drive and Thousand Oaks Boulevard (Friday) and Park Sorrento and Park Granada (Saturday).

Recently, the Cities of Calabasas and Agoura Hills jointly agreed to finance construction of a new 25,000 square foot regional library for use by the two cities. The new library, when constructed, would be located in the City of Agoura Hills on a 6.1 acre site that has previously been dedicated. The existing Las Virgenes Library would cease to function and the building will be sold with the proceeds divided between the cities. All of the resources (i.e., books, videos, etc.) will be transferred to the new library. The County will continue to provide staff and maintenance responsibilities as they currently provide, resulting in no change in service operation. Plans for the building architecture are currently under preparation.

The adequacy of library facilities is judged on a library by library basis, due to the lack of per capita/square foot standards to evaluate facility adequacy. According to the County Community Librarian, the Las Virgenes Regional County library services are operating at acceptable service levels. However, the facility is experiencing strains on the capacity limits in several areas including crowded parking conditions, and long check out lines. Ultimately, when the new, larger joint city-financed facility becomes operational, the service levels are expected to contain residual service capacity to accommodate future growth forecasts.

D. PARKS AND RECREATION

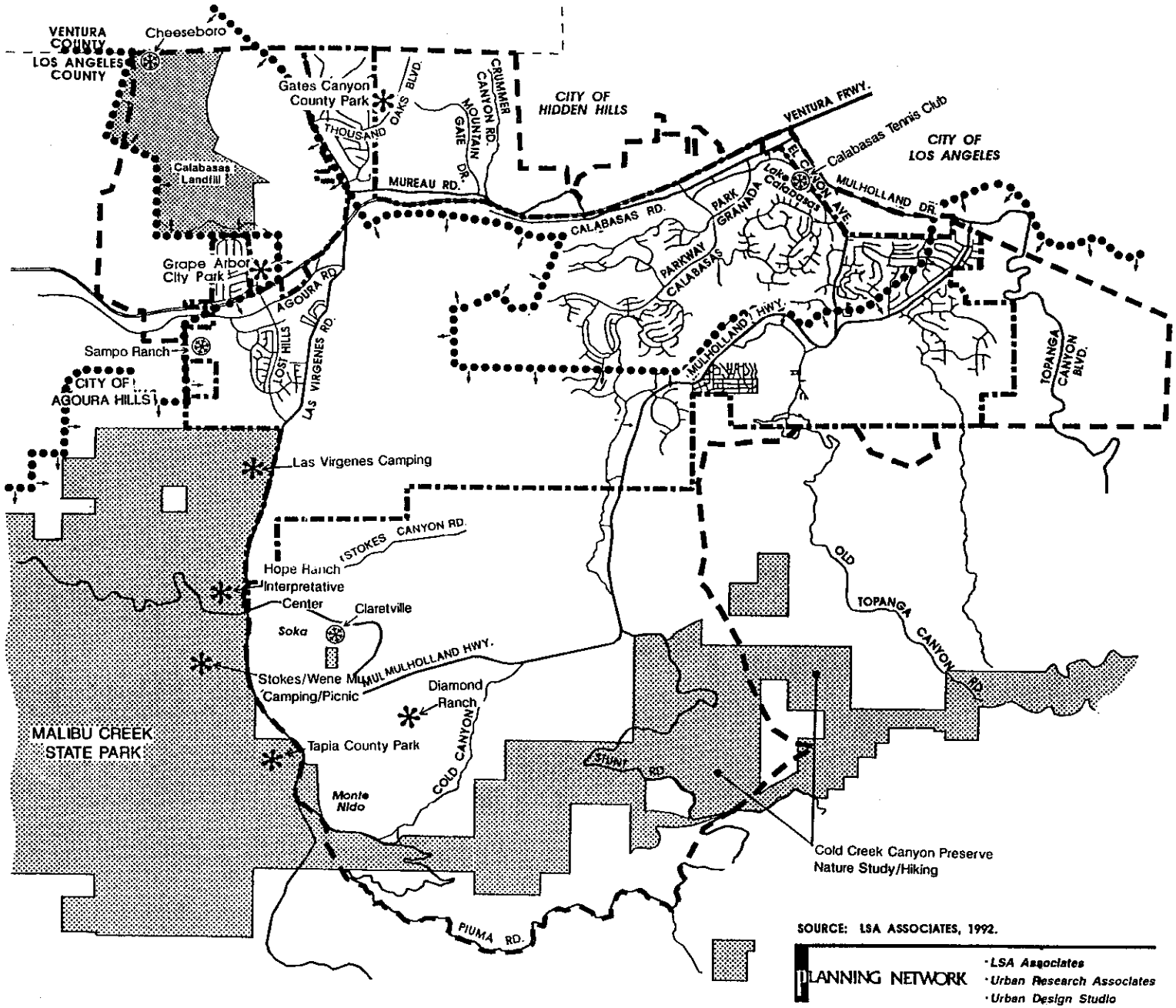
REGIONAL PARK AND RECREATIONAL FACILITIES

In the Calabasas area, regional parks include both national and State facilities. These facilities are described in the following sections.

Santa Monica Mountains National Recreation Area

The Santa Monica Mountains National Recreation Area is administered by the National Park Service, which is provided to serve the public. A total of 26 officially designated parks, preserve locations, beaches, natural area and unique features are contained within the Santa Monica Mountains National Recreation Area boundaries. These consist of a combination of County, State and national park/recreation facilities (see Figure III-5) and are identified below:

- Arroyo Sequit Natural Area
- Castro Crest Site
- Charmlee County Natural Area
- Cheseboro Canyon Site
- Circle X Ranch Site
- Cold Creek Canyon Preserve
- Coldwater Canyon Park
- Diamond X Ranch Site
- Franklin Canyon Ranch Site
- Leo Carillo State Beach
- Los Encinos State Historic Park
- Malibu Creek State Park
- Malibu Lagoon State Beach
- Paramount Ranch Site
- Peter Strauss Ranch (Lake Enchanto) Site
- Point Dume State Beach
- Point Mugu State Park
- Rancho Sierra Vista/Satwiwa Site
- Red Rock Canyon
- Rocky Oaks Site
- Solstice Canyon
- Topanga State Park
- Tapia County Park
- Wilacre Park
- Will Rogers State Historic Park
- Zuma Canyon Site



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-5

RECREATIONAL FACILITIES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- PUBLIC RECREATION OR PRESERVATION LANDS
- RECREATIONAL ACTIVITY SITES
- SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA
- PROPOSED ACTIVITY SITES

The Santa Monica Mountains National Recreation Area, established in 1978 by Congress, is subject to the same mandate as any National Park Service administered park, and is a national park unit. The objectives of the Santa Monica Mountains National Recreation Area are the same as a national park and include resource management, interpretation and law enforcement. The Santa Monica Mountains National Recreation Area generally is bounded by the Pacific Ocean to the south, Point Mugu to the west, the Ventura Freeway to the north (although some of the Recreation Area does extend north of the freeway into the northwest Calabasas area) and Griffith Park to the east. Consequently, major portions of the General Plan study area are contained within the Santa Monica Mountains National Recreation Area. Within the Santa Monica Mountains National Recreation Area, the National Park Service owns approximately 18,000 acres with plans to acquire more land as funds allow. According to the 1984 Land Protection Plan, the National Park Service, in concert with the State of California, intends to acquire an additional 48,682 acres of land. Because all of Calabasas is contained within the Santa Monica Mountains National Recreation Area the National Park Service is interested in the City's planning efforts. Land use decisions made by the City could negatively affect the National Park Service objectives for managing resources within the Santa Monica Mountains National Recreation Area, if development is approved or policy formulated that is contrary to National Park Service objectives.

The National Park Service manages the Santa Monica Mountains National Recreation Area through implementation of several documents. These are the Comprehensive Plan, the General Management Plan and the Land Protection Plan, which are described below.

The Comprehensive Plan identifies public and private uses which are compatible with the resource management objectives; a specific minimum acquisition plan for strategic and critical sites to be acquired by the federal government for public recreational and other related uses; a program for complementary use of State and local authority to regulate the use of lands and water in the Santa Monica Mountains Zone to the fullest extent practicable; and a recreation transportation system, including trails, bikeways, roadways, transit services, and transportation centers.

According to the Comprehensive Plan, incompatible land uses are generally those which:

- Modify large resource areas;
- Intrude significantly on critical habitat or wildlife corridor areas;
- Endanger significant ecological areas;
- Eliminate or significantly impact the few remaining activity sites for servicing visitors;
- Dramatically alter the character of the Mulholland Scenic Parkway Corridor; and
- Block trail corridors shown in the General Management Plan.

Compatible land uses are generally:

- Infill uses at densities allowed by local and state jurisdictions;
- Commercial services;
- Trail access points;
- Recreational support services; and
- Low density residential development that maintains the significant natural and cultural values.

The General Management Plan for the Santa Monica Mountains National Recreation Area was adopted in April, 1982. The purpose of the General Management Plan is to present the goals for managing the recreation area and to identify strategies to achieve them.

As included in the General Management Plan, the general planning objectives for the Santa Monica Mountains National Recreational Area are presented below:

- Protect and perpetuate the natural, cultural and scenic resources, giving special attention to endangered and threatened plants and animals, significant ecological areas, and Native American and historic sites.
- Work actively to eliminate, minimize, or mitigate the impact of threats to natural and cultural resources and to improve regional air and water quality.
- Provide a wide variety of outdoor recreation and learning opportunities that are reflective of the diversity of the resources in the mountains and along the coast.
- Ensure the opportunity for a full range of experiences to serve regional and national visitors, including the young, the elderly, the transit-dependent, and people from a diversity of ethnic and social cultures.
- Establish the facilities necessary for information/orientation, recreation, interpretation, education, and recreation area maintenance and operations; adapt existing structures or have such facilities provided by others whenever possible.
- Provide the opportunity for people, especially urban residents and landowners in the mountains, to become aware of the unique and inherent values of the resources of the mountains and coast and the opportunities and limitations they present for private stewardship.

- Recognize and enhance the opportunities for creating partnerships and sharing responsibilities with state and local governments and the private sector for protecting resources and providing recreational and educational services in ways appropriate to the rules, authorities and capabilities of the partners.

- Participate with local jurisdictions and landowners in the mountains to create a sense of private land stewardship in the recreation area.

- Be a neighbor to other landowners, helping to protect their interests and rights and taking into account their individual concerns.

- Recognize the importance of the relationship between mountain and coastal resources in all programs and activities.

- Work actively for the creation of efficient and varied ways to move people to, through, and around the recreation area.

The other plan that controls actions within the Santa Monica Mountains National Recreation Area is the Land Protection Plan, prepared in June, 1984, and updated in January, 1987. The Land Protection Plan includes an approach to identifying lands desired for acquisition by the National Park Service for the purpose of protecting significant natural, cultural, and scenic resources and to provide for public recreational and educational use of the Santa Monica Mountains National Recreation Area.

The Land Protection Plan outlines several alternatives for land protection including:

- Cooperative agreements between the National Park Service and other agencies;

- Federal land use regulation via an advisory role;

- State and local land use regulation;

- Private stewardship and cooperative planning;

- Lot reconsolidation;

- Transfer of development rights;

- Williamson Act;

- Compatible private recreation;

- Protection of public lands by agencies other than the National Park Service; and

- Acquisition (both fee and easement).

It should be noted that fee acquisition will most likely be recommended when other methods of protection have been found to be inadequate, inefficient or ineffective to most management needs. Fee acquisition is reserved for those areas where:

- the General Management Plan calls for a significant visitor use facility to be managed by the National Park Service;
- critical natural resource values cannot be adequately protected by other means;
- critical scenic or cultural resources cannot be protected in other ways;
- important trail connections are necessary to provide for visitor enjoyment;
- intense National Park Service management is required to preserve historic and archaeological resources, eliminate exotic species, or conduct other activities which substantially conflict with private use; and
- other alternative methods to protect important parkland values would not be cost effective. Proposed acquisition areas are illustrated on page 35 of the Land Protection Plan.

State Parks and Recreation

The California Department of Parks and Recreation has developed Malibu Creek State Park, located along Las Virgenes Road, just south of Mulholland Highway. The 7,000-acre park is largely wilderness with active hiking trails and picnic areas that are accessible to the handicapped. The park also maintains a lake where swimming and wading are permitted.

The California Department of Parks and Recreation also administers a number of other State Parks in the Santa Monica Mountains. No new parks are planned for acquisition by the California Department of Parks and Recreation. In addition to State Parks lands, the State owns a number of other lands in the mountains. Most of these lands are located in the southern portion of the General Plan study area in the steep hillsides adjacent to Stuart Road. In total, the State owns approximately 35,000 acres within the entire Santa Monica Mountains National Recreation Area.

Santa Monica Mountains Conservancy

The Santa Monica Mountains Conservancy is a State Agency involved with resource conservation and preservation efforts in the Santa Monica Mountains. Their principal role is to identify and acquire lands. The Conservancy relies on the Santa Monica Mountains Comprehensive Plan to determine which lands to acquire. The lands are then dedicated to the National Park Service or California Department of Parks and Recreation who assumes long-term responsibility for the lands. Land acquisition funding is obtained from four sources. These are: Proposition 70, a Statewide parkland bond issue in 1987; Proposition 117, a Statewide mountain lion protection initiative in 1989; Los Angeles County Measure A, in 1992; and supplemental funding apportioned by Congress to the

National Park Service, who utilizes the Conservancy to acquire lands in the Santa Monica Mountains National Recreation Area. The Conservancy also evaluates local government action to determine consistency with the Santa Monica Mountains Comprehensive Plan. Projects determined to be consistent with the Comprehensive Plan are eligible for the National Park Service or conservancy managed grant programs.

COMMUNITY PARKS

Until incorporation, the Los Angeles County Parks Department was responsible for providing local park service. The County developed approximately 10 acres of local park area (two parks) to serve the Calabasas area, which are described below.

CITY PARKS

The County constructed Grape Arbor Park, originally as a roadside rest area, and converted the facility into a 3-acre neighborhood park. The facility is located at 5100 Parkville Road, and includes a comfort station, paved parking lot, grape arbor with picnic tables, sand volleyball courts, playground landscaping and security lighting. The grapes were taken from cuttings from the Old Plaza, and the San Gabriel and San Fernando Missions. Upon incorporation, the park was transferred from the County's control to the City of Calabasas.

Grape Arbor Park

The Grape Arbor and Gates Canyon Parks are classified as Neighborhood Parks and have a service radius of approximately 1/2-mile. They are intended to serve between 1,250 and 5,000 residents. If these guidelines are applied, only the area in the City north of the Ventura Freeway is served by local parks. The area south of the Ventura Freeway remains deficient of local park service. However, the City has plans to develop additional park facilities throughout the City. These are as follows:

- ***Lost Hills Park*** is planned as an 8-acre park located at the intersection of Lost Hills Road and Las Virgenes Road, adjacent to Malibu Creek State Park. The City will be conducting a series of community workshops for the Park Master Plan for the purpose of identifying the types of facilities to be developed in the park. Although the design plans for the park have not yet been prepared, this park will have a number of natural features, including riparian habitat from Las Virgenes Creek, and could be designed for natural and interpretative purposes, in addition to active recreational facilities. It is expected that park construction could be initiated by fall 1993.

- ***Braemar Park*** is a planned 1.7-acre vest pocket park located at Mulholland Highway and Parched Drive. This park will be constructed by a local developer in the Mulwood community of Calabasas. Design plans have been completed and construction is expected by the end of summer, 1993.

An existing privately-owned 7.5-acre tennis and aquatic center, located on Park Sorrento at Park Granada (on Lake Calabasas), is in foreclosure, thus presenting an opportunity for the City to acquire an existing recreation facility. At present, the ultimate disposition (including ownership and improvement objectives) of this facility has not been resolved.

Los Angeles County Neighborhood Parks

The County currently owns Gates Canyon Park located at 29801 Thousand Oaks Boulevard, just outside of the City boundary, but within the General Plan study area. However, the City will acquire this by end of summer 1993. This 6.96 acre local park is reasonably accessible to city residents and consists of a comfort station, lighted tennis and basketball courts, children's play apparatus, shade shelter, jogging path, fitness station, par course, turf, trees, and a paved parking lot. Future plans to improve the park include a recreation/activity building, multi-purpose field, and picnic facilities.

Los Angeles County Regional Parks

The County of Los Angeles does not currently own or operate any community regional facilities within the General Plan study area. Future facilities are dependent on funding sources, including the park bond measure, which was passed in November, 1992. Funds are now available to construct a recreation center with tennis courts, a regional youth baseball facility, and mountain and canyon acquisition in Los Angeles County.

PRIVATE RECREATIONAL FACILITIES

Approximately 42 private residential enclaves are managed by homeowner's associations in the City of Calabasas. These enclaves typically have private recreational facilities centrally located within the enclave developed for use by the residents. Most of the facilities consist of swimming pools, spas, barbecue/picnic facilities and small turfed areas. The private recreation facilities serve an important function in the City of Calabasas, by relieving some of the local park and recreation demand. Although not specifically considered in determining if local park demand is satisfied (i.e., in conjunction with applying the County/National Recreation and Parks Association standards), their presence assists in reducing local park land requirement by providing local park acreage.

However, according to the Community Services Director, because of the significant short-age of local park land in the City (e.g., when compared to the National Recreation and Parks Association standards), purely factoring in the private land acreage will not offset the local parkland shortfall. In addition, consideration of private recreational facilities and acreage for this purpose is diluted because 1) recreational facilities behind gated communities can only be accessed by residents within that community, 2) generally, recreational programming does not occur for those facilities, and 3) there is no opportunity for socialization with persons outside of the community, such as would occur with public park facilities.

Because of the extensive number of gated communities with private recreational facilities in Calabasas, the City Community Services Department desires to offer public recreation programming at these private facilities. It is their intent to offer the general public a variety of classes and activities within the gated communities (e.g., swimming pools, community rooms, etc.) that are not currently available or widely available at the public parks.

PARK STANDARDS

The National Recreation and Parks Association utilizes a neighborhood park standard of 4.0 acres per 1,000 population. According to estimates taken from the U.S. Census data, the total 1990 population in the City of Calabasas was approximately 21,000 persons. By applying the 4.0 acres per 1,000 population County/National Recreation Parks Association standard to the City of Calabasas, the total park need for the community would be 74 acres. Consequently, without allowing credit for private park and recreation facilities, and Santa Monica Mountains and preserves, there is a significant shortage of local park facilities.

RECREATION PROGRAMS

The City of Calabasas recently established a Community Services Department to provide recreation services. In addition, a Parks and Recreation Commission has been appointed in the near future to interpret policy and recommend decisions on park/recreation services to the City Council.

The City provides recreation and community services programs during four program seasons throughout the year. These programs consists of a variety of recreational programs and classes for all age groups. Currently, the Community Services Department operates 35-40 classes and activities, including 17 adult classes. To serve these programs, school district facilities are used for most activities, with Gates Canyon Park, Homeowner Association Clubhouses, and the City Hall conference rooms providing additional space.

For the summer of 1992, the City of Calabasas contracted with the City of Agoura hills to provide recreation services for the City's pre-school aged children, youth, teenagers, and adults. Various facilities in the area were utilized, including County parks, YMCA, and schools, to administer this program. The program did not include services for senior citizens. Because of the staff shortages in Agoura Hills, it is unlikely that the City will contract again with Agoura Hills; instead, this program will be provided by the Calabasas Community Services Department.

The City of Calabasas also instituted a beach bus program for the residents during summer, 1992. The program was directed primarily towards teenagers, but was open for all residents desiring bus access to the beach.

TRAILS

The National Park Service, and the Santa Monica Trails Council together with a variety of other local public agencies and private concerns, is planning an integrated trail system (i.e., integrates with other local and regional trail networks) that links area recreation facilities and provides trail corridors between the mountains and the coast. The system will include trails of varying lengths and degrees of difficulty for a wide range of people with a variety of skills and abilities, including the disabled, senior citizens, and families. A series of loop

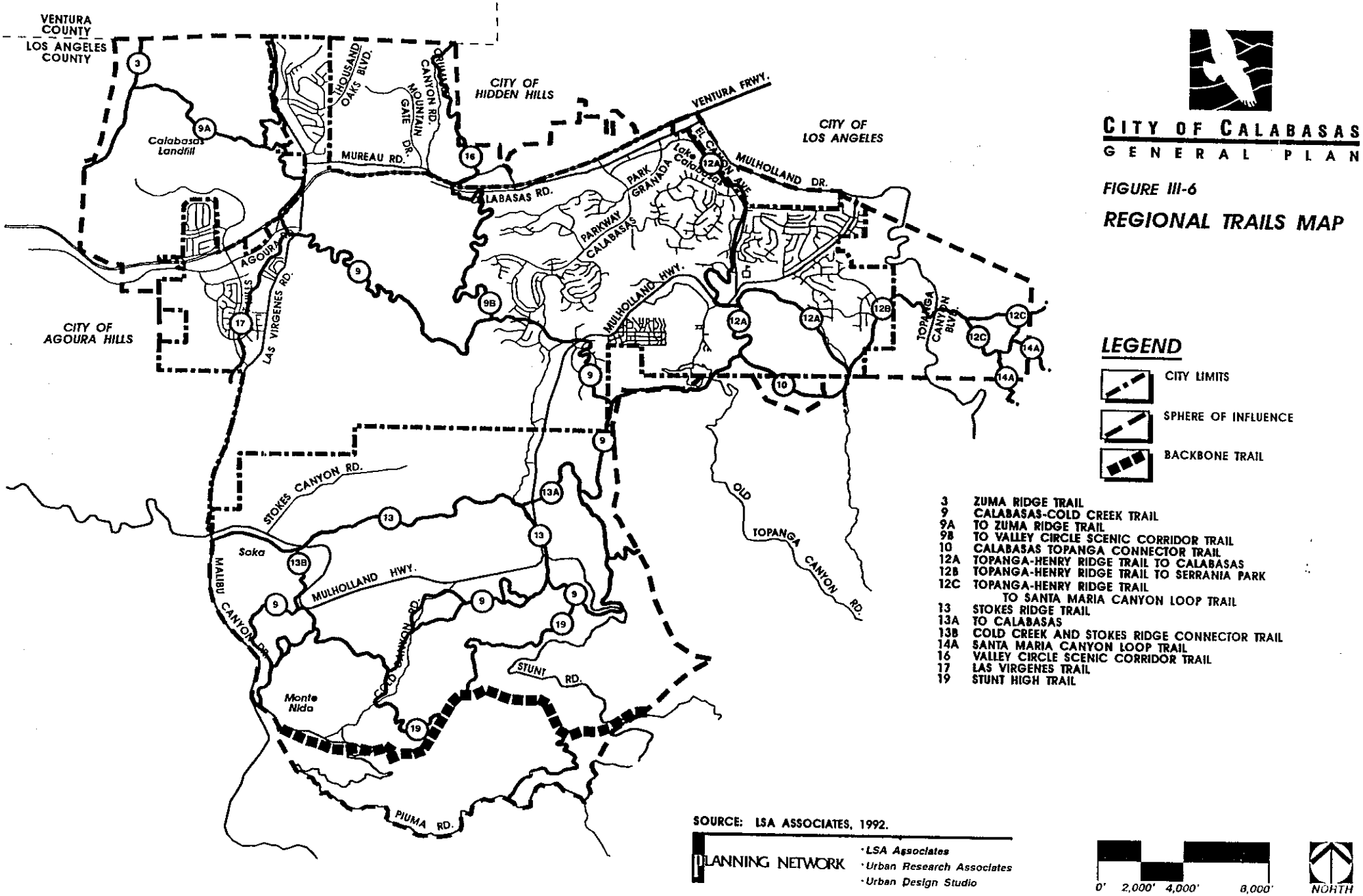
trails will be provided for day hikers, and overnight camps will be established along longer trails to allow uninterrupted backpacking trips of several days' duration. The trail system may eventually connect with other major trails in the region, such as the Rim of the Valley Trail and the Pacific Crest Trail.

Two kinds of trails providing two types of experiences will be developed -- recreation tails and expedition trails. Recreation trails will be accessible from residential developments, activity sites, and major roads that can support trailhead parking. They will be relatively short and permit hikes or horseback rides lasting an hour to a day. They will provide relatively easy, relaxing routes, often to special features or scenic viewpoints. Some of the recreation trails will be designed for use by the elderly, the disabled, and families. some will have low grades, hard-packed surfaces, benches, and water fountains. Jogging is another use that may be made of some of these trails.

Expedition trails will provide challenges for more experienced hikers and equestrians. They will require more strenuous activity, will often take more than a day to complete, and may require specialized equipment for backpacking. Expedition trails will offer greater solitude and a means of "getting away" from the more intensively used areas in the mountains. Design standards may also vary, with expedition trails narrower than recreation trails.

The primary trail in the Santa Monica Mountains system is referred to as the "Backbone Trail" which extends in an east-west direction to the south of Calabasas' corporate limits within the General Plan study area. Figure III-6 illustrates the trails planned in the General Plan study area. The 55-mile long backbone trail connects Topanga State Park, Tapia County Park, Malibu Creek State Park and Zuma Canyon County Park. It is used both by hikers and equestrians and provides views of the Pacific Ocean and the rugged Santa Monica Mountains.

A number of other trails connect with the Backbone Trail or other major feeder trails, linking together numerous significant landforms and regions, including the beaches along the Malibu coast. These include the Las Virgenes Trail, the Valley Circle Scenic Corridor Trail, the Calabasas/Cold Creek Trail, the Topanga/Henry Ridge Trail, the Stoke's Ridge Trail, Zuma Ridge Trail, Malibu Creek Trail, Saddle Peak Trail, Tuna Canyon Trail, Santa Maria Canyon Trail, Camp Slausen Connector Trail and the Stunt High Trail. These trails are illustrated in Figure III-6, Regional Trails Map, except for the Malibu Creek Trail, Saddle Peak Trail, Tuna Canyon Trail, and Camp Slausen Connector Trails, which are not located within the study area.



CITY OF CALABASAS
GENERAL PLAN

FIGURE III-6

REGIONAL TRAILS MAP

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- BACKBONE TRAIL

3	ZUMA RIDGE TRAIL
9	CALABASAS-COLD CREEK TRAIL
9A	TO ZUMA RIDGE TRAIL
9B	TO VALLEY CIRCLE SCENIC CORRIDOR TRAIL
10	CALABASAS TOPANGA CONNECTOR TRAIL
12A	TOPANGA-HENRY RIDGE TRAIL TO CALABASAS
12B	TOPANGA-HENRY RIDGE TRAIL TO SERRANIA PARK
12C	TOPANGA-HENRY RIDGE TRAIL TO SANTA MARIA CANYON LOOP TRAIL
13	STOKES RIDGE TRAIL
13A	TO CALABASAS
13B	COLD CREEK AND STOKES RIDGE CONNECTOR TRAIL
14A	SANTA MARIA CANYON LOOP TRAIL
16	VALLEY CIRCLE SCENIC CORRIDOR TRAIL
17	LAS VIRGENES TRAIL
19	STUNT HIGH TRAIL

SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

The status of the trails in the study area is described below. Note that the numbering scheme corresponds to Figure III-6.

3- Zuma Ridge Trail - This trail is complete and easements are in place. This trail is a main north-south cross mountain trail that intersects with the Backbone Trail and five lateral trails. The trail connects Zuma Beach, and the Calabasas Landfill, which is to be the site of a future regional park, and traverses the Zuma Canyon Ecological Area.

9 - Calabasas-Cold Creek Trail - None of the northern segment has been constructed; some of the southern segments are in place. Easements have been granted through the Baldwin and Denivits properties. This trail would start at Tapia Park, connecting the Backbone Trail, passing along the ridge at the western end of McCoy Canyon and ending in Cheseboro Canyon where it intersects with the Zuma Ridge Regional Trail. Along this route the trail would traverse the Cold Creek watershed, the Palo Comado Ecological Area, Calabasas Peak and other scenic geologic formations. Near the Ventura Freeway the trail could possibly fork with one of its end points at Calabasas Road to provide an access point.

9A - To Zuma Ridge Trail - This trail is not constructed and easements are not in place. When completed, it will connect to the Zuma Ridge Trail located in the northwestern portion of the study area.

9B - To Valley Circle Scenic Corridor Trail - This trail is not constructed, but most of the easements have been obtained. This trail would connect the Calabasas-Cold Creek Trail to the Valley Circle Scenic Corridor Trail in the north.

10 - Calabasas Topanga Connector Trail - This trail exists, but easements are not in place. It connects the Calabasas/Cold Creek Trail with the Topanga Cross-Mountain Regional Trail and provides many panoramic views along its path.

12A - Topanga-Henry Ridge Trail to Calabasas - Portions of the trail have been constructed; some easements have been obtained. This trail begins at the Calabasas Topanga Connector Trail and travels north through the incorporated Calabasas study area.

12B- Topanga-Henry Ridge Trail to Serrania Park - Portions of the trail have been constructed; some easements have been obtained. This trail links the Calabasas Topanga Connector Trail to the Topanga-Henry Ridge Trail (to Serrania Park).

12C - Topanga-Henry Ridge Trail to Santa Maria Canyon Loop Trail - Most of the trail has been constructed; easements are not in place. This trail links the Topanga-Henry Ridge Trail (to Serrania Park) and the Santa Maria Canyon Loop Trail.

13 - Stokes Ridge Trail - This trail exists and most of the easements are in place. This trail runs from Malibu Creek State Park north of Mulholland Highway, rimming the northern edge of Cold Creek Watershed, ending at Calabasas Peak, and intersecting the Calabasas/Cold Creek Trail.

13A - To Calabasas - Some of this trail has been constructed and easements have been obtained on portions of the alignment. This trail links Calabasas-Cold Creek Trail to the Stokes Ridge trail in the southeastern portion of the study area.

13B - Cold Creek and Stokes Ridge Connector Trail - This trail exists and the easements are in place. This trail also links the Calabasas-Cold Creek Trail to the Stokes Ridge trail, only in the southwestern portion of the study area.

14A - Santa Maria Canyon Loop Trail - The trail exists but easements have not been obtained. This trail connects to the Topanga-Henry Ridge Trail in the northeastern portion of the study area, and loops around Santa Maria Canyon.

16 - Valley Circle Scenic Corridor Trail - None of the trail has been constructed; easements have been obtained through the Baldwin property. This trail would run northward from its connection with the Calabasas/Cold Creek Trail into Ventura County and a portion of the City of Los Angeles.

17 - Las Virgenes Trail - None of the trail has been constructed; most of the easements have been obtained south of the Ventura Freeway. This trail would run northward from Malibu Creek State Park along Las Virgenes Creek, intersecting and following for a short distance the Calabasas/Cold Creek Trail, then continuing north into Las Virgenes Canyon.

19 - Stunt High Trail - None of the trail has been constructed and none of the easements have been obtained. This trail would link the Backbone Trail with two sections of the Calabasas/Cold Creek Trail in traversing portions of the Cold Creek Trail, and traversing portions of the Cold Creek SEA and its buffer.

Potential Future Trails

The following trails are either still in the planning stages, or are not currently part of the extensive Santa Monica Mountains trails system.

The County has recently pursued designation of a trail that is not on their Master Plan of Trails, outside of Calabasas city limits but within the General Plan study area. This unnamed trail is located on the Chateau Calabasas project and would connect Calabasas highlands with the County's trail system. The County required the developer to dedicate this trail because of strong support from the community.

Although the route has not been precisely defined, the Juan Bautista DeAnza National Historic Trail, designated by Congress in 1990, probably comes through Calabasas and crosses the Ventura Freeway at the Valley Circle Interchange. When DeAnza's party came through in 1776, they travelled approximately along the 101 corridor, camping at Las Virgenes Creek on February 22, 1776. The DeAnza party probably came past the Leonis Adobe site, and the open space dedication in Calabasas Park is apparently very near his actual route.

The Valley Circle Interchange of the 101 Freeway is proposed for reconstruction and will include an equestrian sidewalk over the bridge to connect the cities of Los Angeles and Hidden Hills with the Santa Monica Mountains. This connection will occur by way of the Topanga-Henry Ridge Trail that passes through Calabasas. Los Angeles City's Canoga Park-Winnetka-Woodland Hills District plan (October 1984) shows an equestrian trail crossing the Ventura Freeway by the Valley Circle Interchange.

Public trails originating from the Ahmanson Ranch could provide a regional north-south trail connection if that development proceeds. Ahmanson Ranch would be connected to the Santa Monica Mountains, as well as to Los Angeles by the County's Valley Circle Scenic Corridor Trail, which would extend through Ahmanson Ranch and continue into the northern San Fernando Valley along Valley Circle Boulevard and tie into the trail system already established in the north valley.

Las Virgenes Canyon trail is another proposed County trail that connects Ahmanson Ranch to the Santa Monica Mountains. The County has obtained several easements for this trail, adequate to build the trail from the Ventura Freeway to Malibu Creek State Park. One of these easements requires a realignment. Easements north of the Ventura Freeway have not yet been obtained. The Ahmanson Ranch has also agreed to provide large staging areas on property at Las Virgenes Road. Equestrian trail users also utilize an unofficial parking area within the right-of-way of Mulholland Highway at the Calabasas-Cold Creek Trail crossing.

E. PUBLIC SAFETY SERVICES

FIRE/EMERGENCY/PARAMEDIC SERVICES

The Los Angeles County Fire Department, as part of the larger Consolidated Fire Protection District of Los Angeles, provides contract fire protection and paramedic services to the City of Calabasas through three stations located in the Calabasas study area (see Figure III-7). The Los Angeles County Fire District serves a total of 893 square miles of developed and unincorporated County area, and 50 municipalities. Any location served by the Fire District has access to the complete resources available within the District. The District is comprised of 128 fire stations, 144 engine companies, five helicopters and various surface equipment (bulldozers) providing fire fighting capabilities.

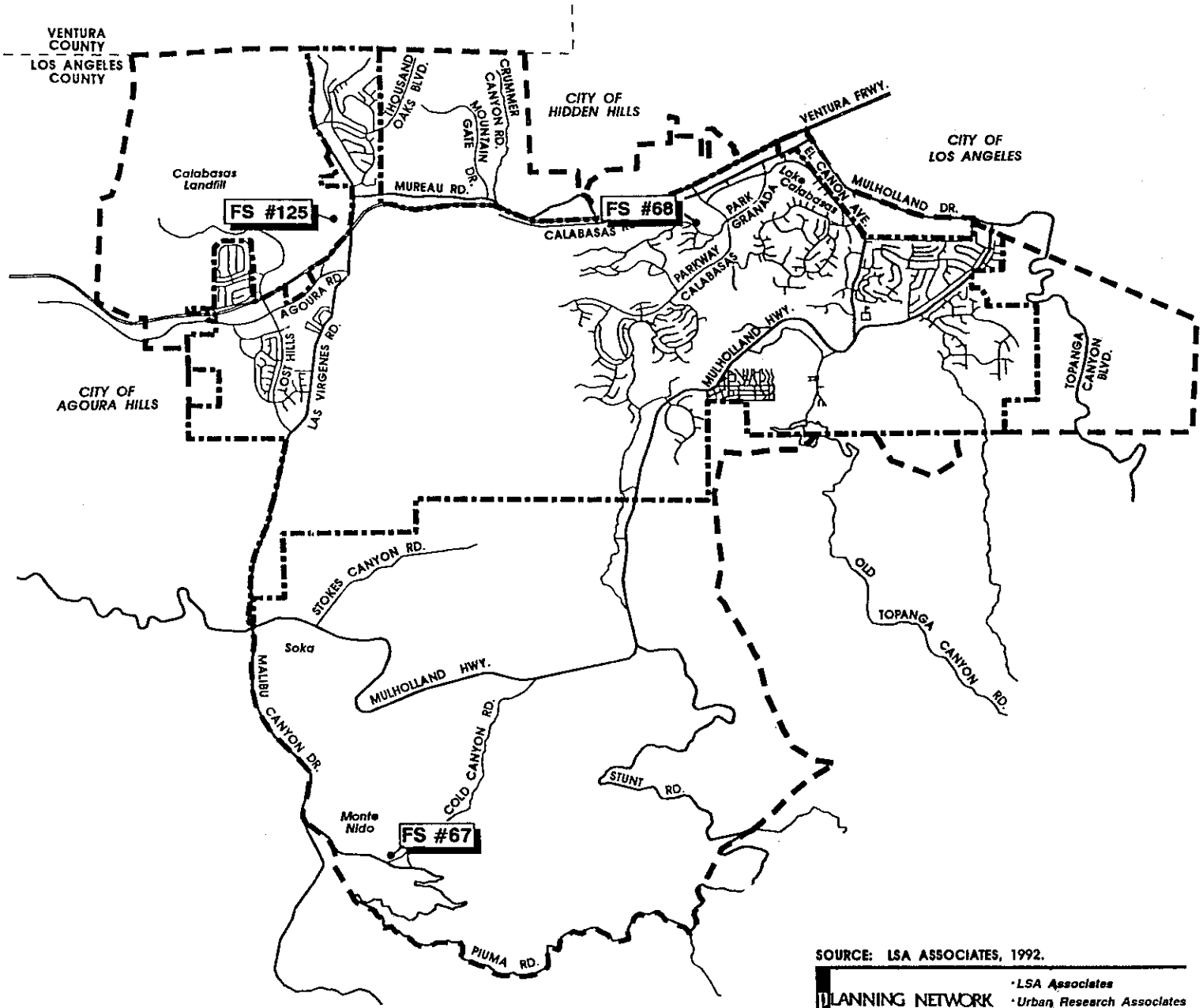
Fire Station No. 68 currently provides the majority of services to the Calabasas community with Station No. 125 providing overlapping services. Information on the stations with regard to staffing is provided below. The locations of the fire stations are indicated on Figure III-6.

Fire Station No. 67 located at 25801 Piuma Road, serves the southern portion of the study area. Three to four firefighters per day in 24-hour shifts and one engine serve at this station.

Fire Station No. 68 located at 24130 Calabasas Road, serves the eastern portion of the study area. Four to five firefighters per day in 24-hour shifts serve at this station, using one main engine, one reserve engine, and a patrol engine. The reserve engine is used while the main engine is being serviced, or in the event that an additional engine is required for a fire.

Fire Station No. 125 located at 5215 Las Virgenes Road, serves the western portion of the study area. Six firefighters per day and two paramedic firefighters per day in 24-hour shifts serve at this station, along with one main engine, a truck, and a paramedic van.

The Fire District receives funding from two sources. The first is from the property tax base which provides the District with $0.17 per tax dollar. The second source is from developer fees. The current fees are assessed at $0.1937 per square foot of development regardless of land use. However, these fees change from year to year. Development fees are collected in conjunction with the issuance of building permits and are intended to offset the impact of providing fire protection services to new development, and adding to the Malibu areas network of fire fighting capabilities. This consists of a network of 11 fire stations (Battalion 5) serving the five incorporated cities and unincorporated County lands along the Ventura Freeway corridor to the Malibu Coast. With this network, the City of Calabasas is afforded regional fire protection, irrespective of city limits. Fire Station No. 67 is also funded, in part, by the Malibu State Park.



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE III-7

FIRE STATIONS

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- FIRE STATION (FS #68)

The Fire District is responsible for providing all fire suppression services to the City of Calabasas, as well as for the surrounding unincorporated lands, including the General Plan study area. These services include both structural fires and wildland fires. Other sources are available as necessary under various mutual aid agreements to provide fire fighting assistance. These include the California Department of Forestry and the United States Forest Service. Both agencies normally provide fire suppression services for State and federal lands, respectively. However, neither agency maintains fire fighting crews in the region for this purpose, and would be required to import crews and equipment to provide this assistance. The Fire District also utilizes 30 inmate crews to provide wildland fire suppression services.

Should the Calabasas area require additional fire fighting capabilities, the other existing fire stations serving the Malibu area network (described above) would provide the first tier of defense. Additional service can also be summoned from the City of Los Angeles and ~~from~~ Ventura County through mutual aid agreements.

The County of Los Angeles Fire Department regulates access to all buildings (residential, commercial, industrial) through Fire Code Standard No. 10.207 (A) and (B). The intent of the code is to maintain an adequate level of fire protection for buildings constructed within their jurisdictional area by ensuring that access roads adequately support fire department apparatus. The fire code specifies provisions that address road surface materials for private access roads with grades over 10 percent, weight requirements, minimum width standards (generally 20 feet for single family residential and 26 feet for high density residential, commercial/industrial), fire hydrant spacing, length of private access roads, grades for private access roads, curve radii, drainage control, etc. The circumstances vary significantly with respect to the application of the standards due to differences in development design.

Minimum fire flow requirements vary considerably according to many factors. These factors include type of land use and building construction, occupancy conditions, etc.

Currently, no new fire facilities are planned that would directly benefit the Calabasas community. However, a fire station is being considered at some future date to serve the Liberty Canyon area, and a fire station is planned for the Ahmanson Ranch project in Ventura County. The Fire District meets with the City representatives annually to address fire prevention and protection deficiencies and needs.

POLICE/SHERIFF SERVICES

City police protection services are provided through a formal contract with the Los Angeles County Sheriff's Department. Sheriff services are dispatched from the new Lost Hills Sheriff's Station, located at 27050 Agoura Road. This station provides protection services for 190 square miles of Los Angeles County from the western border of the City of Los Angeles to the Ventura County line, and north from the Pacific Ocean to the southern border of Ventura County (or northern corporate limits of Calabasas).

The Lost Hills Sheriff's Station has an existing manpower level of 120 sworn personnel from the rank of deputy through captain. They currently operate approximately 44 vehicles, served by one two-man patrol car in the early evening and morning hours, and one one-man car during daytime hours and four one-man vehicles for traffic control. The primary law enforcement concerns are traffic control, burglary, automobile burglary and theft, and domestic disputes.

In addition to the services outlined above, the City of Calabasas contracts for supplemental police services, sharing these services with adjacent communities. Calabasas contributes 40 percent of the costs for: a two-man juvenile intervention team and vehicle; a community relations officer; and an agendized car for directed patrol (e.g., special projects; not on call).

According to the Sheriff's Department, police protection services are contracted according to the need established by the City of Calabasas. In principle, the service level is not established by a particular standard, but is based on the City's need for service. The current service level is considered adequate by the Sheriff's Department.

The number of major crimes that occurred in 1991 investigated from the Lost Hills Station totalled 153 and are as follows: Burglary (36); Homicide (0); Rape (0); Robbery (5); Aggravated Assault (33); Theft (53); Grand Theft Auto (25); Arson (1). These figures reflect the most recently compiled data on crime from the Lost Hills Station.

The Malibu Sheriff's Station, which formerly provided primary law enforcement services, now provides only counter services for report filings. Police protection services are no longer provided out of the Malibu Sheriff's Station.

Although the Sheriff's Department does not maintain separate statistics for gated versus non-gated communities, they believe that approximately 70 percent of their responses occur in non-gated communities, and 30 percent in gated communities. It should also be noted that approximately 50 percent of the responses to gated communities are for burglary, with a significant number of those attributed to false alarms.

According to the Sheriff's Department, because of the city layout, access to various parts of community is constrained by major roadway limitations. Specifically, the Ventura Freeway divides the city into a north and south portions. This creates a potential access concern (i.e., as needed to provide adequate police protection services) should the Ventura Freeway be closed, such as could occur during a hazardous materials accident/spill. In this event, motorists would be required to exit the freeway and utilize Mureau Road to get from the east to the west and vice versa. Mureau Road is not adequate in capacity or width to carry the freeway burden, would be significantly congested to the point of limiting police access. The options for improving this condition are to widen Mureau Road, and/or to extend Parkway Calabasas to Las Virgenes Road.

In disaster or emergency situations, the Sheriff's Department would establish an Emergency Operations Center at the Lost Hills Station for the purposes of centralizing all responses. All available deputies would be mobilized and placed on twelve hour on and off shifts. When the emergency is declared over, the deputies would resume their regular shift routines.

The Emergency Operations Center would first examine critical sites (i.e., hospitals, dams, etc.) to determine the significance of the event on the facility. Once the critical sites are examined, the Center would prioritize remaining emergency responses for significance. The Center would also coordinate response efforts with the Fire Department and the downtown Sheriff's office (headquarters) for additional assistance. If needed, other emergency agencies would be contacted to respond to specific areas of jurisdiction (e.g., California Highway Patrol for state highway facilities). For information regarding the City's Emergency Preparedness Committee, please refer to Section V-E, Disaster Response.