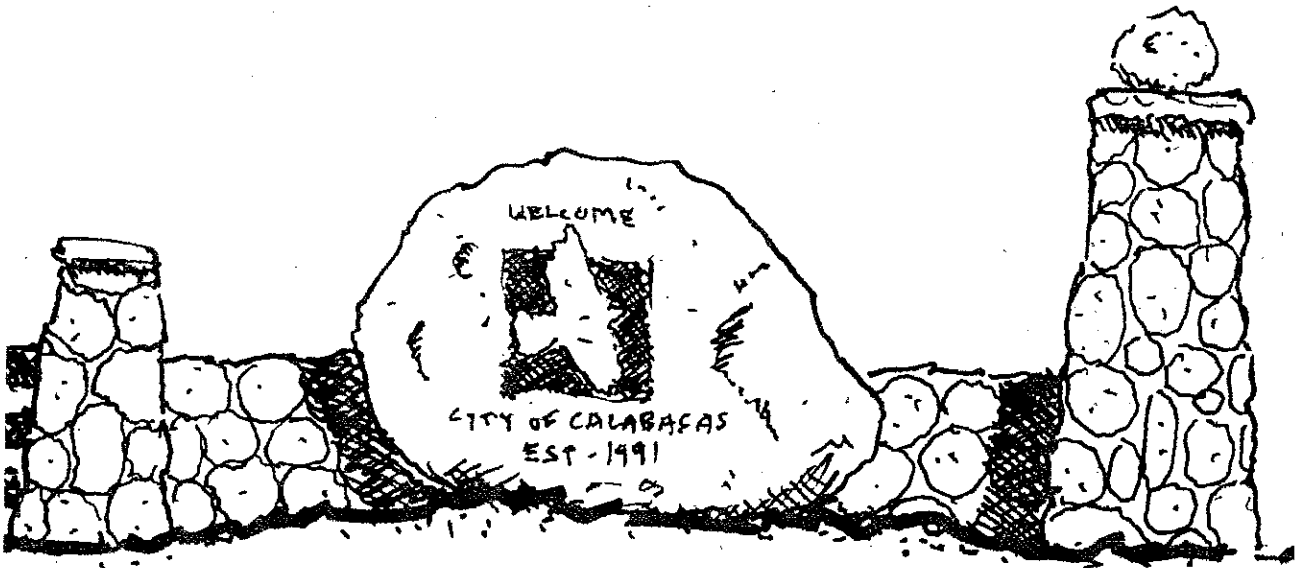


9 Public Improvements



PUBLIC IMPROVEMENTS

The Las Virgenes Road corridor in the Master Plan area has been traditionally oriented to the highway traveler, very little attention has been given to the street scene as an entry point to western Calabasas. One of the most problematic issues is a lack of cohesiveness. This lack of community is observed in the confusing traffic movements, competing advertising signs, minimal landscaping and disjointed architectural styles.

The Master Plan's goal is to provide public improvements in addition to those outlined in the Circulation and Parking chapter, that will quiet this section of Las Virgenes Road. The objective can be accomplished through landscaping, controlled circulation, unified street furnishings, signage and encouragement of pedestrian and bike travel. The plan is to create a village environment with broad arching street trees, detailed fencing, light posts, banners, colorful landscaping and enhanced pedestrian movement.

STREETSCAPES

The *Las Virgenes Road Corridor Design Plan*, prepared in January 1998 by RRM Group, contains an extensive streetscape beautification plan for Las Virgenes Road. The Master Plan incorporates the theme from that plan with refinements to provide a comprehensive gateway streetscape plan.

1. Objectives

The streetscape plan has the following objectives:

1. Promote development of high quality street scenes that reinforce the rural image.
2. Ease tensions between pedestrian and vehicular traffic.
3. Employ landscape treatments to screen negative views and enhance or frame positive views.
4. Identify primary gateways and provide a sense of hierarchy and continuity with secondary gateways.
5. Provide a unified rural theme area along Las Virgenes Road from the Ventura Freeway south to Lost Hills Road and along Agoura Road from its intersection with Las Virgenes Road to the bridge at Calabasas Creek.
6. Place tree plantings to preserve public view corridors from Las

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Virgenes Road.

2. Design Elements

The streetscape design elements include the following:

Landscaped medians with river rock centers and textured concrete detail on noses.

Special paving at pedestrian street crossings.

New sidewalk paving with decorative tile or brick/paving treatment.

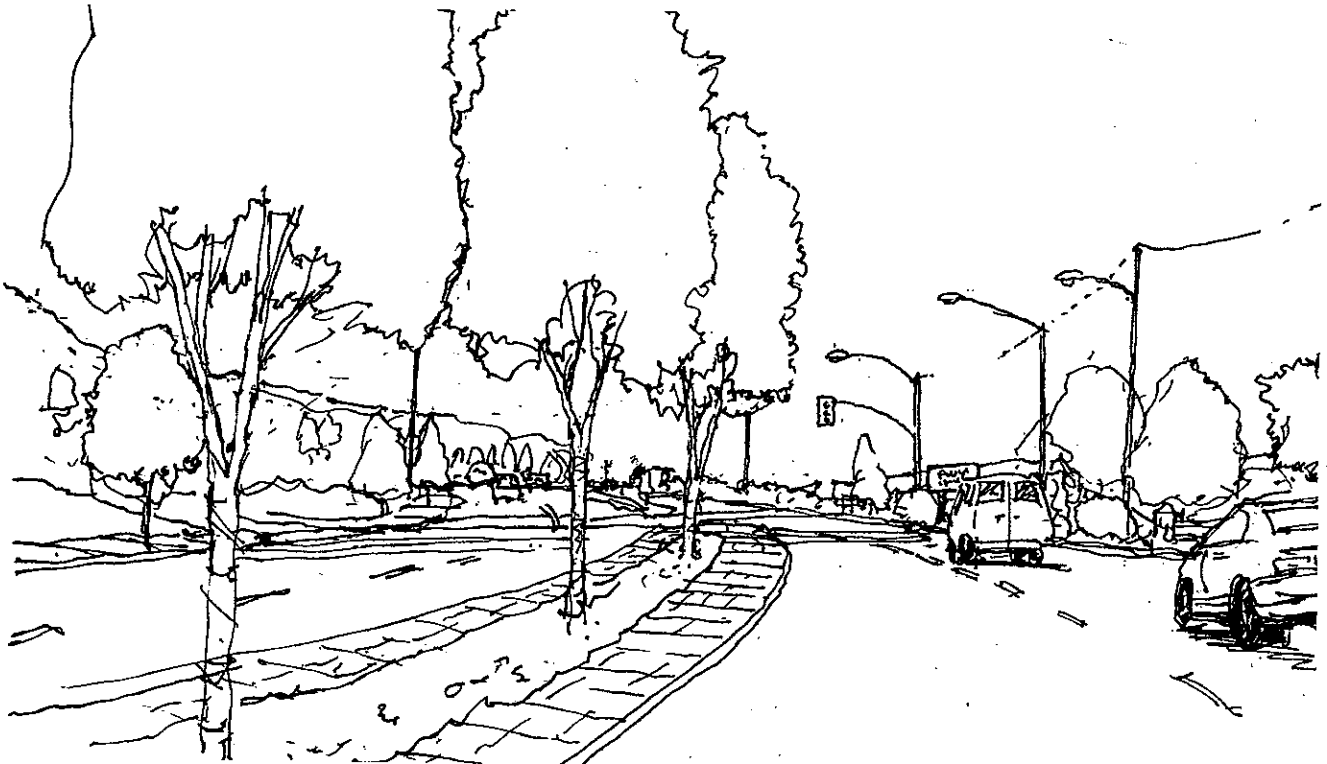
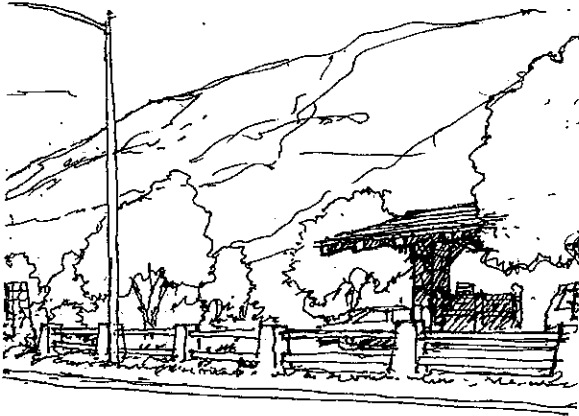
Street trees with tree grates and special pavement surrounds.

Decorative lamp posts with custom banners.

Special fencing at back of sidewalk.

Site furnishings: benches, trash receptacles, planters, bike racks.

Under grounding utility lines.



3. Street Plantings

Las Virgenes Road - The median tree for the segment of Las Virgenes Road from Lost Hills Road to Mureau Road shall be *Populus candicans* (Balm of Gilead) at a spacing of no less than thirty feet on center. Trees shall be planted in a straight row and centered in the median. Ground cover and paving in the medians shall be predominantly river rock "cultured stone" with pockets of prostrate and accent shrubs planted in drifts and groupings. Prostrate shrubs shall be Lantana, Rockrose, and Cotoneaster. Accent plants shall be Fortnight Lily, Fountain Grass and Compact Flax.

Sidewalks shall be planted with *Platanus acerifolia* / London Plane Tree at a spacing of no less than forty feet on center. Trees shall be planted in four-foot square tree wells behind the curb face. For the segment of Las Virgenes Road from Mureau Road north to Thousand Oaks Blvd, the median tree shall continue to be the existing London Plane Tree.

For the segment of Las Virgenes Road, north of Mureau Road, sidewalk trees shall be *Populus candicans*. Medians in this segment shall be developed with river rock and prostrate plantings similar to the southern segment of Las Virgenes Road.

Agoura Road - Sidewalks shall be planted with *Schinus molle* (California Pepper Tree) at a spacing of no less than forty feet on center in tree wells flanking the street.

Highway 101 Ramps - Planters outside of the Caltrans Right of Way shall be planted with American Sweetgums (*Liquidambar styraciflua*) no less than 30 feet on center in parkway strips flanking the street. Planting within the Right of Way shall be of species approved Caltrans.

Private Circulation Alleys - Alleys shall be detailed as minor streets, with frequent curb breaks for access to parking and loading. Parkway strips behind the curb are to be planted with trees at 25 to 30 feet on center plus turf or groundcover. The planting strip behind the sidewalk shall be planted with shrubs, with or without ground plantings. Wall vines may be planted on adjacent building walls and streetwalls, and shall be planted on streetwalls over 42 inches in height.

GATEWAYS

City entries are primary points of arrival, or *gateways*. These entries occur at the Highway 101 southbound and northbound off-ramps at Las Virgenes Road. These entrances to western Calabasas should be distinctive and announce a point of arrival to this

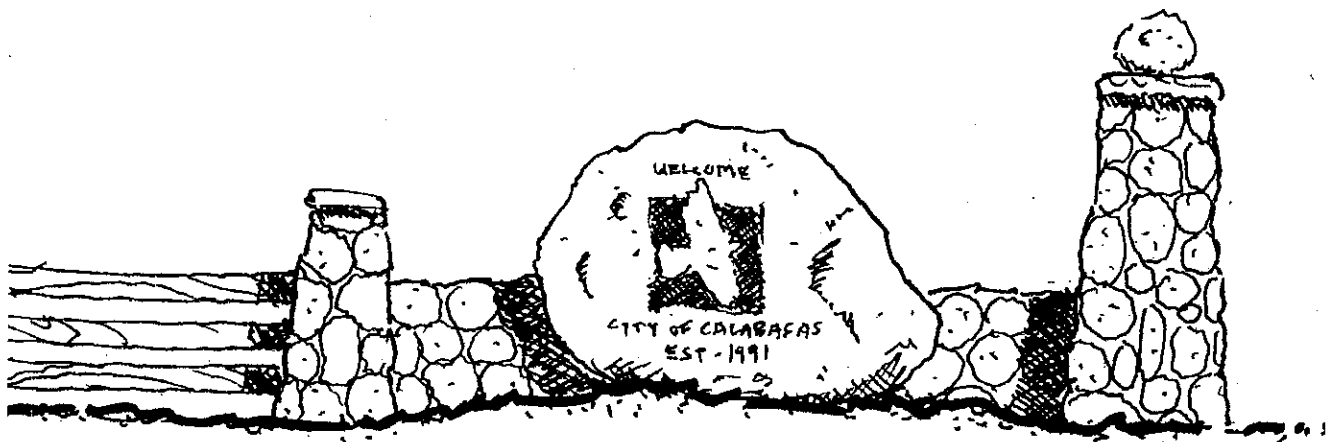
rural valley corridor. The design should create a memorable landmark incorporating the City logo and a welcome statement. Monument design and landscape treatments should be bold to relate to vehicular traffic. Paving materials, trees, and rural fencing should be laid out to emphasize this as the western City entry.

These stone monuments should be placed at the northeast corner of the Las Virgenes Road intersection with the northbound freeway off-ramp and at the northeast corner of the Las Virgenes Road intersection with the southbound freeway off-ramp. Placement of these monuments should become a part of the site planning and development review for new or renovated development on these properties.

Secondary gateways occur at various locations where visitors and residents traverse Las Virgenes Road and Agoura Road. These internal gateways occur in locations that link the Las Virgenes corridor with surrounding neighborhoods. These secondary gateways are as follows:

- The intersection of Las Virgenes Road and Agoura Road.
- The Agoura Road Bridge over Malibu Creek.
- The intersection of Las Virgenes Road and Thousand Oaks Boulevard.
- Southerly end of the Master Plan area on Las Virgenes Road.

The secondary gateways should enhance the pedestrian experience and slow down traffic. Pedestrian-scale plantings, detailed paving, special street lights, and benches should be incorporated. These areas should be detailed with rural theme elements that echo the primary gateway but do not compete with it.



Conceptual study of gateway monumentation at key entry points into the City.

FREEWAY ENHANCEMENTS

Landscape treatments along the Highway 101 freeway and off-ramps can play an integral part in the success of the design treatment. Landscape treatments along these approaches should be simple with a strong sense of greenery contrasting with the appearance of the freeway and off-ramps. This provides a pleasant foreground announcing the gateways. Coordination with Caltrans will be required for this planting.

OVERHEAD UTILITY LINES

All new construction or restoration of existing buildings will be required to place all new utility lines underground. Also, existing utility lines should be placed underground whenever feasible. If existing lines cannot be placed underground, consideration should be given to relocation to an area where they are less visible. The City shall also investigate the feasibility of undergrounding utility lines as part of any streetscape construction project.