

Las Virgenes Road Corridor Design Plan

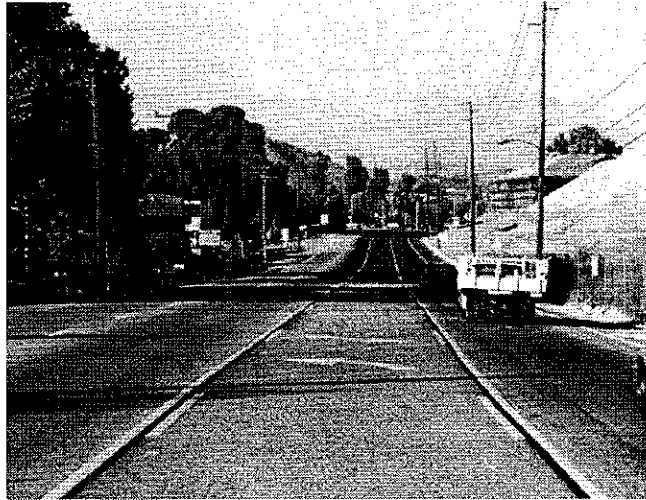
Background

Introduction

In August 1995 the City of Calabasas hired RRM Design Group to prepare the Las Virgenes Road Corridor Design Plan. The intent of the plan was to develop a comprehensive master plan for the entire six mile length of Las Virgenes Road that would address two main areas:

1. Roadway beautification
2. Traffic and circulation planning

The need for such a plan has arisen largely out of the community's concern with the lack of identity, landscaping, and coordinated efforts to calm traffic within the corridor. Las Virgenes Road and Lost Hills Road have long been used as commuter routes by inland communities to beach area and Los Angeles destinations. Over the years as more development has occurred within the corridor, conflict between



Looking north near A.E. Wright School

regional traffic flow and local road use has risen dramatically. The historic rural character of Las Virgenes Road has been eroded by rapid development that has not always been in tune with the community's image of itself. With the incorporation of the City of Calabasas in 1991 the community has put concerns into action by commissioning the corridor plan. Some of the major goals are as follows:

Plan Goals

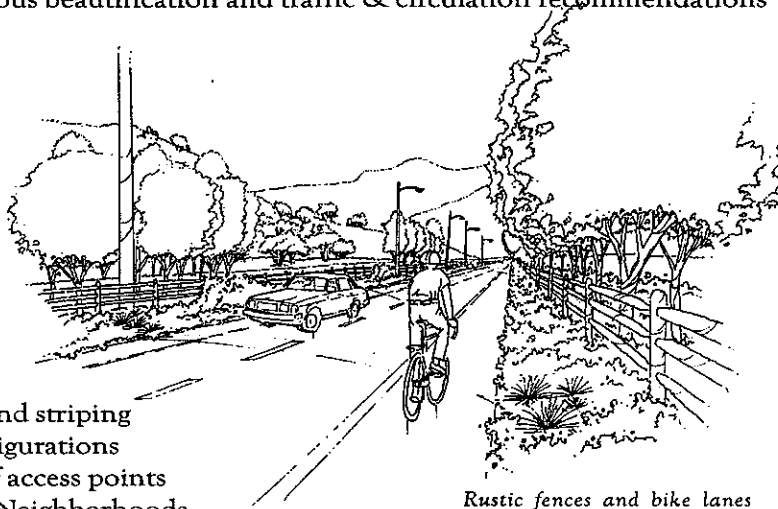
- Create a unified landscape plan that will address signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements which will help to establish the suitable character for various zones within the corridor.
- Provide recommendations for traffic and circulation, striping, lane configurations, intersections.
- Consolidation of multiple access points and driveways.
- Identification of primary entrances into residential areas, commercial areas, and other facilities.
- Identification of public transit stops, bus shelters, and provisions for pedestrian, bicycle and other non-vehicular transportation.
- Underground overhead utility lines.
- Coordination of streetscape and traffic circulation design with adjacent existing and proposed development projects.
- To the maximum extent practical, area within the public right-of-way or under city control shall be revegetated with native, non-invasive plants.
- Finally, to set forth a comprehensive master plan that will begin to unify this street producing a character that is consistent with the community's image of itself, provide guidance future improvements of the roadway itself and provide direction for new development that occurs adjacent to the roadway.

Las Virgenes Road Corridor Design Plan

Executive Summary

The Las Virgenes Road Corridor Design Plan is a long-range planning document that makes recommendations for beautification, circulation and traffic improvements for Las Virgenes Road. The scope of this plan includes Las Virgenes Road from Mulholland Highway on the south end to the Ventura County Line on the north end. For the purposes of this study, the road has been divided into five distinct zones; Zone One: Mulholland Highway to Lost Hills Road, Zone Two: Lost Hills Road to Agoura Road, Zone Three: Agoura Road to the southbound Ventura Freeway onramp on the east side, Freeway Zone: Southbound Ventura Freeway onramp to the northbound freeway on and offramps, Zone Four: Northbound freeway on and offramps to the Ventura County Line. The preparation of the plan was conducted in an open public forum which included numerous interviews, surveys, photo surveys, public workshops and hearings. These methods helped to arrive at recommendations that meet needs of property owners, residents, and commuters and are also in tune with the community's character and image of itself. Each zone contains numerous beautification and traffic & circulation recommendations on the following topics:

- Landscaping
- Street trees
- Fencing
- Paving Materials
- Signalization
- Medians
- Signage
- Street furniture
- Transit stops
- Bike lanes
- Road widening and striping
- Intersection configurations
- Consolidation of access points
- Identification of Neighborhoods



Rustic fences and bike lanes

The report sets forth in great detail individual projects within the corridor, the components of the project, the time frame which the project is to be completed, potential funding sources, and opinions of probable cost to implement these projects. This information is contained in Section III entitled "Plan Implementation". In order to provide the City with a useful long-range planning tool, the report clearly sets forth the recommendations in the following format:

Section I - Introduction

Background: This contains an overview and discussion of the City's need for the plan and sets forth the plan's major goals.

Executive Summary: Contains complete overview of the plan and its organization.

Key Planning Issues: This section provides a summary of the key planning issues encountered during the course of preparing this plan.

Public Participation Process: This portion of the report describes in detail the depths that were taken to involve the community through the various activities, exercises, and public meetings that were held. This section also provides the results of activities and direction given by the community to the plan preparers.

Las Virgines Road Corridor Design Plan

Consistency with the city's adopted plans and programs including General Plan Circulation Element, Scenic Corridor Ordinance and Draft Urban Forestry Strategic Plan.

Section II - Corridor Design Plan

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

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

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

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

Section III - Funding and Implementation

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

Implementation Program: This portion of the report provides in spreadsheet format a detailed listing of all proposed projects within the six mile corridor. Under each project heading is listed potential funding sources, opinions of total project costs, time frame, the effected agencies, and the project components. As noted in the implementation program, most of the projects are the responsibility of the City of Calabasas to implement and many require approval by other public agencies such as the Lost Hills Bridge & Thoroughfare District.

Section IV - Plan Reductions

Includes graphic illustrations of proposed design elements and reductions of the full size design plans for reference.

Section V - Appendices

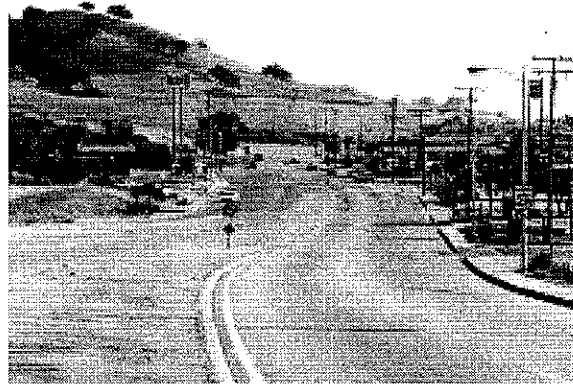
The appendices includes detailed results of the public participation process and various technical data.

Key Planning Issues

The following is an overview of the key planning issues that are addressed in the design plan. Many of these same issues were identified years ago and became the impetus for preparing the design study and other issues were identified during the course of the plan's preparation and community planning process.

Land Use Issues

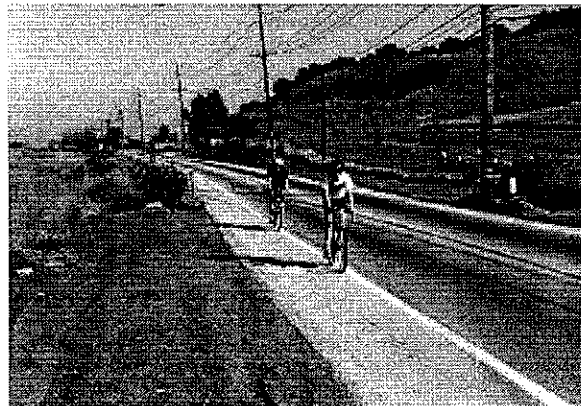
- The commercial core between the freeway and the corridor road has developed over time with no long range planning. Problems related to land use incompatibilities, poor circulation, poor signage, design inconsistency, etc. need to be addressed by establishing a comprehensive design/specific plan overlay.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



Looking south to freeway commercial area

Traffic and Circulation Issues

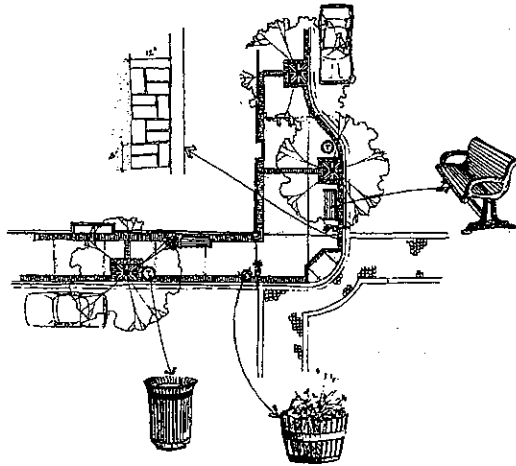
- Regional through traffic versus local traffic conflicts. Regional and local traffic overloads Lost Hills and Las Virgenes Roads and creates an unfriendly "freeway-like" condition.
- Peak hour trips related to school drop off are problematic both at A.E. Wright Junior High and Lupine Hills Elementary.
- Consolidation of entrances and exits from driveways and intersections along the corridor need to be addressed. Designation of primary residential and commercial entries and the use of intersection treatment identification should be employed.
- Truck traffic on Lost Hills and Las Virgenes Roads is problematic. Both roadways need to accept their fair share and ultimately limit truck traffic to acceptable levels.
- Lack of pedestrian circulation and pedestrian safety is a major concern between A. E. Wright Junior High and the residential and commercial areas to the north.
- A comprehensive bikeway system needs to be identified along Las Virgenes Road
- Linkage of park sites, residential areas, schools, and other commercial destinations within the area.



Cyclists between Lost Hills & Mulholland

Las Virgenes Road Corridor Design Plan

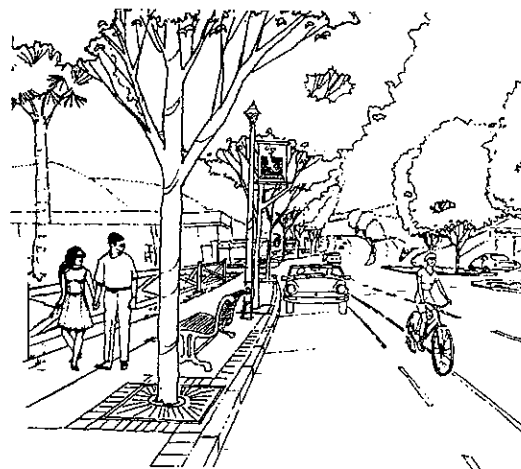
- Create bike-pedestrian-equestrian links to new City DeAnza Park, Malibu Creek State Park, and the Santa Monica Mountain recreational area.
- Transit stops and bus shelters need to be located at strategic points throughout the corridor to make it easy to use, ultimately increasing ridership.
- Traffic calming is perhaps one of the most important issues for Las Virgenes Road.
- Utilization of a variety of methods including landscaping, tighter traffic lanes, medians, decorative paving, street lighting, signage, additional signalization, and street trees should be considered.
- Noise from traffic adjacent to residential areas is particularly concerning and needs to be addressed.
- Additional and formalized parking at Las Virgenes Road/Mulholland Highway for access to the Santa Monica Mountains recreation area should be provided.



Examples of street furnishings

Beautification

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



Future view of freeway commercial area

Las Virgenes Road Corridor Design Plan

- Views to the Santa Monica Mountains, open spaces, and hillsides must be preserved and accentuated by the plan.

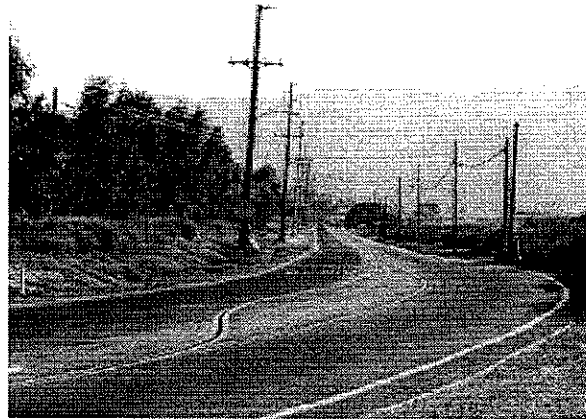
Utilities

Reduce visual clutter from overhead wires and utility poles within the corridor. This may be accomplished by:

- Consolidation of overhead wires to single string of poles on one side of the street;
- Undergrounding all low voltage and communication wiring, or;
- Undergrounding all wiring and high voltage lines along the corridor.

Other utility systems must be planned and implemented to help reduce environmental impacts, such as:

- Utilize reclaimed water for irrigation of new landscaped areas.
 - Relocate power poles away from the pavement edge for health and safety issues as necessary.
 - Drainage facilities should be designed with traps for grease and heavy metal that will reduce discharge and road pollutants, conforming with NPDES standards.
- and



Looking south from Lost Hills Road

The Las Virgenes Road Corridor Design Plan was created in an open and public forum using many public outreach exercises. The consultant group worked with the community, engaging in a series of activities which encouraged interaction and explored a range of ideas. Community members related both the positive and negative aspects of Las Virgenes Road Corridor to the consultant team and identified specific issues that needed to be addressed in the plan. The following outlines the steps that were taken to obtain community input and develop the

Public Participation Process

corridor design plan.

Key Person Interviews

On August 23 & 24, 1995 a series of interviews were held. Key persons have a stake and interest within the corridor area and could clearly pass information on to the consultant team. This was a "getting smart" exercise for the consultants. The following groups and individuals were interviewed over that two day period.

- City Council members
- Planning Commission members
- Traffic Commission members
- City staff
- Caltrans representatives
- State Park representatives
- National Park representatives
- County of Los Angeles representative
- Southern California Edison representative
- School district and water district representatives
- Property owners, merchants, and development interests
- Presidents and members of homeowners associations

A second set of interviews was held on September 13, 1995 with additional homeowners association representatives who were unable to make the first meeting. The results of these interviews gave RRM an excellent background and debriefing of the issues facing the corridor from a number of perspectives. The detailed minutes of these meetings are located in Appendix A.

Public Questionnaire

On September 25, 1995 RRM distributed a two page questionnaire entitled "Give us your thoughts about the Las Virgenes Corridor". The purpose of this exercise was to allow direct participation for a larger number of residents, property owners, merchants, and other users of the roadway. Approximately, 1,400 questionnaires were distributed with approximately 150 returned for a response rate of 10%. Some of the questions asked were:

- How do you use Las Virgenes Road?
- Which commercial establishments do you go to?
- What problems have you encountered?
- What type of character or image should the road have?

We asked participants to rate the importance of a number of criteria such as landscaping, bike paths, traffic calming, and other questions. The results generally supported some of the comments received in the key person interviews with many participants asking for more landscaping; traffic calming measures; and preservation of views and the rural atmosphere. Participants also expressed the need to make Las Virgenes Road and the commercial area by the freeway appear as though it is a part of the City by emphasizing the "Old Town" design elements. Undergrounding utilities, attenuating sound, reducing high speed vehicle traffic, and identifying entrances to residential areas were also desired. The exercise again was extremely helpful to RRM as it provided the team with the community's image concerning the design character and the type of roadway the community would ultimately like to create. The questionnaire and

Las Virgenes Road Corridor Design Plan

the results of the questionnaire are included in Appendix B.

Camera Survey

On September 27 through October 10, the design team conducted an informal camera survey. Approximately 18 cameras and photo survey instructions were passed out to community members. They were asked to photograph images that they felt captured the desired look of various elements within this road corridor such as buildings, landscaping, street furnishings, street designs, and signage. The photo surveys are especially useful to designers as they literally provide a "window" or exact image of the photographer's idea or suggestion. Participants kept a record of the photographs by writing brief descriptions of what they were photographing and why they liked it. Photographs were then collected, categorized and displayed at the first



Workshop attendees review photo survey

public workshop. Most of the photographs were of rural country road images. Many contained three-rail white fencing, informal landscaping, tree canopies over the road, raised medians with landscaping, low scale signage, views of mountain scenes, open fields. These photos generally supported the comments received in both previous exercises. The camera survey announcement and instruction sheet is contained in Appendix C. The record of photographs is mounted on a board filed at the City.

Workshop #1

On October 19, 1995 RRM Design Group and the City conducted the first public workshop. The purpose of the workshop was three-fold.

1. We wanted to introduce attendees to the project and review the work done to date. This included:

- Key person agency interviews.
- Existing conditions maps.
- Opportunities and constraints maps.
- Results of camera survey.
- Results of the public questionnaire.

2. We wanted attendees to help define the preferred character of Las Virgenes Road. This was accomplished by breaking into smaller groups and writing down key words and phrases that described the "character" or image of the road corridor. A few of the phrases most commonly used by the groups to describe the preferred character of Las Virgenes Road were:

- A distinctive country road.
- Ranch style fencing and pedestrian paths.
- Scenic gateway to the Santa Monica Mountains.
- A canopy of trees.

3. Throughout the project thus far we had received many suggestions and improvement ideas. Therefore, we conducted a second exercise called "rating of preliminary design ideas". In this exercise, ideas and comments that were gleaned from the questionnaire, camera survey,

Las Virgenes Road Corridor Design Plan

key person interviews, and background research were listed on charts broken into two general headings: "traffic and circulation ideas" and "beautification ideas". The road corridor was also divided into five distinct zones. Each zone and the preliminary design ideas for traffic & circulation and beautification, were listed and reviewed with workshop participants. We then asked participants to rank the importance of each of these ideas and to add any new thoughts or comments to these lists. This exercise confirmed the direction that was given to the team in previous exercises. It provided very good specific comments and direction for various segments within the roadway.

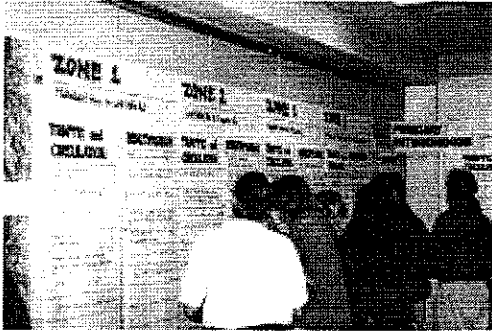


Developing a vision

The workshop was attended by approximately 30 guests. Appendix D contains the workshop notice, agenda, and summary of results.

Planning Commission Study Session

On November 2, 1995 the Planning Commission held a study session to review the work that had been accomplished and to provide additional direction. The results of the questionnaire, camera survey and first workshop were presented. The Commission members were brought up to date and were generally supportive of the direction given to RRM by the community. The meeting agenda and notes are provided in Appendix E.



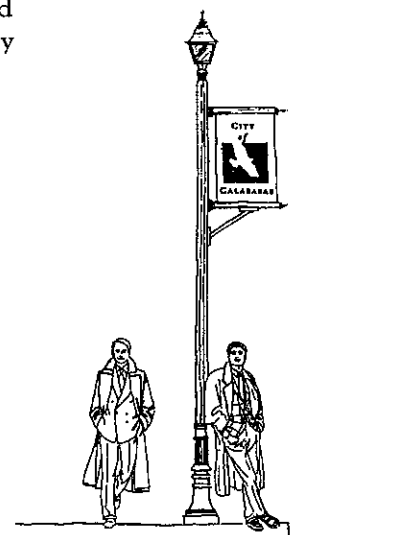
Identifying issues and priorities

Workshop #2

Between the first and second workshops the design team created both the traffic and circulation design plan recommendations and the beautification plan. A second workshop was held on January 18, 1996 to review the preliminary road corridor design plan itself. It was attended by approximately 18 guests.

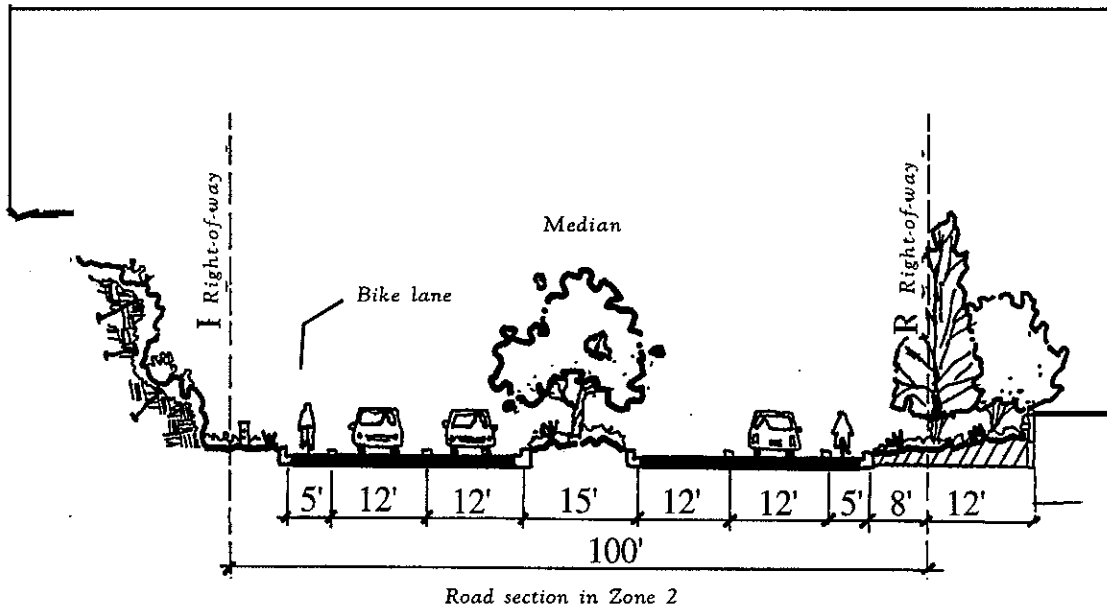
The following information was presented:

- An overview of work done to date: This simply reviewed the previous exercises and workshops conducted by RRM.



Las Virgines Road Corridor Design Plan

- A presentation of preliminary road designs. The presentation provided both traffic and circulation plans, and beautification plans. Approximately 16 sheets of drawings were laid out end to end to illustrate the entire roadway from Mulholland Highway to the City limits at the north end. Sheets contained colored plan views of new landscaping, street medians, transit stops, fencing, and other beautification suggestions. Sheets also contained Computer Aided Drafting drawings of new lane stripings, intersection treatments, and circulation proposals. These drawings were supported by material samples for cross walk paving and median treatments. Representative product sketches of the various urban furnishings, recommended plants, and other features proposed for the corridor were also included. The preliminary plans were met with great acceptance by the attendees who were asked to leave comments with post-it notes on the plans and on comment sheets provided.



- Following the second workshop many of the suggestions and comments were incorporated into the final design plan along with those received from the Planning Staff and various City commissions. The meeting notice, agenda, and comments are provided in Appendix E.

Consistency with Adopted Plans & Programs

Throughout the preparation of the Las Virgenes Road Corridor Design Plan, various city plans, programs, policies and ordinances were used as guidelines. The purpose of this document is to beautify and organize traffic & circulation patterns within the study area and thus implement the broad goals of the city's general plan.

The following section provides an overview of the consistency of this document with other plans and programs in the City of Calabasas including City General Plan Design and Transportation Elements, Scenic Corridor Ordinance, Urban Forestry Plan and Development Codes.

Consistency with The City General Plan Conservation, Environmental Design and Open Space Element and Transportation Element.

One of the primary purposes of the LVRCDP is to serve as a means to implement many of the goals and policies of the City's General Plan. This section outlines the consistency of the LVRCDP to the General Plan and highlights the benefits of this plan to the community.

Open Space:

- A.7. Preserve view of area hillsides and open ridgelines.

Statement of Consistency: The LVRCDP specifically calls for landscaping treatments to accentuate and frame views of the surrounding hillsides and Santa Monica Mountains. New roadway landscaping is required to be informally grouped for maximum view preservation and it consists of native plant species to fit with the natural environment.

Hillside Management:

- B.1. Maintain the visual character of hillsides, recognizing both the importance of the exposure of hillside development to off-site public views and the importance of providing panoramic views from hillsides.

Statement of Consistency: The LVRCDP specifically calls for landscaping treatments to accentuate and frame views of the surrounding hillsides and Santa Monica Mountains. New roadway landscaping is required to be informally grouped for maximum view preservation and it consists of native plant species to fit with the natural environment.

- B.3. Protect the natural character of hillside areas by means of land sculpting to blend graded slopes and terraces with the natural topography.

Statement of Consistency: The LVRCDP calls for grading to use contour grading practices where hillsides may be altered for roadway widening. In some cases where road widening occurs in hillside areas the cut embankments are suggested to be constructed of retaining structures designed to simulate natural rock cliffs or outcroppings.

Las Virgenes Road Corridor Design Plan

Air Quality:

- D.1. Reduce the need for vehicular travel through the promotion of alternatives to the private automobile.

Statement of Consistency: The LVRCDP specifies the establishment of a park and ride lot adjacent to Rondell road. Additionally the plan calls for the establishment of a series of bus stops and transit shelters for use by commuters and bicyclists. The new Shuttle Service Route will soon be providing local transit service to augment the existing MTA bus 161 regional route by using these proposed stops and shelters.

- D.3 Promote a system of bicycle routes within the General Plan study area that not only provide recreational opportunities, but also represent viable routes for travel between home and school or work.

Statement of Consistency: The LVRCDP calls for the entire length of the roadway within the City Boundaries to contain class I and II bike lanes. Bike lanes are supported by transit stops which will contain bike racks and lockers for use by commuters to transfer to the local transit shuttle.

Water Resources:

- E.3. Promote the use of primarily drought-tolerant plants and efficient landscape irrigation design.

Statement of Consistency: The LVRCDP specifies the use of native and drought-tolerant plant material to conserve water and to blend with the road's natural surroundings. The plan further specifies that irrigation water for landscaping purposes be reclaimed water supplied by the LVMWD

- E.8. Promote the reduction of pollutants and sedimentation from existing uses through public education, erosion control, and implementation of workable Best Management Practices.

Statement of Consistency: The Plan requires the use of Best Management Practices for the design of all storm water discharge facilities including the installation of grease traps, sedimentation basins, first flush water filtration and erosion control systems.

Transportation:

Table V-6
Las Virgenes Road

This table spells out many specific requirements for the design of Las Virgenes Road including numbers of lanes, re-stripping, landscaping, signage, bicycle lanes, improved turning movements, consolidation of existing access points, noise attenuation, marked crosswalks and others. In addition Table V-6 contains two prohibited actions; 1) widening or provision of additional travel lanes south of Lost Hills Road is prohibited and; 2) creation of additional through travel lanes north of Mureau Road is prohibited.

Las Virgenes Road Corridor Design Plan

Statement of Consistency: The LVRCDP is consistent with all aspects of this table in the General Plan. The Plan addresses noise attenuation by suggesting rubberized asphalt, berms, walls and landscaping. Maximum lane widths are specified, along with the addition of bike lanes, new signals, consolidated access points and a comprehensive street beautification program.

Consistency with the Scenic Corridor Ordinance

The purpose of the Scenic Corridor Ordinance as set forth by Ordinance No. 94-69 is to "protect an important economic and cultural base of the City of Calabasas by preventing the destruction of natural beauty and environment of the City; to safeguard and enhance property values; to protect public and private investment in buildings and open spaces; and to protect and enhance the public's health, safety, and general welfare."

Las Virgenes Road is designated as a scenic corridor in the City of Calabasas and therefore is subject to the rules, permits and guidelines contained within the Scenic Corridor Ordinance. In addition, all properties located within 500 feet of any right-of-way of Las Virgenes Road and all properties located between Las Virgenes Road right-of-way and the prominent ridge lines which define the viewshed from the corridor are subject to this Ordinance. The following is a summary of the Scenic Corridor Development Guidelines and Statement of Consistency with the Las Virgenes Road Corridor Design Plan. A complete list of these guidelines can be found in Appendix H.

1. The project shall incorporate measures designed by reduced exposure to fire hazard, seismic safety, pollutant runoff, erosion control, and other natural hazards.

Statement of Consistency: The LVCDP includes policies and program elements designed to treat drainage runoff water to meet NPDES standards and to reduce erosion by immediate re-landscaping and erosion control measures. The plan also specifies the use of plant material which reduces exposure to fire hazards.

2. Require that all utilities installed in new subdivisions be placed underground where feasible.

Statement of Consistency: The LVCDP specifies ultimate undergrounding of all above ground utilities along the entire corridor. Interim measures include consolidation of above ground wire utilities to single strands of poles and undergrounding low voltage and communication cabling as a first step.

3. All roofs visible from the scenic corridor shall be surfaced with medium dark colored fire retardant non-glare materials and no obtrusive equipment shall be placed thereon, exempting solar energy devices if visually compatible.

Statement of Consistency: The LVCDP does not contain recommendations for built structures other than transit shelters. However the plan does contain policies recommending the establishment of an overlay zone for the freeway commercial area. The overlay zone would address comprehensive design and circulation issues and would provide building, sign, site and landscape design guidelines. All transit shelters shall comply with this provision.

4. Colors of fences and walls shall blend with the natural environment.

Statement of Consistency: The LVCDP recommends the use of various fences and walls throughout the corridor. The type and design of the fences vary

Las Virgines Road Corridor
Design Plan

depending upon the zone and the established desired character for each zone. All recommendations have been made with full community participation and support.

5. Use of reclaimed water shall be facilitated for irrigation where available.

Statement of Consistency: The LVCDP specifies the use of reclaimed water for irrigation of all proposed landscaping within the entire corridor.

6. Vines and/or other clinging plant material shall be used to visually accent walls and fences where space may preclude the use of other large plants.

Statement of Consistency: The LVCDP specifies the use of a variety of plant material that will complement the desired character of each of the zones within the corridor. In cases where retaining walls or sound attenuation structures need to be visually softened, the use of vines or other appropriate plant material will be used.

7. Building setbacks from freeways and open spaces between buildings adjacent to the freeway shall be increased to allow landscaping and reduced visual impact.

Statement of Consistency: The LVCDP provides recommendations for beautifying the 101 Freeway interchange. New landscaping, shrubs, irrigation and groundcover in addition to urban furnishings such as light poles, banners, street trees, benches, and monumentation signage have been proposed for this area.

8. Landscaping and tree planting should visually enhance, soften or conceal as much as possible developments and commercial properties within visual proximity of any urban zone.

Statement of Consistency: Zone Three of the LVCDP provides specific recommendations to unify this commercial area by the provision of urban furnishings, regular spacing of street trees, installation of raised landscaped medians, fencing, and other treatments to soften and beautify this commercial zone. The plan also recommends that a Specific Plan or Design Overlay Plan be prepared for the entire freeway commercial area. This plan would focus on signage, access and circulation, land use compatibility, design guidelines, and landscape treatment. These recommendations are further delineated in the implementation section.

9. Lighting standards within urban scenic corridor rights-of-way shall use fixtures with cutoffs that focus the light directly onto the street and shoulders and shall be re-designed and placed in such a manner as to prevent ambient illumination beyond the boundaries of the project site.

Statement of Consistency: Zone Three of the LVCDP recommends the use of lower intensity pedestrian scale lighting to support "village" or "old town" character and meets the objective of this policy.

10. Vehicle parking lots within urban scenic corridors shall be screened by utilizing combinations or earth berm, landscaping, and innovative decorative wall designs to reduce the visual impacts of rows of vehicles.

Las Virgenes Road Corridor Design Plan

Statement of Consistency: In Zone Three a proposed park and ride lot is proposed to be screened by the use of landscaping and fencing to accomplish these goals. In other areas throughout the corridor existing and new project walls are proposed to be treated with materials appropriate to that zone including rock cobble facings with plantings, and a variety of fencing styles and types.

11. Grading for public and private projects shall be kept to an absolute minimum. All grading shall be contour graded; gently sculpted and softened to blend with natural contours; and landscaped with environmentally appropriate trees and shrubs.

Statement of Consistency: Due to road widening projects within the corridor, there may be numerous areas where new cut slopes will be made. The Design Plan provides clear direction and recommendations to utilize grading techniques that emulate the natural environment including use of contour grading, revegetation with appropriate landscape materials, and the use of retaining structures that replicate natural rock, cliffs, and outcroppings.

Consistency with Draft Urban Forestry Strategic Plan

The Las Virgenes Road Corridor Design Plan is consistent with all aspects of the Urban Forestry Strategic Plan and serves to implement many of the recommendations of this study. However, it is important that as the LVCDP is implemented by the construction of a variety of projects, the Urban Forestry Strategic Plan be consulted and complied with.

Relationship to Pending Development

Many pending development projects both within the City and in Los Angeles and Ventura Counties will have a profound impact on the area's traffic conditions and quality of environment. The LVRCDP has been prepared to set forth roadway improvement standards that will help to calm traffic and beautify the community. New development will be expected to conform to the standards of the plan and to assist in funding improvements related to their developments. The following is a partial list and description of pending development that was active as of the writing of the Plan.

Tract 45901: This project consists of approximately 52 single family homes located at the north west corner of Lost Hills and Las Virgenes Roads. The LVRCDP requires that development in this tract be set back a minimum of 35' from Las Virgenes Road with a built up earthen berm and significant landscaping along the frontage. Most of the homes should be single story along the L.V. Road frontage.

Pazar Development: This commercial project is proposed for the south east corner of Agoura and Las Virgenes Roads. The precise type of project commercial components and noncommercial uses is not known at the time of plan preparation; however, any new development at this site will require natural contour grading of the east slope bank and significant landscaping. The access at Agoura Road will need to be aligned with the existing western leg of Agoura Road. Retaining walls, fencing, sidewalks, bike lanes, street furnishings, plant and landscaping materials and traffic stripping recommendations as specified in the Plan must be followed.

Las Virgenes Road Corridor Design Plan

Pending Development within the Freeway commercial area: A variety of new development is proposed for the freeway commercial area. All new development in this area will be expected to support the beautification recommendations specified in the plan. A variety of traffic improvements are recommended in an attempt to calm traffic, beautify the street and provide safer and enhanced access to businesses in this area. A comprehensive specific plan or design overlay plan is required to address many of these difficult issues.

Zuckerman Property: This project is proposed in Los Angeles County on the north side of the 101 Freeway west of Las Virgenes Road. It is proposed to be a mix of residential and commercial development with access from Las Virgenes Road at Mureau Road and from Lost hills Road. The primary issues will be visibility from the freeway and additional traffic on Las Virgenes Road north of the freeway.

Malibu Terrace: An approved project in Los Angeles County, this project is again a mix of residential and commercial development. Project access will be taken from a western extension of Thousand Oaks Blvd. and a secondary access to the north. Frontage improvements in this area include a meandering pedestrian and bike path with landscaping and rustic fencing. New commercial development will include screened parking and large setbacks from L.V. Road.

Ahmanson Ranch: This new master planned community approved in Ventura County contains a mix of residential and commercial uses. Ahmanson Ranch development will take access from Thousand Oaks Blvd. and Las Virgenes Roads. Roadway improvements required by this project must be careful to balance the need to accommodate additional traffic with the community's desire to maintain the integrity of it's neighborhoods and beauty of it's streets. The Calabasas General Plan contains many provisions to assure that traffic from pending development is managed in ways that maintain a high quality of life and environment. Las Virgenes Road north of Mureau Road contains additional on-street parking, new landscaped medians, left turn lanes, marked cross walks, bike lanes, a parkway multipurpose path and specially designed entrances to neighborhoods all in an effort to restore the beauty and tranquillity to the street.