

## Corridor Design Plan

### Bicycle Plan

The Bicycle Plan for Las Virgenes Road is a long range plan for installing a bikeway system along the entire Las Virgenes Road corridor. When complete, the bikeway system will provide safe and convenient bike routes from the Ventura County line to the intersection of Las Virgenes Road and Mulholland Highway. Utilizing a combination of Class I paths, as well as Class II-A and Class II-B bike lanes, the Bicycle Plan will be implemented when each phase of the Las Virgenes Road Corridor Design Plan is constructed or installed.



Under Caltrans Bikeway Planning and Design standards, bikeways are defined in three classes: **Class I Bike Paths**, **Class II Lanes** and **Class III Bike Routes** (see figure 1).

#### **Bikeways are defined by these categories:**

- **Class I Bike Paths:** Bike paths provided within a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow of motorists minimized. Minimum 8 feet wide.
- **Class II-A Bike Lanes:** Provides a striped lane for one-way bike travel on a street or highway. Class II-A bike lanes are located between the parking stalls and the traffic lane(s). Minimum 5 feet wide.
- **Class II-B Bike Lanes:** Same as Class II-A except bike lane is located in areas where there is no on-street parking and is adjacent to the curb. Minimum width 4 feet (where there is no gutter).
- **Class III Bike Routes:** Bike routes provided within the street right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Figure 2 shows the Bicycle Plan in its entirety, including proposed locations for rest stops, bicycle racks and/or bicycle lockers. The following is a description of the bike paths or lanes for each zone of Las Virgenes Road.

#### ***Zone One — Mulholland Highway to Lost Hills Road***

- Class II-B bike lanes on both sides of Las Virgenes Road
- Width varies from 5 feet to 7 feet to avoid relocation of utility poles where possible

#### ***Zone Two — Lost Hills Road to Agoura Road***

- Class II-B bike lanes on both side of Las Virgenes Road
- Width varies from 5 feet to 8 feet

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- Bike lanes shared with right turn lanes at Lost Hills Road intersection due to inadequate roadway width and need to avoid relocating existing signal lights.
- Provide bike racks at transit stop

**Zone Three – Agoura Road to U.S. 101 Freeway**

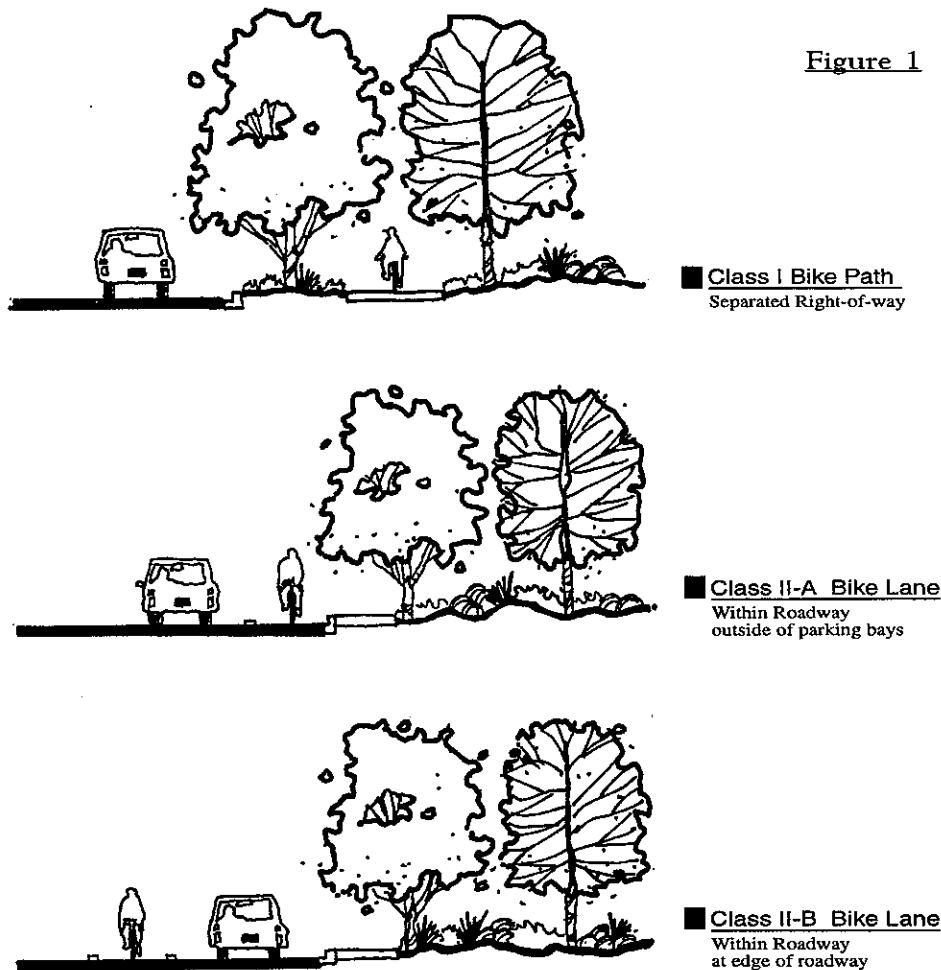
- Class II-B bike lane on both sides of Las Virgenes Road – 5 feet wide
- Shared with right turn lane in the southbound lane at Agoura Road intersection
- Provide bike racks at transit stop

**Freeway Zone – at U.S. 101 Freeway Overpass**

- Class II-B bike lane (5' wide) on both sides of Las Virgenes Road and overpass
- Southbound bike lane transitions from curbside to in-between right slip lane and traffic lanes

**Zone Four – U.S. 101 Freeway to Ventura County Line**

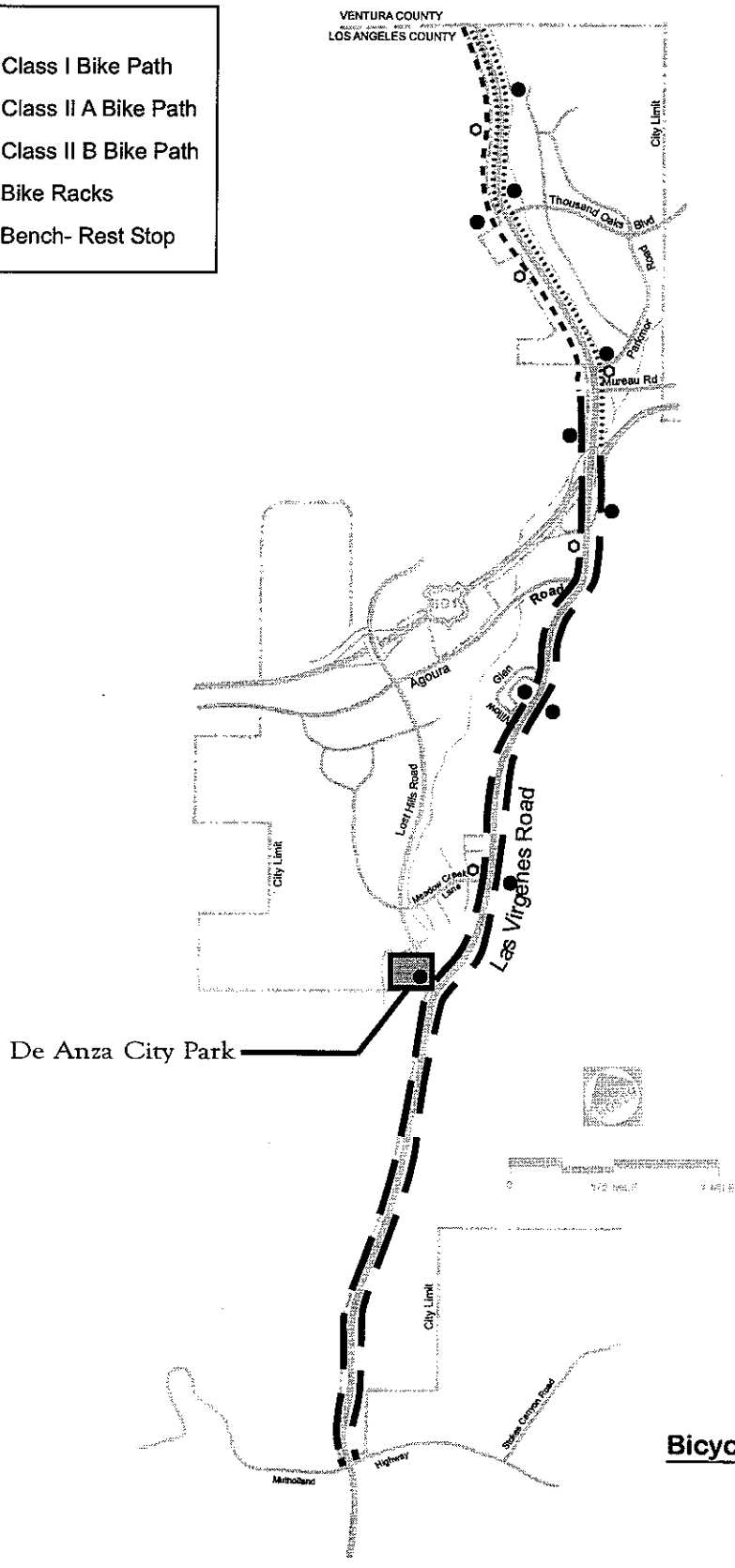
- Class II-A bike lane on east side of Las Virgenes Road – 5 feet wide
- Class II-B bike lane on west side from freeway to Mureau Road
- Class I bike path on west side from Mureau Road to County line
- Additional Class II-A bike lane on west side from Thousand Oaks Boulevard to County line (temporary - will convert to drive lane as traffic demand requires)



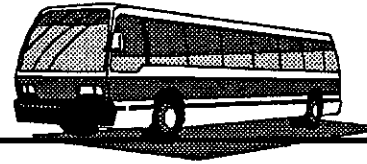
# Las Virgenes Road Corridor Design Plan

**Legend**

- Class I Bike Path
- ..... Class II A Bike Path
- — — — — Class II B Bike Path
- Bike Racks
- ⬡ Bench- Rest Stop



**Bicycle Circulation Diagram**  
Figure 2



## Transit Plan

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A public transit system serves the community by conveniently moving people from place to place and by reducing traffic, pollution and parking demand. An efficient transit plan for Las Virgenes Road is important for the following reasons:

- Calabasas is on the outskirts of the greater Los Angeles metropolitan area and the majority of Calabasas residents commute to their place of employment via U.S. Highway 101. A transit service is a natural solution for commuters, especially when used in conjunction with the proposed Park & Ride lot.
- Las Virgenes Road is segmented so that the commercial core and the freeway interchange are destination points and traffic collectors serving residential neighborhoods north and south of these two zones. Las Virgenes Road acts as a collector for commuters as well as shoppers to the commercial area. A transit system that would serve residents (adults or children) from the outlying neighborhoods and provide access to the commercial area, parks and schools, as well as access to regional transit at the freeway would be very beneficial.
- There are two schools on Las Virgenes Road: Indian Hills High School and A.E. Wright Junior High. A transit system would serve the students in lieu of parent chauffeuring, for to/from school delivery — especially in the case of after-school activities.
- There are several major office buildings on Las Virgenes Road — the Las Virgenes Unified School District offices, the Las Virgenes Municipal Water District offices, Calabasas Commerce Center, and City Hall. Employees of these offices who live within Calabasas may choose to use the transit system instead of their own vehicle.
- Each arranged transit stop may have a covered structure, seating, and bicycle racks or bicycle lockers. These stops may provide community gathering spots for neighbors or co-workers. The provisions for bike parking, in conjunction with the proposed bike lanes and transit stops will enhance bicycle circulation and further reduce auto use.

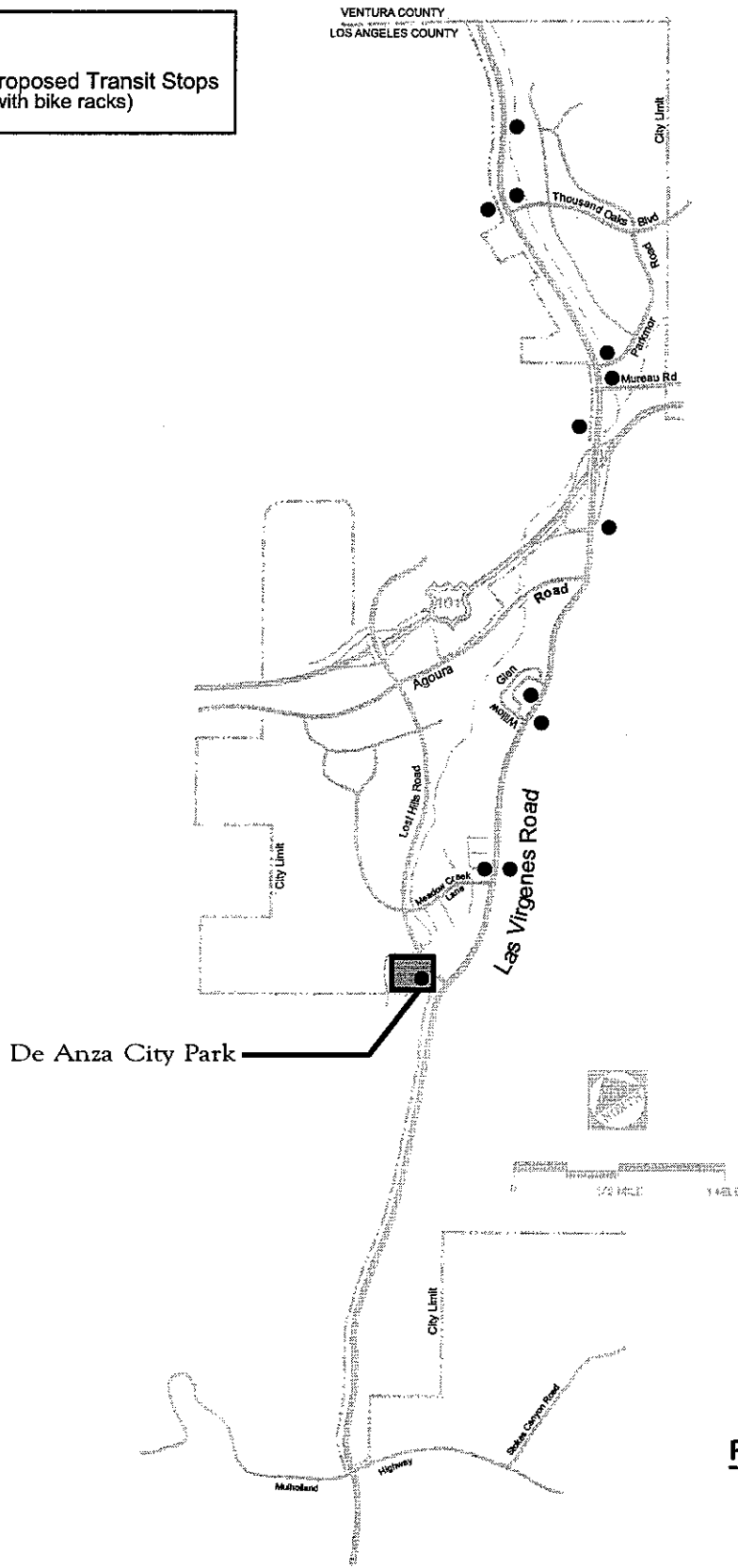
The city of Calabasas is continuously developing alternative transportation programs. One such program is the "Shuttle Service Route". This shuttle service is intended to augment the limited services of the MTA, bus line 161. This new shuttle service will provide shorter route schedules and transit parallel to the 101 freeway. Route E (orange) "Lunch Time Express" and Route 3 (red) "L.V./Lost Hills Route" provide service to the study area. Appendix H contains a detailed description of this shuttle program.

Figure 3 shows proposed transit stops along Las Virgenes Road. The location of these stops takes into consideration the adjacent residential communities, schools, offices, churches and commercial centers. By providing safe and convenient collection points, the system is friendly to use.

# Las Virgenes Road Corridor Design Plan

**Legend**

- Proposed Transit Stops (with bike racks)



**Proposed Transit Stops**  
Figure 3

## Utility and Drainage Relocation Plan

### Utilities

The aesthetic and visual aspects of the Las Virgenes Road Corridor are compromised by the existing overhead utilities. One of the major assets of this area is the dramatic views of the Santa Monica Mountains. The viewer's focus is brought to the foreground and is distracted by the clutter of poles and lines, instead of being drawn to the distant mountains. The utilities interfere with the rural character of roadway from Lost Hills Road to Mulholland Highway.

The Design Plan proposes a three-phase approach to mitigating the utility issue. The first step would be consolidation of utilities to one side of roadway (east side). The second step would require the undergrounding of all utilities except the high voltage lines. The third step would involve undergrounding the high voltage lines. The only remaining poles along the corridor would then be for traffic signals and lighting.

- STEP ONE: Consolidate utilities to one side of roadway
- STEP TWO: Underground all utilities except high voltage
- STEP THREE: Underground high voltage lines

As the roadway is widened to accommodate bike lanes or new drive lanes, some existing poles will need to be relocated out of the roadway. At the same time, it would be prudent to consider consolidation or undergrounding of utilities. Figure 4 shows the areas where existing utilities should be consolidated or undergrounded.

### Drainage

Throughout the corridor there are existing drainage structures which may require relocation when the widened roadway is designed. Figure 5 shows the approximate location of some of these structures, which vary in complexity from small, simple culverts to large retaining structures. Each relocation or extension must be evaluated in great detail on a case-by-case basis at the time of project implementation.

When a new structure is constructed, it must incorporate best management practices to trap or filter sediment, heavy metals, grease, and other environmentally damaging substances prior to discharge. All runoff water from the roadway shall incorporate NPDES standards before being discharged into the natural watershed. Existing drainage swales and berms along the roadway must be maintained to ensure positive drainage.

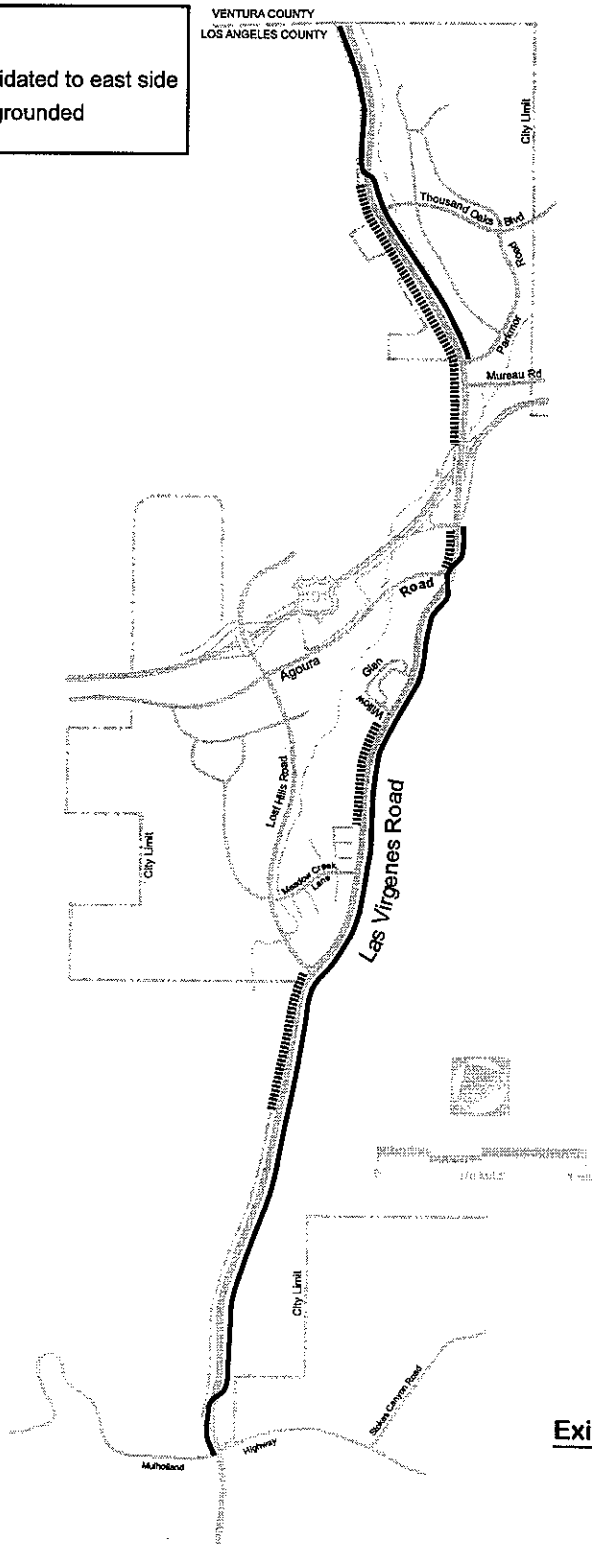
An alternative Roadway Drainage Design to trap oil, grease and other pollutants may include regrading the roadway to direct runoff to the center median. Drainage water could then be filtered by plants and filtering devices before discharge into adjacent natural drainage channels.

All newly graded slope banks must be immediately revegetated with plant material from the recommended palette (or hydroseeded with indigenous grasses and wildflowers in more remote locations). Slopes must be treated with slope stabilization measures such as jute netting, erosion control matting, etc.

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**Legend**

- Utilities to be consolidated to east side
- Utilities to be undergrounded

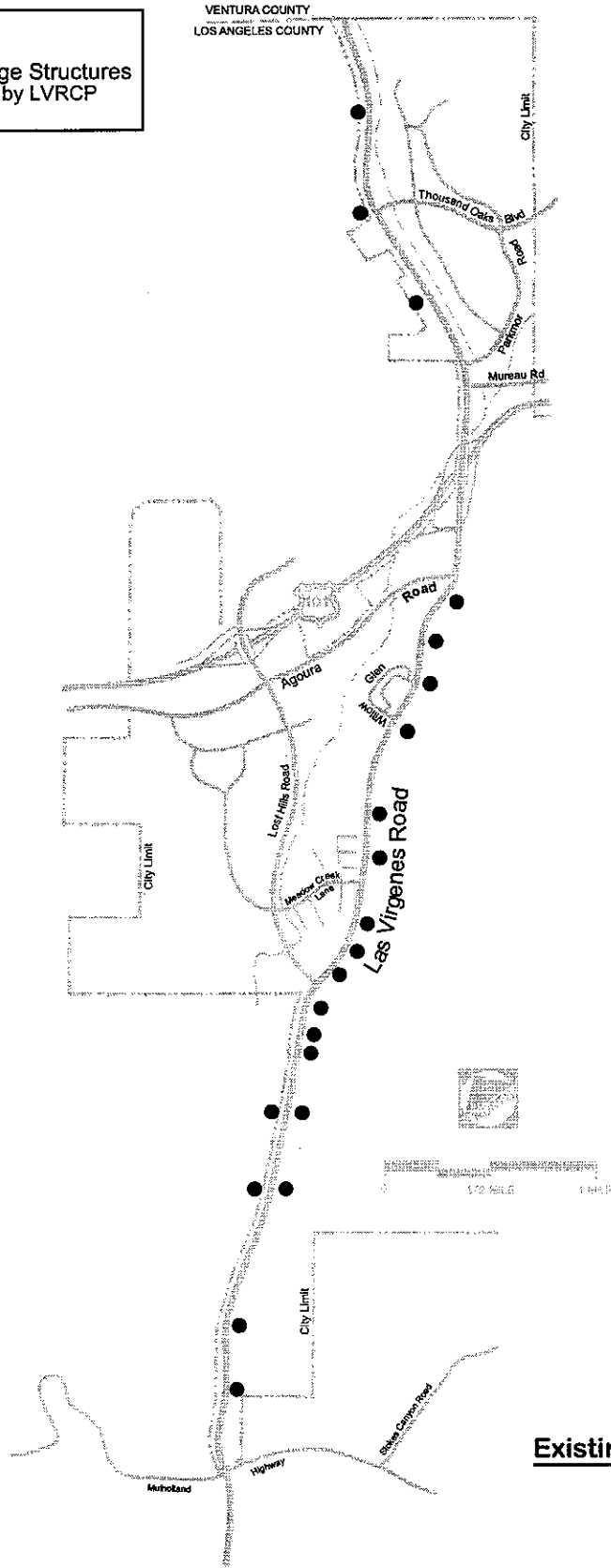


**Existing Overhead Utilities**  
Figure 4

# Las Virgenes Road Corridor Design Plan

**Legend**

- Existing Drainage Structures  
(may be affected by LVRCP  
improvements)



**Existing Drainage Structures**

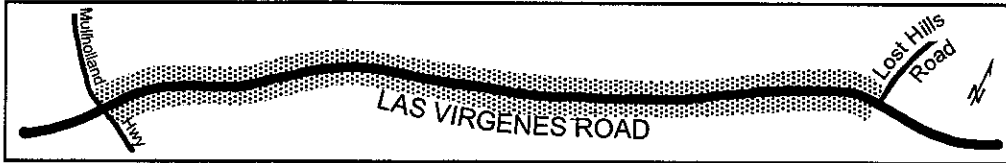
Figure 5



## Beautification

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### Zone One: Mulholland Highway to Lost Hills Road



#### Character

The character of Zone One is one of natural rural landscapes and transition from the open space of the Santa Monica Mountains to the outlying suburbs of Calabasas. In Zone One, Las Virgenes Road is a two lane rural road with no curb, gutter or sidewalk. It gently curves through open countryside with the meadows, ravines and hills of Malibu State Park on the west side and the rolling LVMWD property on the east side. The rural character of this stretch of road should be maintained and enhanced upon, as should the dramatic views of the Santa Monica Mountains.

- Rural
- Two-lane road
- Views of mountains

#### Design Recommendations

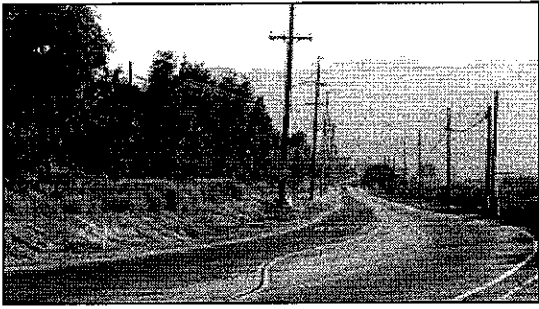
The purpose of the design plan for Zone One is to provide a transition from rural to suburban while enhancing the scenic beauty of this section of Las Virgenes Road. As visitors enter the City of Calabasas from the south, they will pass through the “southern gateway” at the intersection at Mulholland Highway and begin to notice the subtle design elements. They will be greeted by a custom rock monument sign and guided along the corridor by the rustic post and rail fencing on both sides of the road. Informal groupings of indigenous-type trees and shrubs will frame mountain views and add interest to the linear aspect of the road.

**Special features:** One of the main entrances to the City of Calabasas lies within Zone One. The intersection of Mulholland Highway and Las Virgenes Road marks the City limit and is an obvious place for an entrance feature or landscaping.

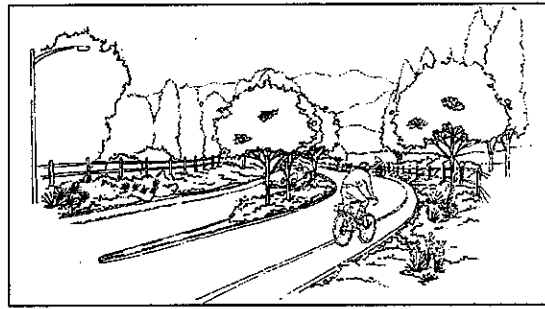
As one travels from the north toward the ocean, the intersection of Lost Hills Road and Las Virgenes Road marks the beginning of Zone One and the truly rural stretch of the entire corridor. It is here that the driver or biker can begin to experience that “out in the country” feeling, with spectacular mountain views, and a more informal country road bordered by rustic country fencing.

**Design Elements:**

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Looking south from Lost Hills Road intersection  
**EXISTING**

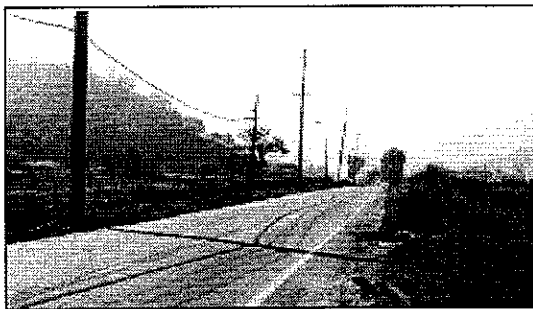


**PROPOSED**

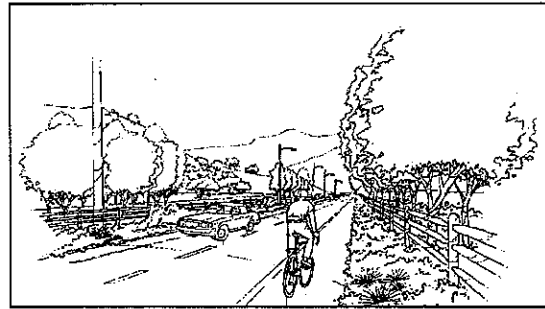
- Landscaped median at intersection of Mulholland Highway and Las Virgenes Road
- Rustic cobble paving at Mulholland intersection crossing
- Entrance monument sign and subtle landscaping on east side at Sta. 7+75 (Sheet 2)
- Informal grove-type planting of native shrubs and trees (oaks, sycamores, poplars) at intersection and selected intervals along roadway
- Rustic post and rail fencing — rock pilasters at termini and selected other locations
- Enhancement at existing sign for Santa Monica Mountains Recreation Area — boulders, landscaping
- River rock faced retaining walls as necessary
- Consolidate utilities to one side of road (or underground) to improve skyline

**View Characteristics:** A common objective raised by the Community was preserving views of the hills and Santa Monica Mountains. Road improvements, therefore, will help accentuate and frame views with new plantings arranged in groves and fences recalling a bucolic scene. Some recommendations to attain these goals are as follows:

- Grove-type tree plantings should be placed strategically to frame and not block, prominent views of the Santa Monica Mountains
- Site-line to existing “Santa Monica Mountains Recreation Area” sign should not be blocked. Rather, the sign should be framed with colorful landscaping.



Looking south toward Santa Monica Mountains  
**EXISTING**



**PROPOSED**

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**Plant Palette:**

- This plant palette is intended as a guideline for the City to use when undertaking public improvement projects. As individual projects are scheduled and plans are prepared, this plant palette will be further refined to fit the specific needs of the area and the particular project.
- To the maximum extent practical existing non-native and/or invasive plants shall be removed and replaced with more appropriate plant species.
- Plant palette is mainly natives or Mediterranean plant species accustomed to drought conditions and arranged informally to reinforce the rural feeling of the Road.

**Trees**

<i>Botanical</i>	<i>Common</i>
Aesculus californica	California Buckeye
Malus (ornamental varieties only)	Crabapple
Platanus racemosa	Sycamore
Quercus spp	Oak
Populus nigra 'Italica', P. balsamifera gilead	Italian poplar, Balm-of-
Juglans californica	Walnut

**Accent Trees**

<i>Botanical</i>	<i>Common</i>
Cercis occidentalis	Western Redbud

**Shrubs and Groundcovers**

<i>Botanical</i>	<i>Common</i>
Aquilegia	Columbine
Arctostaphylos spp	Manzanita
Atriplex	Saltbush
Baileya multiradiata	Desert Marigold
Baccharis pilularis spp	Coyote Brush
Brugmansia (high water requirement)	Angel's Trumpet
Calycanthus	Spice Bush
Carpenteria californica	Bush Anemone
Ceanothus spp	Wild Lilac
Centranthus ruber	Jupiter's Beard
Cercocarpus spp	Mountain Mahogany
Cistus	Rock Rose
Dendromecon	Bush Poppy
Eriogonum	Wild Buckwheat
Eschscholzia californica	California Poppy
Fremontodendron	Flannel Bush
Galvezia speciosa	Island Bush Snapdragon
Helianthus (use perennial species, lower water reqmt.)	Sunflower
Heteromeles arbutifolia	Toyon
Lupinus	Lupine

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*Botanical*

Mimulus (use as annual)  
Mirabilis jalapa  
Oenothera  
Rhamnus  
Prunus ilicifolia  
Prunus caroliniana  
Rhus spp  
Ribes  
Rudbeckia nirta (short-lived)  
Sambucus mexicana  
Sisyrinchium bellum  
Salvia Spp.  
Trichostema lanatum

*Common*

Monkey Flower  
Four O'clock  
Evening Primrose  
Coffee Berry  
Holly Leafed Cherry  
Carolina Laurel  
Sumac  
Currant, Gooseberry  
Black-eyed Susan  
Mexican Elderberry  
Blue-eyed Grass  
Sage  
Wooly Blue Curls

## Suggested Design Elements: Zone One

The following suggested design elements represent guidelines only. Additional research and materials selection should be undertaken during design development. Ultimately, all beautification elements should be consistent with the character established by the LVRCDP.

### Paving

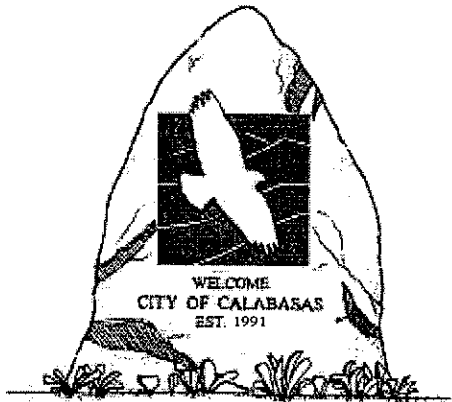


River rock "cultered stone" in earth blend colors used in medians



Terra craft cobble stone pavers in "San Francisco" color used in cross walks

### Entry Monument



Placement of city stone entry monument welcomes visitors and unifies city streetscapes

### Fencing

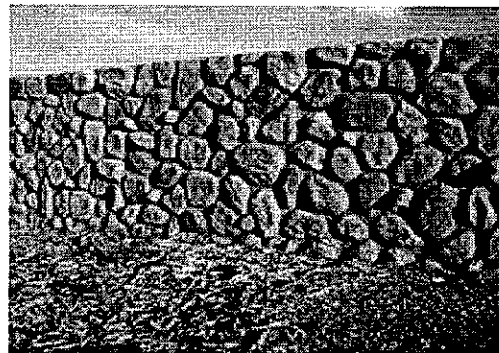


Natural stone pilasters and wall segments may be used to "anchor" fence at intervals and beginning/end points



Turned post and rail fences used along road. Light gauge wire mesh should be installed between ground and lowest rail to prevent small animal from crossing

### Walls



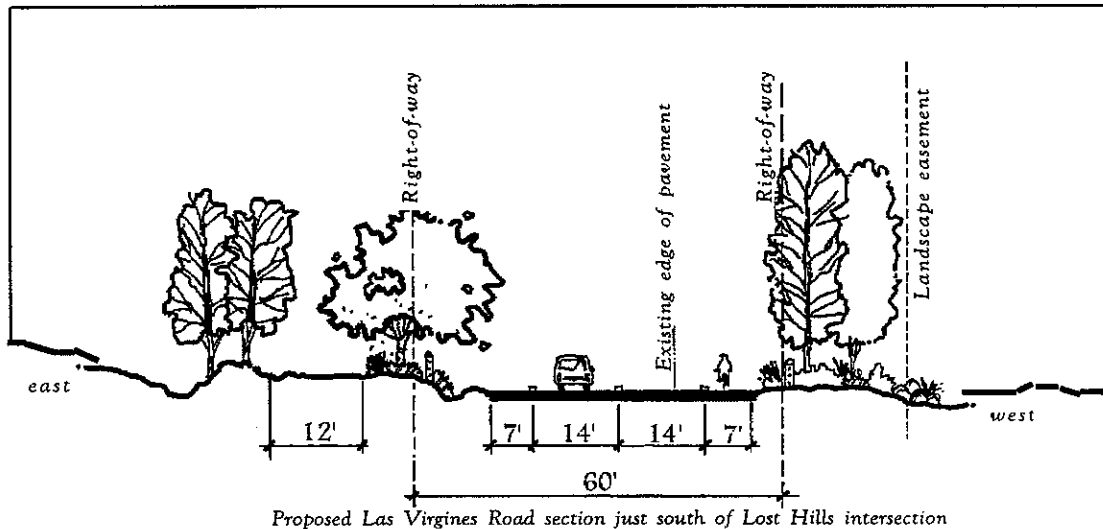
Walls should be faced with natural appearing stone in earth colors

## Traffic and Circulation

### Zone One: Mulholland Highway to Lost Hills Road



The traffic and circulation improvement recommendations are fairly minor for this zone due to the rural nature and absence of any future planned development and/or future road intersections. The primary recommendations are the addition of Class II-B bike lanes on both sides of the road and raised landscape medians, one each, at the Mulholland Highway and Lost Hills intersections. The balance of the roadway will be kept largely as it is with only minor and incidental traffic improvements. The following is a summary of the recommended improvements. Refer to the plan reductions of sheets 1-6 for a complete description of all traffic and circulation proposals.



### Parking

- No on-street parking
- Although outside of project boundaries, state park parking at the intersection of Las Virgenes Road and Mulholland Highway should be improved for more efficient parking and maneuvering.

### Pedestrian and Bicycle

- There are no pedestrian paths or sidewalks proposed in this section. There is, however, an existing bike/hiking trail from De Anza Park to Mulholland Highway through the Malibu State Park.

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- Class II-B bike lane (min. 5' wide) on both sides of Las Virgenes Road
- Maintain existing two-lane configuration – restripe as necessary for roadway shift for bike lanes
- Class II-B Bike Lane striping
- New turn lane striping at Mulholland Highway and at Lost Hills Road intersections
- Bike racks & rest stop at bus stop shelter in front of De Anza Park

### **Medians**

- New raised medians at intersections of Mulholland Highway and Lost Hills Road

### **Right-of-Way**

- All proposed improvements will fall within existing right-of-way. The 20' waterline easement on west side of Las Virgenes Road in the state park will be left as is.

### **Signalization of Intersections**

- No new signals are proposed for this section

## Beautification

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### Zone Two: Lost Hills Road to Agoura Road



#### Existing Character

Zone Two signals the beginning of “civilization” as one passes through the intersection of Lost Hills Road. The east side of Las Virgenes Road in this section is home to the Las Virgenes Municipal Water District Sludge Farm/Composting Facility as well as district offices. The terrain on the east side is rolling and relatively open. The west side contains housing tracts, two schools, offices, a church, a small commercial center, and a few single family residences. Most of the development in Zone Two lies on the west side of the road. The following is a list of existing conditions which help to further describe the existing elements of Zone Two.

- Variety of land use types
- Suburban development
- Lack of theme or cohesiveness
- Competing traffic circulation at schools, residences and commercial
- The roadway varies intermittently between two and three lanes
- Medians for left turns are inconsistent

#### Design Recommendations

The Design Plan will provide Zone Two with a cohesive character that will help to unite uses and developments within the framework of a subtle “rural/rustic” theme. Pedestrians, bikers and motorists will appreciate the addition of bike lanes, landscaped medians, rustic fencing and paving, while pedestrians will enjoy an uninterrupted and buffered walking path.

Zone Two will also provide an important transition between the rural Santa Monica Mountains and the 101 freeway corridor. This transition includes:

- Slowly changing the plant palette, to include a wide variety of plant materials.
- Maintaining the informal planting of trees, yet spacing them more closely.
- Changing from a natural rustic post and rail to a white three rail pasture fence.
- Adding a raised landscaped median throughout the zone.
- Locating transit stops equipped with furnishings representing the “Old Town” feeling.

**Special features:** This section of the road must accommodate a large through-traffic volume as well as residential, office, school and commercial traffic. The challenge will be to provide for all this activity while calming traffic and creating a intimate, suburban neighborhood.

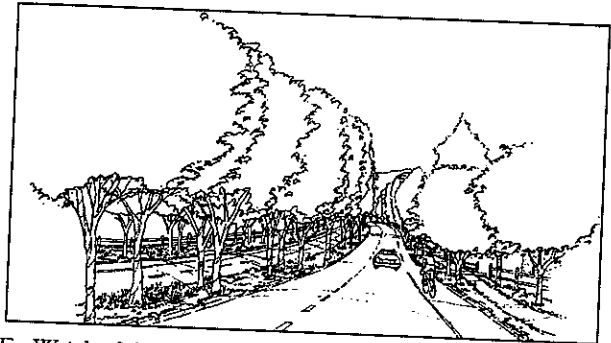
**Design Elements:**



## Las Virgenes Road Corridor Design Plan



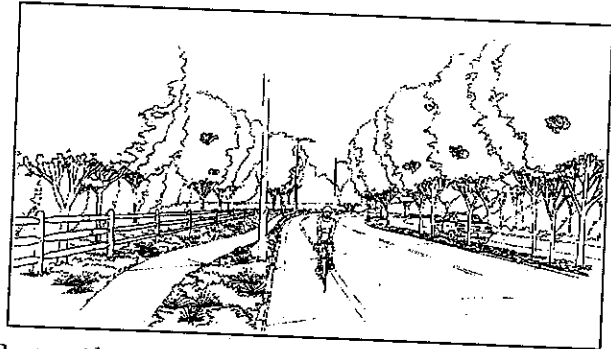
Looking south toward A.E. Wright Middle School  
**EXISTING**



**PROPOSED**



Looking north along Pontoppidan property  
**EXISTING**



**PROPOSED**

- Create a tree canopy over the Road to support a “country lane” look.
- Landscaped medians with river cobble detail on noses.
- Special paving at crosswalks.
- Landscaped east side.
- Three-rail white fencing.
- Classic poplar tree windrow on east side from Sta. 84+00 (Plan Sheet 6) to Sta. 101+00 (Plan Sheet 7).
- New pocket park at Willow Glen Street.
- Underground utilities to remove visual clutter and clean up the horizon.
- River rock faced retaining walls as necessary.
- Site furnishings: benches, trash receptacles, bike racks, bus shelters.

**View Characteristics:** Due to the varied and highly developed quality of the west side of the corridor in Zone Two, most of the long-range views will be of the east side hills and far off Santa Monica Mountains. Beautification efforts should strive to maintain existing mature stands of trees in all new development projects and road improvement projects. Preservation of “skyline” trees will help keep the rural look and development.

### Plant Palette:

- This plant palette is intended as a guideline for the City to use when undertaking public improvement projects. As individual projects are scheduled and plans are prepared, this plant palette will be further refined to fit the specific needs of the area and the particular project.

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- To the maximum extent practical existing non-native and/or invasive plants shall be removed and replaced with more appropriate plant species.
- Plant palette is predominantly natives yet introduces perennials and more varied tree species.
- The wider use of ornamental and colorful plants to help delineate important intersections, schools, commercial destinations and residential areas.

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Trees

<i>Botanical</i>	<i>Common</i>
Ceratonia siliqua (female only)	Carob
Eriobotrya spp	Loquat
Fraxinus angustifolia 'Raywood'	Raywood Ash
Geijera parviflora	Australian Willow
Liquidambar styraciflua	Sweet Gum
Pistacia chinensis	Pistache
Platanus Acerifolia	London Plane
Quercus spp	Oak
Robina psuedoacacia	Locust
Schinus spp	Pepper Tree
Populus nigra 'Italica', P. balsamifeva	Italian, Balm-of-Gilead

Accent Trees

<i>Botanical</i>	<i>Common</i>
Albizia julibrissin	Silk Tree
Jacaranda mimosifolia	Jacaranda
Koelreuteria bipinnata	Chinese Flame Tree
Lagerstroemia indica (mildew resistant varieties)	Crape Myrtle

Shrubs and Groundcovers

<i>Botanical</i>	<i>Common</i>
Anisodonteia scabrosa	Cape Mallow
Arctostaphylos spp	Manzanita
Artemisia spp	Silver Angel Hair
Baccharis pilularis	Coyote Bush
Berberis	Barberry
Buddleia marrubiifolia	Woolly Butterfly Bush
Calamagrostis acutiolia 'Stricta'	Feather Reed Grass
Carpenteria californica	Bush Anemone
Ceanothus spp	Wild Lilac
Convolvulus cheorum	Bush Morning Glory
Cornus	Dogwood
Cistus	Rock Rose
Echium fastuosum	Pride of Maderia
Eschscholzia californica	California Poppy
Helianthus	Sunflower
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis	Daylily
Heuchera	Coral Bells
Lavandula	Lavender
Lavatera	Tree Mallow
Lupinus	Lupine
Mahonia aquifolium and repens	Oregon Grape
Melaleuca nesophila	Pink Melaleuca
Mimulus (use as annual)	Monkey Flower
Nerium oleander	Oleander

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*Botanical*

Nierembergia  
Oenothera  
Pennisetum  
Penstemon  
Phormium tenax  
Rhamnus  
Rhapiolepis  
Rosmarinus officinalis  
Sisyrinchium  
Salvia spp  
Stachys byzantina  
Symphoricarpos  
Syringa  
Solanum jasminoides  
Thymus  
Tulbaghia

*Common*

Cup Flower  
Evening Primrose  
Fountain Grass  
Beard Tongue  
New Zealand Flax  
Coffee Berry  
Indian Hawthorne  
Rosemary  
Blue-Eyed Grass  
Sage  
Lamb's Ears  
Snowberry  
Lilac  
Potato Vine  
Thyme  
Society Garlic

## Suggested Design Elements: Zone Two

The following suggested design elements represent guidelines only. Additional research and materials selection should be undertaken during design development. Ultimately, all beautification elements should be consistent with the character established by the LVRCDP.

### Paving

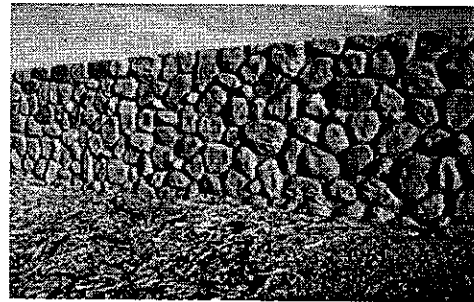


River rock "cultered stone" in earth tones used in medians



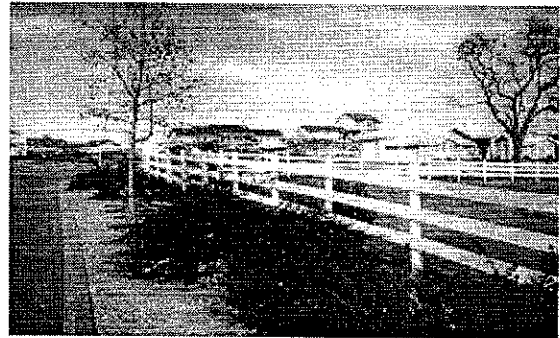
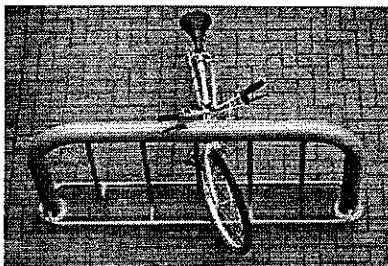
"Terra Craft" cobble stone pavers in San Francisco color used in cross walks.

### Walls



New walls should be faced with natural appearing stone in earth tones

### Street Furnishings



White rail fencing

### Bus Stop Shelter



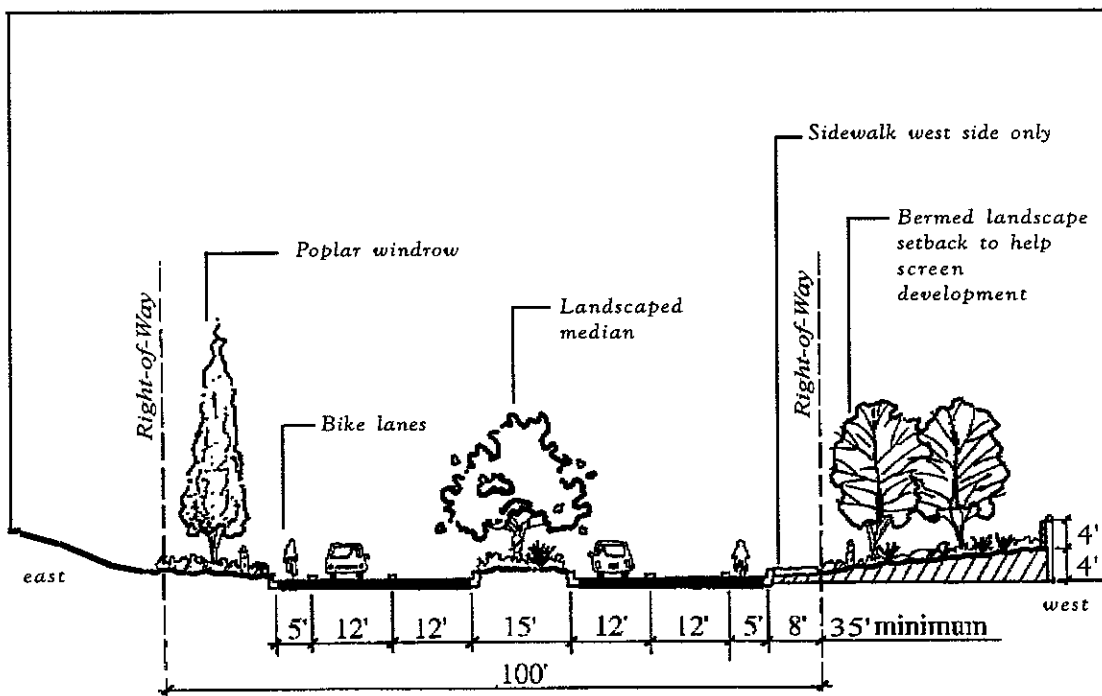
Rustic/rural wooden bus shelters with large timber construction. Furnishings such as trash, benches, bike racks, and bulletin board should be incorporated. Roof material may include natural slate type shingles, barrel mission tiles, or fire resistant shake shingles

## Traffic and Circulation

### Zone Two: Lost Hills Road to Agoura Road

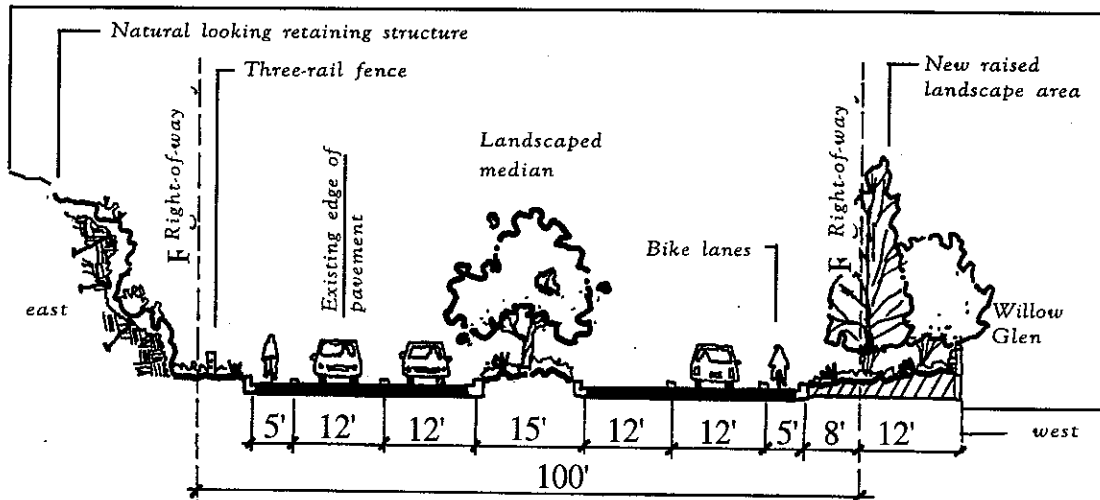


In Zone Two, a fair amount of traffic and circulation improvements have been recommended. The vast majority of the improvements focus on widening the road to provide four lanes of travel, two in each direction, between Lost Hills and Agoura Road consistent with General Plan Transportation Element. In addition, many segments of this road fall outside of the planned roadway alignment that was previously established. Additional improvements include future signalization of Willow Glen Street intersection, installation of raised landscape medians throughout this section, and the consolidation of entrance and exit points to the wide variety of destinations along the west side of the road. By restricting left hand turn movements and providing right-in slip lanes in designated intersections, confusing and potentially unsafe traffic movements can be reduced, thus providing a safer and more efficient traffic flow pattern for this zone. The following is a summary of the recommended traffic and circulation improvements (refer to the plan reductions of sheets 6-11).



Proposed Las Virgenes Road adjacent to tract 45901 (Currey-Riach parcel)

## Las Virgenes Road Corridor Design Plan



Proposed Las Virgenes Road section just north of Willow Glen Street intersection (Station 129+00)

### Parking

- No on-street parking
- Provide right hand slip lane entrances to off-street parking

### Pedestrian and Bicycle

- No sidewalk on east side from Lost Hills Road to Willow Glen Street intersection
- 5' concrete sidewalk on east side from Willow Glen Street to Agoura Road
- 8' concrete sidewalk on east side from south Pazar entrance to Agoura Road
- Existing concrete sidewalk along west side from Lost Hills Road to A.E. Wright and District Offices to remain.
- New meandering parkway sidewalk on LVUSD District Office frontage tie in to existing sidewalk.
- Abandon west sidewalk from Willow Glen Street Street intersection to Indian Hills High School, convert to landscaping and redirect pedestrian traffic to Willow Glen through new pocket park.
- Install meandering 6' wide decomposed granite path from La Paz commercial in front of Pontoppidan's on west side
- Existing sidewalk to remain from Sta. Pontoppidan's drive way to Agoura Road
- Handicap ramps at all crosswalks
- Class II-B bike lane (5' wide) on both sides
- Bike racks at rest/bus stop at Sta. 101+00 (Plan Sheet 7) and bus stop at Sta.137+00 (Plan Sheet 10)

### Lane Striping

- Two drive lanes each direction
- Left turn pockets at Sta. 93+00 (Plan Sheet 7), Meadow Creek Lane, Willow Glen Street, and Sta. 134+50 (Plan Sheet 9)
- Class II-B bike lane striping both sides
- Center turn lane at LVUSD District Office frontage
- Limited ingress/egress striping at driveways on west side (refer to Plan Sheets 8 through 11)

Las Virgenes Road Corridor  
Design Plan

## Medians

- New raised medians to control turning movements
- Trees in median for traffic calming effect and for canopy

## Right-of-Way

- Additional right-of-way needed on east side at Lost Hills Road intersection for wider road
- Additional right-of-way needed on east side to accommodate bus turnout adjacent to the LVMWD Offices.
- Additional Right-of-way needed on east side in front of Pazar for right turn lane into proposed new development

## Signalization of Intersections

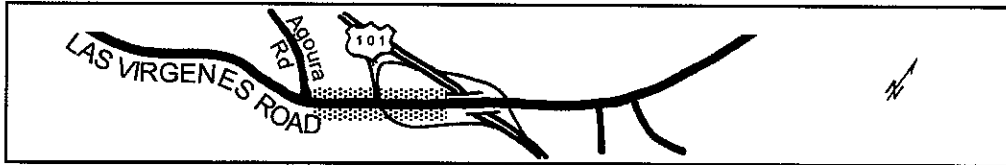
- Existing traffic signals to remain at Lost Hills Road, Meadow Creek Lane and Agoura Road.
- Modification of signal at Lost Hills Road for proposed north bound left turn lanes.
- Potential for future signal at Willow Glen Street intersection.
- Ensure pedestrian-activated 'Walk' lights and bike-activated signal changer at all signalized intersections.
- If signal is installed with future development at the southern entrance of Pazar, a signal changer may be necessary at Pontoppidan's private drive on west side.



## Beautification

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### Zone Three: Agoura Road to US Highway 101



### Existing Character

Zone Three, from Agoura Road to U.S. Highway 101, is one of the busiest sections of Las Virgenes Road. Coupled with the large traffic volume and exclusive freeway-related commercial activities it also has the least aesthetically appealing character along the roadway. The vehicular traffic, lack of significant landscaping, diversity of commercial architectural styles, plethora of signage, noise, wide roadway width and lack of human scale all contribute to an uninviting first impression of Calabasas. As this zone has traditionally been oriented to the highway traveler, very little attention has been given to the street scene to present an entry to Western Calabasas. Perhaps one of the most problematic issues is that of cohesiveness. This lack of "community" is observed in the confusing traffic movements, competing advertising signs, minimal landscaping, and disjointed architecture styles.

### Design Recommendations

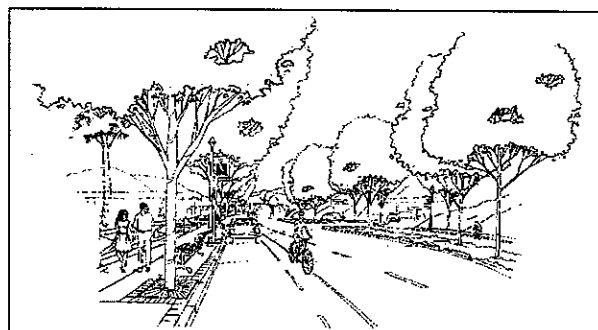
As a long range planning goal a specific plan or design overlay plan should be prepared for this area of Calabasas. For more immediate beautification, efforts should be made to "quiet" this section of Las Virgenes Road. This can be accomplished through landscaping, controlled circulation, unified street furnishings and signage, and encouragement of pedestrian and bike travel.

Creation of a "village" or "old town" environment with broad arching street trees, detailed fencing, light posts, banners, colorful landscaping, reduction of overwhelming signage and undergrounding utility lines is the goal of the beautification plan.

Special features: This section of Las Virgenes Road has the double distinction of 1)



EXISTING



PROPOSED

## Las Virgenes Road Corridor Design Plan

being one of the primary gateways to western Calabasas and the Santa Monica Mountains, and 2) accommodating the highest activity level and traffic volume of the entire Corridor. The challenge will be to maintain a healthy business environment providing visibility and access to commercial entities while at the same time reclaim the street as part of the Calabasas township.

**Design Elements:** The following list of design elements and activities will go a long way to reclaiming the street:

- Landscaped medians with textured concrete detail on noses
- Special paving at crosswalks
- 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
- Improved directional signage at Agoura Road and Rondell Road
- Underground utilities to improve skyline
- Preparation of a specific plan or design overlay for the entire commercial area. The plan should at a minimum focus on:
  - Circulation, access & parking
  - Alternative 101 on/off ramp locations
  - Land uses
  - Landscaping & lighting
  - Signage
  - Architecture design guidelines
  - Site planning standards
  - Visual quality

**View Characteristics:** Zone Three is nestled in the rolling hills of the Santa Monica Mountains and is the gateway to one of the few natural open valleys in the area. It is therefore critical that the existing commercial urban image be tempered and redirected to present an image that is congruent with the area's historical roots and the community's rural character. The following are methods to achieve this goal:

- Screen views of unsightly mechanical equipment and storage with fencing with vines and landscaping
- Create a "tunnel" or canopy of street trees and median landscaping
- Reduce the dominance of advertising signs and allow the natural mountainous landscape to be seen.
- Create architectural design standards which will help reduce the existing "hodge-podge" look and help to create a "small village" or "old town" look.

**Plant Palette:**

- This plant palette is intended as a guideline for the City to use when undertaking public improvement projects. As individual projects are scheduled and plans are prepared, this plant palette will be further refined to fit the specific needs of the area and the particular project.
- To the maximum extent practical existing non-native and/or invasive plants shall be removed and replaced with more appropriate plant species.
- The plant palette chosen for Zone Three seeks to calm traffic and screen visual clutter with the addition of street trees and landscaped medians. Plant types should recall native species but also be tolerant of urban conditions and provide easy to maintain color and accent. More broad use of ornamentals is recommended in this zone.

Las Virgenes Road Corridor  
Design Plan

**Trees**

<i>Botanical</i>	<i>Common</i>
Fraxinus oxycarpa	Raywood Ash
Liquidambar	Sweet Gum
Pistacia	Pistache
Platanus acerifolia	Sycamore
Pyrus	Ornamental Pear
Quercus	Oak
Accent Trees	

<i>Botanical</i>	<i>Common</i>
Jacaranda mimosifolia	Jacaranda
Koelreuteria	Chinese Flame Tree
Lagerstroemia indica	Crape Myrtle

**Shrubs and Groundcovers**

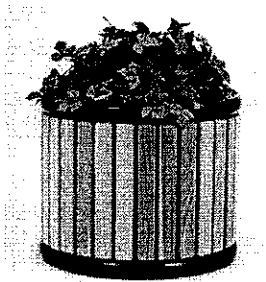
<i>Botanical</i>	<i>Common</i>
Alstromeria	Peruvian Lily
Baileya multiradiata	Desert Marigold
Berberis	Barberry
Carissa	Natal Plum
Coleonema	Breath of Heaven
Convolvulus	Bush Morning Glory
Coreopsis	Coreops
Cistus	Rock Rose
Escallonia	Escallonia
Eschscholzia californica	California Poppy
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis	Daylily
Lantana	Lantana
Lavandula	Lavender
Lupinus	Lupine
Nierembergia	Cup Flower
Pelargonium	Geranium
Phormium tenax	New Zealand Flax
Rhaphiolepis	Indian Hawthorne
Rosa spp	Rose
Sollya heterophilla	Australian Blue Bells
Syringa	Lilac
Tagetes spp	Marigold
Thymus	Thyme
Tulbaghia	Society Garlic
Verbena spp	Verbena

## Suggested Design Elements: Zone Three

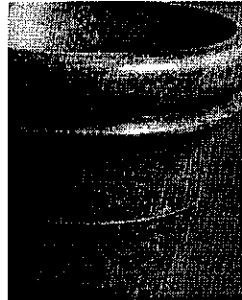
The design style for zone three is intended to have an historic flavor but not be a copy of Old Town's style. Street furnishings are of wrought iron and wood that is elegant and distinctive but not "old west" in flavor. Again these design elements are intended to provide guidelines for future improvements wherein through design development, definement, and additional research the exact materials will be determined.

### Bicycle Racks

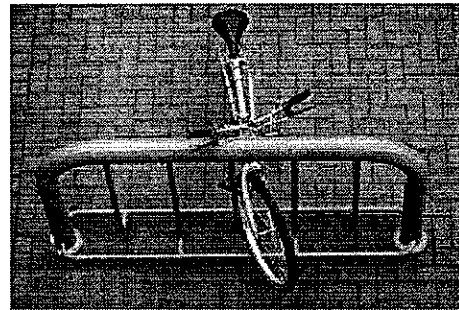
#### Trash Receptacles Benches Planters



Wrought iron and wood planters



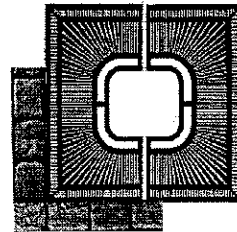
Terra Cotta Planters



Simple and durable iron bike racks painted to match benches and trash

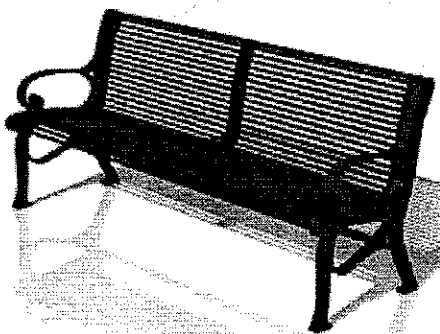
### Tree Grates

Cast iron tree grates in a simple design surrounded with cobble stone band



Historic wrought iron trash receptacles

### Decorative Lights & Banners

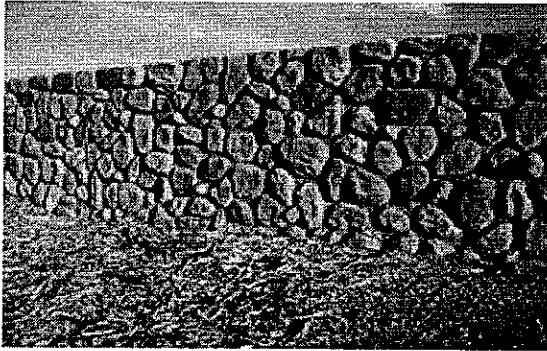


Benches with wrought iron frame and wood slat seats and backing

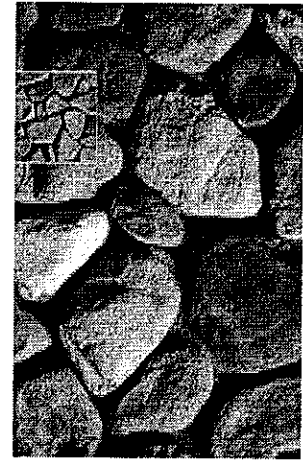


Historic street lights with banners provide human scale light and colorful announcement of the community

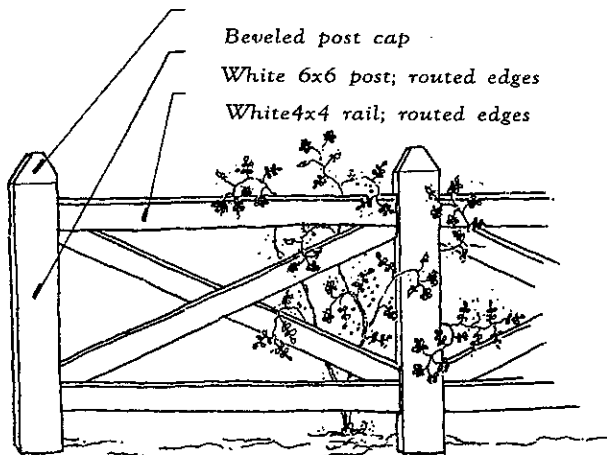
**Walls, Fences and Paving Materials**



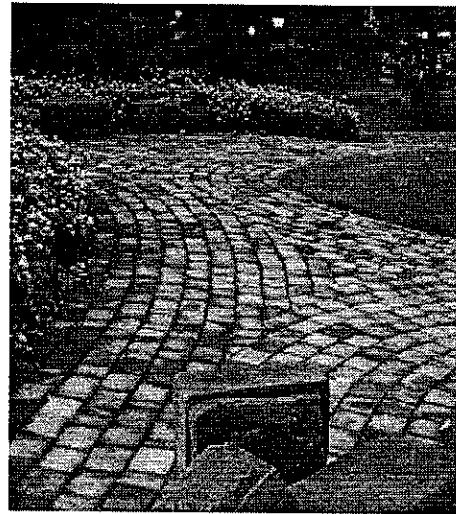
*New walls should be faced with natural appearing stone in earth tones*



*River rock "cultered stone" in earth tones used in medians*



*Low white farm fence with colorful plantings help to define space between sidewalk and commercial buildings*



*"Terra Craft" cobble stone pavers in San Francisco color used in cross walks.*

**Bus Stop Shelter**

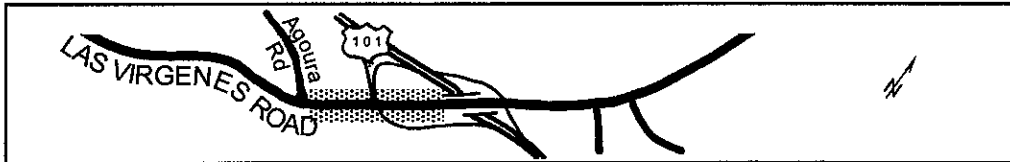


*Bus stop shelter should be of simple design with mission tile roof, heavy timbers and stone or wood support posts*

## Traffic and Circulation

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### Zone Three: Agoura Road to US Highway 101



Zone Three is perhaps the most complex in terms of vehicle movements and circulation patterns. Stretching between Agoura Road and the 101 freeway overpass, a huge variety of commercial buildings which serve as the primary destination for many local residents and regional travelers are located here. The circulation and traffic improvements suggested are aimed at consolidation of entrance and exit points and road widening to provide three travel lanes in each direction consistent with the Transportation Element, as well as bicycle and right hand turn movements. The Rondell Road and southbound freeway on and off ramp intersection could potentially provide a consolidated access point to the western commercial area; however, relocation of the on/off ramp must occur. The design plan recommends that a Specific Plan or Design Overlay zone be prepared and adopted for this commercial area to find solutions and to provide for a cohesive internal circulation plan. The following is a summary of the recommended traffic and circulation improvements for Zone Three (refer to the plan reductions of sheet 11 for detailed improvements).

#### Parking

- No on-street parking.
- New Park & Ride lot north of Rondell Road intersection on east side (see Plan Sheet 11) for commuters (include bike lockers).

#### Pedestrian & Bicycle

- New decorative street lights and existing sidewalks (approx. 8' wide) on both sides.
- Pedestrian-activated 'Walk' light at Rondell Road.
- Handicap ramps at Rondell Road crosswalks.
- Class II-B bike lane (5' wide) on both sides of street (see Plan Sheet 11).
- Bike racks and/or lockers at bus turnout and Park & Ride lot at Rondell Road.

#### Lane Striping

- Right-turn slip lanes into commercial sites on west side
- Class II-B Bike Lane striping
- Increase northbound through-lanes to three
- Provide for two southbound left-turn lanes into proposed commercial on east side at Agoura Road intersection.

Las Virgenes Road Corridor  
Design Plan

## **Medians**

- New raised medians from 101 overpass to Agoura Road to control commercial ingress/egress.
- One break in median for left-hand turning movement into commercial area
- Trees in median for traffic calming effect.

## **Right-of-Way**

- Additional right-of-way needed to accommodate Park & Ride lot.
- Additional right-of-way needed on east side, north of Agoura Road for road alignment.

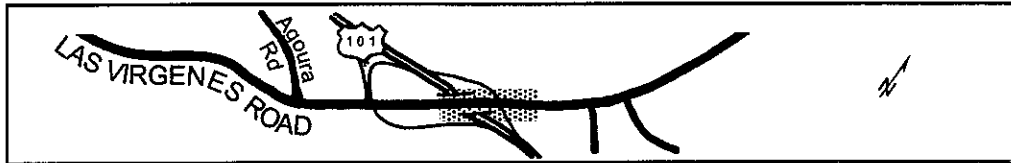
## **Signalization of Intersections**

- Existing traffic signals to remain at Rondell Road and Agoura Road.
- Modification of signal at Agoura Road for proposed left turn lanes.
- Potential new signal at break in median north of Rondell Road intersection for access to Calabasas Canyon Center area.
- Provide bicycle activation of signals.
- Fourth "leg" of Agoura Road shall be designed to align with Agoura Road and configured to meet demand of future development at Pazar site.
- Allow U-turns at Rondell Road intersection for controlled access to west side commercial establishments

## Beautification

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### Freeway Zone: US Highway 101 Interchange



### Existing Character

The Freeway Zone includes the area from the southbound onramp at Rondell Road across the over pass to the on/off ramp on the north side of the interchange. The existing character is fairly austere. Without landscaping, signage, street furnishings, and other elements there is little to distinguish this primary gateway to Western Calabasas from many other local communities. The Las Virgenes Road interchange is one of the first exits from the freeway in a rural atmosphere.

### Design Recommendations

This zone is a gateway to Calabasas in either direction and should, as much as possible create a green, inviting entrance that is well lighted, landscaped, and signed. It should serve as the "gateway" to the City and provide a gentle transition from the harsh freeway environment to a quiet rural atmosphere.

**Special features:** Improvements in this zone will need to be reviewed and approved by Caltrans. This interchange effectively sets the scene for the other zones along Las Virgenes Road. It may be all that visitors see of Calabasas as they exit the freeway briefly for gas or services. Their impression of Calabasas will be greatly influenced by the beautification of this area.

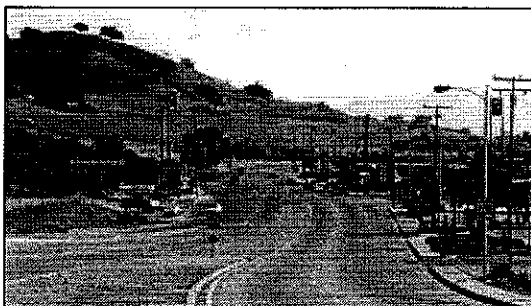
**Design Elements:** The following list of design elements and activities will go a long way in capturing the beauty of the Santa Monica Mountains:

- Landscaped medians with low growing color and rock cobble paving on noses
- Trees added in median on south side of overpass
- Special "designer" security fencing and low decorative railing on overpass
- City entrance monument on north side
- Decorative lamp posts with banners
- Street trees with tree grates and special paving surrounds
- Trees, shrubs, groundcover & boulders at onramps/offramps interchange areas

**Visual Characteristics:** Freeway interchanges provide unique opportunities for communities to set forth a good first impression. This is especially true at Las Virgenes Road. Views to the surrounding hills and valley are fantastic. The before and after pictures on the following page show how the freeway commercial area can be transformed to a country village feeling. Beautification of the overpass itself and the barren interchange is an important first step in showing pride in the City and supporting the rural small town image.

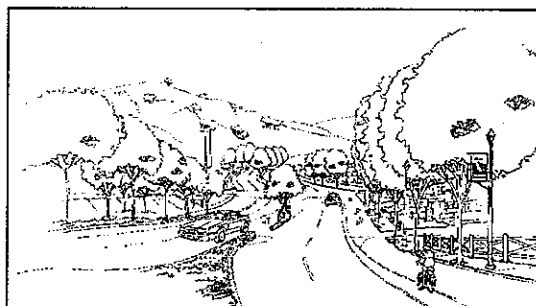


Las Virgenes Road Corridor  
Design Plan



Looking south toward Rondell Road

*EXISTING*



*PROPOSED*

**Plant Palette:**

- This plant palette is intended as a guideline for the City to use when undertaking public improvement projects. As individual projects are scheduled and plans are prepared, this plant palette will be further refined to fit the specific needs of the area and the particular project.
- To the maximum extent practical existing non-native and/or invasive plants shall be removed and replaced with more appropriate plant species.
- The plant palette includes street trees, highway trees and shrubs, median groundcovers designed to announce the City of Calabasas and the gateway to the scenic Santa Monica Mountains.
- Due to harsh urban conditions, plant material must be highly tolerant of heat, sun, wind and dust, yet colorful and representative of the community's image.

**Trees**

*Botanical*

Fraxinus angustifolia 'Raywood'  
Laurus nobilis or umbellularia californica  
Laurel  
Liquidambar styraciflua  
Pistacia chinensis  
Platanus acerifolia  
Platanus racemosa  
Quercus agrifolia, and lobata  
Oak  
Populus  
  
Robinia pseudoacacia  
Schinus spp

*Common*

Raywood Ash  
Sweet Bay, Grecian  
  
Sweet Gum  
Pistache  
London Plane Tree  
California Sycamore  
Coast Live Oak, Valley  
  
Italian Poplar, Balm-  
of-Gilead  
Black Locust  
Pepper Tree

**Accent Trees**

*Botanical*

Jacaranda mimosifolia  
Lagerstroemia indica (mildew resistant varieties)

*Common*

Jacaranda  
Crape Myrtle

Las Virgenes Road Corridor  
Design Plan

**Shrubs and Groundcovers**

<i>Botanical</i>	<i>Common</i>
Anisodonteia scabrosa	Cape Mallow
Arctostaphylos spp	Manzanita
Baccharis pilularis 'Twin Peaks'	Coyote Brush
Berberis	Barberry
<i>Botanical</i>	<i>Common</i>
Buddleia marrubiifolia	Wooly Butterfly Bush
Calycanthus	Spice Bush
Carpenteria californica	Bush Anemone
Ceanothus spp	Wild Lilac
Convolvulus cheorum	Bush Morning Glory
Cistus	Rock Rose
Cotoneaster spp	Cotoneaster
Dendromecon	Bush Poppy
Dietes	Fortnight Lily
Dodonaea	Hopseed Bush
Echium fastuosum	Pride of Maderia
Eschscholzia californica	California Poppy
Fremontodendron	Flannel Bush
Garrya	Silktassel
Heteromeles arbutifolia	Toyon
Lantana	Lantana
Lavandula	Lavender
Lupinus	Lupine
Mahonia aquifolium and repens	Oregon Grape
Melaleuca nesophila	Pink Melaleuca
Mimulus (short-lived perennial used as annual)	Monkey Flower
Nerium oleander	Oleander
Oenothera	Evening Primrose
Pelargonium peltatum 'Balcan'	Ivy Geranium
Pennisetum (non-seeding selections only)	Fountain Grass
Penstemon	Beard Tongue
Plumbago auriculata	Cape Plumbago
Phormium tenax	New Zealand Flax
Rhamnus	Coffee Berry
Rhaphiolepis	Indian Hawthorne
Prunus ilicifolia	Holly-Leafed Cherry
Prunus caroliniana	Carolina Laurel Cherry
Rhus	Sumac
Salvia spp	Sage
Tecomaria capensis	Cape Honeysuckle
Trichostema lanatum	Wooly Blue Curls

## Suggested Design Elements: Freeway Zone

The following suggested design elements represent guidelines only. Additional research and materials selection should be undertaken during design development. Ultimately, all beautification elements should be consistent with the character established by the LVRCDP.

### Paving

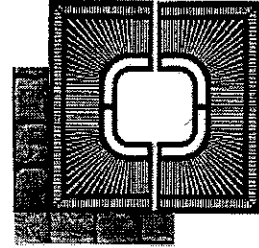


River rock "cultered stone" in earth tones used in medians



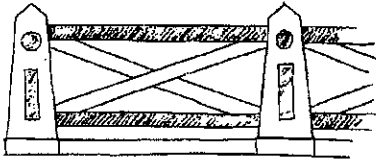
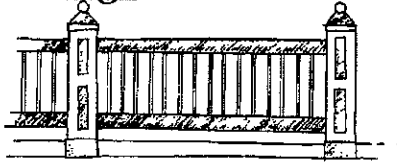
"Terra Craft" cobble stone pavers in San Francisco color used in cross walks.

### Tree Grates

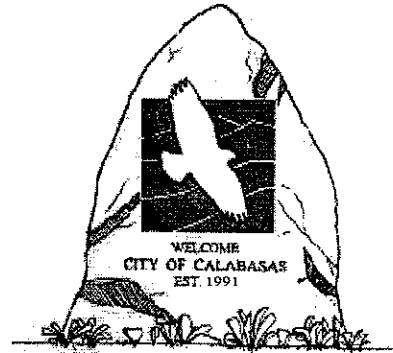


Cast iron tree grates in a single design surrounded with cobble stone band

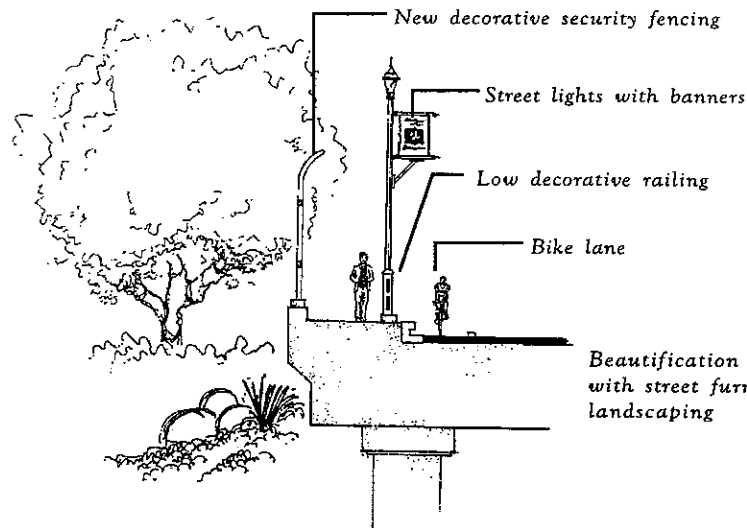
### Decorative Freeway Railings



### Entry Monument



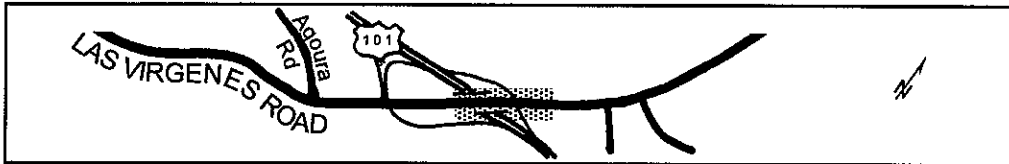
Placement of city stone entry monument welcomes visitors and unifies city streetscapes



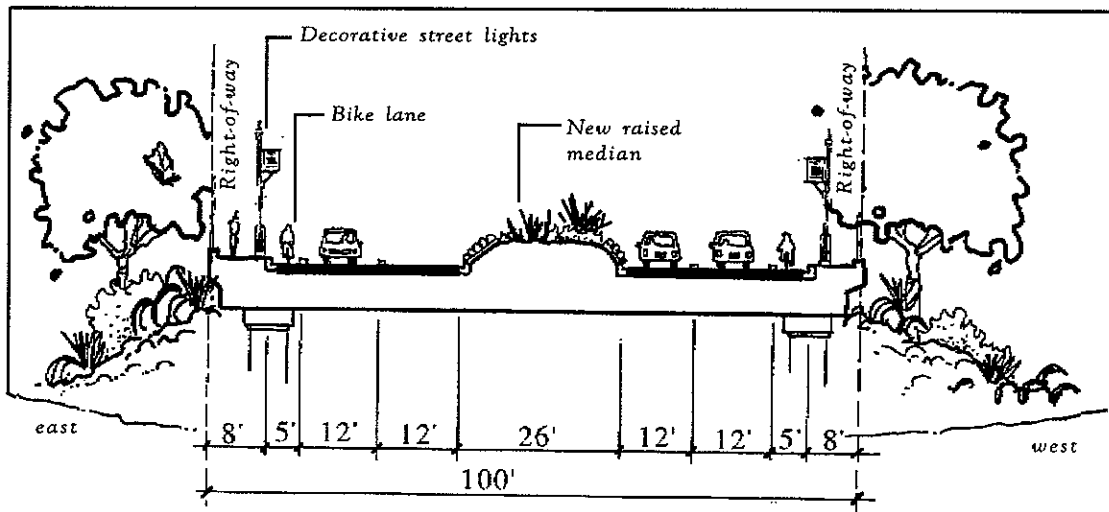
Beautification of overpass with street furnishings and landscaping

## Traffic and Circulation

### Freeway Zone: US Highway 101 Interchange



Due to the width of the existing overpass, additional travel lanes are not recommended in the plan. However, to handle freeway access additional left hand turn lanes and right hand slip lanes for vehicle access to the commercial area are recommended. The following is a summary of the recommended traffic and circulation improvements for the Freeway Zone (refer to the plan reductions of sheets 11-12).



*Proposed Las Virgenes Road section at the 101 overpass*

### Parking

- No on-street or off-street parking in this zone

### Pedestrian and Bicycle

- Decorative street lights and existing sidewalk (approx. 6' wide) on both sides of overpass.
- Pedestrian-activated 'Walk' light at on-offramp intersection.
- Handicap ramps at crosswalks.
- Class II-B bike lane (5' wide) on both sides of overpass ( Plan Sheets 11 and 12).

# Las Virgenes Road Corridor Design Plan

## **Lane Striping**

- Additional turn lanes at northbound onramp (see Plan Sheet 12) to facilitate traffic flow.
- Class II-B Bike Lane striping on both sides.
- Right-hand slip lane southbound on Las Virgenes Road for commercial access between overpass and Agoura Road.

## **Medians**

- New raised medians on overpass for traffic separation, addition of landscaping and traffic calming.

## **Right-of-Way**

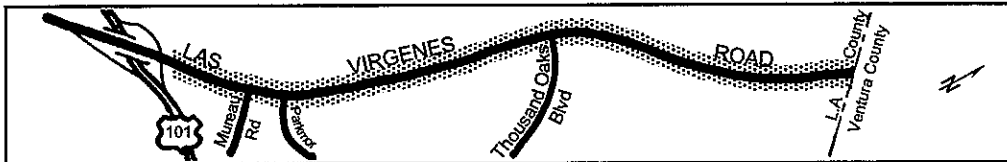
- All proposed work to be done within existing right of way.
- Caltrans approval needed for improvements within Caltrans ROW.

## **Signalization of Intersections**

- Existing traffic signal to remain at on/offramp intersection at north end of overpass.
- Modification of signal for new left turn lane.
- Bike activated signal changer at intersection.
- Potential signalization of Calabasas Canyon Center commercial entrance as necessitated by future development.

## Beautification

### Zone Four: US Highway 101 to the Ventura County Line



#### Existing Character

Zone Four extends from U.S. Highway 101 north to the City limit. The essence of this section is slower, greener, newer than the previous zones. The Calabasas Commerce Center flanks Mureau Road with new and developing commercial office buildings, including City Hall. From Mureau Road north, the road transitions into a landscaped high density residential area on the east and open hillsides to the west. A landscaped median from Mureau Road to Thousand Oaks Boulevard softens the streetscape.

The following list helps to further describe the existing character of the road in this zone:

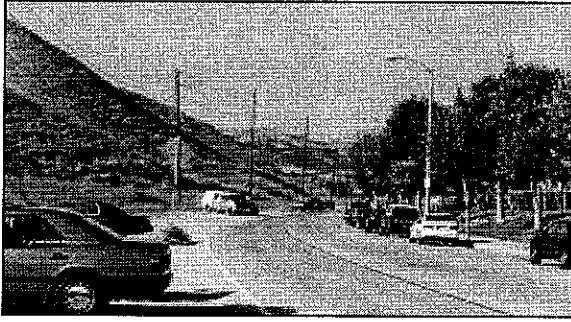
- Commercial development transitions to high-density residential
- Two lanes of traffic in each direction south of Thousand Oaks Blvd, one lane each direction north of Thousand Oaks Blvd.
- Street trees
- Overhead utilities
- Mountain views
- Rural character on west side

#### Design Recommendations

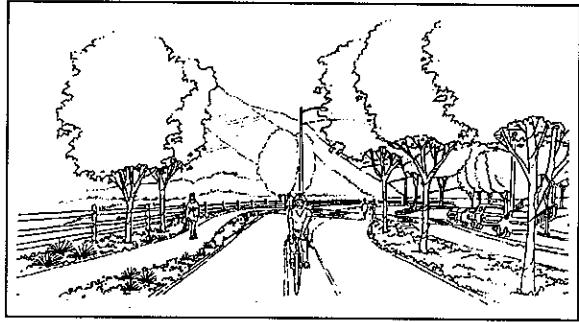
The semi-rural character of this section should be enhanced while accommodating the traffic generated by the residential communities that feed onto Las Virgenes Road. A scenic, landscaped bike path along the west side will provide an enjoyable opportunity for residents to exercise, play with their children or venture to the small commercial center. Landscaped medians, special paving and additional street trees will calm traffic, deaden the traffic noise and visually soften the roadway. Decorative lighting at key driveways (in addition to the standard street lights) will add ambiance, improve security and accentuate ingress and egress points.

**Special features:** Zone Four represents another gateway to Calabasas and contains City Hall. Hundreds of residents travel this section on their way to and from home or to Lupine Hills Elementary School. If Las Virgenes Road is continued into Ventura County and/or additional development takes place on the west side, the road will have to be designed to accommodate the increased traffic flow without jeopardizing the semi-rural, residential character. Design of the road to accommodate future traffic demands must address general plan policies on Table V-6.

## Las Virgenes Road Corridor Design Plan



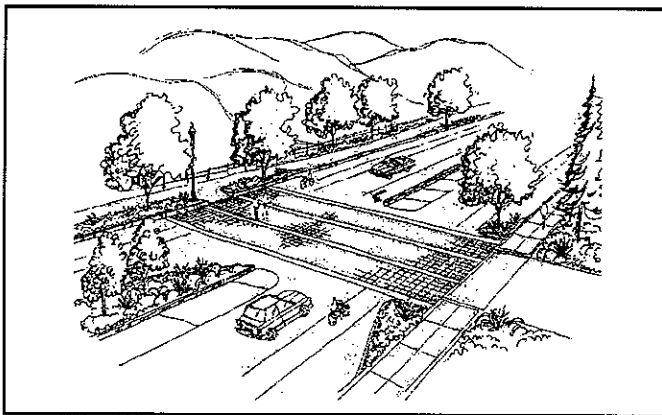
Looking north just past Thousand Oaks Boulevard  
**EXISTING**



**PROPOSED**

**Design Elements:** The following design elements will go a long way in calming traffic and beautifying this portion of the street.

- Landscaped medians with textured concrete detail on noses
- Special paving at crosswalks
- New curb bulb-outs and planters at entrances to apartments/condos
- Street trees
- Decorative lamp posts at entrances to apartments/condos
- Special fencing
- River cobble retaining walls as necessary
- Site furnishings: benches, trash receptacles, bike racks
- Directional signage as necessary
- Underground utilities to improve skyline



*Perspective of typical crosswalk and bulb-outs*

### **View Characteristics:**

The image of this portion of Las Virgenes Road is both rural/country and residential suburban. Long-range views of the rolling hills draw residents to this part of Calabasas. It is this feeling and image which should be preserved and enhanced.

- Short-range views of apartments and condos should be screened with street trees and landscaping
- The west side landscaping treatment should be kept informal with groves of trees and a palette of mostly Mediterranean type plants.
- Rural fencing and a meandering bike/walkway path on the west side will also reinforce this open image.
- A heavily landscaped median will provide a canopy over the street and frame more distant views of the hills beyond.

Las Virgenes Road Corridor  
Design Plan

**Plant Palette:**

- Plant palette includes more street tree selections and shrubs with more color and texture to fit with the residential character of the area. Landscape plants for the west side should be compatible with the open rolling hillsides and early historic ranching settlements.

**Trees**

<i>Botanical</i>	<i>Common</i>
Ceratonia siliqua (female only)	Carob
Corylus - various spp	Filbert, Hazelnut
Eriobotrya - either spp	Loquat
Fraxinus angustifolia 'Raywood'	Raywood Ash
Geijera parviflora	Australian Willow
Laurus nobilis or Umbellularia californica	Sweet Bay
Liquidambar styraciflua	Sweet Gum
Morus (non-fruiting variety)	Mulberry
Pistacia chinensis	Pistache
Platanus acerifoli or racemosaa	London Plane Tree
Quercus agrifolia, qlobata	Coast Live Oak, Valley
Oak	
Populus nigra 'Italica', P.balsamifera	Italian Poplar, Balm-of-Gilead
Robinia pseudoacacia	Black Locust
Juglans californica	Southern California
Black Walnut	

**Accent Trees**

<i>Botanical</i>	<i>Common</i>
Albizia julibrissin	Silk Tree
Abutus unedo	Strawberry Tree
Cercis occidentalis	Western Redbud
Jacaranda mimosifolia	Jacaranda
Koelreuteria bipinnata	Chinese Flame Tree
Lagerstroemia indica (mildew resistant varieties)	Crape Myrtle

**Shrubs and Groundcovers**

<i>Botanical</i>	<i>Common</i>
Alstromeria	Peruvian Lily
Anisodontea scabrosaa	Cape Mallow
Arctostaphylos densiflora	Manzanita
Artemisia spp	Silver Angel Hair
Baccharis pilularis 'Twin Peaks'	Coyote Brush
Berberis	Barberry
Calamagrostis acutifolia 'Stricta'	Feather Reed Grass
Ceanothus spp	Wild Lilac
Coleonema	Breath of Heaven
Cerastium tomentosum	Snow-in-Summer
Cercocarpus spp	Mountain Mahogany
Coreopsis spp	Coreops



Las Virgenes Road Corridor  
Design Plan

<i>Botanical</i>	<i>Common</i>
Cistus	Rock Rose
Cotoneaster spp	Cotoneaster
Dendromecon	Bush Poppy
Diets	Fortnight Lily
Echium fastuosum	Pride of Maderia
Escallonia	Escallonia
Eschscholzia californica	California Poppy
Fremontodendron	Flannel Bush
Hemerocallis	Daylily
Heuchera	Coral Bells
Lantana	Lantana
Lavandula	Lavender
Lavatera	Tree Mallow
Lonicera	Honeysuckle
Lupinus	Lupine
Mahonia aquifolium andrepens	Oregon Grape
Nerium oleander	Oleander
Nierembergia	Cup Flower
Pelargonium	Geranium
Pennisetum (non-seeding selections only)	Fountain Grass
Penstemon	Beard Tongue
Phalaris arundinacea	Ribbon Grass
Plumbago auriculata	Cape Plumbago
Phormium tenax	New Zealand Flax
Pyracantha	Firethorn
Rhamnus	Coffee Berry
Rhaphiolepis	Indian Hawthorne
Prunus ilicifolia	Holly Leafed Cherry
Prunus caroliniana	Carolina Laurel
	Cherry
Rosmarinus officinalis	Rosemary
Senecio	Dusty Miller
Salvia spp	Sage
Sollya heterophila	Australian Blue Bells
Spiraea	Spiraea
Stachys byzantina	Lamb's Ears
Symphoricarpos	Snowberry
Syringa	Lilac
Solanum jasminoides	Potato Vine
Thymus	Thyme
Tulbaghia violacea	Society Garlic
Verbena spp	Verbena

## Suggested Design Elements: Zone Four

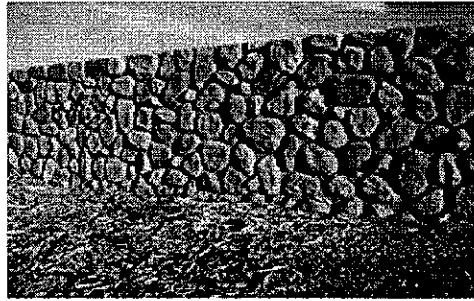
The following suggested design elements represent guidelines only. Additional research and materials selection should be undertaken during design development. Ultimately, all beautification elements should be consistent with the character established by the LVRCDP.

### Decorative Lights & Banners



Historic street lights with banners help to identify entrances to side streets and residential areas.

### Walls

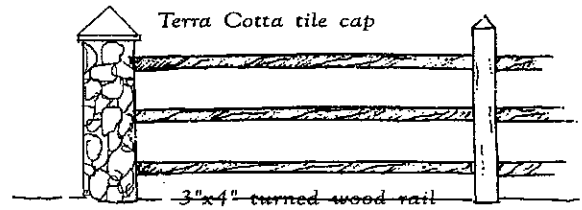


New walls should be faced with natural appearing stone in earth tones

### Fencing

2' SQ stone faced concrete pilaster every 30-40'

6x6 wood post between 8' spans

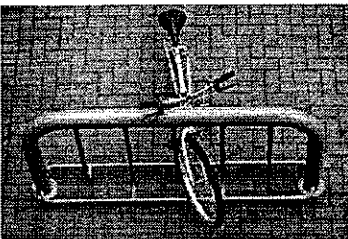


Rustic fencing that blends the use of stone, tiles, and wood should be used to define the west side of the street.

### Site Furnishings



Wooden benches, wrought iron trash receptacles, and iron bike racks should be used at bus shelters and rest areas



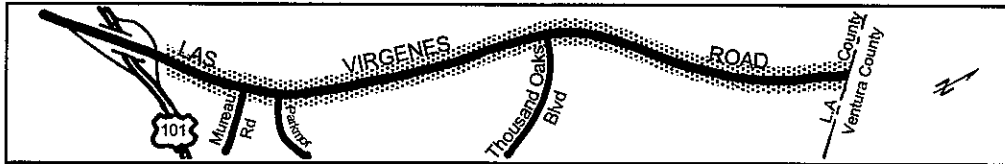
### Bus Stop Shelter



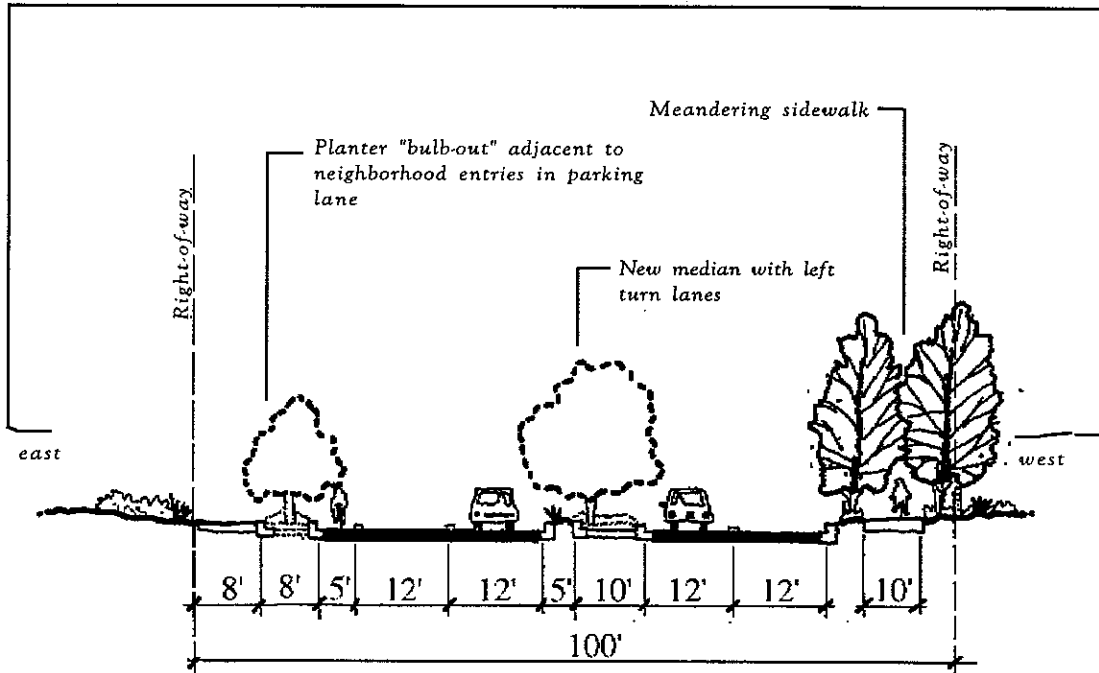
Bus stop shelter should be of simple design with mission tile roof, heavy timbers and stone or wood support posts

## Traffic and Circulation

### Zone Four: US Highway 101 to the Ventura County Line

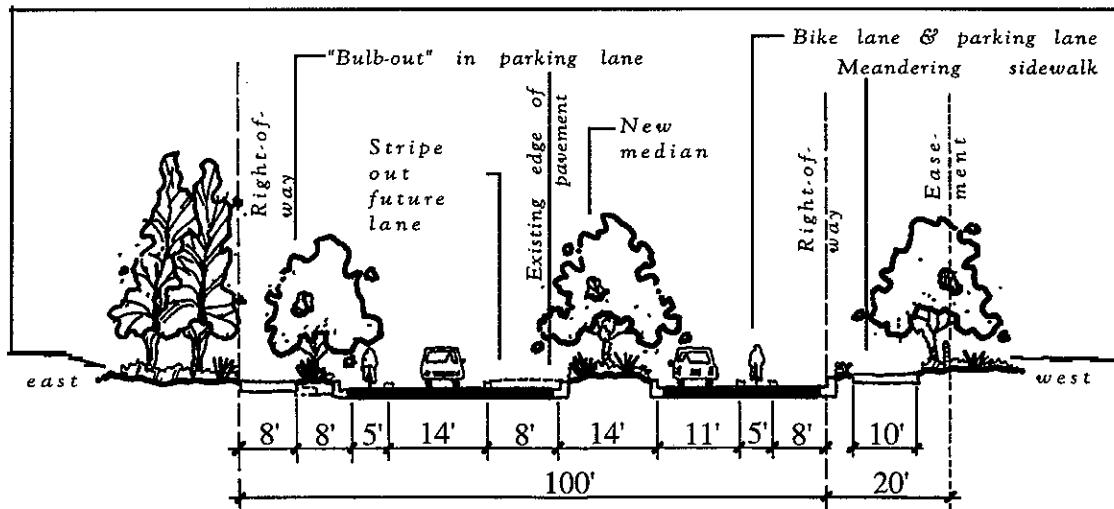


Zone Four provides access to some of western Calabasas' high density residential areas and to future development occurring in Ventura County. Some of the major roadway improvements include widening Las Virgenes Road from Thousand Oaks Boulevard to the County line within the existing right-of-way. This will provide one travel lane in each direction, parking on both sides, and new Class II bike lanes, as well as raised landscape medians. Other major improvements including relocation of the existing medians to allow for restriping of the roadway providing two lanes of travel in each direction, parking and bike lanes from Thousand Oaks Boulevard to Mureau Road. Medians will contain landscaping and allow for left hand turn movements at primary residential entrances to the apartment and condominium areas will be identified with special paving, lighting, and signage. The following is a summary of the recommended traffic and circulation improvements for Zone Four. Refer to the plan reductions of sheets 11-16).



Proposed Las Virgenes Road just south of Thousand Oaks Boulevard. (Station 21)

**Las Virgenes Road Corridor  
Design Plan**



*Proposed Las Virgenes Road just north of Thousand Oaks Boulevard. (Station 244+00)*

**Parking**

- On-street parking provided along entire east side with "bulb-outs" at driveway entrances.
- On-street parking along west side only at the following locations:
  - 1) At Sta. 210+00 (Plan Sheet 14) in front of commercial center
  - 2) From Thousand Oaks Boulevard to turnaround at County line (temporary until extra drive lane is needed)
- Access to off-street parking maintained for commercial center and residential complexes.

**Pedestrian and Bicycle**

- Existing sidewalk on east side to remain
- New sidewalk on west side as follows:
  - 1) from northbound onramp to Mureau Road – 8' concrete
  - 2) from Mureau Road to County line – 10' meandering multi-use concrete path with mid-block crossings and intersection connections to crosswalks.
- Handicap ramps at all crosswalks
- Class II-A bike lane (5' wide) along entire east side
- Class II-B bike lane (5' wide) on west side from Sta. 174+00 to Sta. 184+00 (Plan Sheet 12), then transition to 10' Class-I bike path until County line
- Bike racks and/or lockers at bus turnouts

**Lane Striping**

- Restripe roadway after completion of medians for two 12' drive lanes in each direction from U.S. 101 to Thousand Oaks Boulevard
- Restripe roadway from Thousand Oaks Boulevard to County line for one drive lane each direction (roadway is wide enough to accommodate two 12' drive lanes as future demand dictates)

## Las Virgenes Road Corridor Design Plan

- Class II-A and II-B bike lane striping.
- Restripe intersections at Thousand Oaks Boulevard, Parkmor Road, Mureau Road and at on-ramp/off-ramp intersection for new turn lanes ( see Plan Sheets 12 through 15).

### **Medians**

- Relocate (where necessary) and augment with new plantings the existing medians from Parkmor Road to Thousand Oaks Boulevard.
- Install new raised medians beginning at Sta. 175+00 (Plan Sheet 12) along entire section.
- Median breaks for fire station access, at intersections and for limited turnaround movements (Plan Sheets 13 through 16).

### **Right-of-Way**

- Existing right-of-way is 100' from freeway to Thousand Oaks Boulevard.
- Proposed right-of way from Thousand Oaks Boulevard to County line is 80' with a 20' easement on west side for landscaping and multi-use path.
- Additional right-of-way needed on for turnaround (Plan Sheet 16).

### **Signalization of Intersections**

- Existing traffic signals to remain at intersections of onramp/offramp, Mureau Road, and Thousand Oaks Boulevard.
- Potential new signal at Parkmor Road as necessitated by future development.
- Modification of existing signals for pedestrian and bicycle activation, and any new turn lanes.