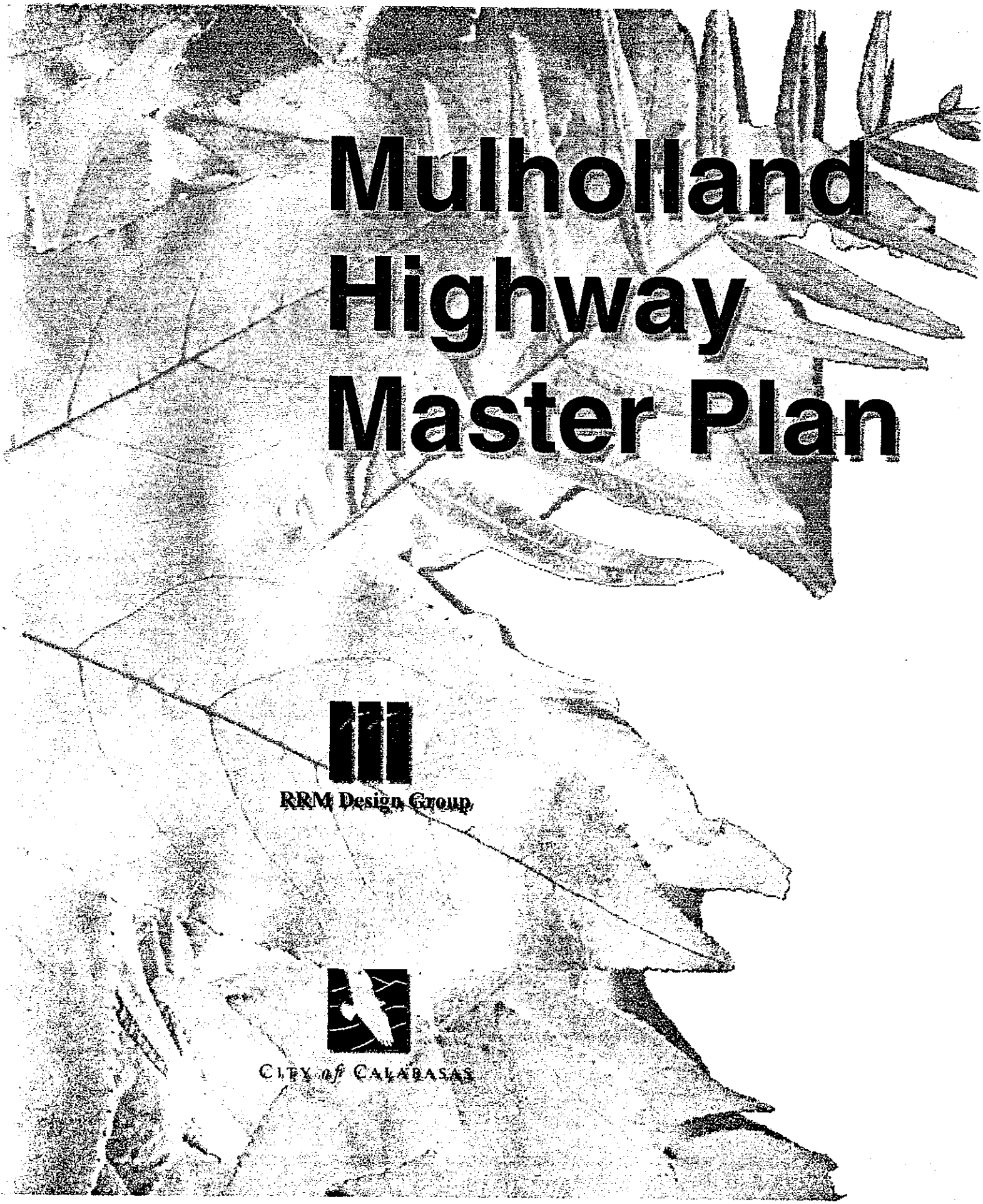
# Appendix 1

Mullholland Highway Master Plan



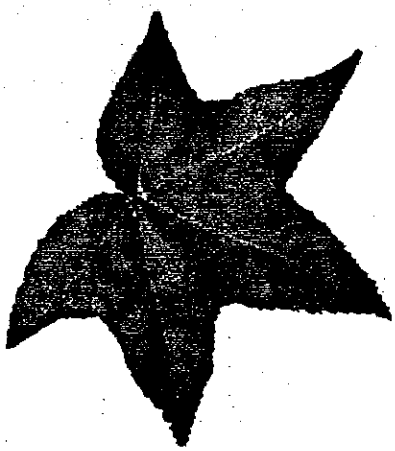
# Mulholland Highway Master Plan

RRM Design Group

City of Calabasas

# CITY OF CALABASAS
# MULHOLLAND HIGHWAY MASTER PLAN

**DRAFT**
**March 18, 1997**



**Prepared for:**

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**Adopted by:**

**City Council Resolution No. 97-___, _____,1997**

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# I. BACKGROUND

## INTRODUCTION

In the Spring of 1994, the City of Calabasas hired a professional consulting firm to develop a highway design master plan for the Mulholland Corridor between Old Topanga Canyon Road and Mulholland Drive. The intent of the plan stems from the City's General Plan vision statement for the area, which is to regain the original beauty of the Mulholland corridor through developing a comprehensive master plan for the entire 2.3 mile length of the road, addressing roadway beautification, traffic and circulation planning. The overall planning area is shown in the vicinity map below. Further, interest to beautify this important street has been voiced by the greater Mulwood Homeowners Association who have requested the city invest in landscaping, signage, and design improvements to increase pedestrian safety, general nuisance, and compatibility issues as they impact this large residential neighborhood.

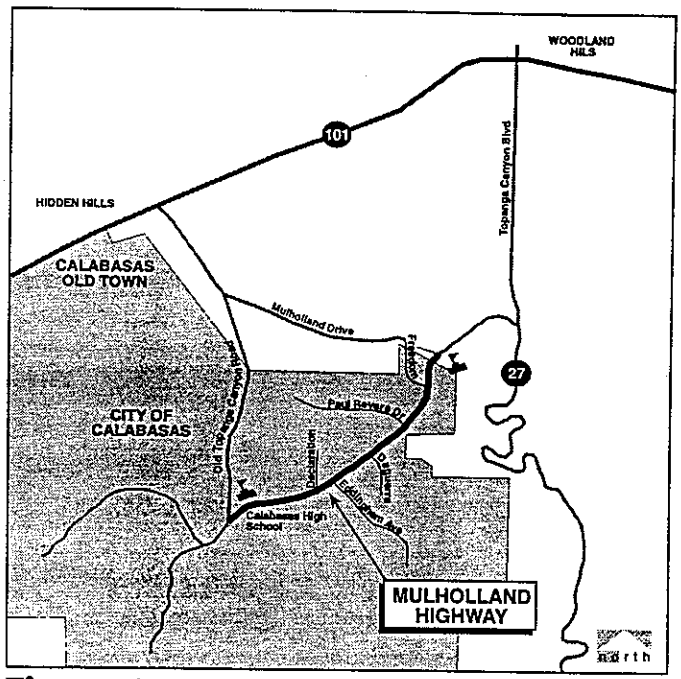



**Figure 1** *Vicinity Map*

As the City has matured, it has been determined that Mulholland Highway is not only a local serving road to residents of Calabasas, but also a regional commute pattern to many people traversing the Santa Monica Mountains. The City recognizes the need to balance regional traffic flow with serving the local area residents, and in doing so, retaining or creating community identity and preserving of the scenic Santa Monica Mountains that establish the environment for which people live in Calabasas.

Over the years, and prior to incorporation, this roadway corridor has developed without a coordinated effort to calm traffic, landscape and beautify the streetscape, and provide safe access for pedestrians, bicycles, and cars. Recently, as more development has occurred within and nearby the corridor, conflict between the regional traffic commuters and local users has dramatically increased. Thus, the rural country charm of the Mulholland Highway has been eroded by development that has not always been consistent with the community's image. This Highway Master Plan takes the General Plan vision for this area to its next level, and further realizes community goals to protect and restore the scenic qualities of this important highway. The goals on the following page summarize the general vision for this plan.

## Plan Goals

- Comprehensively master plan a "unified street", resulting in a character that is consistent with the community's image, while providing guidance regarding future improvements to the highway and direction for new development that may occur adjacent to the highway.
- Create a unified landscape plan that will address street trees, highway landscaping, medians, sidewalks, signage, street furnishing, and other elements which will establish the desired character for various zones within the corridor.
- Provide recommendations for traffic and circulation, striping, lane configurations, and key intersections.
- Allow for necessary road widening in a way that will not adversely impact visual quality, and more specifically design retaining walls to integrate with the natural environment.
- Consolidate multiple access points and driveways.
- Identify primary entrances into residential and commercial areas.
- Identify public transit opportunities and provisions for pedestrian, bicycle, and other non-vehicular transportation.
- Develop a plan to underground overhead utility lines, where possible, and consolidate poles in lieu of undergrounding.
- Coordinate streetscape and traffic circulation design with adjacent, existing, and proposed development projects.

# Executive Summary

The Mulholland Highway Master Plan is a long-range planning document that recommends beautification, circulation and traffic improvements for Mulholland Highway and the immediately adjacent properties. The boundaries of the plan reach from the intersection of Old Topanga Canyon Road and Mulholland Highway on the west, to Mulholland Drive near the private Louisville High School in the City of Los Angeles to the east. Since the planning area covers almost three miles, for the purposes of this study the road has been divided into four distinct zones, as shown in the following illustration.

Zone 1: The intersection of Mulholland Highway and Old Topanga Canyon Road to Declaration Avenue.
Zone 2: Declaration Avenue to Daguerre Avenue.
Zone 3: Daguerre Avenue to Paul Revere Drive.
Zone 4: Paul Revere Drive to Mulholland Drive.

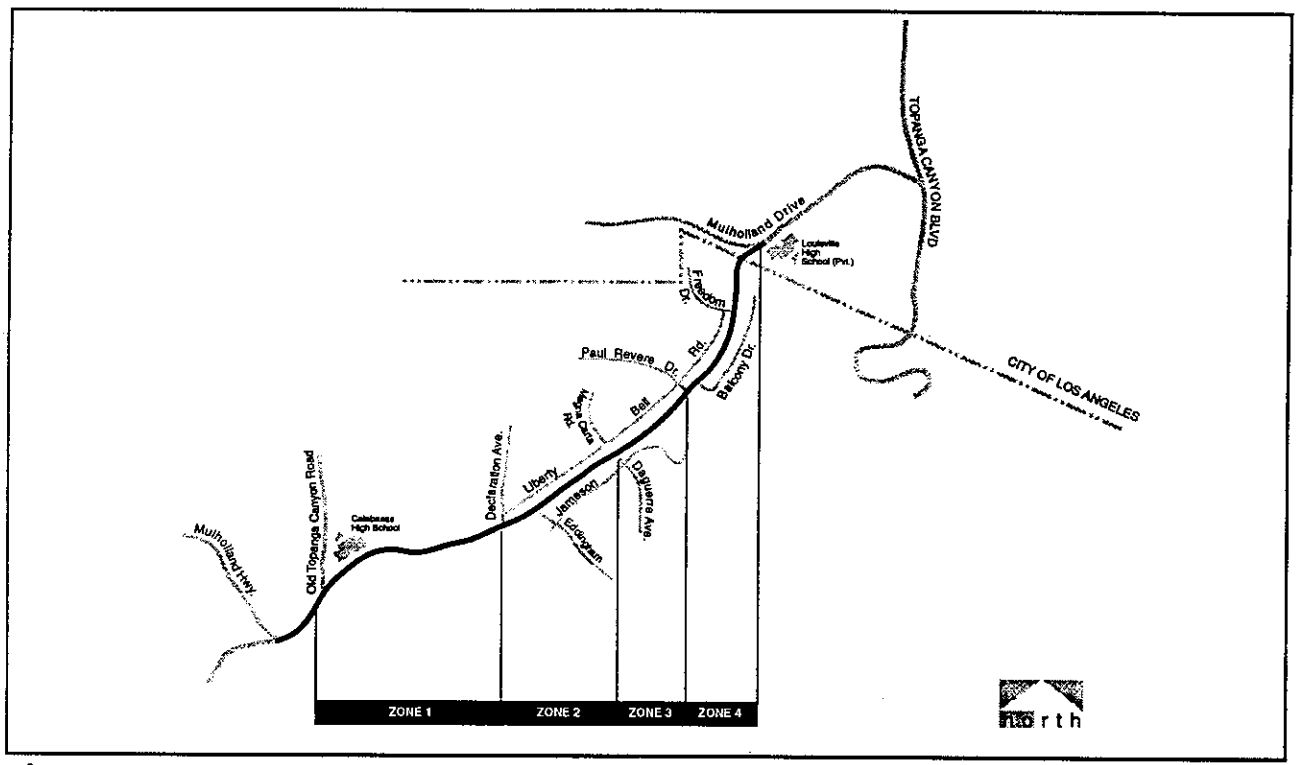



**Figure 2** *Project Zones*

Preparation of this plan involved long-standing interaction with the community, with efforts ongoing since the Spring of 1994. Numerous interviews, a public questionnaire, multiple public workshops and hearings have been held to ensure that the public and residents along the highway have had multiple opportunities to voice their likes, dislikes, and visions for this important area. It is through this public involvement that the recommendations set forth in this plan have been shaped.

The guiding premise of this plan is to set forth detailed improvements by zone for the entire plan area. A key factor in the plan is to identify potential funding sources, timing of improvements, and opinions of probable cost outlining the necessary steps to implement the plan and improve the Highway.

Each of the four zones contain numerous beautification and traffic/circulation recommendations involving the following topics:

-Landscaping
-Medians
-Signage
-Bike Lanes
-Intersection Configurations
-Neighborhood Identification
-Street Trees
-Paving Materials
-Street Furniture
-Road Widening and Striping
-Consolidation of Access Points

While this plan has been designed as a useful long-range planning tool, it is acknowledged that many years may pass before certain segments of the plan are implemented. Through providing a comprehensive plan that addresses all the components above, the City can implement segments of the plan as funding is secured, thereby allowing this plan to evolve in a consistent way over time. Below is a summary of the format of this report, identifying the five primary sections and their contents.

## Section I: Introduction

• Background: Contains an overview of the City's need for the plan and sets forth the plan's major goals.

• Executive Summary: Provides an overview of the plan and discuss the report's organization.

• Key Planning Issues: Provides a summary of the key planning issues encountered during preparation of the plan.

• Public Participation Process: Describes the steps involved to receive input and feedback from the community, the results, plus direction given by the public to the consultants.

• Consistency with the City's Adopted Plans and Programs: Summarizes the consistency of the plan with the General Plan, Circulation Element, Scenic Corridor Overlay Zone, the Draft Development Code, Urban Forestry Program, Citywide Bikeway Master Plan, and proposed Local Transportation Program.

## Section II. Highway Master Plan

• Bicycle Plan: Describes the proposed bicycle facilities planned for within the Highway.

• Transit Plan: Describes the proposed transit stops, City programs and other transit features.

• Utility Relocation Plan: Schematically identifies the proposed utility locations, and suggests overhead utility line consolidation and undergrounding.

• Beautification and Traffic/Circulation Plan: Addresses beautification recommendations including plant locations and types, viewshed preservation, pedestrian crossings, raised medians, parking, bike lanes, and lane striping.

## Section III. Funding and Implementation

Discussion of Potential Funding Sources: Provides a summary of potential funding mechanisms that the City can use to implement the various segments of the project.

Implementation Program: Identifies in spreadsheet format, a list of the various projects per zone within the Highway. Within each project the spreadsheet identifies the potential funding source, opinions of probable costs, time frame for implementation, and the affected agency (for the most part, the City of Calabasas is responsible for implementation of the most of the projects, except for the eastern portions of the project which require City of Los Angeles cooperation).

## Section IV. Plan Sheets

This section of the report consists of the proposed Highway Master Plan graphic illustrations. These plan sheets have been reduced to report size format for this report and are available as Autocad Version 13 drawings at the City of Calabasas.

## Section V. Appendices

The appendices, under separate cover, are comprised of various technical data and a summary of the public input received as a part of the public outreach process.

# Key Planning Issues

Below is a bulleted summary of the key planning issues addressed in the Mulholland Highway Master Plan.

## Land Use Issues:

- The mix of uses between Mulholland Drive and Freedom Drive needs to be closely coordinated between both the City of Calabasas and the City of Los Angeles since the variety of commercial, office and residential uses create conflicts with regard to traffic movement, pedestrian flow, design continuity, and identifiable entries into both cities. Resolution of these incompatibilities can be achieved through preparation of a comprehensive plan and coordination between agencies.

- One large-acreage vacant parcel exists along the Highway that is not within the jurisdiction of the City of Calabasas but within Los Angeles County jurisdiction. Problems related to land use controls, density of development, and handling of traffic and aesthetics needs to be addressed by establishing a comprehensive design plan that is compatible with both City and County goals.

- The City of Calabasas High School generates significant traffic volumes and has increased enrollment over recent years. Peak hour trips related to school drop-off are problematic, as are the issues of redesign of the parking lot and turning movements into and out of the high school onto the heavily traveled Highway. Ongoing coordination with the Las Virgenes Unified School District and the City needs to occur to ensure that beautification efforts and traffic improvements are consistent with the individual goals of these two agencies.

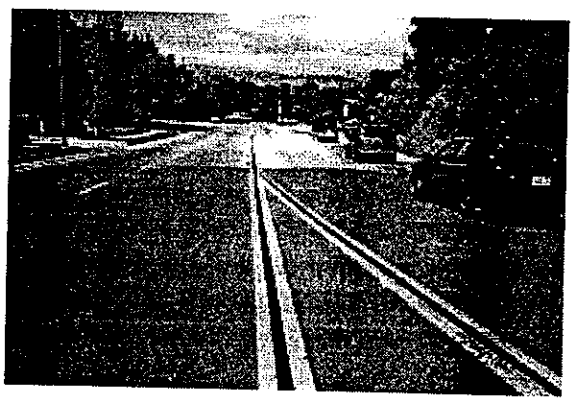
## Traffic and Circulation Issues:

- Entrances and exits into neighborhood residential areas at five distinct intersections along the Highway need more visible marking and/or signage in order to increase traffic flow efficiency and safety. Clearly defined entries and the use of intersection treatments should be employed.

- The lack of a continuous pedestrian circulation network is a serious concern throughout the Highway. Existing sidewalks are fragmented and safe pedestrian crossings are all but absent from the Highway. This is particularly true of the areas in front of Calabasas High School and connecting the Gelson's shopping center to the residential neighborhoods west of Freedom Drive.

- Regional through-traffic often creates local traffic conflicts. Regional and local traffic volumes overload the road and cause either dangerous high speeds or a constant steady stream of cars during more congested conditions. Inconsistent lane striping and the number of travel lanes needs to be resolved so that traffic flow is more efficient.

- Bike lanes are currently absent from the Highway and a comprehensive bikeway system needs to be identified for the entire planning area.



*Existing conditions:*
*Freedom Drive east to Mulholland Drive*

- Transit stops and bicycle racks need to be located at strategic points throughout the Highway to increase ridership and encourage transit use.

- Existing light standards (high canopy, cobra-style) should be replaced with lower foot-candle power lamps with cut-off type components to reduce glare and spill into adjacent residential neighborhoods

*Existing Conditions: Residential entry at Eddingham*

## Beautification

- Beautify the existing Highway consistent with the community's image for a rural, landscaped "parkway" framed by the Santa Monica Mountains. Transitions between the more commercialized "anchor zones" at both ends of the project need to be carefully integrated with the residential zones in the center of the highway.

- Integrate the City's Urban Forestry Strategic Program within the Highway Master Plan and use landscape materials that are indigenous and representative of the area whenever possible.

- Reinforce the City-wide rural, old town country charm through the use of similar and compatible materials that have been planned for other key areas of the City (i.e. Old Town, Las Virgenes Road).

- Locate a City entry monument to define the boundaries between the City of Calabasas and the City of Los Angeles.

- Beautify neighborhood entries to subtly draw attention to key intersections and reinforce the City-wide unifying image through consistent decorative lighting, landscaping, and signage.

- Connect the two commercial "anchors" at both the east and west ends of the highway with the central residential segment, by linking pedestrian and bicycle circulation and encouraging a safe pedestrian-friendly environment. Decorative paving using materials consistent with the City-wide image at carefully designated pedestrian crossings should be employed.

- Preserve and frame views to the Santa Monica Mountains, open spaces, and surrounding hillsides.

- To reduce visual clutter and attain conformance with Highway goals, establish short-term landscaping along the single family residential areas where steep slopes intersect with the Highway, revegetating steep slopes and removing or screening incompatible fencing types.

## Utilities

- Reduce the visual clutter from overhead utility poles and wires located adjacent to the Highway through consolidation and relocation of overhead wires in locations that are least impactful.

- Consider undergrounding all wiring and high voltage lines along the Highway.

- Research the possibility of utilizing reclaimed water for irrigation of newly landscaped areas.

- Investigate appropriate road widening and slope cuts to accommodate revised traffic flow patterns at both the east and west ends of the Highway. Necessary retaining walls should be designed to reduce their mass and size, and should be constructed of materials that blend with the natural environment to reduce visual impact.

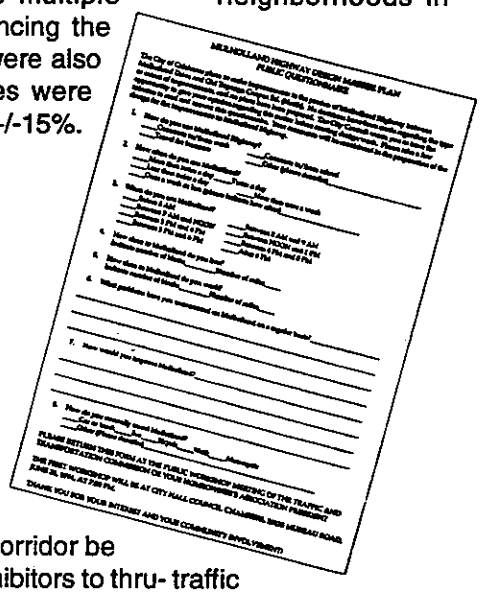
- Future drainage engineering should consider facility designs that include traps for grease and heavy metals to reduce discharge and road pollutants consistent with NPDES standards, particularly at the east and west ends of the Highway.

# Public Participation Process and Technical Background Studies

The Mulholland Highway Master Plan has evolved over a three-year period and has involved much public participation through a series of methods. Project consultants worked with the community through a number of activities to solicit input, so that the goals of the Master Plan are indeed representative of the neighborhood and public that regularly use this important Highway. Likes and dislikes were openly discussed with the City's consultants, which resulted in addressing specific issues that needed to be addressed in the Master Plan. Below is a summary of the public participation process, as well as the technical process that was pursued to create the Mulholland Highway Master Plan.

*Aerial Photographs.* In order to clearly articulate the vision for the highway, an aerial topographic base map and aerial photograph were flown so that the consultant, City, and public could clearly identify the area's natural and altered characteristics. In May of 1994, a scaled photo of the highway was created, which has become a timeless piece of information to the City and public to discuss their likes, dislikes, and visions for the area.

*Public Questionnaire.* In May of 1994, prior to the first public workshop, a public questionnaire was produced and circulated to generate public input. The consultants distributed a one-page questionnaire, which was mailed directly to the various homeowner's associations in the multiple neighborhoods in and around the Mulholland Highway area. Advertisements announcing the distribution of the questionnaire and forthcoming public workshops were also placed in the local newspaper. Approximately 800 questionnaires were distributed, and approximately 145 returned for a response rate of +/-15%. General responses listed were related to the following questions:



- How do you and how often do you use Mulholland Highway?
- What time of the day do you use the Highway?
- How close do you live and work to the Highway?
- What problems have you encountered?
- How would you improve the Highway?
- Preferred means of travel.

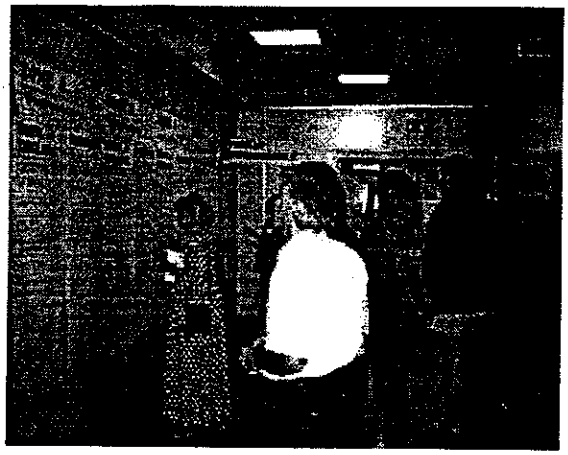
Overwhelmingly, the most primary concern voiced by the respondents was that of excessive vehicle speeding. Issues of aesthetics, noise, and the amount of traffic generated by Calabasas High School were also secondary concerns. Many of the respondents desired that the corridor be beautified and planted, and additional stop lights were perceived as inhibitors to thru- traffic and therefore should not be encouraged. Other sundry issues that were raised included the need to highlight and identify entries to the various neighborhoods, and the need for additional turn pockets for left and right turn lanes. Better signage was also desired. The public questionnaire and the results of the questionnaire are included in the Appendix to this report.

*Background Studies*: In November of 1994, the City hired specialized traffic consultants to complete intersection and roadway traffic counts for the Mulholland Highway. The purpose of this study was to determine the existing levels of service and traffic counts at key intersections of the planning area and whether or not today's traffic counts are consistent with Table K, General Plan Roadway Mitigation Measures, and level of service guidelines as established in the City's General Plan. Worksheets summarizing the results of these traffic counts can be found in the Appendix to this report.

In addition to the traffic analysis, in March 1995, a soils engineer addressed slope and grading issues related to potential road widening between Mulholland Drive and Daguerre Avenue within the planning area.

This report recommended that more extensive site reconnaissance (including field excavation and laboratory analysis) be conducted once the Highway Master Plan has been approved. However, initial findings regarding grading, slope stabilization and drainage helped shape the recommendations for road widening and landscaping in sensitive areas of the highway.

Finally, in February 1995, existing lighting levels were measured from a hand held light meter and readings noted for the entire planning area. These light measurements and the general assessment of the existing light conditions can be found in the Appendix which supplements this report.



*Workshop participants review design ideas*

*Workshop No. 1: Traffic and Transportation Commission Meeting, June 28, 1994:* This first public workshop was held to introduce the project to neighborhood residents and set criteria for preparation of the Highway Master Plan. The plan's process and schedule were established, various roles of the participants were defined, and numerous public comments were received. The aerial photo was displayed and specific troublesome areas were discussed in detail, soliciting input from workshop participants.

*Workshop No. 2:* In September 1994, a second workshop was held before a joint meeting of the Traffic and Transportation Commission and members of the Planning Commission. At this meeting a first draft of the preliminary plan was presented, as well as the public questionnaire results. Comments were received from the public and the Commissioners, most of which involved concern over future tree heights and their effect on long range views, irrigation water on the street, night time lighting and the placement of stop signs and signals. Subsequent to the second workshop, traffic counts (as mentioned earlier) were taken for the purposes of checking warrants for stop signs or signals to respond to some of the publicly voiced concerns at the second workshop. These traffic counts were reviewed by the City Traffic Engineer and found to be insufficient at this time to warrant traffic signals at the intersections of Mulholland Highway with Freedom Drive and Declaration Avenue.

*April 1995 City Council Meeting on the General Plan.* In light of the direction pursued by the consultant and issues raised by the public, the City Council during its General Plan hearings agreed by consensus to design and identify Mulholland Highway as a four-lane roadway from Declaration Avenue to Mulholland Drive. This action changed the course of the Master Plan which had previously focused on a two-lane highway. This decision created the challenging problem of designing a project that would lower overall speed levels and yet maintain the future capacities of a four-lane highway.

*Public Workshop No. 3:* In April 1996, in response to the City Council revised their direction to design Mulholland Highway as a four-lane roadway from Declaration Avenue to Mulholland Drive, it was decided to go back to the public and receive input upon plan modifications and their response to the revised Council direction. In anticipation of this April workshop, consultants and City staff prepared the following:

- An overall striping plan for the refined roadway configuration.
- Vignette landscape plans to illustrate to the public what the intended beautification and landscape efforts would entail.
- A series of site element boards related to landscape types, street furniture, fencing, lighting, bus shelters, and public art to receive feedback from the public about their likes and dislikes.
- Four "before and after" photos showing how the corridor now looks as opposed to what it would become once the plan is implemented.

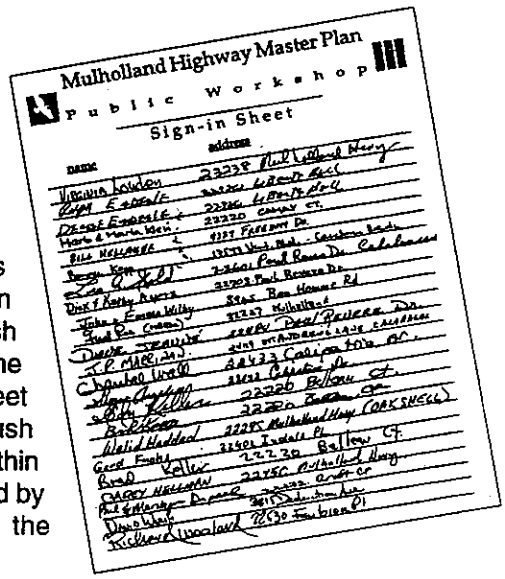
- Two different landscaped intersection treatments for the five neighborhood the public could state their preferences on design.
- During this public workshop, feedback was received on the striping plan and general comments about traffic speeds and congestion were hotly debated. A spontaneous exercise was conducted that allowed the public to voice their primary concerns with the highway as it exists today, and what the public would like to see it become tomorrow. The results of that exercise are listed below:

**TODAY**

Speedway
Tobacco Road
Too dark at night
Better lighting/night safety
Major access road
School traffic is excessive
Safe crossings required
Opposed to two-lanes/congested.
Slow down speeds - traffic control.
Unfriendly to bikers and pedestrians.

**TOMORROW**

A highway
Make it like the rest of Calabasas
More landscaping
Beautify it and give it an image


Mulholland Highway Master Plan
Public Workshop III
Sign-in Sheet
name
address

Following this exercise, the public was asked to review the multiple site element boards and provide comments to the City and consultants through a tape dot exercise. Many of the participants expressed concern over the City spending funds needlessly on structural, decorative, and landscape amenities such as fencing, trash cans, benches, theme lighting, bush shelters, and public art. The general consensus of the group was to forego installation of street furniture and bus shelters and have the plan focus on dense, lush landscaping that is indigenous to the Santa Monica Mountains and within the character of the City of Calabasas. The workshop was attended by approximately 35 guests. The appendix to this report contains the workshop notice, agenda, sign-in sheet, and summary of results.

## Planning Commission Study Session

On October 10, 1996, a regular meeting of the Planning Commission was held, whereby the proposed draft Mulholland Highway Master Plan was considered. The purpose of this meeting was to discuss the draft plan and request Commission and public input. The following comments and suggestions were provided by the Planning Commission:

- Incorporate reflective street name signage into the curbs in order to eliminate unsightly sign posts currently in use.

- Establish consistency in the type of fencing along Mulholland Highway, using a common development standard for fencing details.

- Consider implementing all landscape and hardscape at the same time rather than by phases, and explore funding sources which would facilitate implementation of the project at one time rather than in phases.

- Identify and provide cost estimates for the extensive grading requirements and retaining walls on the south side of Mulholland Highway.

- The designs should consider intermittent post and rail type fencing in conjunction with landscape treatments along the Highway.

- Public input was received by homeowners from the Greater Mulwood area regarding such issues as the number of traffic lanes in key areas along the Highway, crosswalk locations, reducing canopy light levels to surrounding neighborhoods, including jogging and walking trails, median trees, and support for construction in phases by the type of construction rather than by the zone.

# Consistency with Adopted City Plans and Programs

Throughout the preparation of the Mulholland Highway Master Plan, various City plans, programs, policies and ordinances were used as guidelines. The purpose of this document is to implement the broad goals of the City's General Plan through meeting the traffic/circulation pattern goals and beautifying this important area of the City. Ultimately, design and layout choices will be made and this Master Plan will serve as a guideline for future capital improvement projects.

Below is a summary of this document's consistency with pertinent plans and programs in the City of Calabasas, including the City General Plan,Conservation, Environmental Design, Open Space and Transportation Elements, and Draft Development Code.

## General Plan Consistency

The following policies are excerpts from the City General Plan, Agenda for the 21st Century, that affect and guide the planning of the Mulholland Highway. Following each policy is a description of the consistency between the Mulholland Highway Master Plan and the adopted citywide policy.

### Land Use Element Policies

*Policy A.1. Emphasize retention of Calabasas' natural environmental setting, semi-rural character and scenic features, as a priority over the expansion of urban areas.*

***Consistency Statement:***
It is the overall guiding premise of the Mulholland Highway Master Plan to beautify the roadway, in conjunction with reevaluating traffic and lane striping, in order to provide for efficient movement along the Highway, as well as enhance the natural setting as an extension of the Santa Monica Mountains preserve into this rural area of the city.

*Policy A.7. Limit approval of new discretionary development projects subject to General Plan consistency findings to those which can be integrated into the community, providing for the protection of existing neighborhoods and desirable non-residential land uses, as well as that which represents the rational utilization of presently uncommitted open space, and undeveloped parcels, within existing urban areas.*

***Consistency Statement:***
Three vacant properties abut the Mulholland Highway Master Plan area. The city will have discretionary authority to regulate that new development of these vacant properties be integrated into the community in a way that is compatible with the existing residential neighborhoods along the Highway. In one specific case, that of the Heilman property, the site is located outside the city limits in Los Angeles County. Therefore, the city should pursue county cooperation in order to maintain control over the type and amount of development that occurs on this important, adjacent property.

**Transportation Element — General Goals**

*Goal 1: On Mulholland Highway, between Declaration Avenue and Mulholland Drive, numerous homes have their bedroom windows along this roadway link, limiting its actual capacity.*

*Goal 2: Mulholland Highway, west of Old Topanga Canyon Road. This is a rural twisting route with many driveways and provides access to schools. As a result, the actual capacity of the roadway is less than its theoretical capacity.*

**Transportation Element Policies**

*Policy A.1. In balancing competing objectives, promote avoiding significant, adverse impacts to sensitive environmental features and residents' quality of life, as higher priorities than moving automobiles.*

***Consistency Statement:***
It is this General Plan policy that is the City's primary goal driving preparation of the Mulholland Highway Master Plan, streetscape beautification program and traffic and circulation efficiency plan. The intent is to reduce the dominance of the automobile on the Highway and increase the natural and pedestrian environment.

*Policy A.6. Because transportation capital, operation and maintenance funds are severely limited, pursue transportation funding based on the following principal:*

- *Carrying capacity enhancements necessitated by existing development should have needed improvements financed from transportation funds such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.*

***Consistency Statement:***
As discussed in the Implementation section of the Mulholland Highway Master Plan, multiple grant and public funding sources have been identified to assist in paying for the capital improvement programs that will be required to construct traffic lane striping, movement and flow, widening, landscaping and beautification amenities throughout the project. Existing landscape and lighting districts are present along the Mulholland Highway. Further, the Plan is designed to be constructed in phases, as funding is secured. In addition, some of the homeowners associations along the Highway have stated their willingness to be assessed for beautification improvements to the Highway which should be pursued as a viable funding option during subsequent securement of monies for project construction.

*Policy A.7. Limit roadway and intersection capacity enhancement construction to that which will maintain the integrity of Calabasas bicycle and pedestrian circulation systems. Prohibit roadway and intersection capacity enhancements which would create gaps in the area's bicycle and pedestrian circulation systems.*

***Consistency Statement:***
The Mulholland Highway Master Plan includes a program emphasizing both pedestrian and bicycle circulation within the Plan area with alternative transportation routes connecting to planned improvements as identified in the Citywide Bicycle Master Plan. The entire plan is focused on reducing vehicle speeds on the Highway through incorporating traffic calming devices. Such traffic calmine measures as enhanced pedestrian crossings, increased landscaping, neighborhood signage, median planting, and lane striping will be implemented by the Plan.

*Policy A.13. Reduce the need for vehicular travel by:*

- *Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders;*
- *Supporting the responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area;*
- *Pursuing the expansion of the Dial-A-Ride to include shuttle services for major employment centers;*
- *Promoting the use of public transit and ride-sharing through development of convenient and attractive facilities;*
- *Promoting Transportation Demand Management Programs; and,*
- *Facilitating workplace alternative such as teleconferencing and telecommuting centers, and facilitating the ability of residents to work at home.*

***Consistency Statement:***
The Mulholland Highway Master Plan includes a program for both bicycle and alternative transportation to serve the local residents along Mulholland Highway, as well as providing a connecting system between major destinations within the community and the adjacent metropolitan area. The plan includes designation of Class II-B bike lanes, both eastbound and westbound along the Highway, as well as the incorporation of bicycle racks and benches / rest stops in key locations along the Highway. In addition, a transit plan designates ideal flagstop pickup locations and designated fixed drop-off points, intended to increase ridership on the City's existing Dial-A-Ride service, and to connect key locations throughout the city. Linkages to the City of Los Angeles public transit and bicycle system are also encouraged by the Plan.

*Critical Roadway Corridor Plans, Table V-3, Old Topanga Road / Mulholland Highway:*
*This General Policy outlines the following planned improvements for the Mulholland Highway.*

**Table V-3**
**Old Topanga Road/Mulholland Highway**

| Location | Roadway and Intersection Carrying Capacity Enhancement Program |
|---|---|
| General Requirements | Preserve the riparian habitat in the Old Topanga Canyon Road - Mulholland Highway vicinity. Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Highway in the rural areas both within and outside of the City of Calabasas consistent with scenic corridor provisions. |
| Specific Capacity Enhancements | Re-stripe Mulholland Highway adjacent to Calabasas High School to provide dedicated turning lanes. Work with school officials to encourage carpools and alternate modes of transportation.<br><br>At Old Topanga Canyon Road between Bluebird and Mulholland Highway, a left turn lane with sufficient stacking distance for traffic entering Calabasas High School shall be maintained. |
| Prohibited Actions | In order to protect existing and future rural land uses and to limit future increases in traffic through residential neighborhoods:<br><br>No widening of Mulholland Highway to create additional travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary.<br><br>No widening of Old Topanga Canyon Road to create additional travel lanes shall be permitted between Mulholland Highway and Park Ora. |

Source: Calabasas Traffic and Transportation Commission, 1993.
City of Calabasas General Plan, September 1995

***Consistency Statement:***
The preparation of the Mulholland Highway Master Plan was initiated from the adoption of the Calabasas General Plan, and most specifically its inclusion of this policy. It is the overall intent of the plan to maintain the rural character of the lands along the Highway both within and outside the City of Calabasas city limits. Restriping of the Highway to incorporate the Calabasas High School 's needs has been accommodated in the Plan. Plan restriping has also focused on consolidation of access points to the Highway, particularly in the commercial areas near the Gelson's shopping center. Consistent with the Prohibited Actions of this table, the Plan does not recommend widening of the Mulholland Highway for additional travel lanes west of Old Topanga Canyon Road to the city boundary.

**Open Space Policies**

*Policy A.3. Limit land form modification to preserve ridge lines, other significant land forms within the General Plan study area, and a feeling of "openness" throughout the community.*

***Consistency Statement:***
The Mulholland Highway Master Plan includes a landscape palette that is compatible and an extension of the Santa Monica Mountains and surrounding ridge lines of Calabasas. In order to provide for efficient traffic flow, some winding of the Highway will need to occur at key locations which will result in the need to cut and terrace existing slope banks and incorporate a series of retaining walls. A number of alternative designs for these retaining walls have been prepared as a part of the Plan, to mitigate and lessen environmental impacts. The preferred retaining walls designed include a stepped retaining wall system with significant backfill and landscaping complementary to the natural surroundings. Revegetation of these cut slopes has also been considered and included in the design mitigation of the Master Plan.

*Policy A.7. Preserve views of area hillsides and open ridge lines.*

***Consistency Statement:***
Whenever possible, the Mulholland Highway Master Plan landscape design provides for the placement of informal tree groupings, shrubs, and native plantings that will accentuate and frame hillside views and vistas to the surrounding Santa Monica Mountains. Specifically, where the road narrows and meanders through the more rigid terrain, the planting scheme focuses upon a more natural palette of planting materials to be arranged in a mosaic or layered form, sculpted to blend with the surrounding environment.

**Hillside Management**

*Policies B.1 through B.3*

- *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.*
- *Minimize the alteration of existing land forms and maintain the natural topographic characteristics of hillside areas, allowing only the minimal disruption required to recognize basic property rights.*
- *Protect the natural character of hillside areas by means of land sculpting (contour grading) to blend graded slopes and terraces with the natural topography.*

***Consistency Statement:***
The Mulholland Highway Master Plan calls for necessary road widening in key locations which will require significant cuts to adjacent hillside slope banks. Cut slope and retaining structure design has incorporated native and erosion control planting, as well as natural stone or simulated natural appearing stone to be used in all cases, to ensure that the retaining structures blend into the natural environment and simulate rock outcroppings characteristic of the surrounding area. In other cases, the roadway cross section has been maintained at a narrow width to retain its winding configuration and avoid causing large excessive cuts into the hillside.

*Policy B.6. Avoid mass graded "mega-pads" for development. Smaller steps or grade changes shall be used over single large slope banks to the greatest extent feasible.*

***Consistency Statement:***
A number of retaining wall alternatives were explored as a part of the Mulholland Highway Master Plan to determine how needed walls might be terraced through a series of smaller steps or grade changes, as opposed to providing one large expansive retaining wall. These retaining wall designs are referenced in Figures 6 through 11. The preferred alternative is that which allows for a series of terraces to be built with reduced retaining wall heights, where individual wall heights do not exceed eight feet, and are screened with large planters and revegetated cut slopes.

**Air Quality Policies**

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

***Consistency Statement:***
Commuter bike lanes both eastbound and westbound have been provided in the Plan in order to connect the City-wide bicycle network and encourage the use of bicycle travel. Further, the transit program designates key flag slops and designated drop off points for the City's "Dial A Ride" program to promote alternative forms of transportation along the Highway.

*Policy 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.*

***Consistency Statement:***
As mentioned above, Class II bike lanes are being provided both eastbound and westbound along the Highway. These routes will specifically connect Calabasas High School with the greater Mulwood Homeowners Association and surrounding residential neighborhoods, as well as provide for connections between the Gelson's Shopping Center and the High School. Rest stops and bicycle racks are also planned for in designated locations throughout the Highway.

**Water Resources**

*Policies E.3. through E.4.*

- *Promote the use of primary drought tolerant plants and efficient landscape irrigation design.*
- *Require the use of dual water systems to use reclaimed wastewater for landscape irrigation purposes where reclaimed water service is or can be made available within a five year period.*

***Consistency Statement:***
As evidenced in Tables 2 and 3, the plant list and plant matrix designate a number of trees, shrubs, ground covers, vines, and hydroseed mix that may be used for hillside revegetation or roadway planting throughout the Master Plan area. The Plan's planting palette includes a number of native and drought tolerant plant materials that will conserve water and blend with the Highway's natural surroundings. The Plan further specifies that irrigation water for landscaping purposes be reclaimed water supplied by the Las Virgenes Municipal Water District.

*Policies E.7. through E.9.*

- *Require that new development and construction add no new pollutants and/or sediments to area waterways.*
- *Promote the reduction of pollutants and sedimentation from existing uses through public education, erosion control, and implementation of workable Best Management Practices.*
- *Require new development to provide runoff mitigation plans that illustrate the Best Management Practices that will be employed to prevent pollutants from running off the project site into area waterways as part of the application and development review process.*

***Consistency Statement:***
While most of the Mulholland Highway Master Plan area is developed in residential, public facility, and to a lesser extent commercial uses, the plan calls for any renovations or new development to use Best Management Practices for the design of all storm water discharge facilities and erosion control and pollutant/sedimentation reduction measures. Whenever possible, installation of grease traps, sedimentation basins, first flush water filtration, and erosion control devices should be used, particularly when runoff is anticipated in natural swales adjacent to the roadway bed.

**Environmental Hazards Element Policies**

*Policy A.4. Where engineering solutions to slope stability constraints are required, implement landform grading programs so as to recreate a natural hillside appearance to the extent feasible.*

***Consistency Statement:***
A large slide immediately south of the Calabasas High School has been significantly re-engineered and constructed over the last few years. Slope stability and erosion control measures were incorporated into the redesign of this slope bank. However to date, revegetation of the hillside has been slow to mature and provide effective cover to beautify the scarred area and retain the slope. The Mulholland Highway Master Plan calls for the addition of some clustered trees along the chain link fence at the toe of the slope, as well as adding some native plants, naturalized grasses and shrubs that could reclaim this area to more native conditions.

**Community Development Element - Inter-Governmental Relations Policies**

*Policy E.6. Utilize the goals, objectives, approaches, policies, and performance standards of the Calabasas General Plan as basis for comments and recommendations for mitigation for the proposed development projects of other jurisdictions, which could result in impacts within the City.*

***Consistency Statement:***
Specifically, the Heilman property is located in Los Angeles County, but is within the Mulholland Highway Master Plan area and surrounded by the City of Calabasas City limits on its north, east, and west boundaries. The plan calls for ongoing negotiations with Los Angeles County to ensure that property owner coordination and compliance with the Mulholland Highway Master Plan is achieved as this important property develops.

**Quality of Life Policies**

*Policy H.8. Provide for cultural additions to the City through artwork, sculptures, murals, etc. Using guidelines for commercial, residential, and other development as described in the City's "Arts and Public Places" manual, and encourage the beautification of Calabasas through continuing implementation of the Calabasas Beautiful program.*

***Consistency Statement:***
While artwork is not the highest priority for the Mulholland Highway Master Plan Corridor, the plan allows for and encourages the use of bronze sculptures and a City-wide entry monument to add to the rural ambiance of this important gateway to the Santa Monica Mountains Preserve. Careful location of sculptures and artwork can accent key areas of the Highway, but in no way should be a dominant image. Any art pieces should be subordinate to the landscaping and greenery that is characteristic and consistent with the area's natural terrain.

## Consistency with the Draft Land Use and Development Code

### Chapter 17.20 - General Property Development and Use Standards

*Section 17.20.090 - Fences, Walls, and Hedges. This section deals with standards that apply to the installation of all fences, walls, and hedges within all zoning districts in the City. Specifically, it permits maximum fence, wall, and hedge heights of 42" to 7', with site plan review. It stipulates that retaining walls should not exceed a maximum height of 6' with terraced and landscaped/screened cut slopes. This chapter also discusses fence design parameters, prohibited materials, chain link fencing, and fences between different land uses.*

***Consistency Statement:***
While the Mulholland Highway Master Plan is within the public right-of-way, provisions of the Plan are substantially consistent with the fence, wall, and hedges standards as written in the Draft Land Use and Development Code. The only area of potential inconsistency is that standard pertaining to retaining walls. Of the alternative retaining wall designs evaluated in the Master Plan, heights for walls retaining terraced and landscaped/screened slopes will range from 5' to 10'; however, in no case shall slopes be steeper than 3' horizontal to 1' vertical (3:1). These retaining wall heights are necessary in order to design walls that can be accommodated within the conditioned 30 foot slope easement of the Rumph parcel near Mulholland Drive. Lower wall heights would require additional slope easement dedication.

*Section 17.20.170 - Setback Requirements and Exceptions. This section deals with standards for front, street, side yard, rear yard, and side yard setbacks, and addresses permitted projections in the setbacks and ancillary uses within setbacks.*

***Consistency Statement:***
Section F deals with setback requirements for specific structures such as swimming pools, hot tubs, and retaining walls, and requires that retaining walls greater than 4' but less than 6' in height may be located within the required setback, provided that the exposed side of the wall faces into the property. Given that the plan addresses retaining wall designs within the public Highway right-of-way, it does not necessarily need to comply with residential setback requirements for specific structures. However, preliminary design has emphasized the need to terrace and step retaining walls to reduce the amount of vertical retaining wall height, whenever possible. Special design provisions are being recommended in the Plan to further strenghen the City's Development Code criteria for zones 2 and 3, and can be referenced in those specific sections.

### Chapter 17.24 - Art in Public Places.

*The purpose of this chapter is to identify a City-wide program to support the enhancement enrichment of the community with a wide range of art work styles, themes, and media throughout the City.*

***Consistency Statement:***
While considered an amenity in the Plan, carefully placed sculptures along the Highway could be developed as a part of the City's program for "Art in Public Places". The community voiced concern about the cost for providing public art along the Highway. However, it is felt that certain sculpture in key locations could enhance and provide continuity between the Highway and other primary destinations of the City (i.e., Old Town, Las Virgenes Road commercial area, etc.). Should the sculptures designated in the Mulholland Highway Master Plan be too costly to implement as part of the City's program, consideration should be given to earmarking new developments one percent for public art contribution to funding some of the art as designated in the Plan.

**Chapter 17.26 - Landscaping**

*The purpose of this chapter is to establish landscape regulations to enhance the appearance of developments, reduce heat and glare, control soil erosion, conserve water, screening compatible land uses, preserve the integrity of neighborhoods, and improve pedestrian and vehicular traffic and safety.*

***Consistency Statement:***
The Master Plan sets forth a preferred plant matrix and list, and designates locations for new planting throughout the corridor. The landscape emphasis of the Plan is consistent with the standards of this chapter. Subsequent preparation of construction documents for the individual phased construction by zone, should be consistent with the landscape, plant materials, irrigation, and installation provisions of this chapter.

**Chapter 17.52 - Grading Permit Requirements and Procedures**

*Provisions of this chapter are enacted for the purpose of regulating grading within the City and establish standards for grading, including filling and excavation activities.*

*Section 17.54.030 - Excavations and Fills. The standards of this chapter generally discuss requirements for reducing the area of cut and fill, retention of natural features, contour grading, fill material and placement, compaction, and drainage and terracing of cuts and fills. Most specifically, it emphasizes that special standards should apply to cuts and fills with surface slopes steeper than 3' horizontal to 1' vertical.*

***Consistency Statement:***
While a number of the alternative retaining wall designs in the Plan analyzed slopes steeper than 3:1 (2:1, 2.5:1), the preferred alternatives maintain a cut and fill slope of 3:1. Therefore, the Plan as designed is consistent with the provisions of the grading and drainage standards of this chapter. Should more detailed design dictate that increased surface slopes are needed to accommodate retaining walls, during the preparation of construction documents for the Mulholland Highway Master Plan, any design should strive to minimize the vertical area of retaining walls.

**Chapter 17.56 - Non-Point Source Pollution Control Standards**

*This chapter provides procedures and standards for the control of non-point source pollution in compliance with the NPDES and the requirements of the California Regional Water Quality Control Board.*

***Consistency Statement:***
Any new development within or adjacent to the Mulholland Highway Master Plan area shall be subject to the provisions of this chapter as well as compliance with State and Federal regulations. Detailed construction drawings required to implement the four project zones shall also evaluate non-point source pollution and properly mitigate through design, to the extent possible, pollution prevention measures.

## Relationship to Pending Development:

Most of the surrounding lands adjacent to the Master Plan area have been built out, thus there is little development that could have a direct impact upon future plans for the Master Plan area. Two primary development projects will have a potential impacton the beautification and traffic/circulation recommendations of the Mulholland Highway Master Plan. One of these projects in within the jurisdiction of Los Angeles County. No known City of Los Angeles projects are currently being proposed that will have an impact on the Master Plan. No other development by either the Las Virgenes Unified School District or the landowner of vacant property across from the High School property is known at this time. Below is a partial list and brief description of pending or recently approved development projects as of the writing of the Master Plan.

1. Carey Hellman Property, 22450 Mullholland Highway - seeking approval from Los Angeles County for the construction of one single family house. The City of Calabasas issued an encroachment permit to allow the construction of a driveway to serve the single family house with conditions placed on the permit of the following (related to the Master Plan):

- No drainage runoff onto public rights-of-way,
- Dedication to the City of additional right-of-way along the Mulholland Highway frontage,
- Participation in the Mulholland Highway Master Plan study and improvement costs.

2. Rumph property, south Mulholland Highway, adjacent to Mulholland Drive - sought and obtained a parcel map to subdivide the property and increase access to the property. The City approved the parcel map with conditions that the slope bank fronting Mulholland Highway either be dedicated or an easement be granted to the City for the necessary construction of a retaining wall, slope engineering and revegetation to allow for the widening of Mulholland Highway.

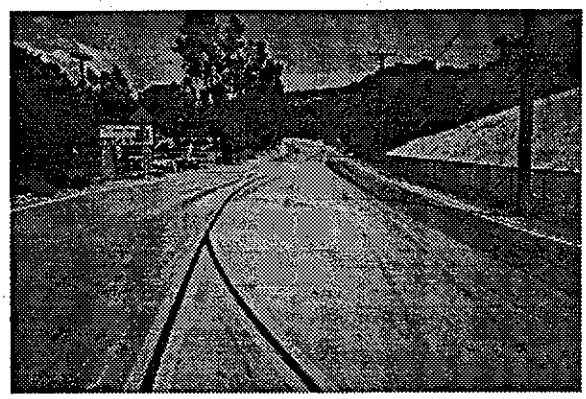
# II. Highway Master Plan

## Existing Conditions:

For uniformity in describing portions of the project area, this Master Plan will refer to the Highway as though it runs from west to east (Old Topanga Canyon Road to Mulholland Drive). Likewise, by convention Calabasas High School and the Gelson's shopping center are referred to as being on the north side and Daguerre Avenue and Eddingham Avenue intersect from the south side of the Highway (see Figure 1 for reference).

In order to clearly identify and suggest recommendations in the Master Plan for improvements to the four zones, it was necessary to address the existing conditions by zone and summarize problems that currently exist. Below is a summary of the existing site conditions of the four zones.

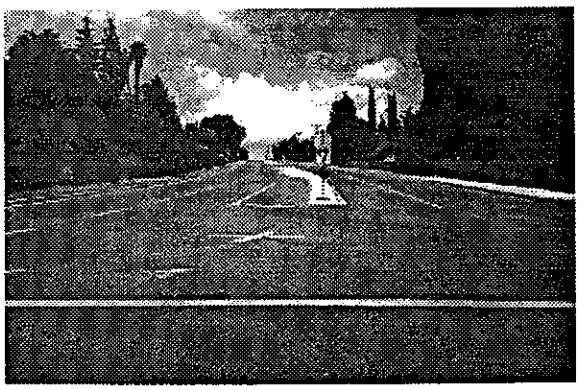
**Zone 1:** ***Calabasas High School Frontage***: The exhibit to the right shows the current paving and striping conditions of the Highway immediately in front of Calabasas High School. Recent slide repair work has stabilized the south side of the roadway allowing for a turn pocket and acceleration lane to be added. The following issues are noted for this section:



*Zone 1: Calabasas High School Frontage*

- An 80-foot right-of-way exists starting at the curb face on the Calabasas High School side of the street.
- Future widening would be on the north side of the street only.
- A line of power poles exist on the south side of the street, approximately 55 feet from the right-of-way (west curb line).
- No formal bike lane striping currently exists.
- Calabasas High School is considering establishing on-street parking, and the existing right-of-way is constrained.
- Widening on the north side of the street across from the football field is limited due to the presence of a steep ravine.

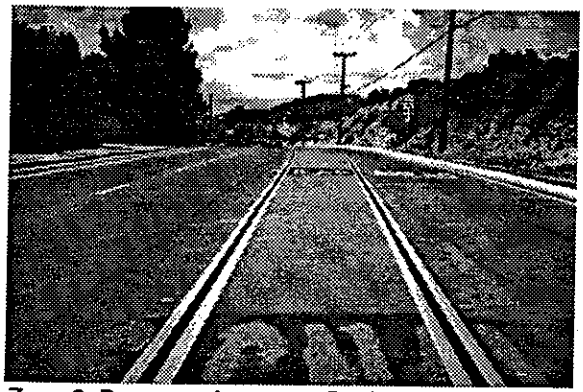
**Zone 2:** ***Declaration Avenue to Daguerre Avenue***: The illustration below shows the fully widened portion of the roadway between Declaration Avenue and Daguerre Avenue. West of Declaration Avenue, and for a short portion east to Eddingham Avenue, the roadway has not been fully widened. The following issues are noted for this section:



*Zone 2: Declaration Avenue to Daguerre Avenue*

- A 100-foot right-of-way exists allowing for widening the currently narrow portions of the roadway for a better vehicle transition.
- The north side of the street is without sidewalks except near Calabasas High School.
- No crosswalk currently exists at either Daguerre Avenue or Declaration Avenue.
- The medians have no plantings and are paved over.
- No bike lanes exist.
- No street trees exist.
- Nothing signifies the entrance to each of the various neighborhoods.
- An existing block wall on the north side is plain and uninteresting.

**Zone 3:** ***Daguerre Avenue to Paul Revere Drive***: The figure below shows the current striping configuration for this portion of the Highway. The following issues are noted:

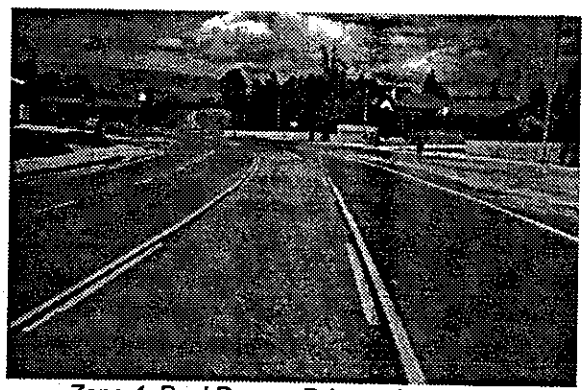


*Zone 3: Daguerre Avenue to Paul Revere Drive*

- A 100-foot right-of-way exists, but widening to a standard street section did not occur on the south side of the street.
- A line of power poles on the south side of the roadway is ±60 feet from the curb face on the north side.
- The topography in this section is such that significant grading and slope removal would be needed for substantial road widening.
- No formal median exists, only a striped median.
- The current roadway configuration comprises two lanes westbound and one eastbound.
- A narrow bike lane exists on the north side of the street only for a portion of the distance.
- The south side of the roadway is undeveloped land and widening may be required with future development.

**Zone 4:** ***Paul Revere Drive to Mulholland Drive***: The figure below shows the current status of this portion of the Highway. The following issues are noted:

- A 100-foot right-of-way exists for the entire length of roadway, but widening has not yet occurred on the south side just east of Mulholland Drive.
- Paving was never completed along the south side of the roadway where recent residential subdivisions were developed.
- A narrow bike lane exists only on the north side of the roadway.
- Currently two lanes exist westbound, one lane eastbound.
- The center turn lane median is striped, not raised.
- Turning movements from Freedom Drive and Parch Drive are difficult during peak hours.
- The topography across from the existing shopping center is such that significant grading and slope removal/recontouring would be needed for road widening.



*Zone 4: Paul Revere Drive to Mulholland Drive*

## Bicycle Plan:

As of the writing of this document, the City has initiated the preparation of a City-wide Bicycle Master Plan. That plan sets forth, in detail, a comprehensive program for recreational and commuter bicycle transportation. The inprovements planned in this Master Plan are consistent with those identified in the City-wide Bicycle Master Plan

The bicycle plan for the Mulholland Highway Master Plan is a long-range plan for installing a bikeway system along the entire Highway. When complete, the bikeway will provide safe and convenient Class II bike routes from the Mulholland Highway intersection with Old Topanga Canyon Road to the City of Los Angeles jurisdiction at Mulholland Drive. This connection will provide an essential critical link to regional, commuter bike traffic.

The bikeway plan is fairly straight-forward and envisions full development of Class II-B bike lanes from Old Topanga Road throughout the Highway to Mulholland Drive. The bicycle plan will be implemented with bike lanes ranging from 4' - 8' when each phase of the Mulholland Highway Master Plan is constructed or installed.

Under Caltrans Bikeway Planning and Design Standards, bikeways are defined in three classes:

- Class I Bike paths
- Class II Bike lanes
- Class III Bike routes (see figure1).

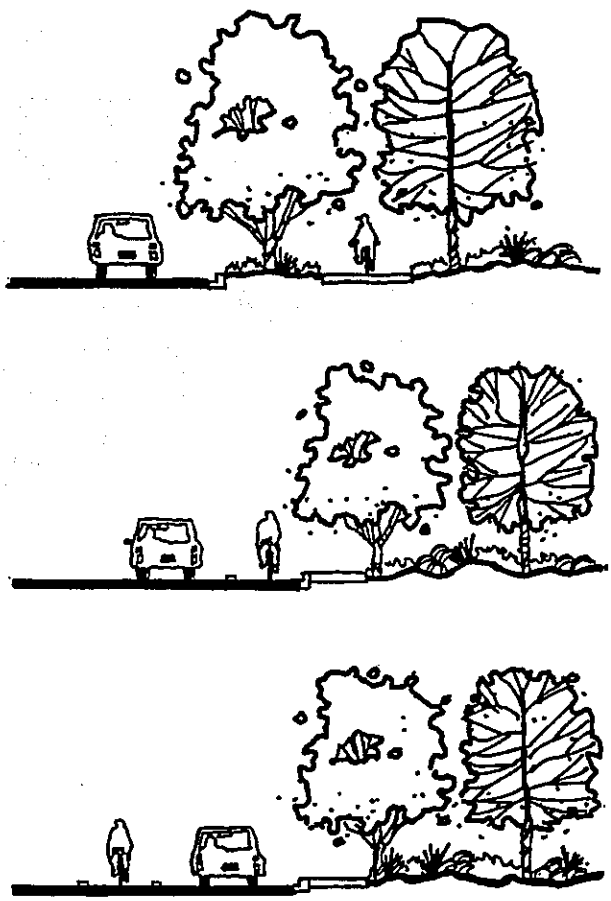



**Figure 3**
*Bikeway Classes*

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 cross-flow of motorists minimized. Minimum 8' wide.

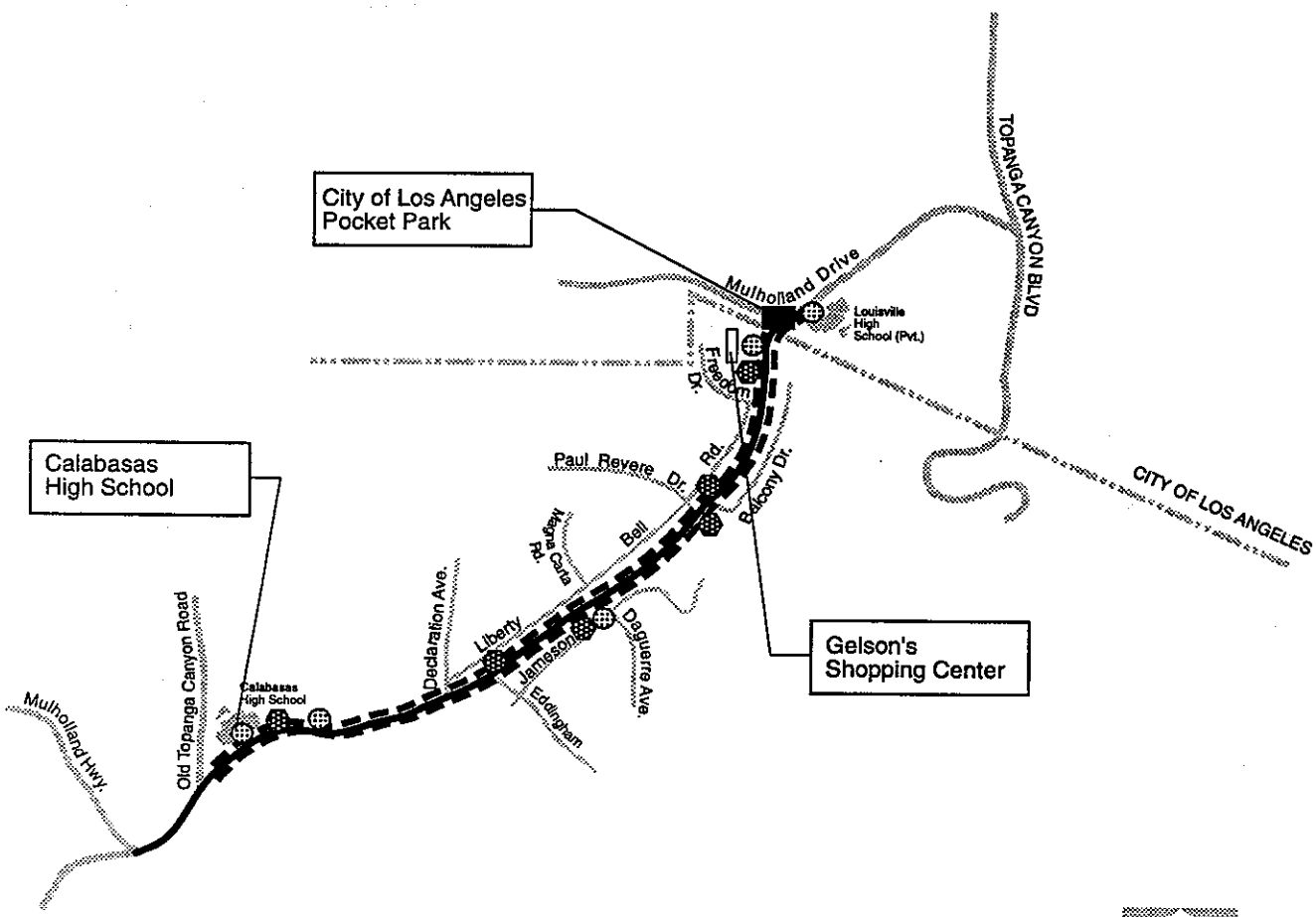
- *Class II-A Bike lanes*: Provides a striped lane for one way bike travel on a street or highway. Class IIA bike lanes are located between the parking stalls and the traffic lane(s). Minimum 5' wide.

- *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' (where the is no gutter).

- *Class III-B Bike routes*: Bike routes provided within the street right-of-way designated by signs or permanent markings insured with pedestrians or motorists.

Figure 4 shows the bicycle plan for the Mulholland Highway Master Plan, including proposed locations for rest stops, bicycle racks, and/or bicycle lockers. As previously mentioned, the entire Master Plan encompasses 4' - 8' wide Class II-B bike lanes both eastbound and westbound. Striping for the bike lanes will be done concurrently with reconstruction or resurfacing of the travel lanes. Since no where in the plan area does any on-street parking exist, there is no need to distinguish between Class II-A and Class II-B bike lanes. Should Calabasas High School wish to pursue on-street parking following adoption of this plan, consideration should be given to restriping this area from a Class II-B to a Class II-A bike lane. Striping of bike lanes will connect to existing and planned bike lanes to the east and west of Mulholland Highway. Connections shall be coordinated with and if possible, engineered consistent with design plans noted in the City-wide Bicycle Master Plan.

- *Bicycle Racks and Bench/Rest Stops*: A number of bicycle racks and bench/rest stops are provided for in the Master Plan as shown on Figure 4. Locations of these facilities have been chosen in conjunction with preparation of the City-wide Bicycle Master Plan. Incorporating these facilities is essential to this important corridor since this area experiences heavy commuter/bike traffic and is a designated regional commuter corridor in the Draft City-wide Bicycle Master Plan. Since funding is a concern, bench/rest stops shall consist of a simple bench, grassy seating area, and canopy trees for shade.




north

## Legend

- Class II-B Bike Lane
- Bike Racks/Lockers
- Bench—Rest Stop
- Key Destinations

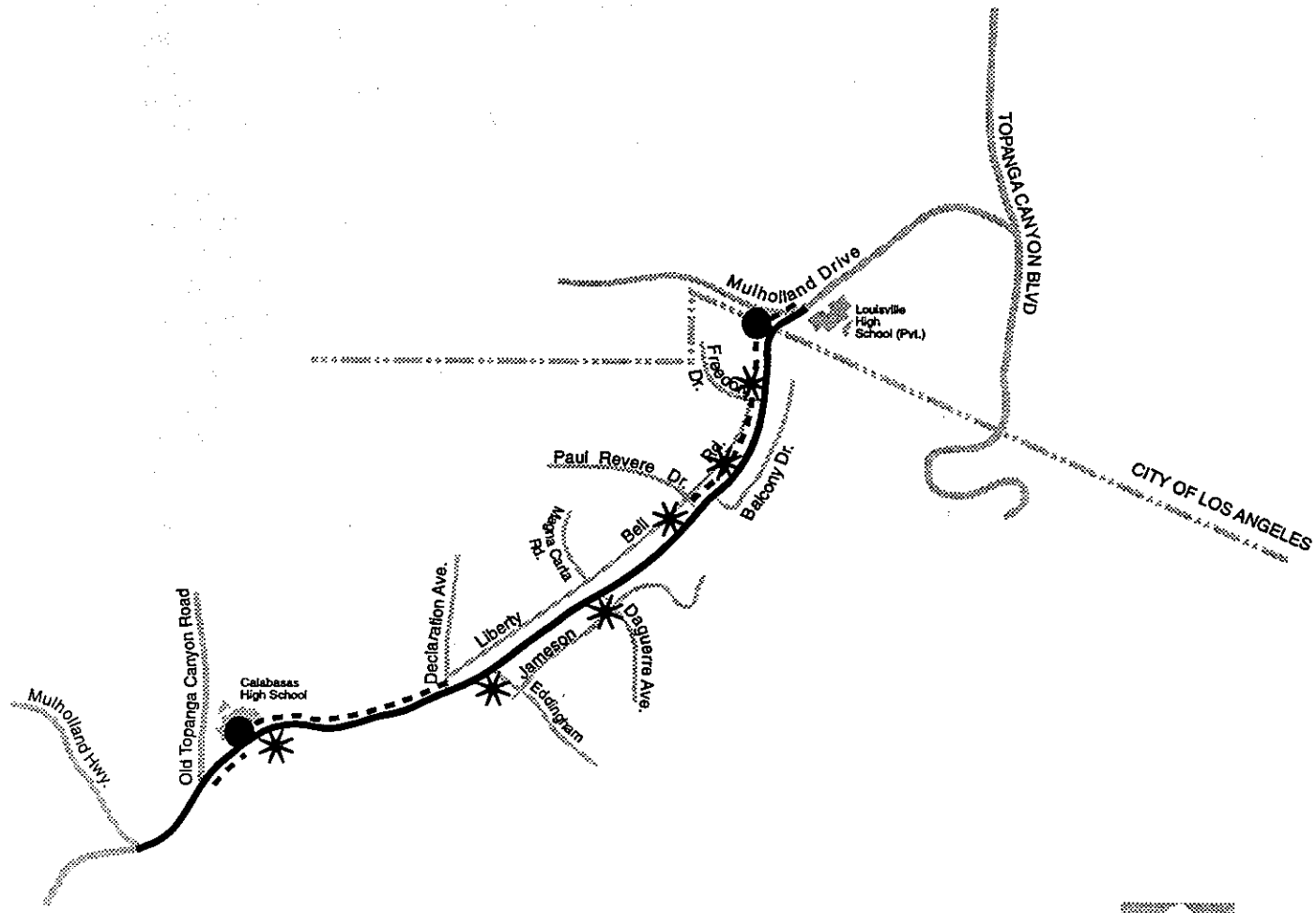
# Bicycle Circulation Diagram

Figure 4

## Transit Plan:

The City of Calabasas is continuously developing alternative transportation programs. It's public transit program is essential for moving people from place to place both within Calabasas proper and outside the City, and serves to reduce traffic, pollution and parking demand. One of the City's programs is the current Dial-A-Ride Program, that is being executed city-wide and is being considered for expansion to the Master Plan area in conjunction to the preparation of this Master Plan. This established regional transit route along the Highway also allows for Los Angeles County Metropolitan Transportation Authority funding opportunities.

Presently there are no transit stops anywhere within the Mulholland Highway planning area. The issue of bus shelters was a sensitive one with the community and neighborhood residents, who feared that bus shelters are not only unnecessarily expensive, but could provide habitable structures to transients and become target areas for graffiti. Hence, no bus shelters are proposed in the Master Plan. Transit stops, however, are planned to be provided through lane striping and signage, as shown in the Transit Stops Diagram, Figure 5. The intention of this service is to establish a series of designated fixed drop-off points; two of which are being considered as a part of this Master Plan, located at the Calabasas High School and the Gelson's shopping center. Beginning service, using 13-28 seat ADA accessible passenger vans, is envisioned to target routes between the Mobile Home Park just outside the Master Plan area to the southwest, the Calabasas Highlands neighborhood, Chapparral School, the Gelson's shopping center and office activity hub on the eastern end of the Master Plan area and the Calabasas Tennis and Swim Center. Pick-up locations are to be used via a Flag-Stop Pick-up Program, whereby the rider flags a passenger van anywhere within a designated route. While the Program does not require designated pick-up areas, recommended pick-up locations are being proposed as a part of this Master Plan, as shown in Figure 5. While this is a pilot program, it is hoped that it is successful and that the individual reliance on the automobile is lessened by the City's perserverance to continue making these programs available to it's residents.




north

## Transit Stops Diagram

Figure 5

### Legend

- Designated Fixed Drop-off Points
- Flag Stop Pick-up locations (No designated areas, recommended pick-up areas only)

## Slopes, Utilities and Drainage:

The natural setting of the Mulholland Highway has tremendous visual appeal. One of the major assets of the area is the dramatic views of the Santa Monica Mountains. Design and construction of utilities, grading and drainage infrastructure can deter from the natural setting and substantially degrade aesthetic value. In particular, planned road widening will require the construction of significant retaining walls and/or site recontouring in two locations along the Highway. The discussion below addresses six key engineering issues that need to be carefully considered and planned for in order to beautify the Highway.

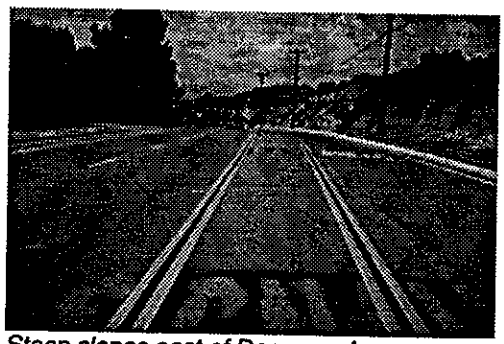
### 1. Slopes:

In a number of locations throughout the Master Plan area, hillsides intersect at the edge of the roadway. In some cases, hillside preservation has been successful while in others, engineered cuts and high slumpstone retaining walls have significantly degraded visual quality for residents and passers-by. Three distinct areas require sensitive planning and hillside preservation or revegetation in order to enhance visual quality, as described below:

*Steep slopes south of Calabasas High School*

A) Immediately across from the Calabasas High School play field exists a steep ravine and a substantially recontoured slope bank that constrains further widening beyond two travel lanes and a left turn pocket. Because of the dense tree cover, the actual topography could not be set by aerial methods. Site visits, however, reveal that the slope drops off just past the proposed asphalt berm or curb and there is not enough room for widening to incorporate a sidewalk or landscape strip. Either the ravine would have to be relocated or retaining walls constructed in order to continue the proposed walkway and landscape corridor across this frontage. Both alternatives are expensive and could have serious negative environmental impacts. The public expressed the desire to have walkways on both sides of the Highway. The Plan now envisions a sidewalk only on the north side of the Highway. Should it be decided that a sidewalk on the south side of the Highway is essential, detailed design and engineering should be deferred until consideration is given to the development of the property fronting this portion of the Highway, if and when it occurs.

The City of Calabasas commissioned contractors to recontour and engineer the substantial slide immediately across from the Calabasas High School site. For safety reasons, in this roadway segment a black chain-link fence was constructed adjacent to the paved roadway. While the plan calls for maintaining two-lanes in this segment (no widening for increased lanes) to this section to alleviate grading impacts, it is equally important that revegetation plans consistent with the landscaping plan provided herein are strictly adhered to, to ensure that both the steep ravine and the slope bank are protected.



*Steep slopes east of Daguerre Avenue*

B) Further east of the High School past Daguerre Avenue, the road currently narrows to avoid an existing slope bank. Power poles also constrain road widening in this area (as described later in this report). However, these power poles can be

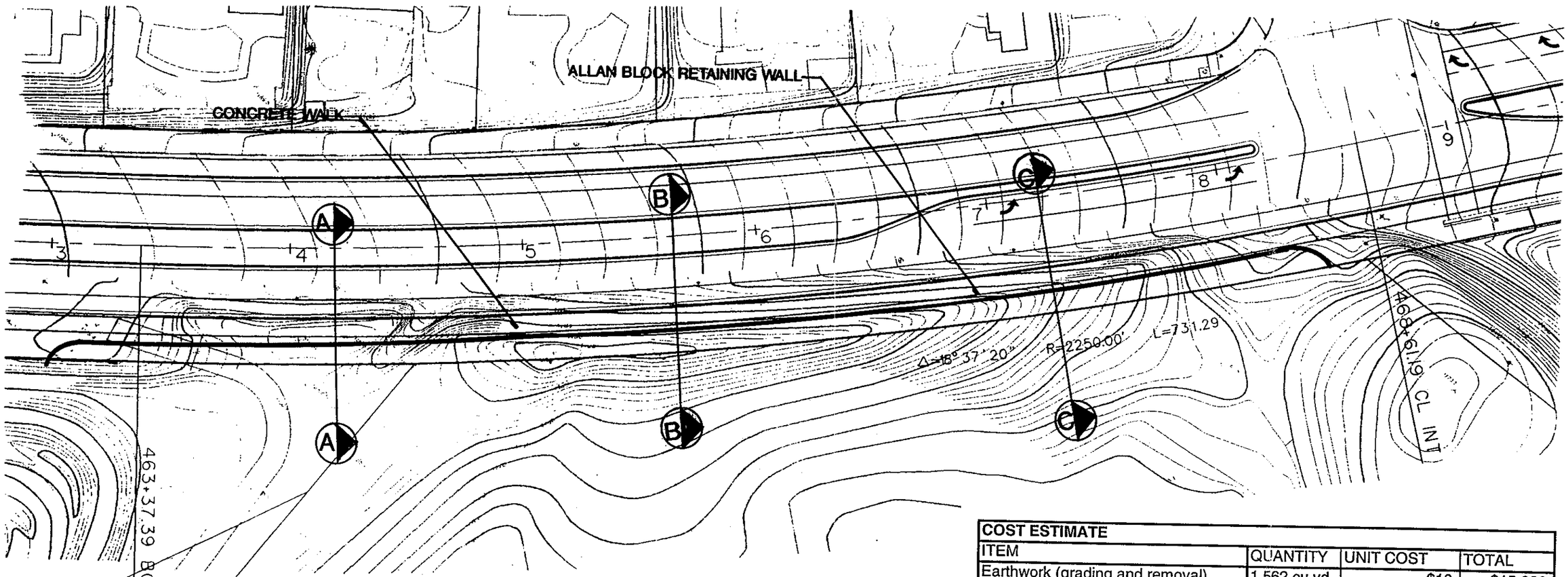
relocated. The photo on the previous page shows an area in question that may require extensive recontouring or construction of a retaining wall in order to achieve desired road widening for the project. Potential retaining wall heights could range from 3' to 24', assuming that the back of the sidewalk will be placed at the back of the right-of-way.

Due to the significant size of these potential walls, preliminary design alternatives have been investigated as a part of this Plan, focusing on options for stepping the walls or eliminating them through design. Figures 6 and 7, retaining wall alternatives at Paul Revere, illustrate possible design solutions to construct these retaining walls. Since the appearance of the walls and cost parameters are important considerations, each of these issues is addressed in the alternatives. In addition, wall heights may be reduced a few feet if a super-elevated section is used in the final design of the Highway, which has not been factored into these alternative design solutions. The two alternative designs for this slope area are distinctly different; one a more conventional retaining wall treatment, the other assuming the entire slope is recontoured, thereby eliminating the need for a retaining wall. The retaining wall alternative is more costly, but can be constructed within the existing right-of-way. The "recontouring" alternative requires property owner cooperation. Should the property owner of this section be willing, slope recontouring so that a retaining wall is unnecessary is the ideal solution (see Figure 7). Hence, coordination with the property owner to resolve final design development is essential.

*Steep slopes and unsightly utility lines east of Freedom Drive*

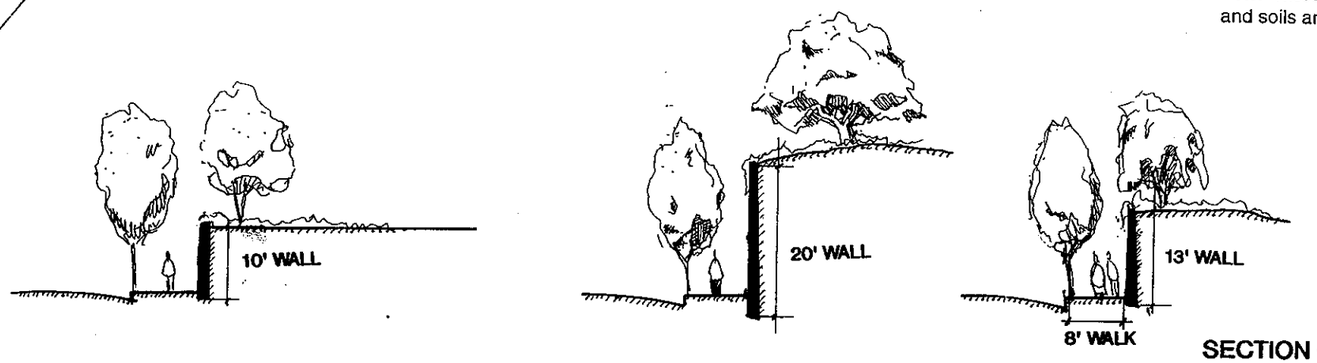
C) The third area constrained by slopes is just east of Freedom Drive and west of Mulholland Drive, as shown in the figure below. Previous residential tract development resulted in a widened highway up to this point. A significant portion of the hillside would need to be removed to continue such widening. A significant retaining wall would be necessary to accommodate this road widening which could possibly range from 8' to 27' in height. A slope easement was required from the landowner as a condition on the property's parcel map, which would allow for the contouring of the slope and revegetation consistent with the landscape palette developed for this Plan. Based upon the preliminary soils engineerinig analysis, a stepped retaining wall could potentially save one foot of wall height for every two feet of slope easement. Detailed design, over and above that discussed below, should be paid to this area as it is a key entry to the City. Final design must be sensitive to respond to environmental and cost factors.

With these significant slope issues in mind, a number of retaining wall and grading designs were explored for this site to mitigate potential environmental impacts. Specifically, four alternative retaining wall designs were explored assessing issues of cut and fill quantities, wall height, block material requirements, slope ratios and cost. The various designs addressed options for single wall (10' to 15' height), two-stepped wall (5' to 12' height), triple-stepped wall (4' to 10' height) and hillside recontouring whereby an additional 50' wide slope easement would be required for implementation. Earthwork quantities and block material requirements for each alternative vary significantly. General landscaping solutions for revegetation of the cut slopes and screening of the block crib walls also varies between the different options, as shown in Figures 8 through11. Cost parameters range from approximately $210,000 to $275,000. Alternative 3, the triple-stepped, terraced retaining wall design is the preferred cross section. Estimated at about $260,000, this design gently terraces the hillside and will allow for ample landscaping to dominate the Highway, versus large expanses of bock walls. The design can be accommodated within the existing easement, and is consistent with the overall image of the Master Plan.




| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 1,562 cu yd | $10 | $15,620 |
| Retaining Wall (including installation) | 7,500 sq ft | $15 | $112,500 |
| Landscape Planting and Irrigation | 7,500 sq ft | $3.25 | $24,375 |
| | | **TOTAL COST** | **$152,495** |

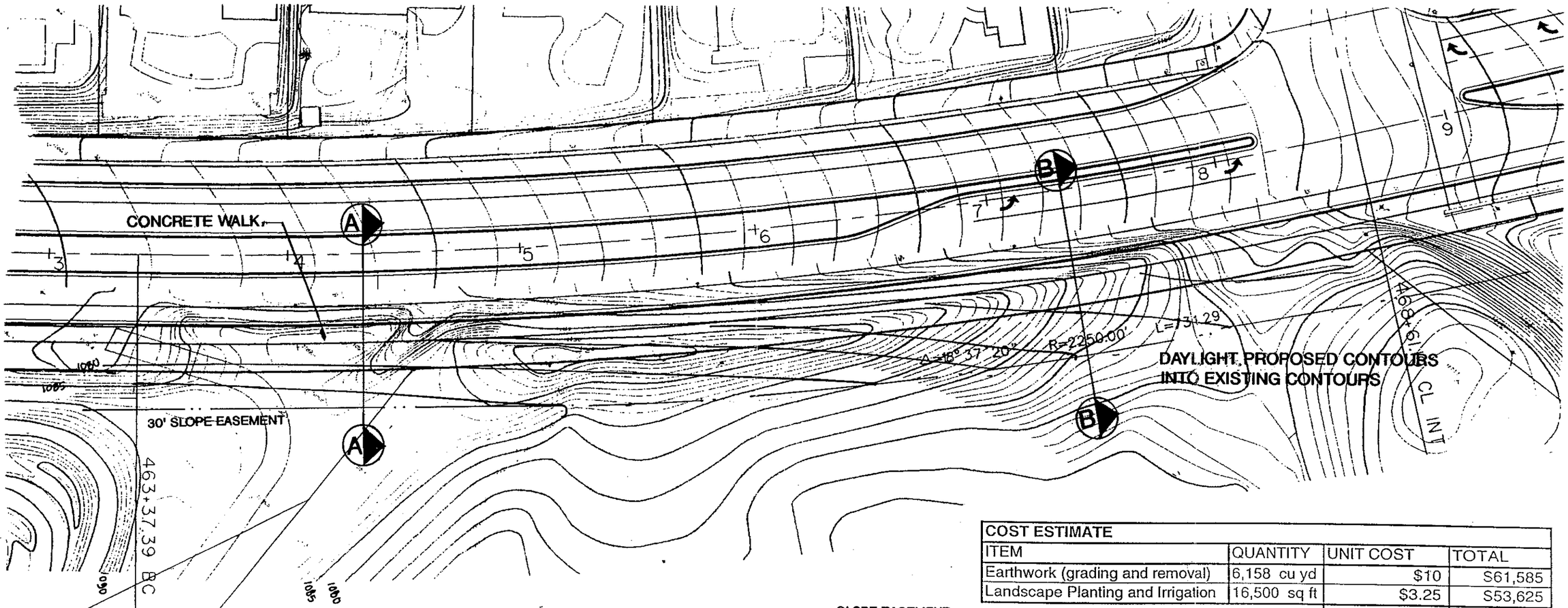
Note: These budgets are estimates based upon preliminary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs.

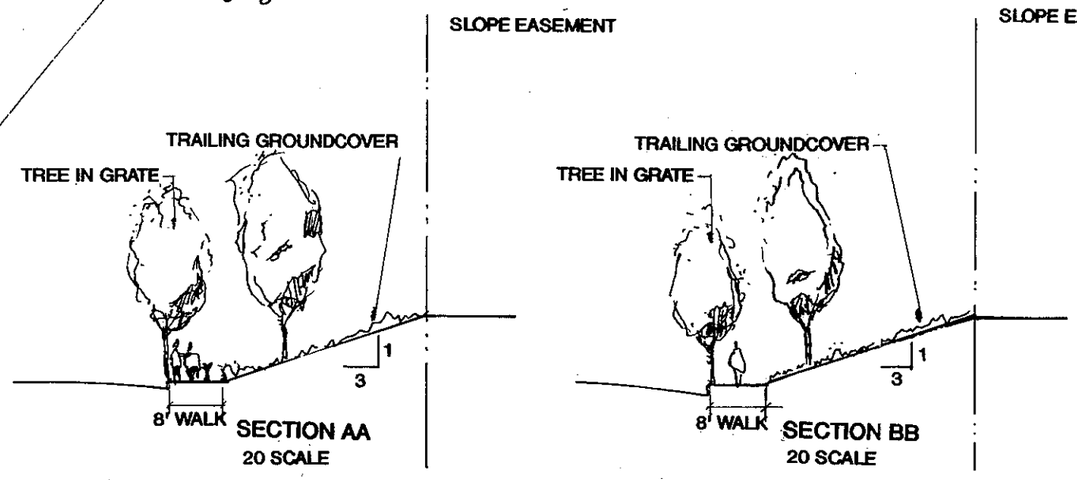



**SECTION CC**
20 SCALE

**Retaining Wall Alternative # 1 At Paul Revere**

**Scale 1"=40'** **Figure 6**



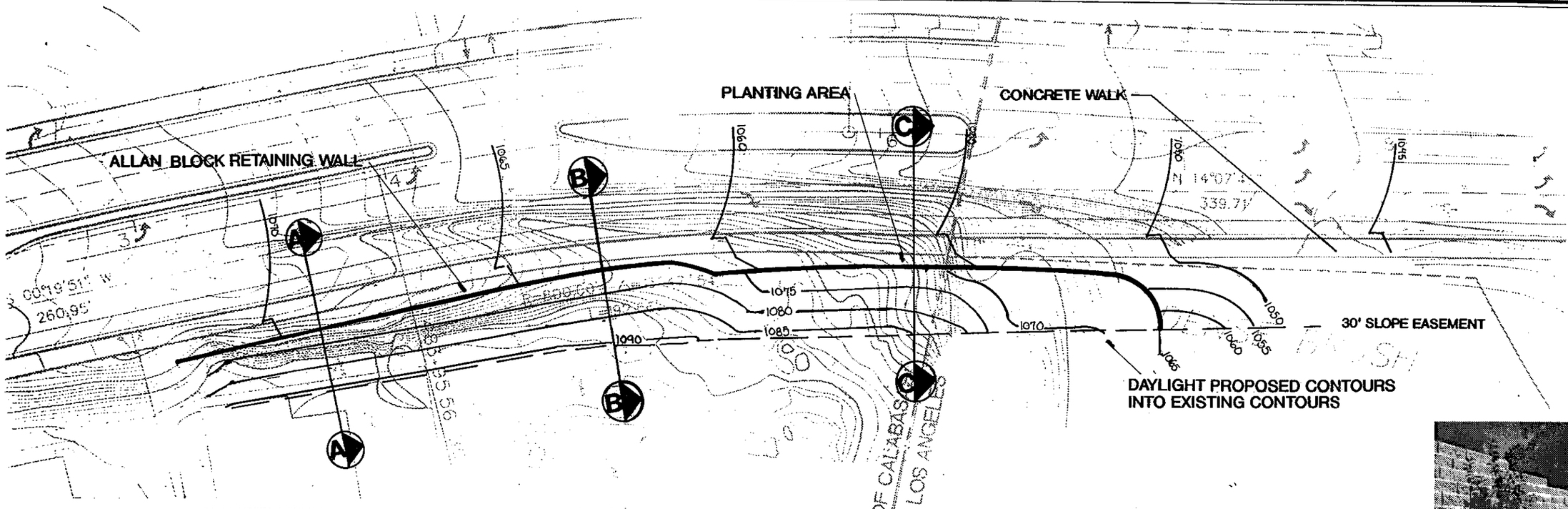



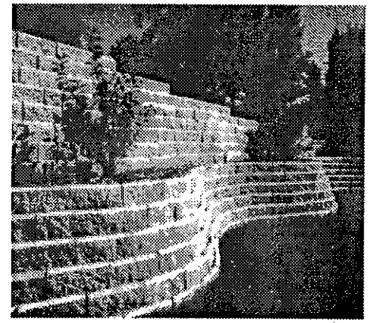

| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 6,158 cu yd | $10 | $61,585 |
| Landscape Planting and Irrigation | 16,500 sq ft | $3.25 | $53,625 |
| | | TOTAL COST | $115,210 |

Note: These budgets are estimates based upon preliminary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs

**Alternative # 2 At Paul Revere**

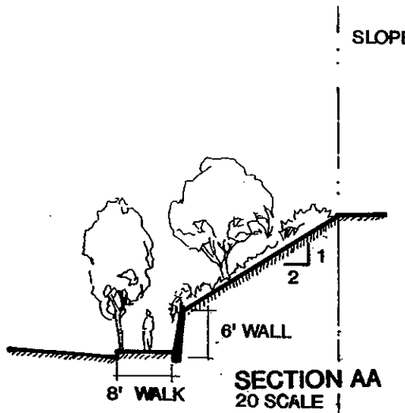
**Scale 1"=40'** **Figure 7**



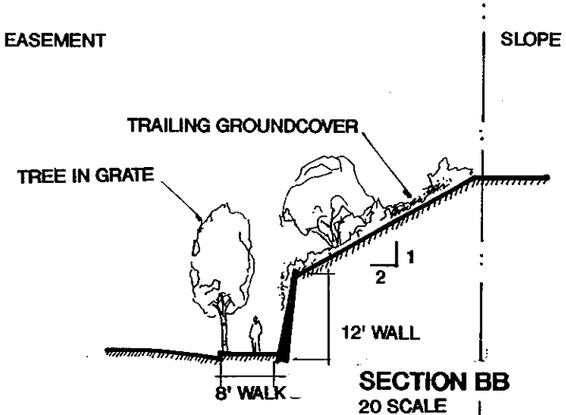



| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 8,704 cu yd | $10 | $87,040 |
| Retaining Wall (including installation) | 5000 sq ft | $15 | $75,000 |
| Landscape Planting and Irrigation | 15,000 sq ft | $3.25 | $48,750 |
| | | TOTAL COST | $210,790 |

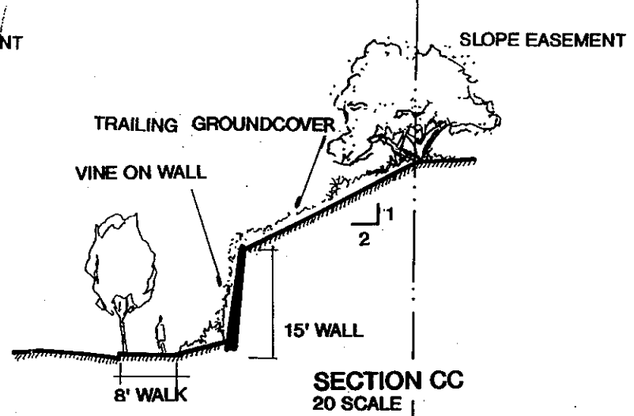
Note: These budgets are estimates based upon prelininary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs.



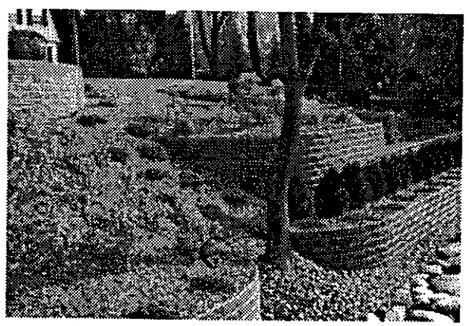

SECTION AA
20 SCALE




SECTION BB
20 SCALE

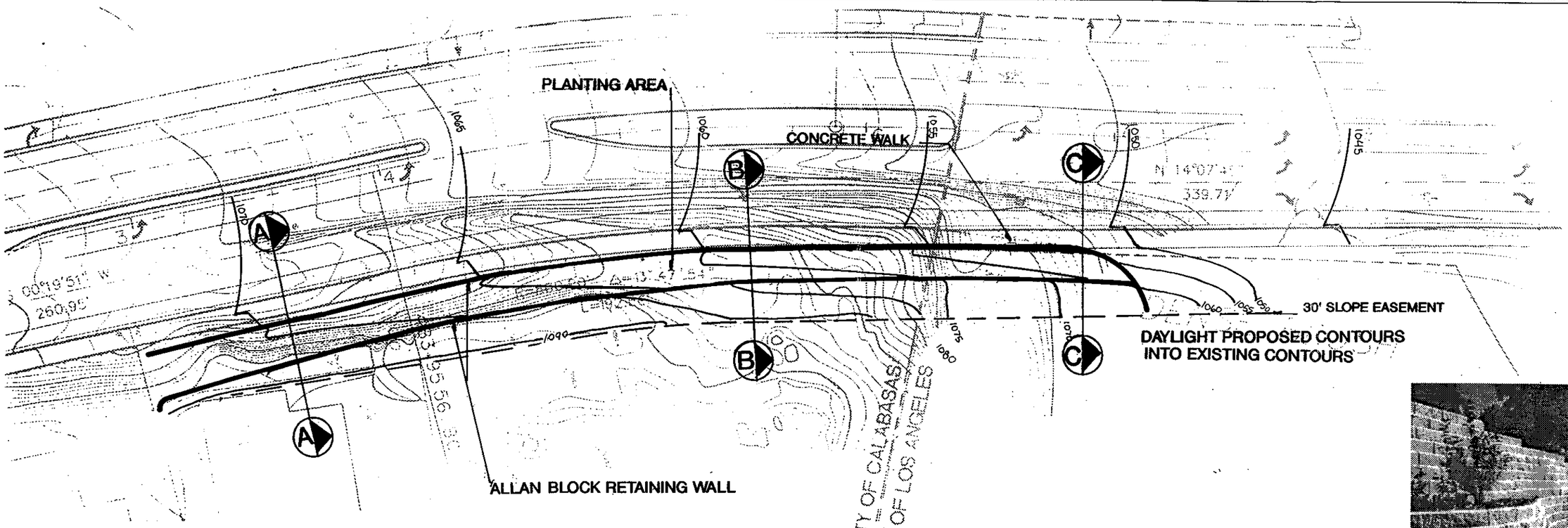


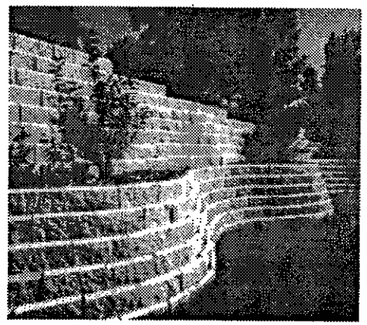

SECTION CC
20 SCALE



Retaining Wall Alternative # 1 At Mulholland Drive

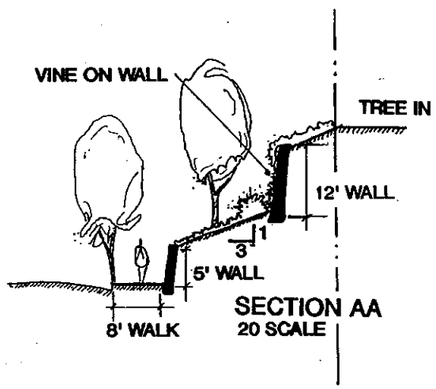
Scale 1"=40' Figure 8

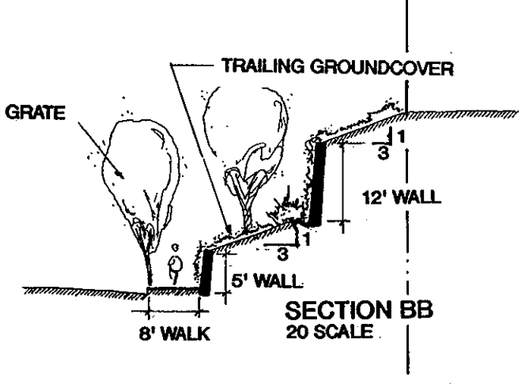


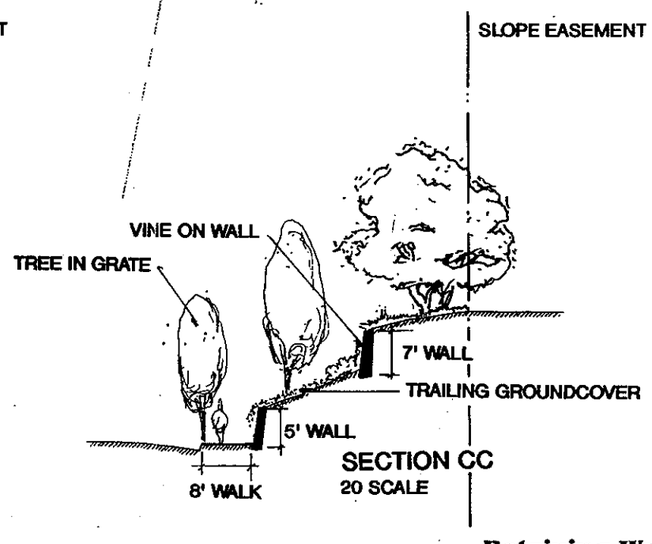



| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 9,042 cu yd | $10 | $90,420 |
| Retaining Wall (including installation) | 7040 sq ft | $15 | $105,600 |
| Landscape Planting and Irrigation | 15,000 sq ft | $3.25 | $48,750 |
| | | TOTAL COST | $244,770 |

Note: These budgets are estimates based upon prelininary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs.

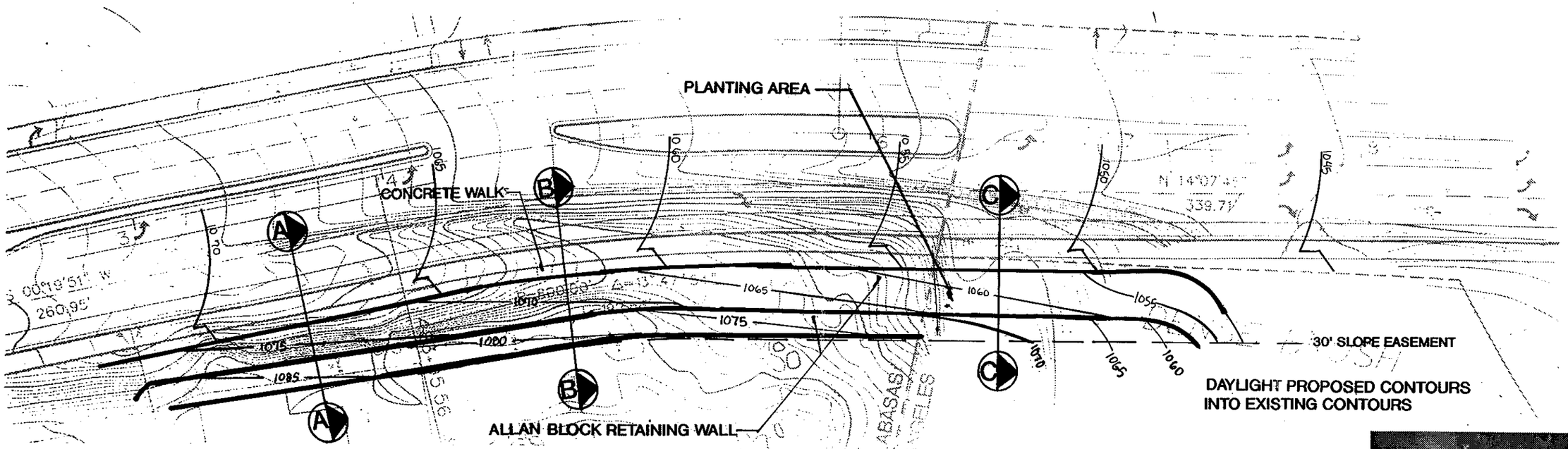


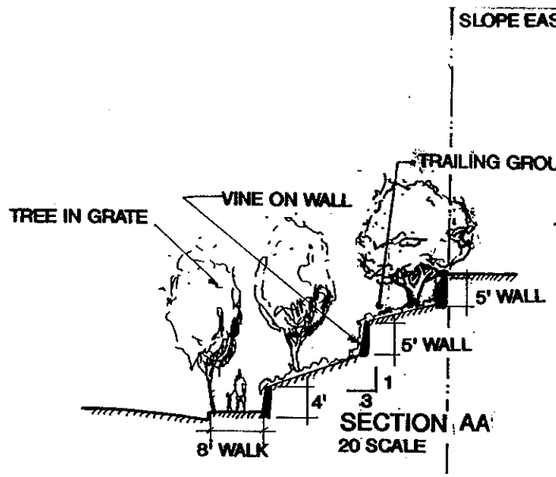

Retaining Wall Alternative # 2 At Mulholland Drive

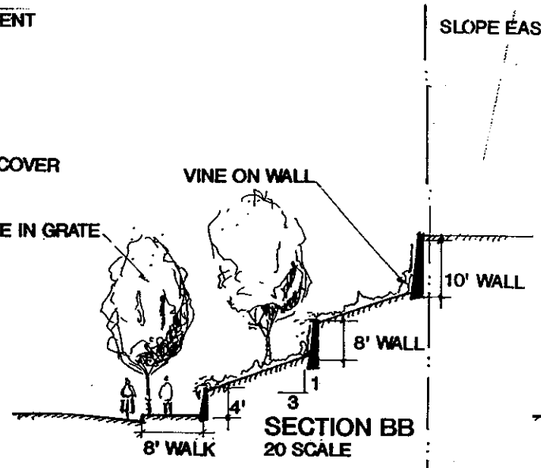
Scale 1"=40' Figure 9

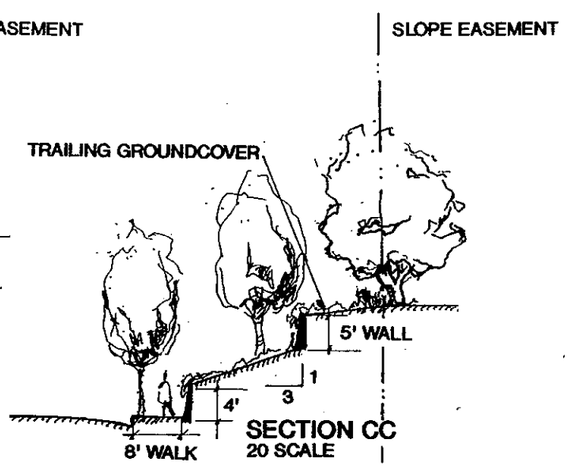


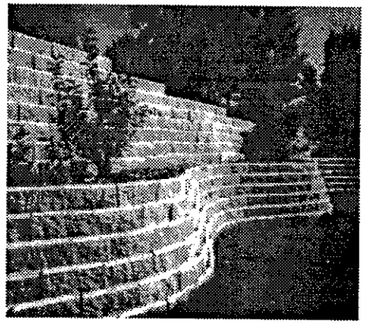

| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 9,789 cu yd | $10 | $97,890 |
| Retaining Wall (including installation) | 7660 sq ft | $15 | $114,900 |
| Landscape Planting and Irrigation | 15,000 sq ft | $3.25 | $48,750 |
| | | **TOTAL COST** | **$261,540** |

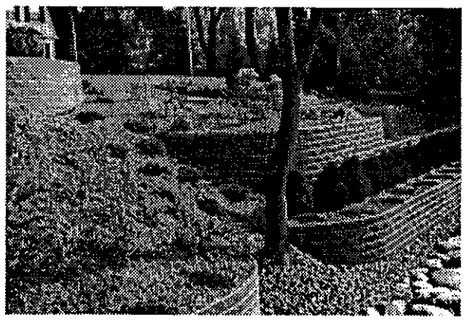
Note: These budgets are estimates based upon prelininary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs.



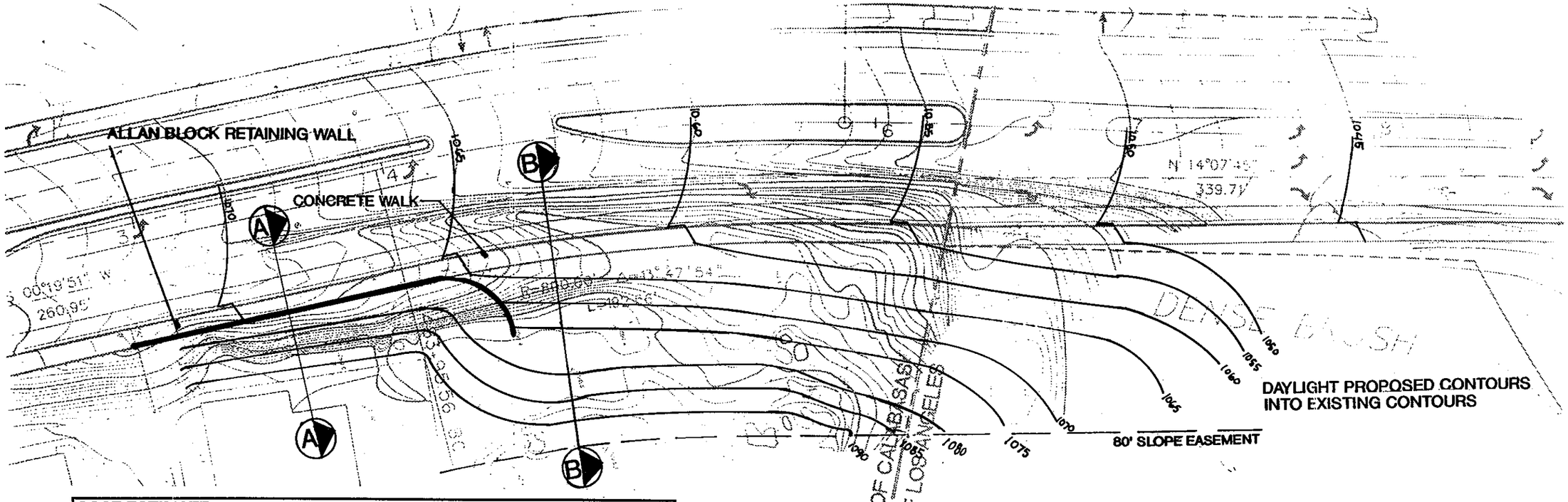





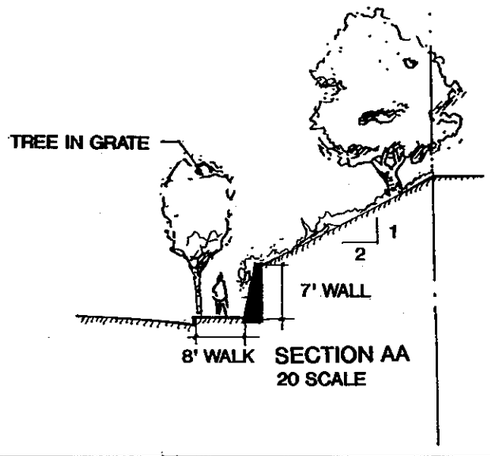
**Retaining Wall Alternative # 3 At Mulholland Drive**

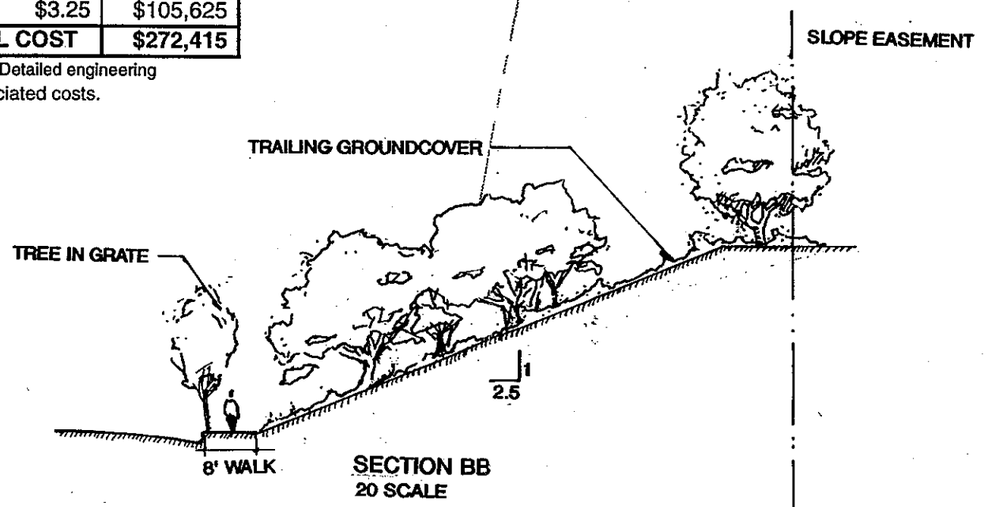
**Scale 1"=40'** **Figure 10**




| COST ESTIMATE | | | |
|---|---|---|---|
| ITEM | QUANTITY | UNIT COST | TOTAL |
| Earthwork (grading and removal) | 14,279 cu yd | $10 | $142,790 |
| Retaining Wall (including installation) | 1600 sq ft | $15 | $24,000 |
| Landscape Planting and Irrigation | 32,500 sq ft | $3.25 | $105,625 |
| | | TOTAL COST | $272,415 |

Note: These budgets are estimates based upon prelininary calculations only. Detailed engineering and soils analysis may require additional design/construction and associated costs.




**Retaining Wall Alternative # 4 At Mulholland Drive**

**Scale 1"=40'** **Figure 11**

## 2. Overhead Utility Lines and Signal Modifications:

There are approximately 55 locations where power poles, street lights, or traffic signal poles currently exist within the planning area. Of these, about one-half may have to be moved at some point during implementation of the project. Table 1 below summarizes their location and the extent to which they may need to be relocated or undergrounded. For the most part, where there is sufficient room to meander the pedestrian sidewalk instead of following a straight line, some of the poles can remain and the walk meander around them. Likewise, for those portions that require retaining walls, final design would need to be done to identify actual pole relocations. The most significant relocations will occur between Daguerre Avenue and Paul Revere Drive, where the roadway and pole lines currently narrow on the south side of the Highway. Along this section, the poles may be moved up to 30' from their existing locations.

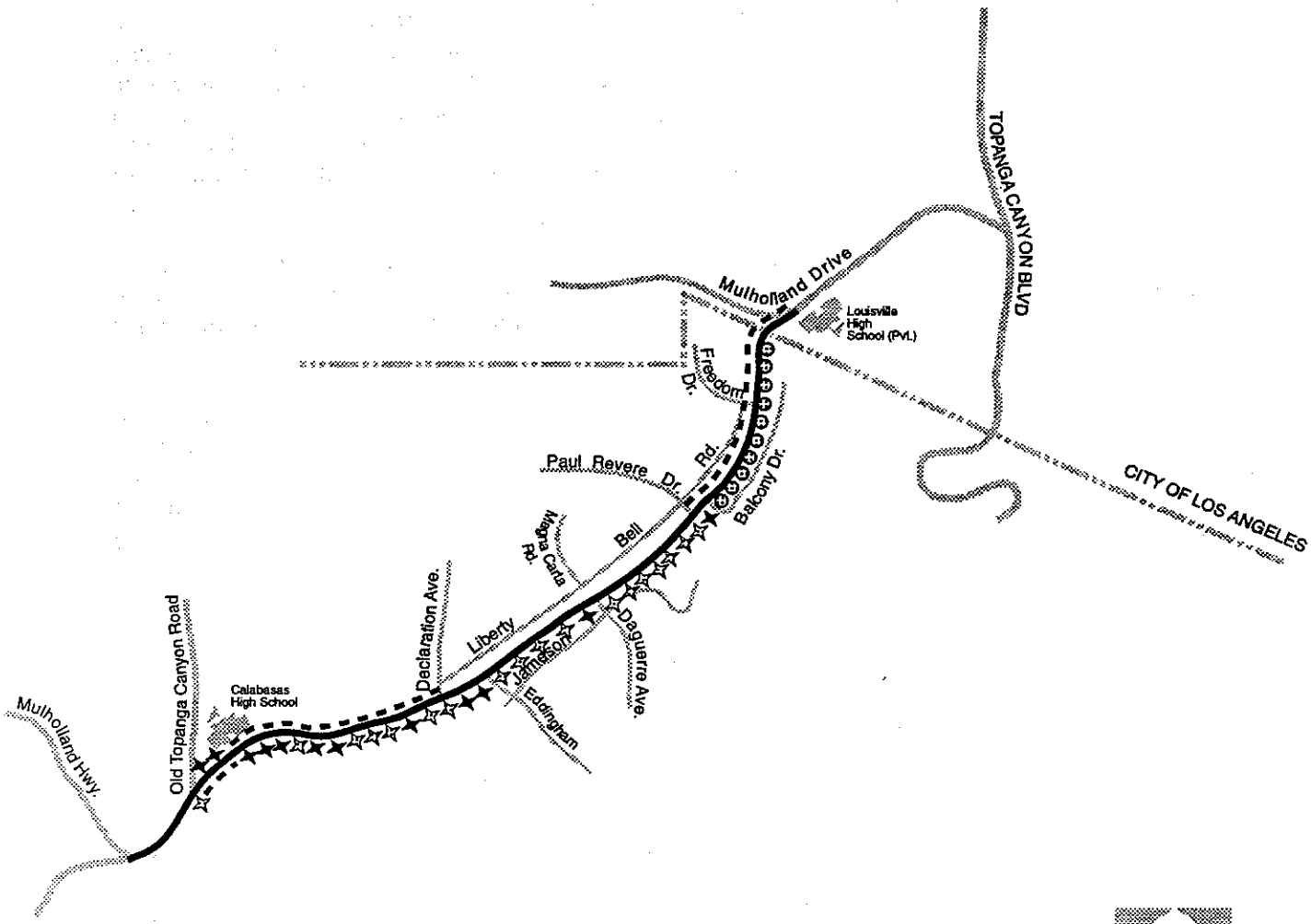
It is recommended that the future pole locations be selected during preliminary design development for each phase of the project. The primary options are whether they are to be placed within the landscaped area or at the outside edge of the right-of-way, next to the pedestrian sidewalk. In either case, poles should be clustered into groupings whenever possible.

Another alternative considered is to underground the overhead utility lines. Although Southern California Edison has indicated that they would pay for all but one of the pole relocations, undergrounding would be at the City's expense. Based on an estimated cost of $200 per linear foot, this could add up to as much as $1,380,000 to the project if it were improved the entire length of the highway. Figure 3 shows the general locations for those poles that need to be relocated, as well as the priorities for undergrounding poles, should funding mechanisms be secured.

**Table 1**
**POLE LOCATION AND RELOCATION PLAN**

| POLE TYPE | STATION | RELOCATE |
|---|---|---|
| Power Pole | 412+25R | NO |
| Power Pole | 414+23L | YES-18' |
| Power Pole | 415+55L | YES- 15' |
| Power Pole | 417+57R | YES- 6' |
| Power Pole | 419+5R | YES- 5' |
| Power Pole | 420+90R | YES- 1' |
| Power Pole | 422+68R | NO |
| Power Pole | 424+00R | YES- 2' |
| Power Pole | 425+50R | YES- 1' |
| Power Pole | 427+50R | NO |
| Power Pole | 429+21R | NO |
| Power Pole | 431+05R | NO |
| Power Pole | 432+71R | YES- 1' |
| Power Pole | 434+39R | YES- 5' |
| Power Pole | 435+28R | NO |
| Power Pole | 436+33R | NO |
| Power Pole | 437+97R | YES- 3' |
| Power Pole | 439+14R | YES- 3' |
| Power Pole | 441+48R | NO |
| Power Pole | 443+82R | NO |
| Power Pole | 446+10R | NO |
| Power Pole | 448+35R | NO |
| Power Pole | 450+49R | YES- 3' |

| POLE TYPE | STATION | RELOCATE |
|---|---|---|
| Power Pole | 452+46R | NO |
| Power Pole | 455+08R | NO |
| Power Pole | 457+09R | NO |
| Power Pole | 458+82R | NO |
| Power Pole | 460+52R | NO |
| Power Pole | 462+27R | NO |
| Power Pole | 464+03R | NO |
| Power Pole | 465+75R | NO |
| Power Pole | 467+10R | NO |
| Light Pole | 468+35R | YES? |
| Signal Pole | 468+56R | NO |
| Power Pole | 468+65R | NO |
| ? | 469+10R | YES |
| Light Pole | 469+78R | NO |
| Light Pole | 469+78R | NO |
| Light Pole | 471+09R | NO |
| Light Pole | 472+27R | NO |
| Light Pole | 473+83R | NO |
| Light Pole | 475+32R | NO |
| Light Pole | 476+78R | NO |
| Light Pole | 480+18R | NO |
| Light Pole | 489+65R | NO |
| | | |




north

## Overhead Utilities Plan

Figure 12

### Legend

- Power poles to remain
- Power poles to be relocated
- Power poles to be replaced
- Possible undergrounding locations

## 3. Right-of-Way:

The project as designed, can be improved without acquiring additional right-of-way. Therefore, it is not likely that funding for acquisition of right-of-way would be necessary. However, there are a few areas that may benefit from right-of-way modifications by mutual agreement with the landownner, as described below.

Calabasas High School has a public sidewalk designated within its own property boundary. Hence, any modifications, extensions or repairs need to be done with review and agreement in advance by the School District.

In each of the neighborhood entrances at Eddingham Drive, Daguerre Avenue, Paul Revere Drive, Parched Drive, and Freedom Drive, permission from either the corner property owners and/or the reresentative homeowner's association may be needed to construct the proposed landscaped entry statements. While individual title searches were beyond the scope of this study, it is anticipated that minor construction easements can be negotiated with individual property owners or homeowner's associations without purchasing formal easements. As of the date of this Plan's preparation, at least one homeowner's association had earmarked funds for an entry statement upgrade to their neighborhood.

With respect to slope revegetation, an attempt could be made to obtain slope easements from undeveloped parcels. Specifically, the Rumph parcel, located at the east end of the planning area, has been required to dedicate a 30-foot slope easement as a condition of the site's development. During the City's review of any proposed development along this corridor, such easements may be negotiated in exchange for a discretionary approval of the development. If any of the privately owned, undeveloped parcels where slope easements are desired come under consideration in the near future, then easements necessary to implement this plan and more specifically, the preferred retaining wall designs discussed in the Slopes, Utilities, and Drainage Section of the report, should be considered as a part of the development approval.

## 4. Water

Water service in the project area is supplied by Las Virgenes Municipal Water District. Either potable water or reclaimed water can be used for water supply. A steel potable water main runs the length of Mulholland Highway to Paul Revere Drive and an 8" reclaimed water supply line was installed from Old Topanga Canyon Road to the Calabasas High School entrance in 1992. Line pressure is reported to be at least 200 psi at the Calabasas High School, which is sufficient to serve the entire length of the project with proper pipe sizing. If potable water is to be used, a supply from an 8" transit line is available at Freedom Drive or from the 12" steel line located in the eastern portion of the project.

## 5. Lighting

Because the Highway corridor extends from an urban setting to a rural one, the existing lighting levels vary substantially. Existing lighting at the east end of the project is by way of 30' high marbelite pole standards with a cobra head style luminaire. These light levels exceed those established in the Los Angeles County standards (for a full discussion, see the Appendix to this report under separate cover). Due to potential liability exposure, the City should consider maintaining light levels to at least Los Angeles County standards. The desire to lower light levels and reduce spillover into adjacent neighborhoods was raised as a serious

*Existing Conditions*

concern by many of the homeowners in the area. Thus, since lighting can have positive and negative aesthetic impacts, the issue of light glare and aesthetics must be balanced with the need for public safety. The City may want to consider adopting its own standard for required lighting levels if the County standards are not sufficient, possible requiring the City to de-annex the County Lighting District.

Lighting along the easternmost stretch of the project was installed at the time of the residential tract development. It was probably designed with a higher level of lighting than required by County standards because of the proximity to a commercial area across the street. If the equivalent level of lighting is desired in the future, then the desired light fixture on 20' poles spaced at 55' with 150 watt, high pressure sodium bulbs would be needed to meet the light level. If reduced lighting levels are justified, then a lower pole standard could be used. At the time of design development a detailed lighting analysis, including photometric plans, should be done so that any issues regarding future light levels can be addressed. The City may want to consider replacing the existing 30' high marbelite standards with a 17' high pole and light fixture consistent with the globe being used in Old Town Calabasas and designated for the Las Virgenes Road Corridor Design Plan, in order to unify commercial areas throughout the City.

For the remaining areas of the Highway, replacement lighting is considered expensive and not necessary unless that the City decides that the existing light levels are not satisfactory. It is proposed, however, that lighting at each neighborhood intersection with a decorative theme light standard 17' high be installed. Precise pole locations, height, and bulb wattage will be resolved during final design development. The City may also want to consider increasing light levels across the Calabasas High School frontage with input from school authorities and local law enforcement officials, provided some kind of cost sharing agreement can be realized. Theme light alternative designs can be referenced in the individual zones "Suggested Design Elements" section of this report.

## 6. Drainage

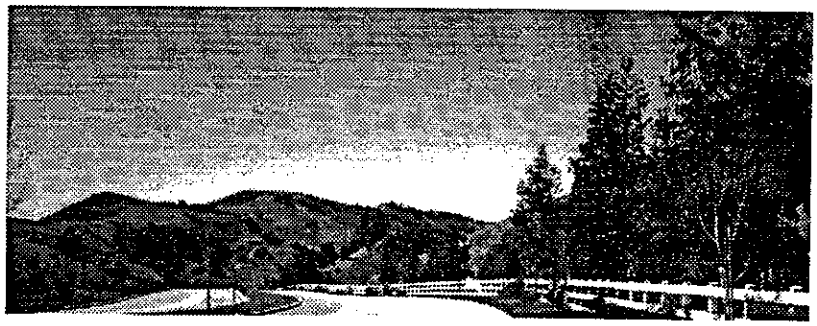
The proposed highway improvements have little to no impact on existing drainage patterns or quantities of run-off. Currently unpaved areas proposed to be paved will be offset by other areas of existing paving to be removed. In particular, some existing sidewalks will be sawcut in sections and replaced with planters, which will decrease the impervious surface area. Specific drainage devices will be needed in certain locations, particularly from the steep slope west of Daguerre up the hill to just west of Daguerre Avenue. Currently a v-ditch dumps onto the roadway nearby this same steeply sloping area and a lot of seepage and sheetflow runoff from the hillside is generated. This may present an erosion problem in the future in other sections of the Highway that slope beyond three (3) percent. Crossbars and other devices such as deflector boards may be needed in the landscaped areas, at least until a solid groundcover is established and revegetation takes hold. These engineering improvements are minor in nature and can be addressed in final design development.

*Drainage has eroded the asphalt along the curb*

# Beautification and Traffic/Circulation Plans

## Overall Beautification and Landscape Character

The guiding premise behind this Plan is to regain the natural scenic beauty of this area through integrating the built environment with the surrounding landscape. Part of this goal is to restore a more quiet, peaceful feel to the Highway using extensive landscaping and diminishing the focus on the vehicle. The general landscape character along Mulholland Highway will exhibit a rural, historical ranch theme. The majority of improvements will blend and reflect the natural character of the surrounding landscape. Since many public comments were directed at enhancing the area into a "parkway", landscaping the area with a mosaic of plants, trees, shrubs and vines is central to the overall desired image. Pedestrian pathways, fences, cobblestone pavers, signage and plant materials proposed will complement materials used throughout the City of Calabasas. Neighborhood entries, important gateways, the Gelson's shopping center commercial area, and Calabasas High School will be accented with various physical improvements to distinguish them from the remaining greenway.



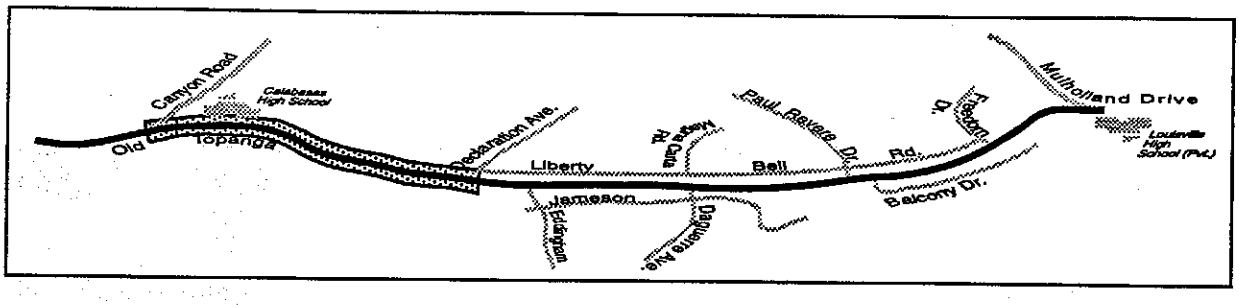
*View of nearby terrain typical of Calabasas*

## Overall Circulation and Traffic Plans

*Mature landscaping creates an attractive tree canopy*

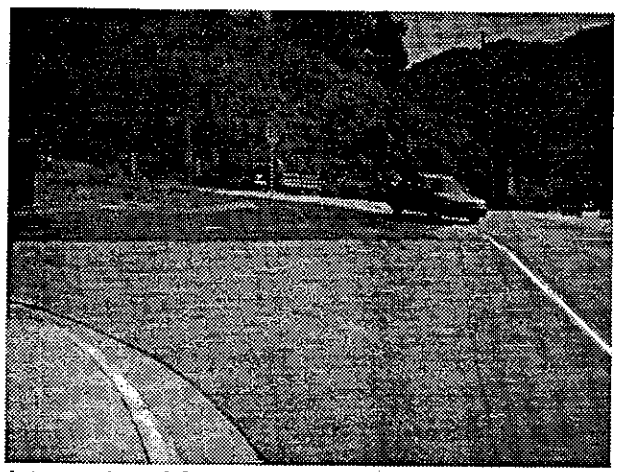
The Mulholland Highway is the major traffic-bearing route connecting the City of Calabasas with the natural area of the Santa Monica Mountains to the south and west. The existing conditions provide for an uninviting spatial experience of continuous walls, disconnected sidewalks, no bike lanes and encouraging fast speeds for vehicles to jet from one destination to the next. The focus of the overall Plan is to calm traffic, though not so much as to create congestion. Restriping the roadway so that left turn pockets are more readily defined with the proper stacking distances, consolidating entrances/exits into high-use areas, and widening the roadway from two to four lanes west to east as the demand for vehicle trips increases, will make the roadway more efficient and pleasant to the traveler. Increasing facilities for alternative forms of transportation, such as bikes, passenger van carpooling and pedestrians will alleviate the pressure for using cars, there by indirectly reducing traffic. Installing multiple traffic calming devices, such as cobblestone pedestrian crossings, more identifiable signage, and center raised medians will also slow vehicle speeds and reduce vehicle noise to the many residential neighborhoods whose backyards front the Highway.

# Zone 1 - Old Topanga Canyon Road to Declaration Avenue




## A. Beautification

### Existing Character

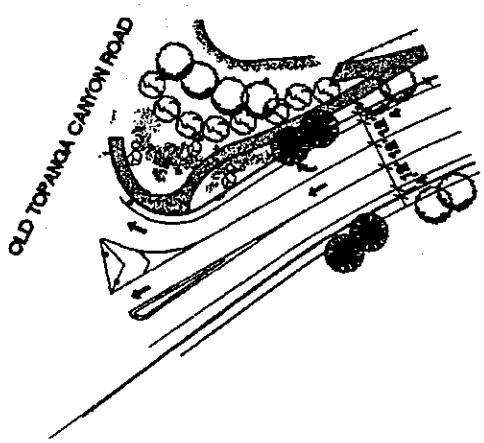


*Intersection of Old Topanga Canyon Road*

The general character of this segment of the Mulholland Highway is that of a subtle transition from the Santa Monica Mountains open space lands to the suburbs of the City of Calabasas. As the largest zone of length in the Plan, the topography is naturally rugged and rural in terms of the landscape and vistas to the surrounding ridgelines. At street level, significant grading has occurred across from the Calabasas High School to stabilize steep slopes that collapsed during heavy storms. Other man-made alterations to street-level conditions involved modifications to the natural topography to accommodate the high school and the small commercial project at the corner of Old Topanga Canyon Road and Mulholland Highway. The existing highway itself is a two-lane rural road with no curb, gutter or sidewalk, which gently curves through the open countryside with the Santa Monica hills hugging the roadway. Because this west end of the project area is closest to the Santa Monica Mountains, and Mulholland Highway is the primary traffic-bearing route connecting the City of Calabasas with this important natural recreation area, the character of this roadway should retain its natural features wherever possible.

### Design Recommendations

Zone 1 plays an important image-setting transition between the Santa Monica Mountains to the more suburban residential areas of the City. In some ways, this segment of the Highway acts as the westernmost "gateway" either into the City of Calabasas or to the Santa Monica Mountains. Because this is a heavily traveled segment of the road due to the number of daily trips frequented to the Calabasas High School, coupled

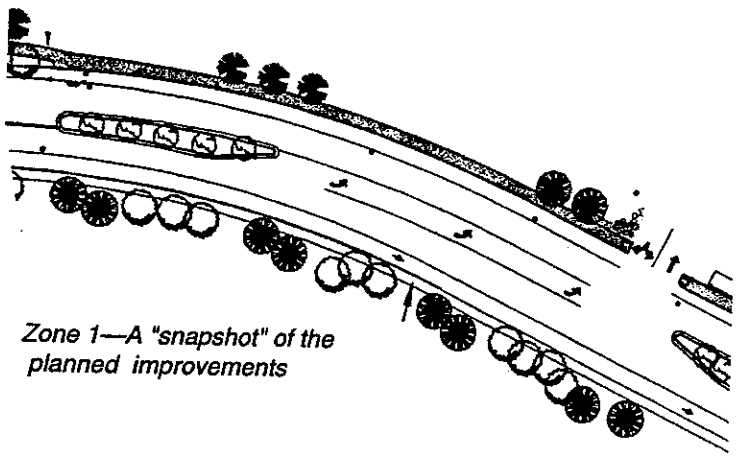



*Old Topanga Canyon Road - Intersection Landscape Improvements*

with the narrow two-lane road section and steep slopes immediately adjacent to the road, the predominant enhancements to this area will consist of native and indigenous landscaping. Informal plant groupings, mixing indigenous and evergreen type trees and shrubs will frame mountain views and add interest to the curvilinear nature of the road.

Installing a traffic circle/roundabout at the oddly configured intersection of Old Topanga Canyon Road and Mulholland Highway was considered. Preliminary engineering analysis resulted in this idea being too costly to pursue, so more conventional methods were employed in the Plan; most significantly, an entry monument to the Greater Mulwood Area or an accent art piece could be set in a heavily landscaped planter immediately adjacent to the small commercial building sandwiched between Old Topanga Canyon Road and Mulholland Highway. A meandering sidewalk will connect the existing sidewalk parallel to the north side of the Highway, adjacent to Calabasas High School between the parking lot and landscaped area as shown in the reduced plan sheets pages 1 and 2 at the end of this report. The sinuous nature of the sidewalk will close to a straight sidewalk adjacent to the road as the path moves closer to the High School, where more right-of-way is needed for left turn pockets, bicycle lanes, and the street becomes more "urban" in character.

On the south side of the Highway, no sidewalk is proposed in this segment in order to maintain a reduced roadway width and prevent further grading of the surrounding steep slopes. The existing black chain link fence will remain and fast-growing vines will be planted 15 feet on center to screen the fence and enhance



*Zone 1—A "snapshot" of the planned improvements*

its visual appeal. In addition to the vines, an informal tree buffer mixing deciduous and evergreen indigenous trees will be planted immediately south of the fence. Species chosen for this area are relatively fast growing to help provide a screen to the recontoured slide area as quickly as possible. In addition to the tree planting, a hydroseed mix is proposed to revegetate the slope bank to reintroduce grasses, chaparral and native shrubs to the scarred area.

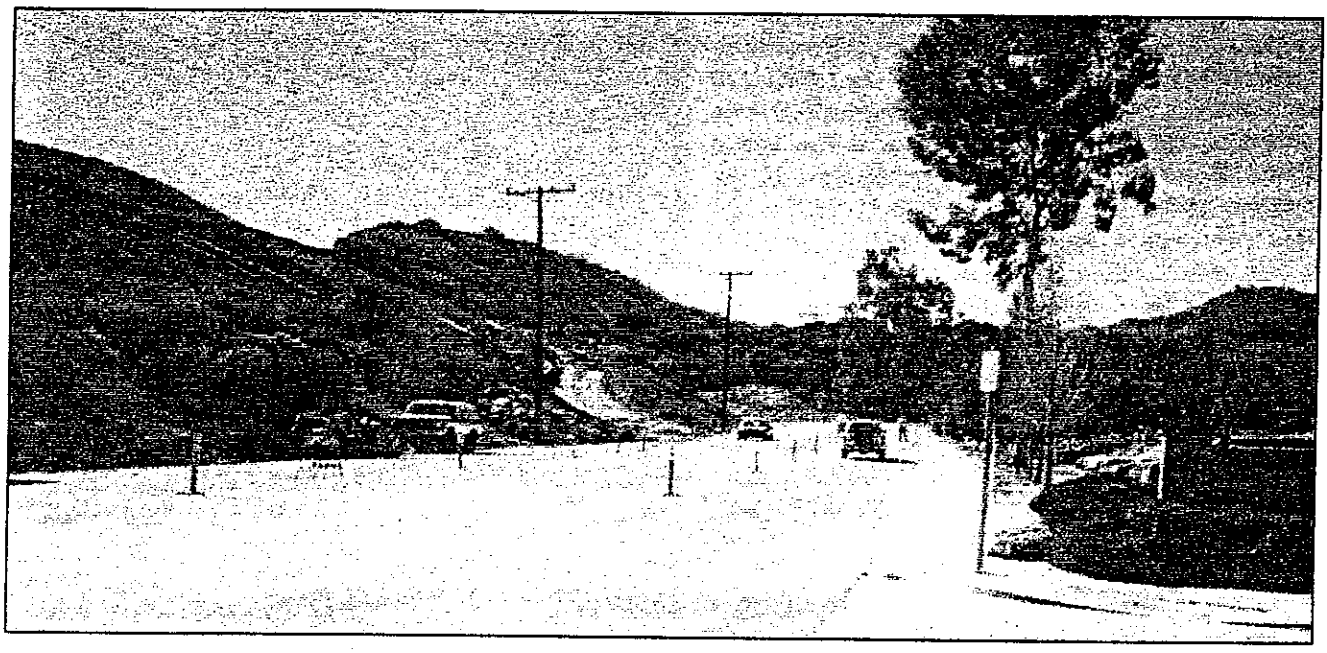
Raised medians are proposed in select locations in front of the High School and Declaration Avenue so that left turn pockets and stacking distance can still be accommodated, but the visual cross section of the road is enhanced with landscaping and canopy trees to create the visual effect of bringing the two sides of the highway more closely together. The addition of 4' wide Class II bicycle lanes will give cyclists and pedestrians a sense of safety and readily mark that the road is to be shared with cyclists. The following design elements are envisioned for Zone 1:

- Accent planting and signage or an art sculpture in the form of a "gateway" at the corner of Old Topanga Canyon Road and Mulholland Highway.
- Four (4) foot wide striped, Class II bike lanes with lane signage per Caltrans standards.
- Sidewalk connectionson the north side of the Highway adjacent to the High School frontage to provide a safe place for children and adults to walk.
- Provide for a pedestrian crossing at Declaration Avenue, with an enhanced entry statement into the residential neighborhood.
- An integrated landscape palette using native, indigenous plantings near the Old Topanga Canyon Road/Mulholland Drive commercial center as well as along the frontage of Calabasas High School.
- Selectively located, raised medians planted with layered shrubs and flowering trees.
- Prune or thin existing eucalyptus trees between the high school track and field and the Highway, and planting of compatible groundcover to "clean-up" the street-level appearance of the roadway.
- Plant fast-growing vines on the existing black chain link fence along the south side of the road and revegetate the base of the hillside to screen the engineered slope bank.
- Infill edge planting along the south side of the roadway near Declaration Avenue to enhance the overall landscape massing and cover.

## View Characteristics

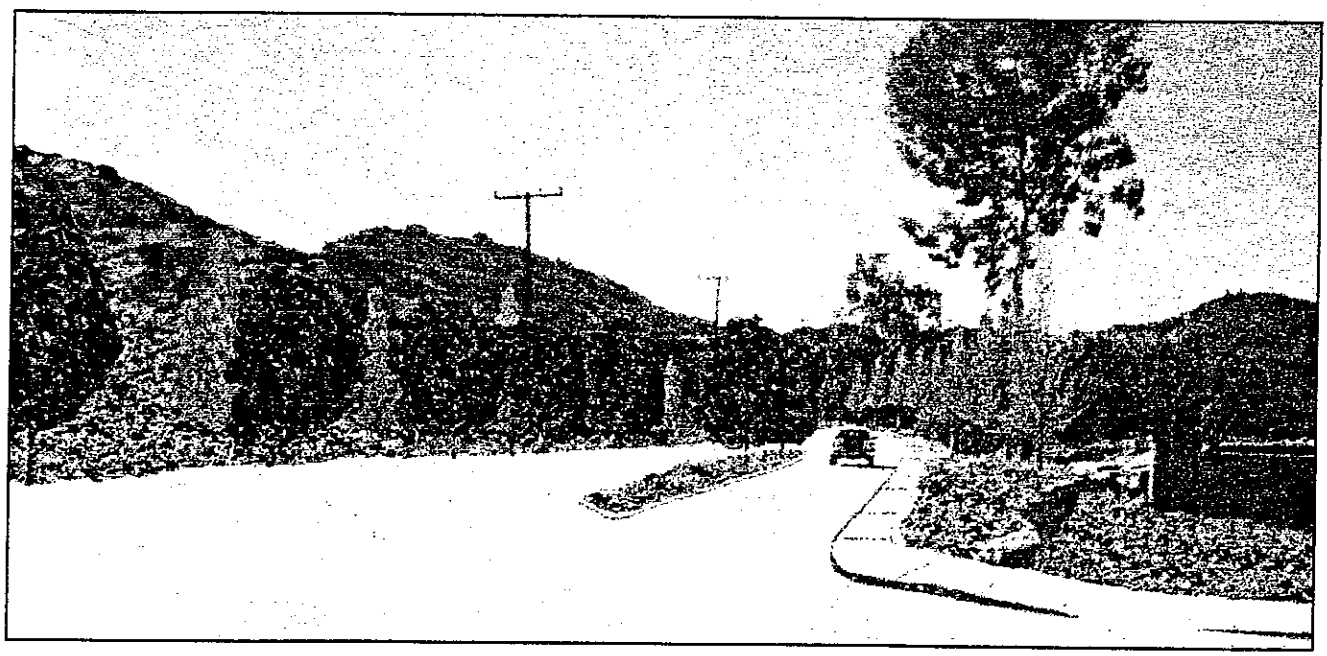
A common goal repeatedly raised by the public at the workshops was to preserve views of the pristine hillsides of the Santa Monica Mountains. Road and landscaping improvements are intended to help accentuate and frame the views to the mountains, and new plantings arranged in an informal pattern reinforcing the area's natural conditions. Maintaining the scenic quality of the undeveloped portions of the roadway is also a key objective. Figure 13 on the following page illustrates before and after images of the Highway immediately adjacent to Calabasas High School.

**Figure 13**



# Before—Zone 1:

Existing conditions looking west from Calabasas High School to the Santa Monica Mountains.

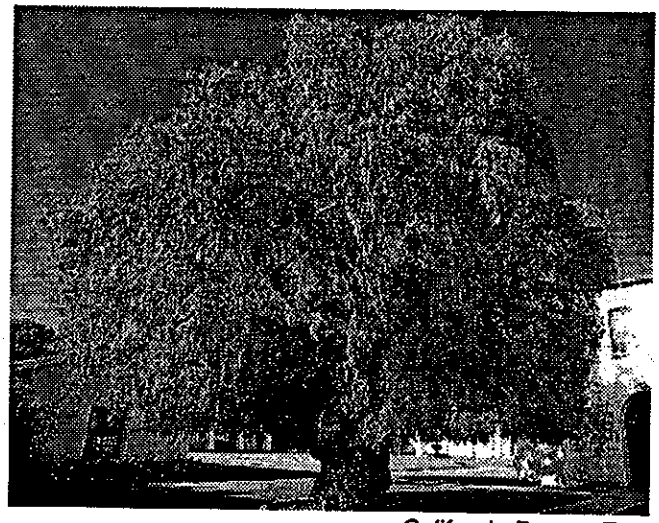


# After—Zone 1:

New median planting, slope revegetation with native plants, and landscape screening between the Highway and Calabasas High School parking lot.

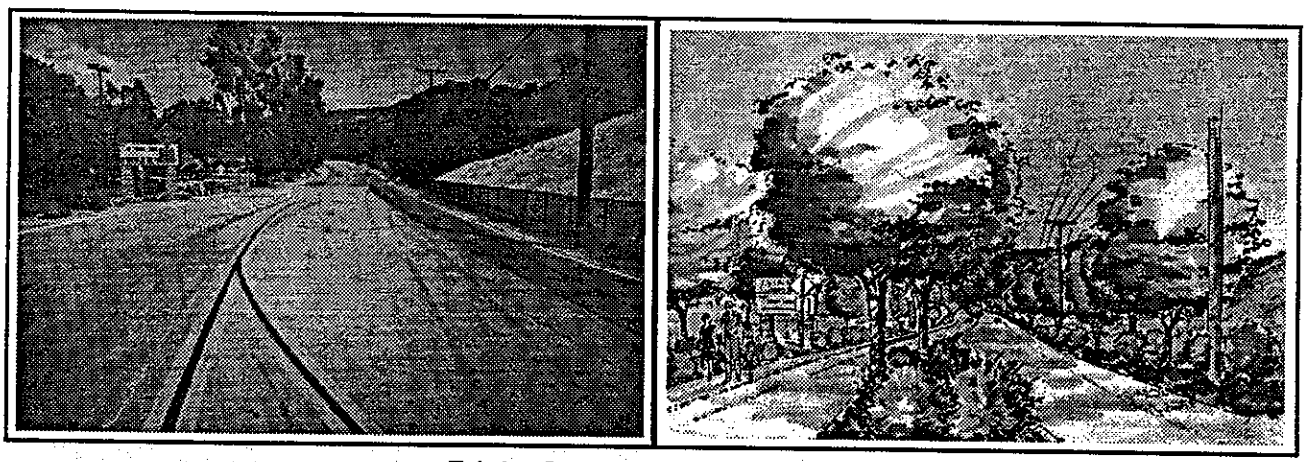
# Zone One Landscape

The proposed landscape character within this zone is intended to act as a transition from the native Santa Monica Mountain Range to the constructed environment in the suburban residential and commercial areas to the east. The native Santa Monica Mountain flora will be emphasized in the planting palette, as recommended in Table 2 at the end of this section. New planting will flow down the recontoured fill slope, across from the High School, and into the streetscape planting. Plant varieties and cultivars of indigenous plants will enhance the roadway improvements. With the steep slope and potential for erosion, pedestrian access is limited to the Calabasas High School side of the Highway. The Calabasas High School area will be accented with color plantings, repetitive plant material placement, and screening of the parking lot.



*California Pepper Tree*

The area in front of the small commercial building at the intersection of Old Topanga Road and Mulholland Highway will be planted with low shrubs so to not inhibit necessary line of site views, increase greenery, and color through the use of flowering plants. A gateway or significant landscape feature and/or placement of appropriate art is also encouraged in this location. The exhibit below illustrates the existing conditions in this zone and the proposed improvements that will beautify the roadway.



*Existing Conditions*

*Zone One with Planned Improvements*

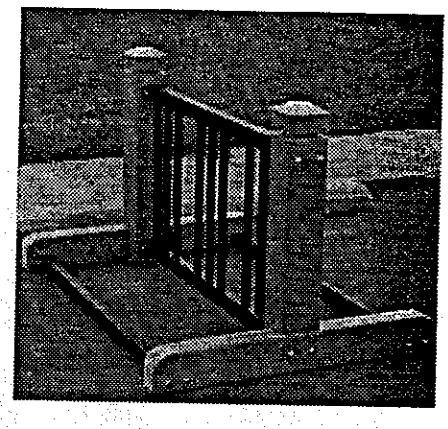
# Suggested Design Elements: Zone One

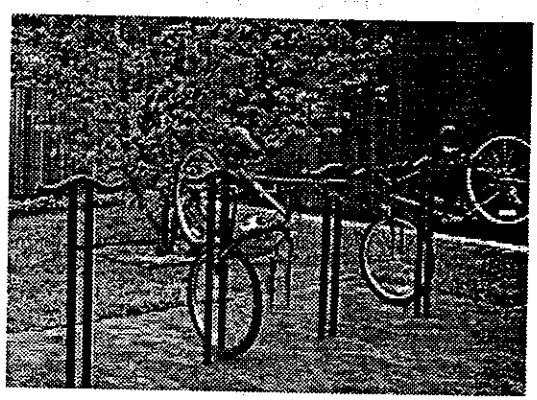
The following suggested design elements are intended as guidelines only. Additional research for material selection that closely resembles those shown below is encouraged during the design development stage of construction documents. All beautification site elements should be consistent with the character established by the Mulholland Highway Master Plan.

## Paving Types

*Decorative, natural-appearing cobblestone pavers to be used in crosswalks and medians*

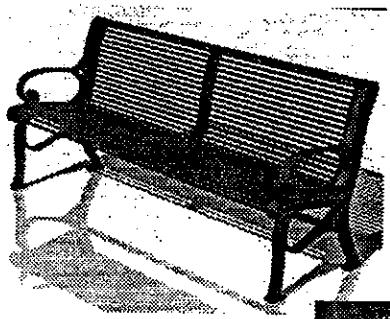
## Bicycle Racks





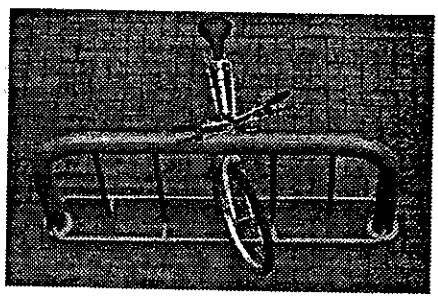
*Bike racks will encourage alternative transportation and reflect desired street image*

## Benches and Trash Receptacles

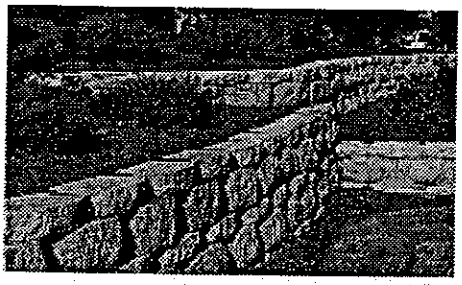


*Historic-style iron/metal bench is durable and reflects rural Calabasas image*

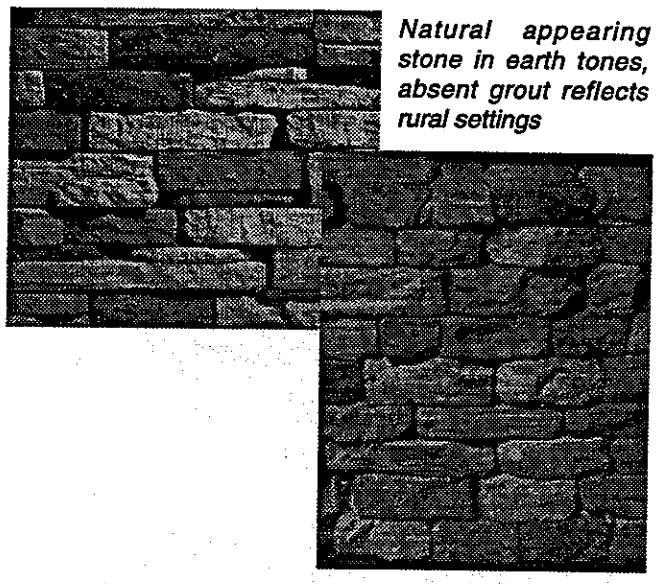
*Trash receptacles are durable, low maintenance, and can be anchored to the ground for security*



## Decorative Retaining Walls



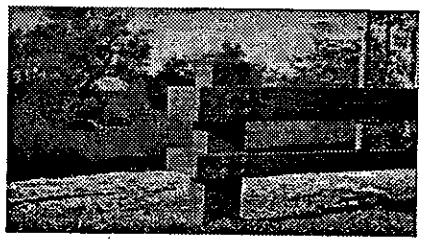
*Interlocking stone-like crib walls in natural-earth colors can achieve cost-effective "parkway" image*



*Natural appearing stone in earth tones, absent grout reflects rural settings*

*Natural stone retaining walls to be used for slope bank retention and decorative landscaped planters*

## Fencing



*Country-style fencing details to be used to frame neighborhood entries and reinforce a rural image throughout the Highway*

*White painted classic ranch fence*

*2'-3' tapered stone pilasters, every 30' with turned wood rail evokes country charm*

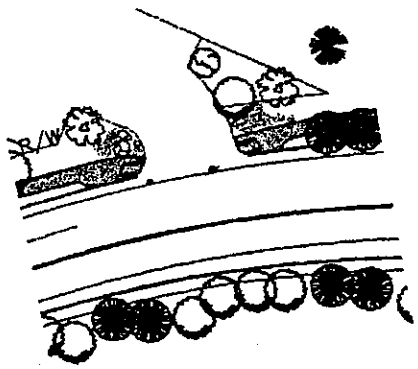
# B. Traffic and Circulation

Zone One traffic and circulation improvements most closely resemble existing conditions in this portion of the Highway. This is due to the fact that no road widening for vehicle travel lanes is proposed, as is shown is the Plan reduction sheets 1 - 4 at the end of this document. Most of the striping improvements are "clean-up" amendments to the existing roadway to improve turning movements into Calabasas High School. Reconfiguration of the Old Topanga Road/Mulholland Highway intersection striping is planned to increase vehicle safety and line of sight considerations at this well-used intersection. Other than restriping for left-turn pockets into the High School and Declaration Avenue, additional primary improvements in this roadway segment include the addition of Class II bike lanes, four raised medians each near intersections, and better roadway-imprinted directional markers.

Below is a summary of the recommended improvements for Zone 1.

## Parking

- No on-street parking (Although the High School has indicated that they are interested in pursuing on-street parking in the future, significant grading is needed to accommodate this request and is not now being recommended).
- A new parking lot has been designed and permitted for the HDC commercial building, just east of Old Topanga Canyon Road. Turning movements have been planned to accommodate this new development.



*New Project Entrance Landscaping*

## Vehicle, Pedestrian and Bicycle

- A new six (6) foot-wide sidewalk is planned for the High School side of the Highway
- Two four (4) foot-wide Class II bike lanes are proposed on both sides of the Highway for the entire zone.
- Revised left-turn lane striping (both ingress and egress) at both intersections to Calabasas High School, the private driveway to the vacant parcel on the south side of the Highway and into the residential neighborhood at Declaration Avenue.
- New merge lane striping to provide efficient traffic flow from the High School onto Mulholland Highway.
- Maintain existing two-lane roadway configuration and restripe as needed for roadway shift to accommodate bike lanes.
- One new crosswalk is planned for the intersection of Declaration Avenue. This crosswalk will provide the necessary connection from the north to south side of the street. This is an important link since sidewalks are planned for both the north and south sides of the street eastbound from this point.
- Bike racks and rest stops at Calabasas High School

## Medians

- New, raised, planted medians are planned for two intersections into Calabasas High School, the single private driveway entrance to the vacant parcel on the south side of the roadway and near the intersection of Declaration Avenue.

## Right-of Way

- All proposed improvements will fall within the existing right-of-way except for the new sidewalk and screen planting between the High School and the roadway. These improvements are sorely needed by the High School to improve safety and congestion that now exists. These improvements can either be borne by the Las Virgenes School District separately from the City, or the City can pursue them with the School District's cooperation.

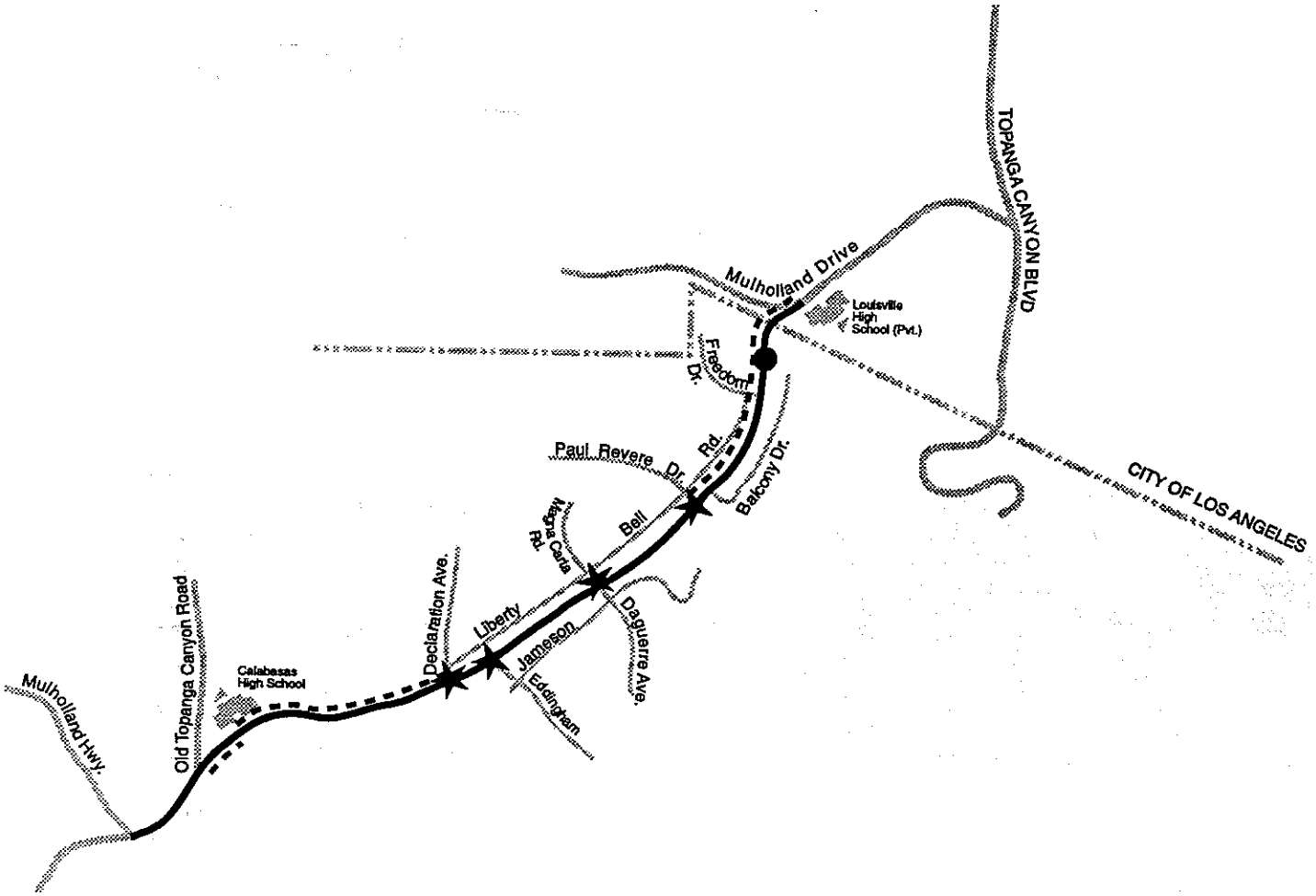
## Signalization of Intersections and Neighborhood Entries

- No intersections are planned for signalization in Zone One

*Neighborhood Entry Sketch - Alternative One*

*Preferred Neighborhood Entry Sketch - Alternative Two*

- One neighborhood entry statement is planned for the intersection of Mulholland Highway and Declaration Avenue, as shown in Figure 14. The neighborhood entry will consist of decorative theme lights, cobblestone-like accent paving material for the crosswalk, a new handicap access ramp to the existing sidewalk with street name-engraved curb insets flanking both sides of the ramp, entryway landscaping and signage. Accent fencing may be used to further a consistent, rural parkway character throughout the Highway.




north

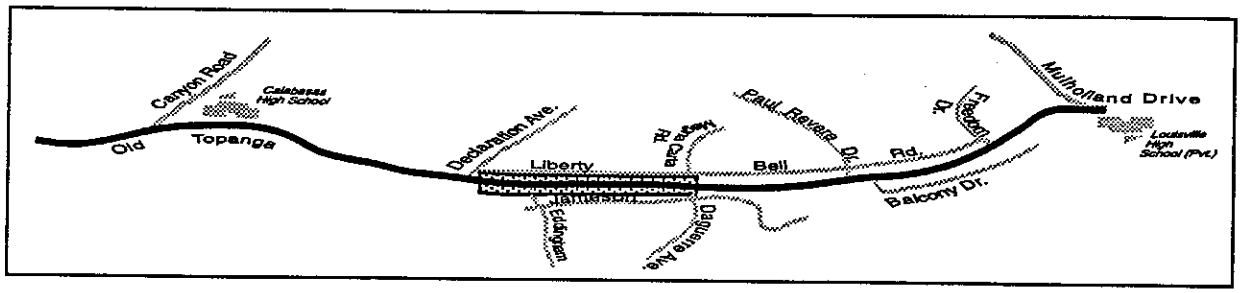
## Legend

- City-wide monument (in median)
- Neighborhood Entry Statements (Curb insets, landscaping, theme lights, and signage)

# City and Neighborhood Entries

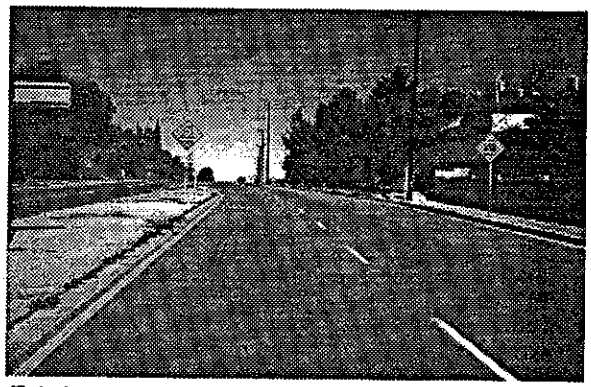
Figure 14

# Zone 2 Declaration Avenue to Daguerre Avenue




## A. Beautification

### Existing Character

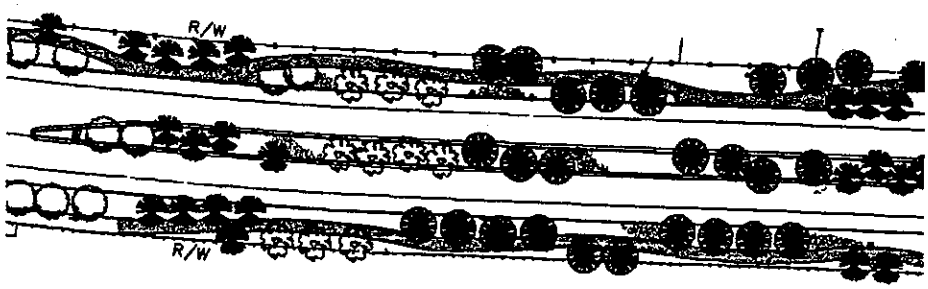


*Existing conditions*

This segment of the Mulholland Highway is where the roadway begins to transition to a streetscape more consistent with a suburban residential neighborhood. At street level, the traveler is exposed to large, blank slumpstone walls where landscaping generally spills from backyards beyond the walls onto the wall facades facing the Highway. A lack of landscaping exists in the street, instead, the street is constructed as a large cross-section of pavement. The existing Highway itself is a four-lane collector-type road full curb, gutter and sidewalk. The transition from the more meandering nature of Zone One into this segment is harsh, since the roadway is much more straight, and the walls unfriendly. Further, the roadway appears to become very wide at this segment, mostly because the perception of the pavement width is significant an dominating.

### Design Recommendations

Zone 2 has a significant right-of-way that can accommodate substantial landscape planting. This wide right-of-way will allow for generous landscaping on both the north and south sides of the Highway as well as accommodate a meandering sidewalk for pedestrians. Reducing the travel lanes from four to two and restriping for two-way, four foot-wide bike paths will reinforce the true feeling as though one is traveling through a parkway verses a conventional, paved arterial highway.




*Meandering sidewalks and plentiful landscaping create a "parkway" character*

New pedestrian crosswalks are planned for the intersections at both Declaration Avenue and Eddingham Avenue, as are enhanced entryway statements through the use of accent landscaping, signage, and decorative lights. To further screen the steep hillsides along the northern portion of the Highway in this section, erosion control planting is proposed along the slope bank, using a mosaic of materials to add interest and diversity. The existing concrete sidewalk on the north side of the street between Declaration Avenue and Eddingham Avenue is proposed to be sawcut adjacent to the street and planted, to reinforce the meandering sidewalks planned just to the east. The main design features in Zone Two are envisioned as follows:

- New, raised and planted medians throughout the zone, with the only median break occurring at the Eddingham intersection.
- Enhanced neighborhood intersection treatments at both the intersections of Declaration Avenue and Eddingham Avenue, with theme light standards, engraved curb insets, enhanced entryway landscaping, and decorative crosswalks.
- Potential art/sculpture locations within the medians at select locations.
- Possible rubberized or true asphalt paving considered for the meandering sidewalks to reinforce rural residential nature of the street.
- Planting of fast growing vines on the large, blank slumpstone walls to screen and "green" them. Use of cobblestones and layered grasses in the medians to create a mosaic effect in the landscape.
- Berming and dense planting between the sidewalks and street to reduce the visibility/impression of the hardscape.

## View Characteristics

Road and landscaping improvements in Zone Two will be dense and layered with multiple plant species and varieties. Large trees will grow into substantial canopies, which in some cases may impede long-range views. For the most part, however, and whenever possible, new landscaping is intended to accentuate and frame mountain views, and new plantings shall be arranged in an informal, mosaic pattern.

## Hillside Planning Standards

A number of existing single-family homes on the north side of Mulholland Highway (in Zones Two and Three — Declaration Avenue to Paul Revere Drive) have double frontage lots along both the Highway and their neighborhood internal access streets. These homes' backyards front the Highway public right-of-way, and because they are downward sloping parcels, are quite visible to Highway travelers. Many of these lots have been individually fenced, and property owners have developed sundry accessory uses in the backyards, including decks, storage areas, and various outdoor activities. To fulfill the intent of the Mulholland Highway Master Plan beautification effort, the City should implement the alternative programs below.

1. Add supporting regulation to the Draft Land Use and Development Code to reinforce the natural character of the roadway, which includes this provision:

- The existing standard in Chapter 17.20 — General Property Development and Use Standards (17.20170,sub-section G.) should be amended by adding the following paragraph:

  *For downward sloping lots visible from the public street right-of-way, no permanent new or replacement structures, storage, accessory facilities or site elements shall be allowed, unless permitted by the Director.*

In addition to this development standard, the following guidelines should be applied to those properties that have double frontage on the Mulholland Highway.

- New development, renovations, or replacement structures (accessory or primary), storage facilities, or landscape / site design elements should be set back 30 feet from the public right-of-way.

- Where a parcel has a grade differential, fences, walls, and hedges are encouraged to be constructed at the top of bank verses the toe of the slope. In cases where fences or walls encroach within the 30-foot setback, they should be a maximum of 42 inches in height from the natural grade, and be constructed of wood, stone, or natural-appearing stone materials.

- Whenever possible, a common fencing detail should be used that is consistent with the selected materials in the Mulholland Highway Master Plan.

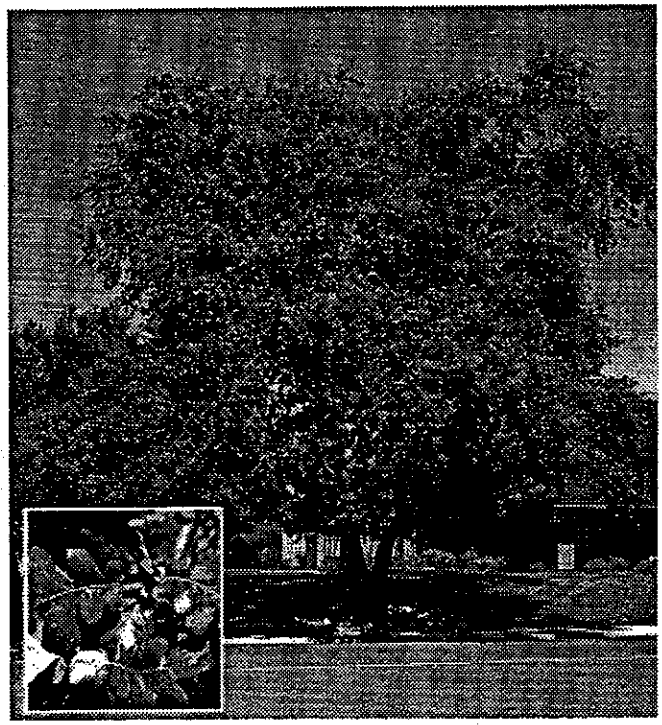
- Landscaping within the 30-foot setback shall be consistent with the plant list and matrix set forth in the Mulholland Highway Master Plan.

2. Pursue obtaining a scenic or conservation easement over properties where backyards are visible from the Highway, under the following scenario:

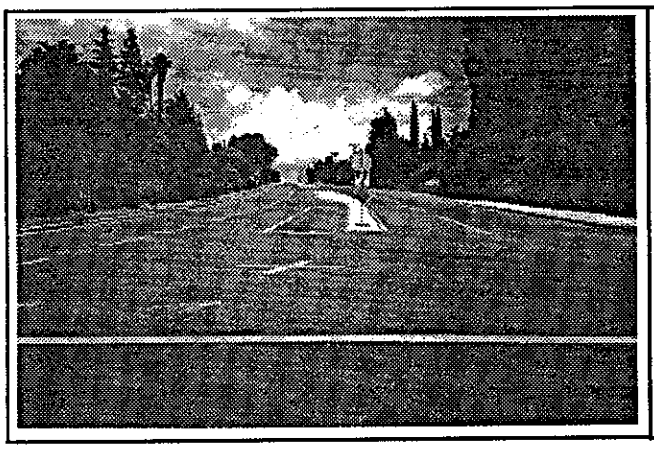
   - In exchange for a scenic or conservation easement over downsloping portions of individual or collective parcels, the City should pay for demolition of existing, incompatible site elements, walls or fences, and construction of a common fencing detail to be constructed at the top of the slope bank or back of a property line, whichever is appropriate. In addition, slope revegetation in the form of a landscape screen should be implemented so that at maturity, planting forms a consistent greenery massing visible from the Highway. Property owners would dedicate the easement, and the City would establish a landscape and lighting district or similar funding mechanism to pay for demolition / construction and long-term maintenance of the easement area.

## Zone Two Landscape

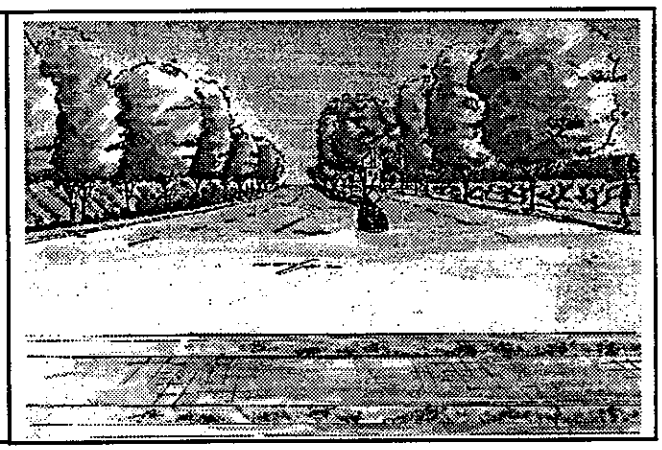
Zone Two will be characterized by Valley Oak plantings. The visual character of the theme planting will be a rich blend of green and grays. Boulders and split rail fences along the pedestrian sidewalk will reinforce the historical ranch character. The plant palette for this Zone, as shown in table 2 at the end of this section, will be used to screen unsightly fences and block walls running along either side of the Highway. A mosaic of layered groundcovers will reduce the visual impact of the rear-yard slopes. The neighborhood entrances will be eye-catching to both the pedestrian and motorist, albeit subtlety. The intersections will be enhanced with boulders, cobblestones, fencing, signage and accent color planting. The exhibit below illustrates the existing conditions in this zone and the proposed improvements that will beautify the roadway.



*Valley Oak*



*Existing Conditions*

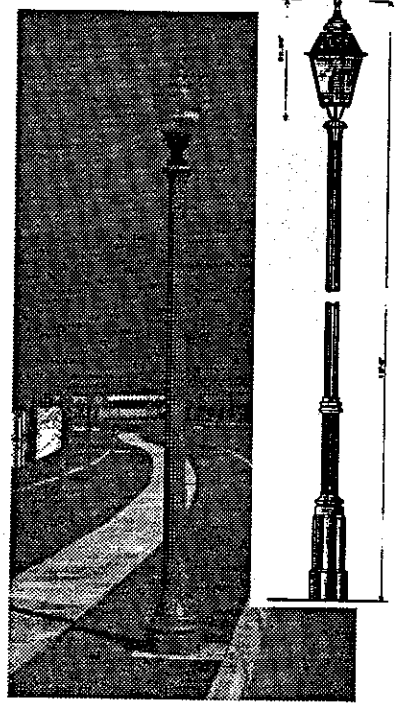


*Zone Two with Planned Improvements*

# Suggested Design Elements: Zone Two

The following suggested design elements are intended as guidelines only. Additional research for material selection that closely resembles those shown below is encouraged during the design development stage of construction documents. All beautification site elements should be consistent with the character established by the Mulholland Highway Master Plan.

## Lighting

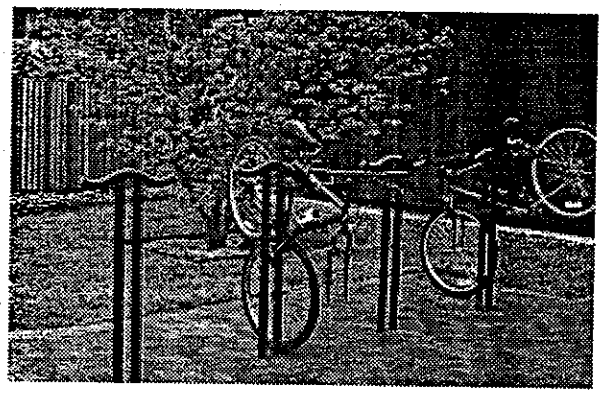




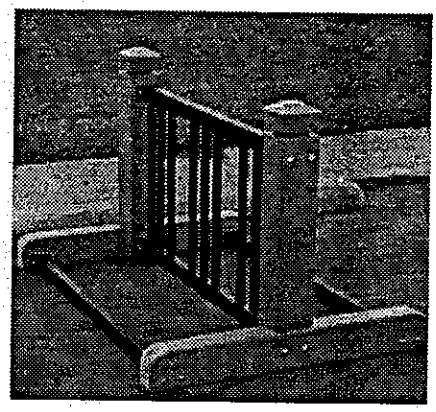
*Actual Old Town light theme light*

*Theme light standards consistent with the Old Town style can be used at neighborhood intersections*

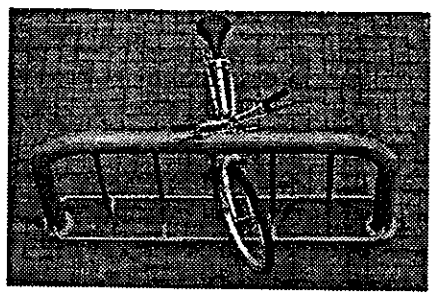
## Bicycle Racks



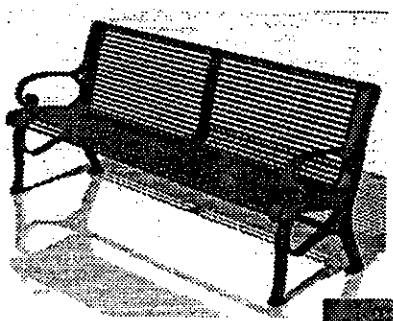
*Bike racks that reflect the country character of the Highway could provide subtle, functional statements*



*More convetional bike racks will encourage alternative transportation and reflect desired street image*



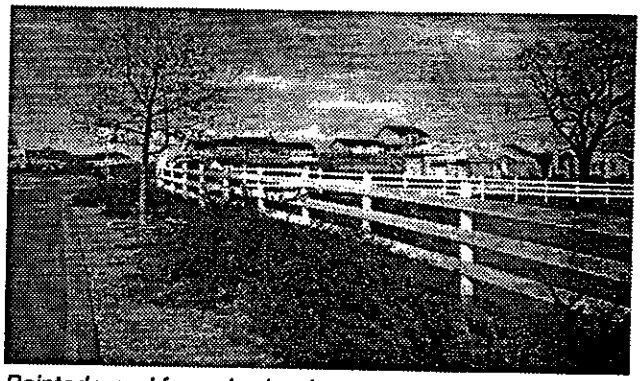
## Benches and Trash Recepticles



*Historic-style iron benches/ trash receptacles are durable, low maintenance, and should only be used in rest stops, and in places where locals may walk*

## Fencing

*Wood 4" x4" turned post and rail fence evokes simple, country lifestyle*



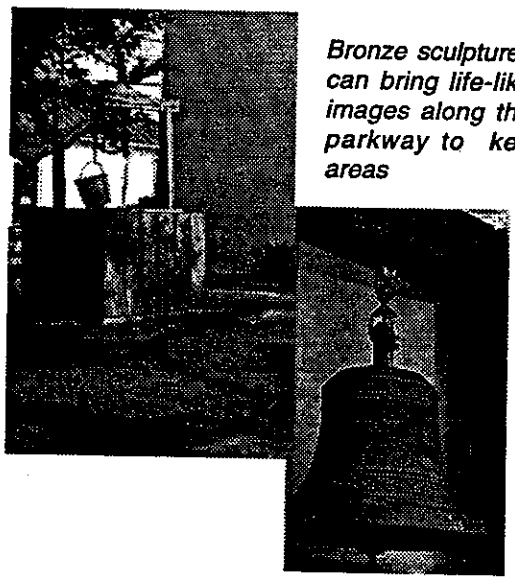
*Painted wood fence is classic agrarian-residential theme*

*Country-style fencing details to be used to frame neighborhood entries*

## Paving Types

*Decorative natural appearing cobblestone pavers to be used in crosswalks and medians*

## Public Art/Sculptures



*Bronze sculptures can bring life-like images along the parkway to key areas*

*Public art / sculpture compatible with the citywide image could be used to add interest to landscape medians*

# B. Traffic and Circulation

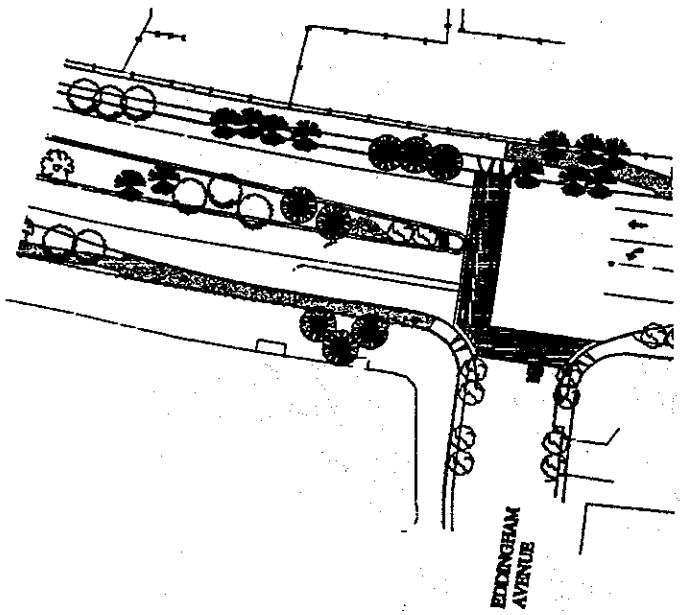
Zone Two traffic and circulation improvements will reflect a vast difference than what now exists. As is shown is the Plan reduction sheets 5 and 6 at the end of this document, the new roadway cross section will consist of two travel lanes in each direction, with six to eight foot-wide bike lanes on each side. With the reduced paved width requirement, the landscape and sidewalk portion of the cross section becomes greater, allowing more room for screen planting and sidewalk alignment. The new raised medians will not change the roadway configuration, since they will be constructed where left-turn pockets now exist. Traffic flow efficiency should not be substantially diminished since the travel lane width is 14 feet-wide, with a 6-8 foot-wide on-street bike lane. The total pavement cross section is 20'-22', which can accommodate two vehicles, if need be. Below is a summary of the recommended improvements for Zone 1.

## Parking

- No on-street parking is provided.

## Vehicle, Pedestrian and Bicycle

- A new six (6) foot-wide sidewalk is planned for both sides of the Highway. Where the existing sidewalk now exists, just east of Declaration Avenue, the concrete will be sawcut to create a meandering effect and tie into the new sidewalk design.
- Two six (6) to eight (8) foot-wide Class II bike lanes are proposed on both sides of the Highway for the entire zone.
- Revised left-turn lane striping (both ingress and egress) at the intersections to Eddingham Avenue.
- New merge lane striping to provide efficient traffic flow from Declaration Avenue.




*Striping plans show revised circulation efficiency*

- A clearly marked right-turn lane into Eddingham Avenue will be installed.
- Maintain existing two-lane roadway configuration and restripe as needed for roadway shift to accommodate bike lanes.
- Bike racks and rest stops on the north side of the Highway at Eddingham Avenue.

## Medians

- New, raised, planted medians are planned throughout Zone One.

## Right-of Way

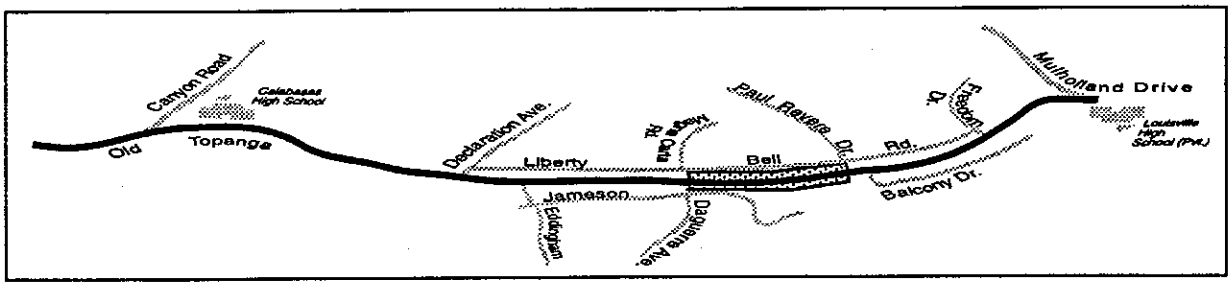
- All proposed improvements will fall within the existing right-of-way. Cooperation from the residential neighborhood homeowner's associations will be required to enhance the neighborhood entries.

## Signalization of Intersections and Neighborhood Entries

- No intersections are planned for signalization in Zone Two.

- One neighborhood entry statement is planned for the intersection of Mulholland Highway and Eddingham Avenue, as shown in Figure 5. The neighborhood entry will consist of decorative theme lights, decorative paving material for the crosswalk, a new handicap access ramp to the existing sidewalk with street name-engraved curb insets flanking both sides of the ramp, entryway landscaping and signage.

# Zone Three - Daguerre Avenue to Paul Revere Drive




## A. Beautification

### Existing Character

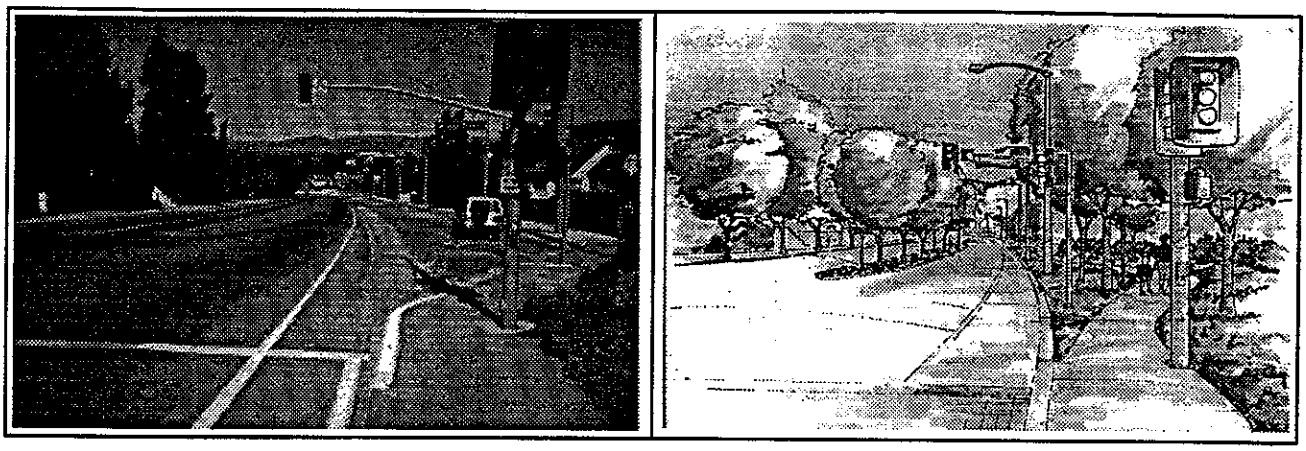
The existing character of Zone Three (3) combines the rural residential character of Zone Two and the more natural conditions of Zone One. This condition exists primarily because the slope constraints become significant as one travels east toward Paul Revere Drive. For the most part, the character is similar to Zone Two, where the pavement appears very wide with little to no landscaping or streetscape improvements present to provide a visual relief from the hardscape. At street level, the traveler is exposed to mostly rear-yard fencing that is inconsistent, no common sidewalks or bike lanes, and very little screen planting to buffer scarred natural conditions and individual lot fencing treatments. AN absence of landscaping exists in the street, instead, the street exists as a large cross-section of pavement. The existing Highway itself is a three-lane collector-type road, with full curb, gutter and no sidewalk on the north side of the Highway. The road does narrow some from Zone Two and mature landscaping is present on the north side of the Highway, but the irregular landscape, hardscape and circulation patterns create inconsistencies in the visual experience and lack an overall theme. The presence of a significant natural slope bank adjacent to the Highway on the south does provide some visual relief to the traveler.

### Design Recommendations

The Master Plan envisions Zone 3 as a key connecting link between the residential neighborhoods. It is also an area that, when improved, will provide a cohesive character uniting the more urban commercial uses in Zone 4 with the desired residential parkway conditions of Zone 3.

Design parameters in Zone 3 are an extension of Zone 2, with pedestrians, bikers and motorists finding pleasing consistencies with the addition of on-street bike lanes, landscaped medians accented with boulders and cobblestones, accent neighborhood entries, decorative crosswalks, and an uninterrupted, buffered walking path.

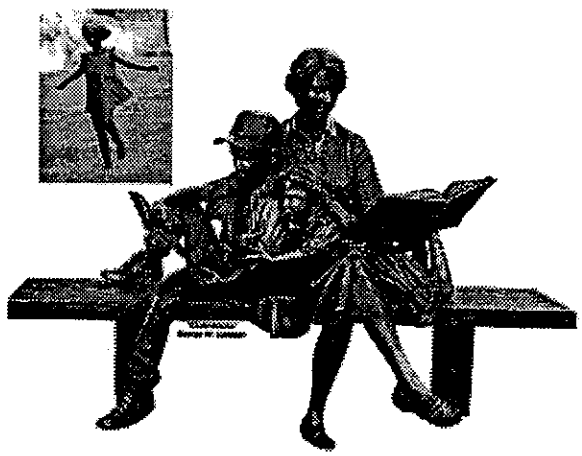
Recognizing that this area needs to accommodate a large volume of traffic in a transition zone from four lanes to three, then two lanes to the west, the issue of traffic calming and pedestrian safety is essential. The need to combine efficient traffic flow with creating an intimate, suburban neighborhood must be balanced in the design. The sketch on the following page illustrates how the design elements of the Master Plan will accommodate these two important but competing factors, and also beautify the Highway.



*Existing Conditions* *Proposed landscaping and utility pole consolidation*

New pedestrian crosswalks are planned for the intersections at both Daguerre Avenue and Paul Revere Drive, as are enhanced entryway statements through the use of accent and ornamental landscaping, signage, and decorative lights. To screen the steep hillsides along the southeastern portion of this zone, erosion control, native planting and hydroseeding is proposed along the slope bank, using a mosaic of materials to add interest and diversity. The primary design features in Zone Three are envisioned as follows:

- New, raised and planted median throughout the zone, without a median break
- Enhanced neighborhood intersection treatments at both the intersections of Daguerre Avenue and Paul Revere Drive, with theme light standards, engraved curb insets, ornamental and accent entryway landscaping, and decorative crosswalks.
- Potential art/sculpture locations within the medians at select locations.
- Possible rubberized or asphalt paving considered for the meandering sidewalks to reinforce rural residential nature of the street.
- Planting of fast growing vines on the large, blank slumpstone walls to screen and "green" them.
- Screen planting at the back of residential fences and between the sidewalk to create a landscape buffer.
- Use of cobblestones and layered grasses in the medians to create a mosaic effect in the landscape.
- Berming and dense planting between the sidewalks and street to reduce the visibility impression of the hardscape.



*Public art can add vitality and life-like images*

## Hillside Planning Standards

A number of existing single-family homes on the north side of Mulholland Highway (in Zones Two and Three — Declaration Avenue to Paul Revere Drive) have double frontage lots along both the Highway and their neighborhood internal access streets. These homes' backyards front the Highway public right-of-way, and because they are downward sloping parcels, are quite visible to Highway travelers. Many of these lots have been individually fenced, and property owners have developed sundry accessory uses in the backyards, including decks, storage areas, and various outdoor activities. To fulfill the intent of the Mulholland Highway Master Plan beautification effort, the City should implement the alternative programs below.

1. Add supporting regulation to the Draft Land Use and Development Code to reinforce the natural character of the roadway, which includes this provision:

    - The existing standard in Chapter 17.20 — General Property Development and Use Standards (17.20170,sub-section G.) should be amended by adding the following paragraph:

      *For downward sloping lots visible from the public street right-of-way, no permanent new or replacement structures, storage, accessory facilities or site elements shall be allowed, unless permitted by the Director.*

In addition to this development standard, the following guidelines should be applied to those properties that have double frontage on the Mulholland Highway.

- New development, renovations, or replacement structures (accessory or primary), storage facilities, or landscape / site design elements should be set back 30 feet from the public right-of-way.

- Where a parcel has a grade differential, fences, walls, and hedges are encouraged to be constructed at the top of bank verses the toe of the slope. In cases where fences or walls encroach within the 30-foot setback, they should be a maximum of 42 inches in height from the natural grade, and be constructed of wood, stone, or natural-appearing stone materials.

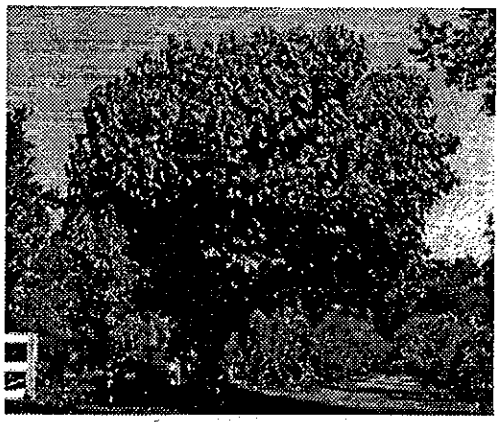
- Whenever possible, a common fencing detail should be used that is consistent with the selected materials in the Mulholland Highway Master Plan.

- Landscaping within the 30-foot setback shall be consistent with the plant list and matrix set forth in the Mulholland Highway Master Plan.

2. Pursue obtaining a scenic or conservation easement over properties where backyards are visible from the Highway, under the following scenario:

    - In exchange for a scenic or conservation easement over downsloping portions of individual or collective parcels, the City should pay for demolition of existing, incompatible site elements, walls or fences, and construction of a common fencing detail to be constructed at the top of the slope bank or back of a property line, whichever is appropriate. In addition, slope revegetation in the form of a landscape screen should be implemented so that at maturity, planting forms a consistent greenery massing visible from the Highway. Property owners would dedicate the easement, and the City would establish a landscape and lighting district or similar funding mechanism to pay for demolition / construction and long-term maintenance of the easement area.

## View Characteristics

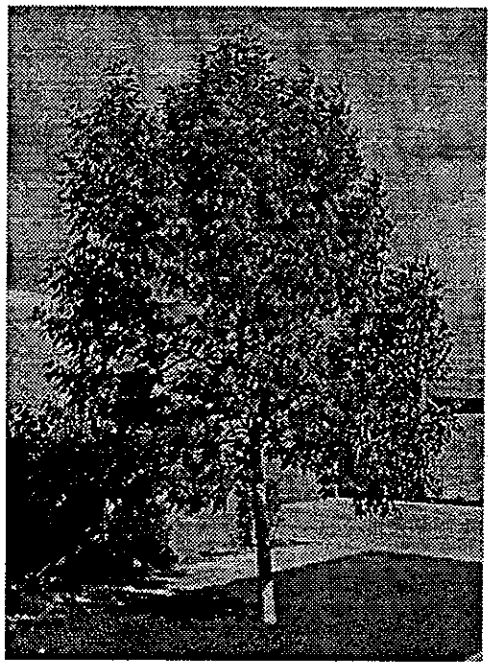


*Mulberry Tree*

Landscaping improvements in Zone Three will be dense and layered with multiple plant species and varieties. The natural conditions along the slope bank at the southeast end of the zone will be enhanced with native planting and maintained in it's natural state to provide a visual edge to the Highway. Large trees will grow into substantial canopies, which in some cases may impede long-range views. For the most part, however, and whenever possible, new landscaping is intended to accentuate and frame mountain views, and new plantings shall be arranged in an informal, mosaic pattern.

## Zone Three Landscape

The landscaping in this zone will evoke a natural character similar to Zone Two. The eventual mature tree stands will provide spectacular canopies and view corridors to the Santa Monica Mountains. Landscaping in this zone will mark a transition of improvements into a more suburban or manicured landscape as specified in the Plant Palette (Table 2) located at the end of this section. The neighborhood entries will be enhanced much like Zone Two, each with it's own individuality in the ornamental, accent planting. As the traveler progresses to the east toward Mulholland Drive, the plant material will become more formalized with the informal tree massing changing into plantings in regular spacing, and the pathways meandering from sinuous to the back of the curb.



*Ash Tree*

## Retaining Wall and Hillside Revegetation

The engineered cut slopes, if not properly landscaped, irrigated and maintained could result in scarring the natural hillside setting. Thus, an essential design parameter is to use wall materials that are natural in appearance, and indicative of the local environment. Planting should also compliment the Santa Monica Mountains mediterranean climate.

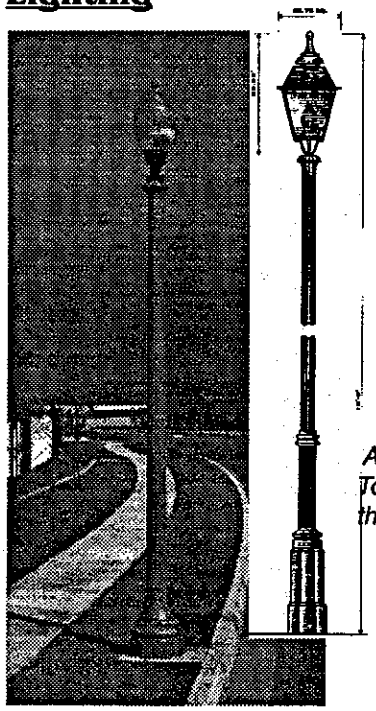
The hillside improvements in Zones 3 and 4 will consist of decorative, natural tone crib lock walls and generous planting.

Plantings adjacent to the street and walk will exhibit formal manicured characteristics while the terranced areas will naturalize with the native California Flora. Trees will be planted throughout the terraces to help reduce the visual impact of the engineered slope improvements. The walls will be softened with aggressive vines and cascading shrubs. In a relatively short time period the hillside should become a billowy mass of green vegetative cover, diminishing the short-term impacts of the engineered cut slopes.

# Suggested Design Elements: Zone Three

The following suggested design elements are intended as guidelines only. Additional research for material selection that closely resembles those shown below is encouraged during the design development stage of construction documents. All beautification site elements should be consistent with the character established by the Mulholland Highway Master Plan.

## Lighting

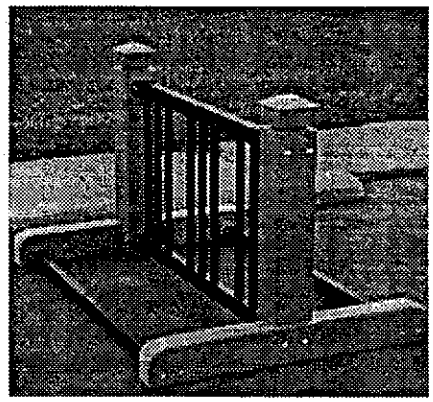


*Actual Old Town theme light*

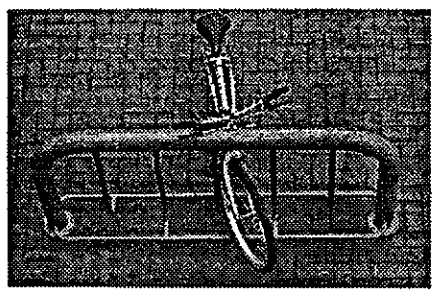
*Theme light standards consistent with the Old Town style can be used at neighborhood intersections*

## Bicycle Racks

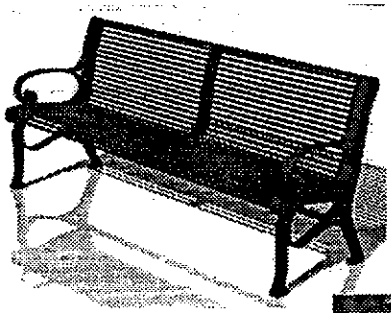
*Bike racks that reflect the country character of the Highway could provide subtle, functional statements*



*More conventional bike racks will encourage alternative transportation and reflect desired street image*



## Benches and Trash Recepticles



*Historic-style iron benches/ trash receptacles are durable, low maintenance, and should be used in rest stops and in places where locals may walk*

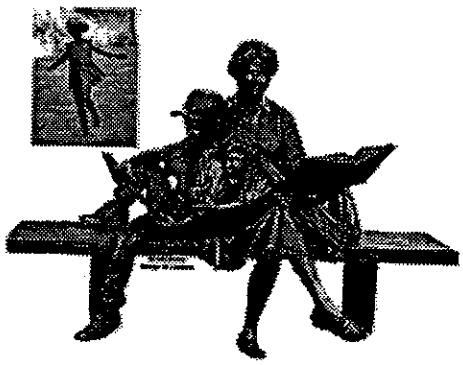
## Fencing

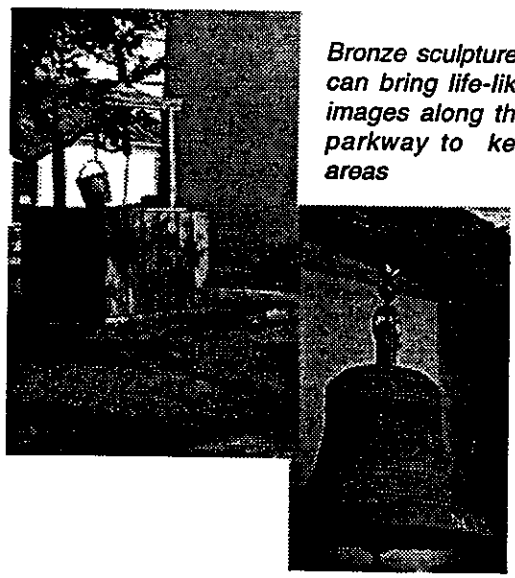
*Wood 4" x4" turned post and rail fence evokes simple, country lifestyle*

*Painted wood fence is classic agrarian-residential theme*

*Country-style fencing details to be used to frame neighborhood entries*

## Public Art/Sculptures

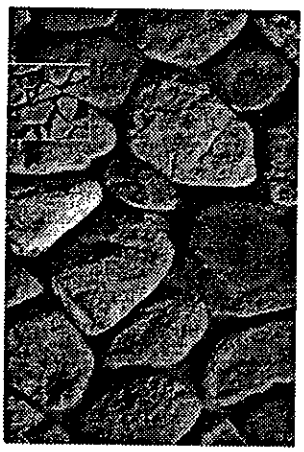




*Bronze sculptures can bring life-like images along the parkway to key areas*

*Public art / sculpture compatible with the citywide image could be used to add interest to landscape medians*

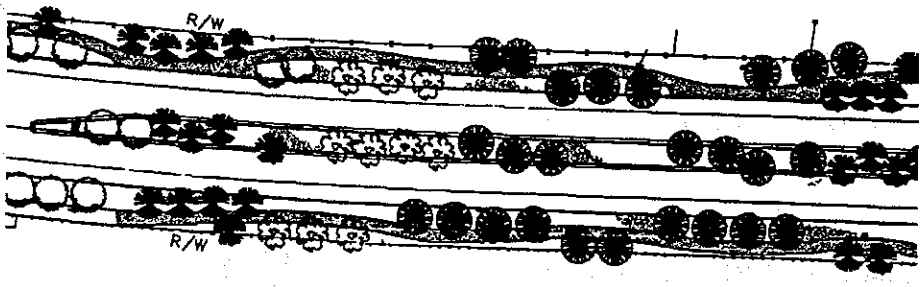
## Paving Types



*Decorative natural appearing cobblestone pavers to be used in crosswalks and medians*

## B. Traffic and Circulation

In Zone 2, the most significant traffic and circulation improvement being recommended is that of reducing the number of travel lanes from four lanes to two 14'-wide travel lanes with 6'-8'-wide, on-street bike lanes. This cross section combines to a total of 20'-22' in either direction which is sufficient to accommodate two vehicles in emergency situations, as is shown is the Plan reduction sheets 7 and 8 at the end of this document. With the reduced paved width requirement, the landscape and sidewalk portion of the cross section becomes greater, allowing more room for screen planting and sidewalk alignment. The new raised median will not change the roadway configuration, since it will be constructed where left-turn pockets now exist. Traffic flow efficiency should not be substantially diminished as discussed above. Below is a summary of the recommended improvements for Zone 3.




*Circulation improvements in Zone Two*

### Parking

- No on-street parking is provided.

### Vehicle, Pedestrian and Bicycle

- Since no existing sidewalks exist in this zone, new six (6) foot-wide sidewalks are planned for both sides of the Highway, connecting Zone Two and Zone Four.
- Two six (6) to eight (8) foot-wide Class II bike lanes are proposed on both sides of the Highway for the entire zone.
- Revised left-turn lane striping (both ingress and egress) at the intersections to Daguerre Avenue and Paul Revere Drive.
- A clearly marked right-turn lane into both Daguerre Avenue from the west and Paul Revere from the east, will be installed.
- Maintain existing two-lane roadway configuration and restripe as needed for roadway shift to accommodate bike lanes.
- Bike racks and rest stops on the south side of the Highway at Daguerre Avenue and Paul Revere Drive, as designated in the City-wide Bike Plan.

## Medians

- One new, raised, planted median is planned throughout Zone Three.

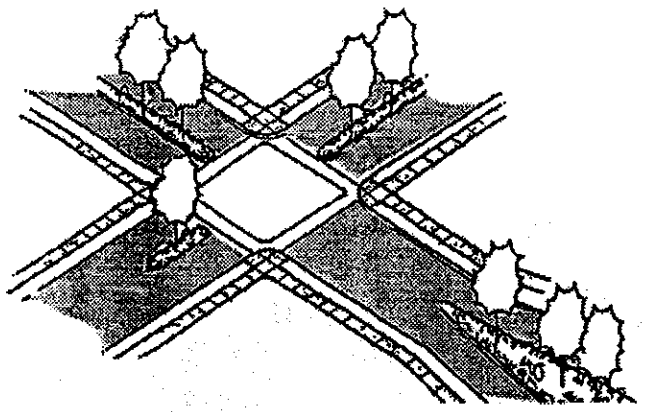
## Right-of Way

- All proposed improvements will fall within the existing right-of-way. Cooperation from the residential neighborhood homeowner's associations will be required to enhance the neighborhood entries.

## Signalization of Intersections and Neighborhood Entries

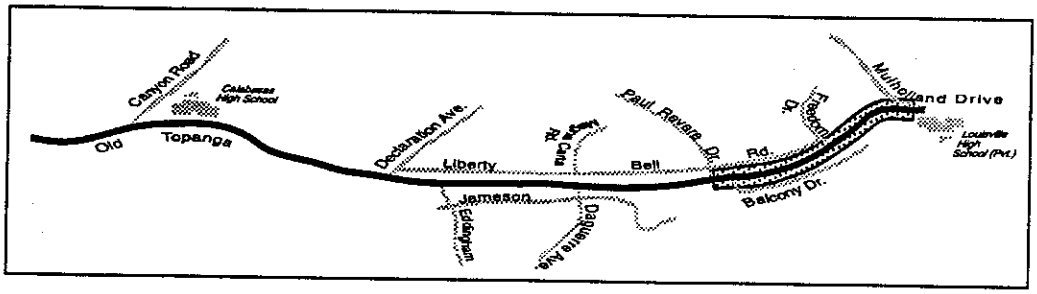
- No intersections are planned for new signalization in Zone Three.

- Two neighborhood entry statements are planned for the intersections of Mulholland Highway and Daguerre Avenue, and Paul Revere Drive, as shown earlier in Figure 5. These neighborhood entries will consist of decorative theme lights, decorative paving material for the crosswalk, a new handicap access ramp to the existing sidewalk with street name-engraved curb insets flanking both sides of the ramp, ornamental and accent color landscaping and signage.



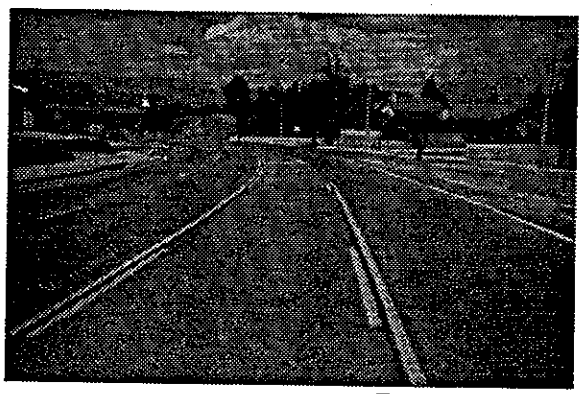
*Landscaped medians help narrow the street width and slow traffic*

# Zone Four - Paul Revere Drive to Mulholland Drive




## A. Beautification

### Existing Character



*Existing conditions*

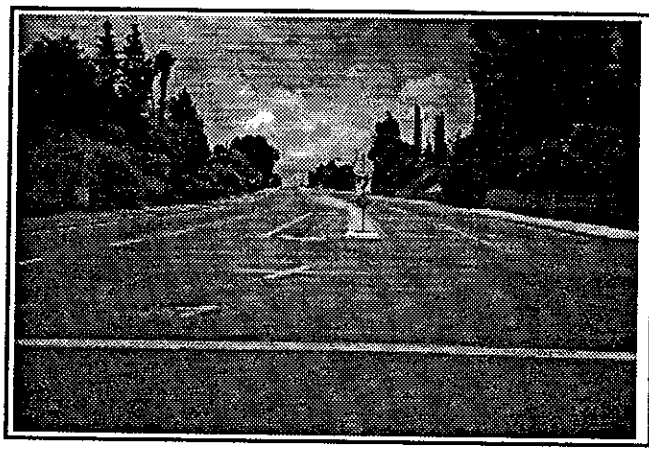
The existing character of Zone Four (4) is probably the most urban of all the zones. The character most similarly resembles Zone One, since the north side of the Highway is developed with commercial and office-type uses and the south side of the Highway consists of a steep slope that is mostly undeveloped. At street level, the traveler is exposed to large pavement sections and expansive gravel shoulders that are untreated and an eyesore. Little landscaping exists in the street, instead, the street exists as a large cross-section of pavement. The existing highway itself is a three-lane collector-type road, with full curb, gutter and partial, interrupted sidewalk on the north side of the Highway. The irregular landscape, hardscape and circulation patterns create inconsistencies in the visual experience and lack an overall theme. Large, blank block walls are intended to buffer the residential neighborhoods, but do little to soften the visual appearance to passers-by. The Gelson's shopping center and Shell gas station near Freedom Drive are intensely urban uses, and there is no architectural compatibility between them and the surrounding office uses. The presence of a significant natural slope bank adjacent to the Highway on the southeast does provide some visual relief to the traveler, but is planned for development. This zone also is impacted by the fact that it is the entry to the City and is bisected by the City of Los Angeles at the eastern end near Mulholland Drive. The City of Los Angeles does maintain a small park at the intersection of Mulholland Drive and Mulholland Highway, which can provide an attractive entry feature to the new parkway once improvements are complete.

### Design Recommendations

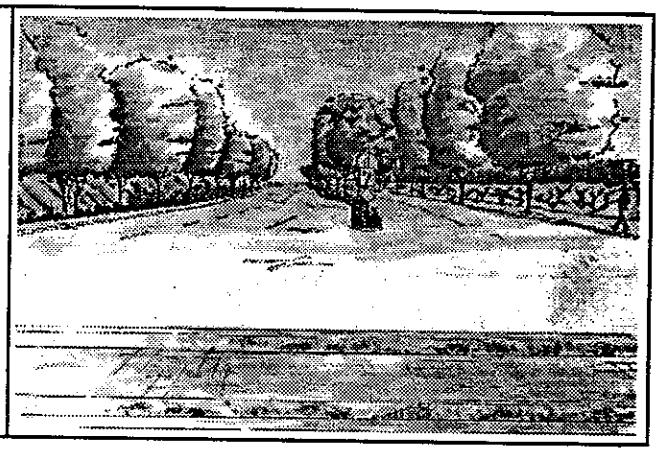
The Master Plan envisions Zone 4 as a key gateway to the City and the residential neighborhoods beyond. It is also an area that, when improved, will be vastly improved from the street scene. Since this is an area that transitions from the City of Los Angeles to the City of Calabasas, a city-wide entry monument, shown below, is planned to be placed in the center median, just across the City limit line. Because this area is heavily congested for vehicle use, roadway striping assumes a four lane cross section with a raised center median.


*City-wide entry monument*

The beautification elements include connecting sidewalk segments that now are interrupted. Existing sidewalk segments that do exist, mostly in front of the Gelson's shopping center will be sawcut in portions to add landscape planters and increase the "greenway" features in areas that are now prone to hardscape. Pedestrian crossing are planned at Parched Drive, Freedom Drive and Mulholland Drive. A four-way stop is proposed at Freedom Drive. (Project engineers evaluated whether this intersection should be signalized and found a signal is not warranted.) Raised landscape medians are proposed at three locations throughout the zone, with breaks and vehicle stacking distances provided for in the design. General planting in this zone becomes more formal in nature, reflecting the urban commercial characteristics of the area. A retaining wall is needed on the Rumph parcel on the south side of the road near Mulholland Drive, to complete improvements for roadway widening. As a condition of the landowner's parcel map approved in April, 1996, the applicant was required to dedicate frontage to the City and conform to the requirements of the Master Plan for widening. Retaining wall design, in concept is shown in Figure 6 in the Slopes, Utilities, and Drainage section of this report.



*Existing Conditions in Zone 4*

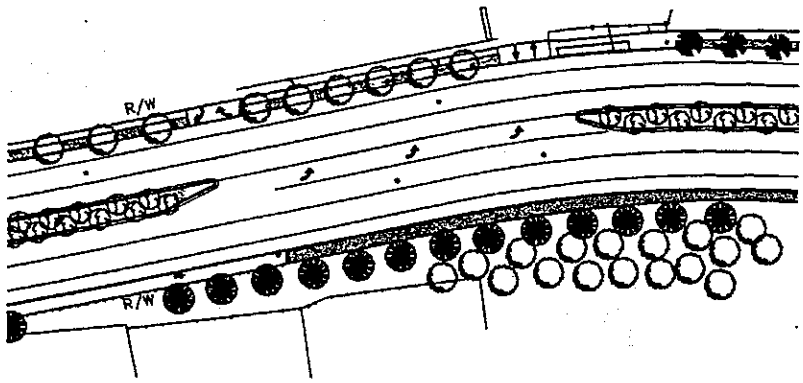


*Beautification concept for Zone 4*

Design parameters in Zone 4 conclude the link from the west to the east end of the project. Pedestrians, bikers and motorists are accommodated through the addition of on-street bike lanes, landscaped medians accented with boulders and cobblestones, accent planting at residential and commercial entries, decorative crosswalks, and an uninterrupted, landscaped walking path. The sketches above illustrate how the design elements of the Master Plan will beautify Zone 4. The primary design features in Zone Four are envisioned as follows:

- New, raised and planted medians throughout the zone, with breaks occurring at the intersections of Parched Drive, Freedom Drive and at the entry to the Gelson's shopping center.
- Enhanced neighborhood intersection treatments at the Parched Drive and Freedom Drive intersections, with theme light standards, engraved curb insets, ornamental and accent entryway landscaping, and decorative crosswalks.
- Sawcutting of existing concrete sidewalks and installing landscape planters to create a meandering effect of the sidewalk and provide visual relief from large hardscape areas.
- Potential art/sculpture locations within the medians at select locations. City-wide monument sign near Mulholland Drive in the center median.

- Planting of fast growing vines on the large, blank slumpstone walls to screen and "green" them.
- Screen planting at the back of residential walls and between the sidewalk to create a landscape buffer.
- Formalize the tree canopies thorough providing a regular spacing of trees along the commercial areas.




*Formal tree planting has a classical, urban form*

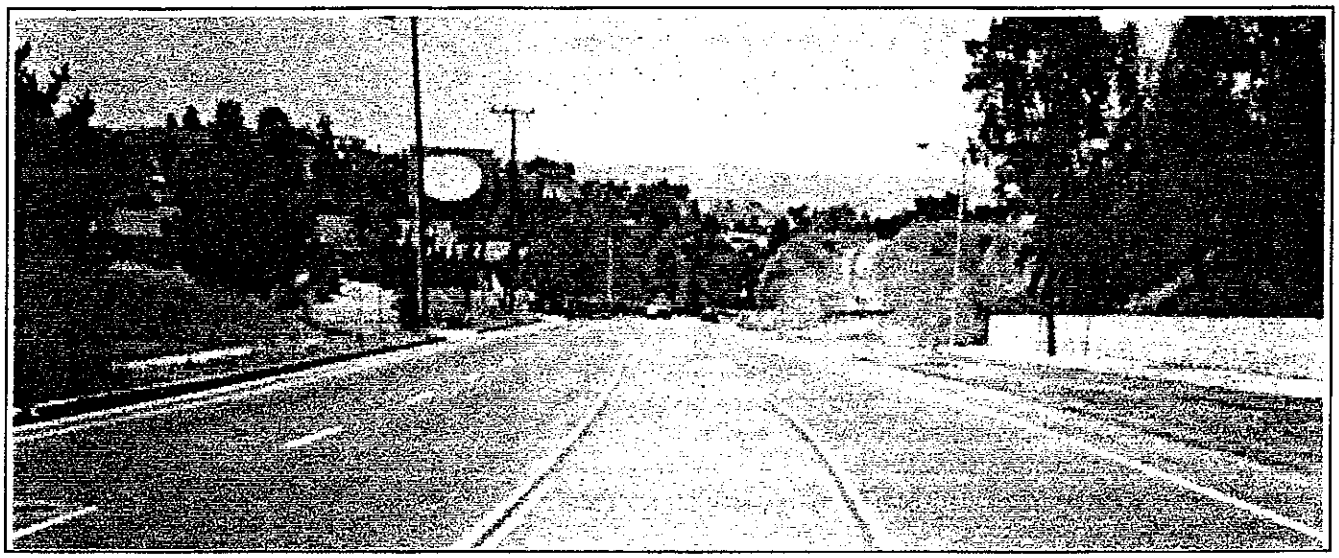
- Use of cobblestones and layered grasses in the medians to create a mosaic effect in the landscape.
- Berming and dense planting between the sidewalks and street to reduce the visibility/impression of the hardscape.

## View Characteristics

Landscaping improvements in Zone Four will be formal in design, dense and layered with multiple plant species and varieties. The natural conditions along the slope bank at the southeast end of the zone will be enhanced with native planting and revegetated to it's natural state following construction of the access driveway and roadway widening, to provide a attractive visual edge to the Highway. Large trees will grow into substantial canopies, provifding shade, shadow, and greenery to this car dominated segment of the highway. Yet due to the roadway width in this zone, these large tree canopies should not impede long-range views as shown in the before and after enhanced images on the following page. New landscaping is intended to accentuate and frame mountain views, and new shrub plantings shall be arranged in an informal, mosaic pattern.

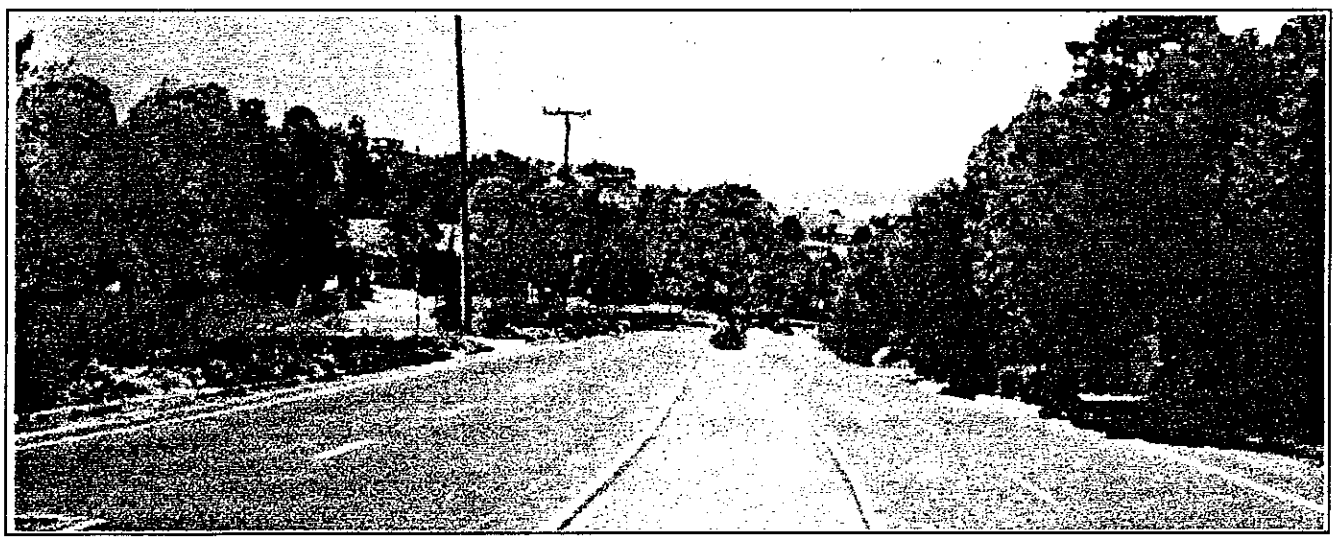
Figure 15 on the following page shows the existing vistas to the mountains that will be maintained and enhanced with planned landscape improvements.

**Figure 15**



# Before—Zone 4:

Existing conditions looking east from Freedom Drive to Mulholland Drive.



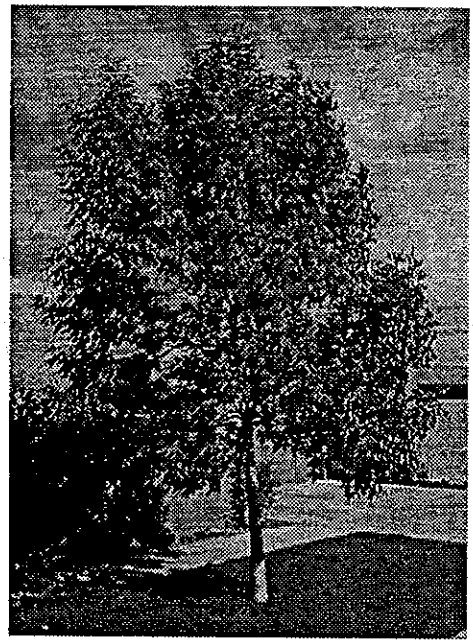
# After—Zone 4:

New planting, median trees with color, sidewalk, and shrubs will enhance the widened street scene.

## Zone Four Landscape

*Sweet Gum Tree*

The commercial retail center of Zone Four is one of the most highly active and developed areas of the project. The landscape character in this area will focus on a manicured, classical, and ornamental plant palette to reinforce the strong architectural features of the Gelson's shopping center and integrate the various uses in the area. Strong site lines created by repetitive plantings will emphasize the natural and built landscape. Color will be spread liberally throughout this zone. Fine textures and refinement will replace the coarse native plantings in the rest of the project zones.



*Ash Tree*

The median planting will compliment and provide a welcome backdrop to the stone City-wide entry monument. Plant species will be consistent with or compliment the plants used in the City of Los Angeles pocket park at the intersection of Mulholland Drive.

*Chinese Pistache Tree*

## Retaining Wall and Hillside Revegetation

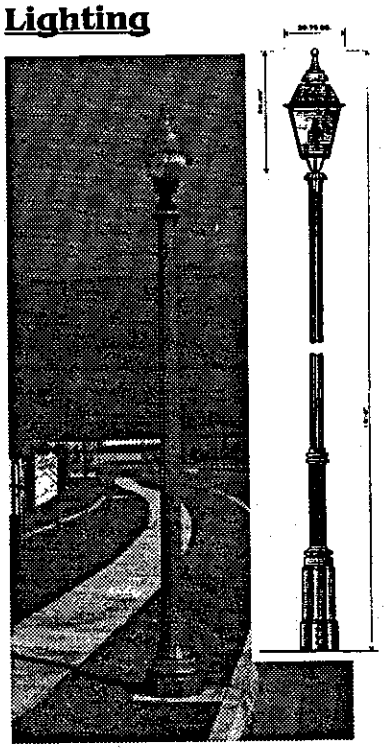
The engineered cut slopes, if not properly landscaped, irrigated and maintained could result in scarring the natural hillside setting. Thus, an essential design parameter is to use wall materials that are natural in appearance, and indicative of the local environment. Planting should also compliment the Santa Monica Mountains mediterranean climate.

The hillside improvements in Zones 3 and 4 will consist of decorative, natural tone crib lock walls and generous planting. Revegetation of the cut slope on the Rumph parcel will use indigenous plants, which will be integrated into the more formalized landscape at the street level. Retaining wall design shall consider cost, but compatible and attractive material is essential to the Plan's beautification efforts.

# Suggested Design Elements: Zone Four

The following suggested design elements are intended as guidelines only. Additional research for material selection that closely resembles those shown below is encouraged during the design development stage of construction documents. All beautification site elements should be consistent with the character established by the Mulholland Highway Master Plan.

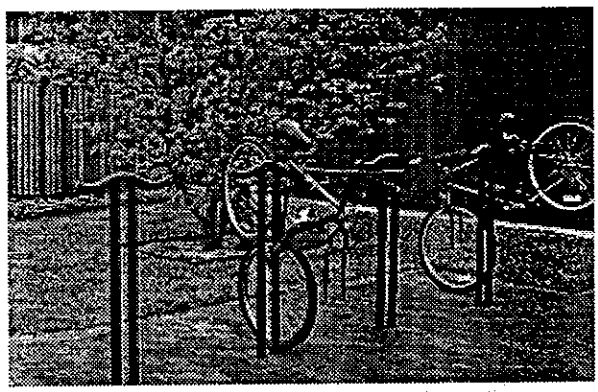
## Lighting



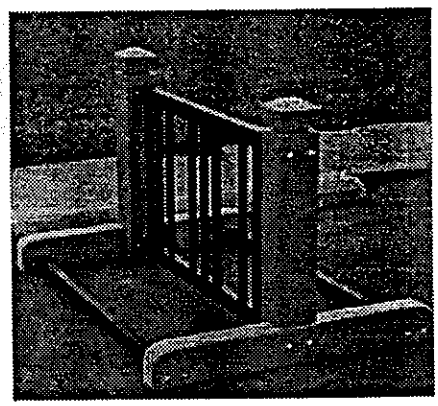
*Actual Old Town light theme light*

*Decorative light standards similar to Old Town can enhance pedestrian scale in commercial areas*

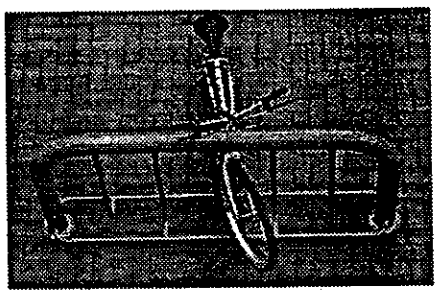
## Bicycle Racks



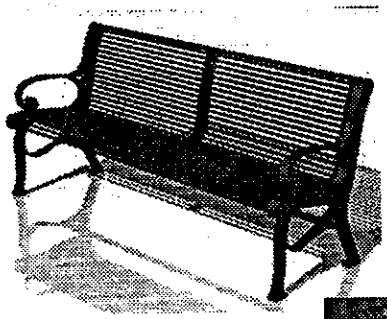
*Bike racks that reflect the country character of the Highway could provide subtle, functional statements*



*More convetional bike racks will encourage alternative transportation and reflect desired street image*

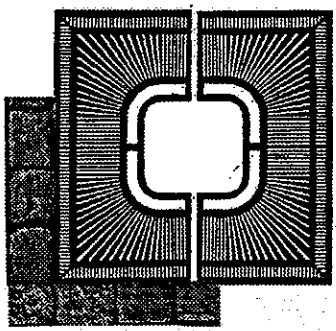


## Benches and Trash Recepticles



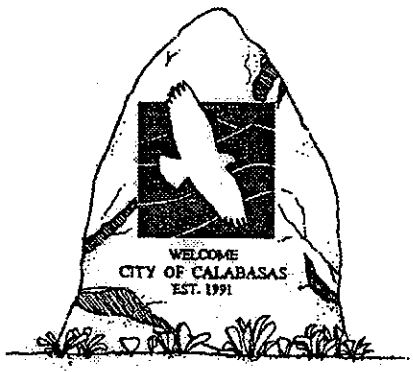
*Historic-style iron benches/ trash receptacles are durable, low maintenance, and should only be used in rest stops, and in places where locals may walk*

## Tree Grates



*Possible use of decorative tree grates and accent paving can reinforce classical tree planting in the Highway's more urban segments*

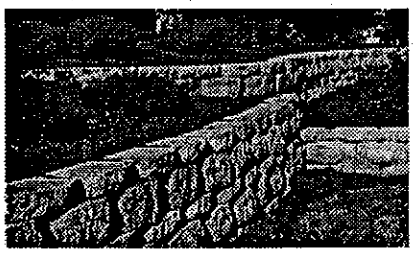
## Entry Monument




*Citywide entry monument to be placed in median, welcoming visitors*

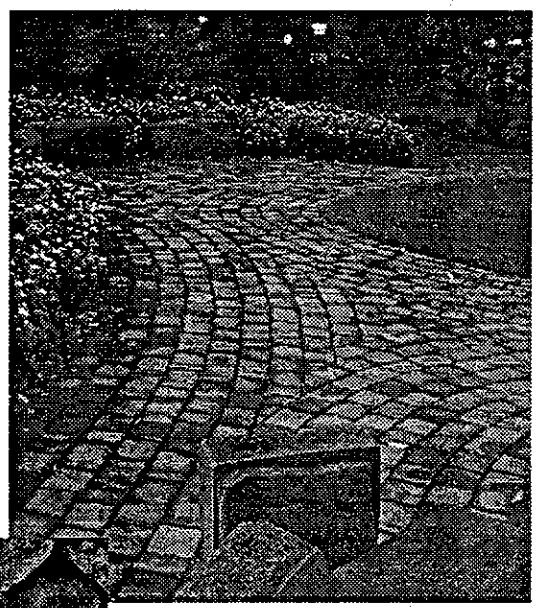
## Decorative Retaining Walls

*Natural earth tone block walls should be designed in 3' to 5' terraces to reduce mass*



*Stone retaining walls to be used for slope bank retention and decorative landscaped planters*

## Paving Types



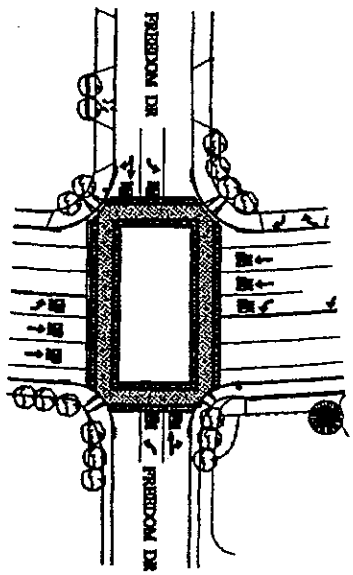
*Decorative cobblestone pavers to be used in crosswalks and medians*

*Randomly shaped river rock style material will highlight the median noses and break the landscape*

# B. Traffic and Circulation

Due to the heavy vehicle use in this zone, the most significant traffic and circulation improvement being recommended is that requiring that four, 12' travel lanes be accommodated. In addition to the four travel lanes, two, 6'-8' on-street bike lanes are planned. This cross section combines to a total of 30'-34' in either direction, which should easily handle the traffic level of service experienced in this well-used area of the City. As is shown is the Plan reduction sheets 9-12 at the end of this document, a larger cross section is imperative to both accommodate this vehicle load and beautify this important City gateway. The new raised median will not change the roadway configuration, since it will be constructed where left-turn pockets now exist.

A four-way stop is planned for the intersection of Freedom Drive and Mulholland Highway, which will slow traffic speeds to the residential neighborhoods to the west as well as improve circulation movement between the gas station and office development at this busy corner. Cooperation with the City of Los Angeles is essential to complete these needed striping and roadway widening improvements and ensure that traffic flow to City of Los Angeles streets to the east (Mulholland Drive) are consistent. Below is a summary of the recommended improvements for Zone 4.



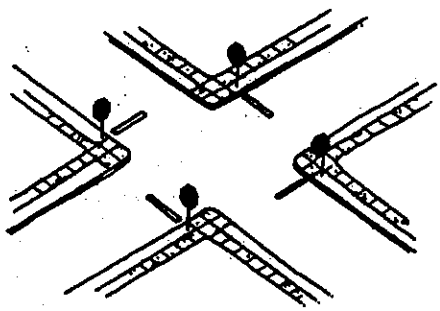

*Intersection improvements will draw attention to crossings and create safe conditions for pedestrians*

## Parking

- No on-street parking is provided.

## Vehicle, Pedestrian and Bicycle

- New six (6) foot-wide sidewalks are planned for the north side of the Highway, connecting existing sidewalks east of Paul Revere Drive to just west of Freedom Drive. The only new sidewalk required on the south side of the Highway is in front of the Rumph parcel, stretching to Mulholland Drive.
- Existing sidewalks on the north side of the Highway will be sawcut and replaced with planters to increase the percentage of impervious surfaces and greenery in this zone.
- Two six (6) to eight (8) foot-wide Class II bike lanes are proposed on both sides of the Highway for theentire zone.
- Revised left-turn lane striping (both ingress and egress) at the intersections to Parched Drive, Freedom Drive and into the Gelson's shopping center.
- A clearly marked right-turn lane into Parched Drive and Mulholland Drive from the west will be installed.



*Well marked, four way stops will slow and discourage through traffic*

- Expand existing three-lane roadway configuration to four lanes and a center left-turn pocket, and restripe as needed for roadway shift to accommodate bike lanes.

- Bike racks and rest stops will be located on the north side of the Highway at Paul Revere Drive, near the Gelson's shopping center ingress, and at the private Louisville High School on the south side of Mulholland Drive, just outside the Master Plan area.

## Medians

- Four new, raised, planted medians are planned throughout Zone Four.

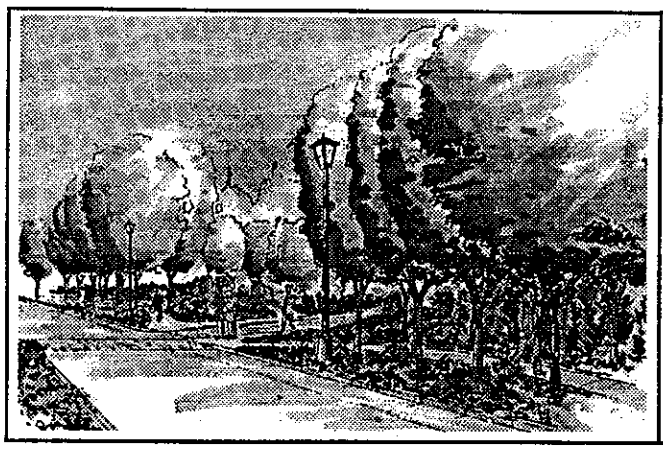
## Right-of Way

- All proposed improvements will fall within the existing right-of-way, except for the need to construct a retaining wall on the Rumph parcel at the east end of the zone. The imposed conditions on the Rumph property parcel map require landowner cooperation to build a retaining wall and revegetate the cut slopes. Additional slope easement area may be needed over and above the 30' secured in the parcel map. Cooperation from the residential neighborhood homeowner's associations and the City of Los Angeles will be required to enhance the neighborhood entries and address City to City consistency issues.

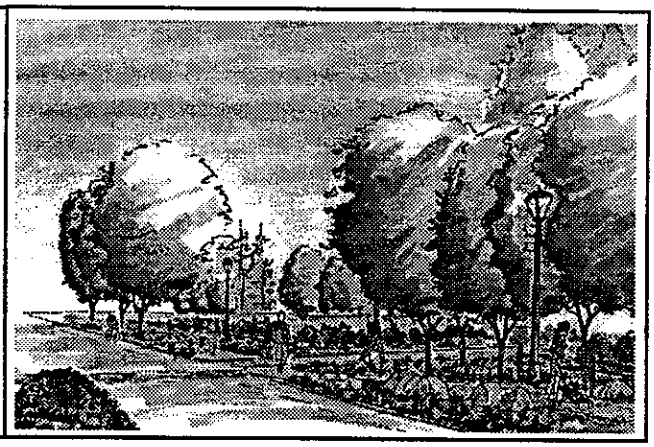
## Signalization of Intersections and Neighborhood Entries

- No intersections are planned for new signalization in Zone Four.

- Two neighborhood entry statements are planned for the intersections of Mulholland Highway and Parched Drive, and Freedom Drive, as shown in Figure 5. These neighborhood entries will consist of decorative theme lights, decorative paving material for the crosswalk, a new handicap access ramp to the existing sidewalk with street name-engraved curb insets flanking both sides of the ramp, ornamental and accent color landscaping and signage.



*Neighborhood Entry Sketch - Alternative One*



*Preferred Neighborhood Entry Sketch - Alternative Two*

## Table 2

## PLANT LIST

| Botanical Name | Common Name |
|---|---|
| **Broadleaf Evergreen Trees** | |
| Arbutus unedo | Strawberry Tree |
| Fraxinus oxycarpa 'Raywood Ash' | Raywood Ash |
| Nerium Oleander 'Mrs Roeding' | Oleander |
| Quercus agrifolia | Coast Live Oak |
| Quercus emgelmannii | Mesa Oak |
| Schinus molle | California Pepper Tree |
| Umbellularia californica | California Laurel |
| **Deciduous Trees** | |
| Koelreuteria paniculata | Goldenrain Tree |
| Lagerstroemia indica | Crape Myrtle |
| Pistachia chinensis | Chinese Pistache |
| Platanus acerifolia | London Plane Tree |
| Platanus racemosa | California Sycamore |
| Quercus lobata | Valley Oak |
| Ulmus parvifolia | Chinese Evergreen Elm |
| **Conifers** | |
| Pinus eldarica | NCN |
| **Large Shrubs** | |
| Arbutus unedo | Strawberry Tree |
| Ceanothus 'Concha' | NCN |
| Cotoneaster lacteus | Parney Contoneaster |
| Heteromeles arbutifolia | Toyon |
| Jasminum mesnyi | Primrose Jasmine |
| Rhus ovata | Sugar Bush |
| **Medium Shrubs** | |
| Arctostaphylos densiflora Howard McMinn' | NCN |
| Berberis thunbergii | Japanese Barberry |
| Cistus purpureus | Orchid Rockrose |
| Dietes vegeta | Fortnight lily |
| Lavandula dentata | English Lavender |
| Nerium oleander 'Petite" | Dwarf Oleander |
| Rhamnus californica 'Eve Case' | Coffeeberry |
| Rhaphiolepis indica | India Hawthorne |
| Salvia sonomensis | Creeping Sage |

**Groundcovers**

| | |
|---|---|
| Arctostaphylos 'Emerald Carpet' | NCN |
| Baccharis pilularis 'Twin Peaks' | Dwarf Coyote Brush |
| Ceanothus griseus horizontalis 'Yankee Point' | Carmel Creeper |
| Cistus 'Warley Rose' | Rockrose |
| Cotoneaster microphyllus | Rockspray Cotoneaster |
| Hemerocallis hybrids | Daylily |
| Juniperus chinensis procumbens 'Nana' | Dwarf Japanese Garden Juniper |
| Lantana montevidensis | Trailing Lantana |
| Lonicera japonica 'Halliana' | Hall's Honeysuckle |
| Pelargonium 'Balcan' | NCN |
| Ribes viburnifolium | Catalina Perfume |
| Rosa banksiae | Lady Banks' Rose |
| Rosmarinus officinalis 'Huntington Blue' | Prostrate Rosemary |

**Vines**

| | |
|---|---|
| Clematis armandii | Evergreen Clematis |
| Hardenbergia violacea | Happy Wanderer Vine |
| Macfadyena unguis-cati | Cat's Claw Vine |
| Parthenocissus tricuspidata | Boston Ivy |

**Hydroseed Mix**

| | |
|---|---|
| Anemopsis Californica | Yerba Mansa |
| Artemesia douglassiana | Mugwort |
| Collinsia heterophylla | Chinese Houses |
| Hordium californicum | NCN |
| Oenothera hookeri | California Evening Primrose |
| Mimulus guttatus | Giant Monkey Flower |

# Table 3
## PLANT MATRIX

**Mulholland Highway**

**Plant Matrix**

| Botanical & Common Name | Plant Uses: | | | | | | | | | | | Comments: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | High School Frontage | Declaration to Daguerre | Daguerre to Paul Revere Dr. | Paul Revere to Mulholland Dr. | Street Tree | Accent Planting | Median Planting | Parkway Planting | BackGround Planting | Slope Planting | | |
| **Trees** | | | | | | | | | | | | |
| Arbutus unedo, *Strawberry Tree* | ● | ● | ● | ● | | ● | ● | ● | ● | ● | | |
| Acer negundo, *Box Elder* | | ● | ● | | | | | ● | ● | ● | | |
| Ceratonia siliqua, *Carrotwood* | | | | ● | ● | | ● | ● | | | | Use Female Plant Only |
| Cercis occidentalis, *Western Redbud* | ● | ● | ● | | | ● | | ● | | ● | | |
| Eriobotrya deflexa, *Bronze Loquat* | | | | ● | | ● | | | | | | |
| Fraxinus angustifolia 'Raywood', *Raywood Ash* | ● | ● | ● | ● | ● | | | ● | | | | |
| Juglans californica, *California Black Walnut* | | ● | ● | | | | | ● | ● | | | |
| Koelreuteria bipinnata, *Chinese Flame Tree* | ● | ● | ● | ● | ● | ● | ● | ● | | | | |
| Lagerstroemia indica, *Crape Myrtle* | ● | ● | ● | ● | | ● | ● | | | | | Mildew Resistant Variety Only |
| Laurus nobilis, *Sweet Bay* | | ● | ● | ● | | | | ● | ● | ● | | |
| Liquidambar styraciflua, *American Sweet Gum* | ● | ● | ● | ● | ● | ● | | ● | | | | |
| Pistachia chinensis, *Chinese Pistache* | ● | ● | ● | ● | ● | ● | ● | ● | | | | |
| Platanus acerifolia, *London Plane Tree* | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | |
| Platanus racemosa, *California Sycamore* | ● | ● | ● | | | ● | | ● | ● | ● | | |
| Quercus agrifolia, *Coast Live Oak* | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | |
| Quercus engelmannii, *Mesa Oak* | | ● | ● | | | | | ● | ● | ● | | |
| Quercus lobata, *Valley Oak* | | ● | ● | | | | | ● | ● | ● | | |
| Populus balsamifera, *Balm-of-Gilead* | | | ● | ● | | ● | ● | ● | ● | | | |
| Populus nigra 'Italica', *Lombardy Popular* | | | ● | ● | ● | ● | ● | ● | ● | | | |
| Rhus lancea, *African Sumac* | ● | ● | ● | ● | ● | | ● | ● | ● | ● | | |
| Robinia ambigua 'Purple Robe', *Locust* | | | ● | ● | ● | ● | ● | ● | | | | |
| Schinus Molle, *California Pepper Tree* | ● | ● | ● | ● | ● | | ● | ● | ● | | | Confined Areas Only |
| Ulmus parvifolia, *Chinese Evergreen Elm* | ● | ● | ● | ● | ● | | | ● | ● | | | |

## Mulholland Highway

**Plant Matrix**

| Botanical & Common Name | Plant Uses: | | | | | | | | | | | Comments: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | High School Frontage | Declaration to Daguerre | Daguerre to Paul Revere Dr. | Paul Revere to Mulholland Dr. | Accent Planting | Median Planting | Parkway Planting | BackGround Planting | Slope Planting | | | |
| **Shrubs** | | | | | | | | | | | | |
| Achillea millefolum, *Common Yarrow* | | ● | ● | | ● | ● | ● | ● | | | | |
| Aesculus californica, *California Buckeye* | ● | ● | ● | | ● | | ● | ● | ● | | | |
| Anisodontea hypomandarum, *Dwarf Pink Hibiscus* | ● | ● | ● | | ● | ● | ● | ● | | | | |
| Arctostaphylos densiflora 'Howard McMinn', *Manzanita* | | ● | ● | ● | | | ● | ● | ● | | | |
| Arctostaphylos edmunsii, *Little Sur Manzanita* | | ● | ● | | | | ● | ● | ● | | | |
| Arctostaphylos 'Emerald Carpet', *Manzanita* | ● | ● | ● | | | | ● | ● | ● | | | |
| Armeria maritima, *Common Thrift* | | | | ● | ● | ● | | | | | | |
| Artemisia 'Powis Castle', *Silver Angel Hair* | ● | ● | ● | | ● | ● | ● | ● | ● | | | |
| Baccharis pilularis 'Twin Peaks', *Coyote Brush* | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | |
| Berberis darwinii, *Darwin Barberry* | | ● | ● | | | ● | ● | ● | | | | |
| Calamagrostis acutifolia 'Stricta', *Feather Reed Grass* | ● | ● | ● | ● | ● | ● | ● | | ● | | | |
| Calycanthus occidentalis, *Spice Bush* | ● | ● | ● | | | | ● | ● | ● | | | |
| Carpinteria californica, *Bush Anenome* | ● | ● | ● | | | | ● | ● | ● | | | |
| Ceanothus 'Concha', *Wild Lilac* | ● | ● | ● | | ● | | ● | | ● | | | |
| Ceanothus griseus horizontlis 'Yankee Point', Wild Lilac | ● | ● | ● | ● | | ● | ● | | ● | | | |
| Ceanothus 'Julia Phelps', *Wild Lilac* | ● | ● | ● | | ● | | ● | ● | ● | | | |
| Cerastium tomentosum, *Snow-in-Summer* | ● | | ● | ● | ● | ● | ● | | | | | |
| Cercocarpus betuloides, *Mountain Ironwood* | | ● | ● | | | | ● | ● | ● | | | |
| Cistus salviifolius, *Rockrose* | ● | ● | ● | | | ● | | ● | ● | | | |
| Cistus skanbergii, *Rockrose* | ● | ● | ● | | | ● | ● | ● | ● | | | |
| Cistus 'Sunset', *Rockrose* | ● | ● | ● | | | ● | ● | ● | ● | | | |
| Coleonema spp., *Breath of Heaven* | | | ● | ● | | | ● | | ● | | | |
| Convolvulus cneorum, *Bush Morning Glory* | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | |
| Coreopsis grandiflora, *Coreops* | | ● | ● | | ● | | ● | ● | ● | | | |
| Cotinus coggyria, *Smoke Tree* | | ● | ● | ● | ● | | ● | ● | ● | | | |
| Cotoneaster horizontalis, *Rock Cotoneaster* | ● | ● | ● | ● | | ● | ● | ● | ● | | | |
| Cotoneaster lacteus, *Parney Cotoneaster* | | ● | ● | ● | | | ● | ● | ● | | | |
| Cotoneaster salicifolius 'Repens', *NCN* | | ● | ● | ● | | ● | ● | ● | ● | | | |
| Cytissus praecos 'Warminister', *Moonlight Room* | | ● | ● | | | | ● | ● | ● | | | |
| Dendromecon rigida, *Bush Poppy* | | ● | ● | | ● | | ● | ● | ● | | | |
| Dietes spp., *Fortnight Lily* | ● | | | ● | ● | ● | ● | | | | | |
| Dodonea viscosa, *Hopseed Bush* | | | | ● | | | ● | ● | | | | |
| Echium fastuosum, *Pride-of-Madera* | | | ● | ● | ● | | ● | ● | ● | | | |

## Mulholland Highway

**Plant Matrix**

| Botanical & Common Name | Plant Uses: | | | | | | | | | | | Comments: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | High School Frontage | Declaration to Daguerre | Daguerre to Paul Revere Dr. | Paul Revere to Mulholland Dr. | Accent Planting | Median Planting | Parkway Planting | BackGround Planting | Slope Planting | | | |
| **Shrubs Cont'** | | | | | | | | | | | | |
| Eschscholzia californica, *California Poppy* | ● | ● | ● | | ● | ● | ● | ● | ● | | | |
| Felicia fruticosa, *Blue Marguerite* | | | | ● | ● | ● | ● | | | | | |
| Fremontodendron californica, *Flannel Bush* | ● | ● | ● | | ● | | ● | ● | ● | | | |
| Garrya elliptica, *Coast Silktassel* | | ● | ● | | | | ● | ● | ● | | | |
| Grevillea noelii, *NCN* | | | ● | ● | | | ● | ● | | | | |
| Hebe spp., *NCN* | ● | | | ● | ● | ● | ● | | | | | |
| Hemerocallis hybrids, *Daylily* | ● | | | ● | ● | ● | ● | | | | | |
| Heteromeles arbutifolia, *Toyon* | ● | ● | ● | ● | | | ● | ● | ● | | | |
| Heuchera sanguinea, *Coral Bells* | ● | ● | ● | ● | ● | ● | | | | | | |
| Jasminum mesnyi, *Primrose Jasmine* | ● | ● | ● | ● | ● | | ● | ● | ● | | | |
| Juniperus conferta ', *Shore Juniper* | ● | ● | ● | ● | | ● | ● | | | | | |
| Lantana montevidensis, *Trailing Lantana* | ● | ● | ● | ● | ● | ● | ● | | | | | |
| Lavandula spp., *Lavender* | ● | ● | ● | ● | ● | ● | ● | | ● | | | |
| Lonicera japonica 'Halliana', *Hall's Honeysuckle* | ● | ● | ● | | | | ● | ● | ● | | | |
| Lupinus nanus, *Sky Lupine* | ● | ● | ● | | | | ● | ● | ● | | | |
| Mahonia spp., *Mahonia* | | ● | ● | | | | ● | | ● | | | |
| Melaleuca nesophila, *Pink Melaleuca* | ● | ● | ● | ● | | | ● | ● | | | | |
| Oenothera berlandieri, *Mexican Evening Primrose* | ● | ● | ● | ● | ● | ● | ● | | | | | |
| Osmanthus fragrans, *Sweet Osmanthus* | | | | ● | | | ● | ● | | | | |
| Pennisetum setaceum "Cupreum", *Fountain Grass* | ● | ● | ● | ● | ● | ● | ● | | | | | Nonseeding Varieties Only |
| Penstemon hybrids, *Beard Tongue* | ● | ● | ● | ● | ● | ● | ● | | | | | |
| Plumbago auriculata, *Cape Plumbago* | ● | | | ● | ● | | ● | ● | ● | | | |
| Phormium tenax, *New Zealand Flax* | ● | | | ● | ● | ● | ● | | | | | |
| Pittosporum spp., *NCN* | ● | | | ● | | ● | ● | ● | | | | |
| Prunus caroliniana, *Carolina Laurel Cherry* | | ● | ● | ● | | | ● | ● | ● | | | |
| Prunus ilicifolia, *Holly Leafed Cherry* | | ● | ● | | | | ● | ● | ● | | | |
| Pyracantha spp., *Firethorne* | | ● | ● | | ● | | ● | ● | | | | |
| Rhamnus californica "Eve Case", *Coffeeberry* | ● | ● | ● | ● | | | ● | ● | ● | | | |
| Rhaphiolepis indica, *India Hawthorne* | ● | ● | ● | ● | | | ● | ● | | | | |
| Rhus ovata, *Sugar Bush* | | ● | ● | | | | ● | ● | ● | | | |
| Ribes viburnifolium, *Catalina Perfume* | ● | ● | ● | ● | | | ● | ● | ● | | | |
| Rosa banksiae, *Lady Bank's Rose* | ● | ● | ● | ● | ● | | ● | ● | | | | |
| Rosmarinus 'Collingwood Ingram', *Rosemary* | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | |
| Rosmarinus 'Huntington Blue', *Rosemary* | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | |

## Mulholland Highway

**Plant Matrix**

| Botanical & Common Name | Plant Uses: | | | | | | | | | | | Comments: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | High School Frontage | Declaration to Daguerre | Daguerre to Paul Revere Dr. | Paul Revere to Mulholland Dr. | Accent Planting | Median Planting | Parkway Planting | BackGround Planting | Slope Planting | | | |
| **Shrubs Cont'** | | | | | | | | | | | | |
| Sambucus mexicana, *Mexican Elderberry* | | ● | ● | | | | ● | ● | ● | | | |
| Salvia greggii, *Sage* | ● | ● | ● | | ● | ● | ● | | ● | | | |
| Salvia leucantha, *Mexican Bush Sage* | ● | ● | ● | | ● | ● | ● | | ● | | | |
| Sambucus mexicana, *Mexican Elderberry* | | ● | ● | | | | ● | ● | ● | | | |
| Sisyrinchium bellum, *Blue-eyed Grass* | ● | ● | ● | ● | | ● | ● | | | | | |
| Sollya heterophylla, *Australian Bluebells* | | | ● | ● | ● | ● | ● | ● | ● | | | |
| Spiraea spp., *Spiraea* | | ● | ● | | | | ● | ● | | | | |
| Stachys byzantina, *Lamb's Ear* | ● | | | ● | ● | ● | ● | | | | | |
| Tecomaria capensis, *Cape Honeysuckle* | ● | ● | ● | ● | ● | | ● | ● | | | | |
| Teucrium fruticans, *Bush Germander* | ● | ● | ● | | | | ● | ● | ● | | | |
| Thymus spp., *Thyme* | | | | ● | | ● | ● | | | | | |
| Trachelospermum jasminoides, *Star Jasmine* | ● | | | ● | ● | ● | | ● | | | | |
| Trichostema lanatum, *Woolly Blue Curls* | ● | ● | ● | ● | ● | | ● | ● | ● | | | |
| Tulbaghia violacea, *Society Garlic* | ● | ● | ● | ● | ● | ● | ● | | | | | |
| Verbena peruviana, *Verbena* | ● | ● | ● | ● | ● | ● | ● | | ● | | | |
| | | | | | | | | | | | | |
| **Vines** | | | | | | | | | | | | |
| Clematis armandii, *Evergreen Clematis* | ● | | | ● | ● | ● | ● | ● | | | | |
| Ficus pumila, *Creeping Fig* | ● | ● | ● | ● | | ● | ● | ● | | | | |
| Hardenbergia violacea, *Happy Wanderer Vine* | ● | ● | ● | ● | ● | ● | ● | ● | | | | |
| Jasminum polyanthum, *Pink Jasmine* | | | | ● | ● | ● | ● | ● | | | | |
| Macfadyena unguis-cati, *Cat's Claw Vine* | | ● | ● | | ● | | ● | ● | | | | |
| Parthenocissus tricuspidata, *Boston Ivy* | ● | ● | ● | ● | ● | ● | ● | ● | | | | |
| Solanum jasminoides, *Potatoe Vine* | ● | ● | ● | ● | ● | | ● | ● | | | | |
| Wisteria sinensis, *Wisteria* | | | ● | ● | ● | ● | | | | | | |
| | | | | | | | | | | | | |

# III. Funding and Implementation

## Introduction

One of the most frequently raised questions is how the City of Calabasas plans to implement the ideas outlined in this master plan. Implementation involves securing the necessary capital resources to fund improvements, agency coordination involving areas in the master plan where jurisdictions adjoin, and landowner negotiations in specific locations where improvements will require easements and /or cooperation to construct.

The Master Plan implementation program is divided into four (4) zones, corresponding to the planned improvements. Since the project is comprised of predominately landscape and lane striping modifications to the existing street, overall implementation is projected for approximately three (3) million dollars, or roughly $700,000 per zone. While this figure does not appear prohibitive to the City's ability to construct the plan as designed, the City is currently burdened with multiple capital improvement projects that require significant funding and manpower resources. Hence the timeline for improvements is not immediate, and may need to be phased based upon funding availability, potential development, agency cooperation, and landowner negotiations related to possibly establishing a local benefit assessment district.

With this in mind, the City has budgeted for the construction of interim landscaping and striping improvements during budget year 1997/1998 using General Fund monies. These improvements will enhance the street using short-term, less costly design improvements, but will be limited in terms of durability over time.

A number of agencies have jurisdiction either within or nearby the Master Plan area and will need to be contacted and involved in the implementation of the Master Plan. Affected agencies and their representative roles include:

- Los Angeles County will guide and approve development of the Hellman property located along the south side of Mulholland Highway in Zone 2.
- The City of Los Angeles city limits bisect the Mulholland Highway near the Gelson's Shopping Center and the City is responsible for implementation of all striping, landscaping, and pole relocation improvements.
- The Las Virgenes Unified School District controls a large segment of the Master Plan area comprising Calabasas High School, in the northerly section of Zone 1. Construction of sidewalk and landscaping improvements along this frontage requires their cooperation.

The Master Plan implementation recommendations have been divided into projects by zone, each with a comprehensive schedule for improvements, possible funding sources, and jurisdictional coordination required to implement the improvement. The objective of this implementation plan is to clearly describe the steps necessary to build the Master Plan programs. This section contains the following information:

- Summary description of known potential funding sources.
- A description of recommended projects and programs by phase.
- Opinions of probable cost for each identified improvement.
- A recommended time frame for implementing each of the identified projects.

For simplicity, this information has been summarized into table format, shown in Table 4 entitled "Mulholland Highway Master Plan Implementation Program".

# Discussion of Potential Funding Sources

The Mulholland Highway Master Plan contains comprehensive recommendations for both physical improvements and programs. As such, a variety of funding sources will be required to implement each of these recommendations. The following describes the various funding mechanisms that are available at the local, state and federal level that may be pursued by the city and/or adjoining agencies to implement the planned improvements.

## Local Funding Sources

**General Fund Monies:** This is the most accessible and flexible funding source available to local agencies. Local revenues are collected in the City General Fund from property tax, sales tax, and transient occupancy tax and expended on projects and programs as defined in the City's adopted Capital Improvements Program. Projects and programs that may be funded by this source of money generally include those items which cannot be paid for by other funding sources and which provide a direct community-wide benefit for the residences or businesses in town. However, since this funding source is the City's primary operating capital and highly competitive, it should be looked at as a secondary source to fund most projects.

**Gas Tax Revenue:** The City receives State Gas Tax revenue which can be used for transportation planning and capital improvements for roadways. Gas tax is based on the percentage of total value of gas sold within the City.

**Property and Business Improvement Districts:** A property and business improvement district (PBID) is a newly established benefit assessment district that can be formed based upon state legislation known as AB3754. PBID districts are geographically defined business areas in which private property owners band together to gain legal standing and generate sufficient revenue to realize common goals for improving the service and facilities of an area. All types of businesses and some residential zones can be included within this district including commercial, professional office, finance institutions, and high density residential. The PBID can perform a number of activities designed to supplement existing City services such as marketing district businesses and activities, promotion of public events, street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, plazas, etc., are often also funded by a PBID. This is a potential funding source that may be appropriately utilized within Zone 4 comprising Gelson's Shopping Center west to Freedom Drive. Establishing a PBID in this area may be difficult since it would involve cooperation with the City of Los Angeles.

**Municipal Bond Financing:** Federal and State laws allow cities to issue bonds with interest payment to investors that are exempt from Federal and State income, thus allowing cities to sell the bonds at below market interest rates. Cities in turn can utilize funds for certain projects that serve a public purpose. Provided the public purpose is well defined, such bonds give cities a powerful vehicle for financing capital improvements. Bond payments for improvements within the Master Plan area would be secured by the formation of an assessment district. An assessment district such as a landscape, lighting, or street improvement can be formed to fund public improvements that will benefit a localized area. The City floats bonds to pay for such improvements, and the debt is paid by assessing property owners who will be served by this improvement. The individual property owner portion of the debt is based on the owner's proportion of benefit. Any method that reasonably measures these benefits can be used to spread the debt among property owners. One drawback of municipal bond financing is that it requires approval of two-thirds of the voters in a local election.

**Landscape and Lighting District:** The City of Calabasas has a number of existing landscape and lighting districts. These districts were established to maintain landscape and lighting in sub-areas of the city, the maintenance cost being paid for by assessments on property owners within each district. Landscape and lighting districts have previously been established in the Master Plan area. Each of these districts could be expanded to provide funds for maintenance and capital expenditures for new improvements by annexation of additional area. In addition, new districts may be created either as new development takes place at the Rumph or Heilman parcels or elsewhere along the Highway for improvement and maintenance of future projects.

**Development Impact Fees:** While most of the Master Plan area is built out, some of the planned improvement, particularly the circulation distribution layout, is necessary because of the pressures for either new development or recent growth in the area. Therefore, it is logical to attach an appropriate portion of the financial responsibility of these improvements to new development. A mechanism commonly utilized for funding various roadway improvements is development impact fees. Impact fees collected through this mechanism are based on the proportion of impact relative to the improvements necessary, providing a clear connection or "nexus" between development and particular improvement. For example, roadway widening and frontage improvements are directly related to projects adjacent to the roadway. Intersection improvements, roadway restriping, bikeways, median, and other elements along the highway may be funded based on the proportionate traffic impact that the project has on the facility. Since most of the project area is built out, development impact fees will not likely be one of the primary mechanisms for paying for improvements. Further, since the Las Virgenes Unified School District owns most of the north frontage of the Highway in Zone 1, it is unlikely the City will assess impact fees upon the District for off-site improvements. The only likely parcels to be developed and conditioned or assessed with impact fees to improve the Highway consistent with the plan are the Rumph, Heilman, properties and the vacant land on the south side of Calabasa High School. Because the Heilman property is located in Los Angeles County jurisdiction, the City can only request that the County cooperate with planned improvements.

**Vehicle Registration Surcharge Fee (AB 2766):** Available to cities, counties, and transit operators, this competitive fund is administered by the South Coast Air Quality Management District (SCAQMD), requires no City fund match and can be used for any public improvement that demonstrates reductions in emissions including commuter and recreational bicycle use.

**Bicycle Licence Fees:** At the discretion of local jurisdictions, bicycle license fees and/or additional fees on the sale of bicycle equipment can be used to help pay for local improvements to the bicycle system. At the very least these programs can be used to fund a bicycle engraving and registration program which can greatly add to the ability to recover stolen bicycles.

**Rule 20A Funds:** The Public Utilities Commission required utility companies to create a fund in each jurisdiction for the purpose of underground the utility lines. The amount to be placed in the fund each year for the City of Calabasas is about $25,000. There is currently about $50,000 available. Each city adopts a priority list of projects for the use of these funds. The City should review its current list to ensure that the Mulholland Highway is a priority area for future undergrounding of utilities. It will take several years for the fund to accumulate sufficient monies to allow for the undergrounding of the +/- 55 utility poles and lines along Mulholland Highway. However, the City may borrow funds from the account for up to five years against future expected monies, or approximately $125,000 at this time. If such the City chooses to borrow monies from this fund, no other underground projects can be funded during the same time period. The City may also choose to augment Rule 20A funds with other sources, if deemed appropriate.

## State Funding Sources

**Metropolitan Transportation Authority Proposition A and C funds**

Proposition A and C programs are the 1/2 cent sales tax measures that was approved by Los Angeles County voters in the 1980's and 1990, respectively. Monies from these tax funds may be used in the following ways:

Proposition A local return funds: May be used for public transit including fixed route and para transit, transportation system management and fare subsidy. Proposition A funds can also be traded for other cities' general funds.

Proposition C local return funds: May be used for public transit projects as described above as well as a broader category of public transit, bike ways, street and road improvements that benefit transit and congestion management activities. Proposition C funds cannot be traded.

**Transportation Demand Agency (TDA) Funds:** The State Transportation Agency sets aside approximately 2% of all TDA funds for bike improvement projects. In some cases additional funding may be set aside through this funding course on a case by case basis, depending upon the effectiveness of the bikeway system that is planned. Allocation of these funds requires a competitive forum applicable to all local agencies. This State source of funding could be applied to bikeway projects within the Mulholland Highway area.

**Flexible Congestion Relief (FCR) Program:** Available to cities, counties, transit operators, and Caltrans, FCR funds can be used to fund both commuter and recreational bikeway projects.

**State and Local Transportation Partnership Program (SLPP):** These monies are available to any road project being resurfaced using local funds that includes bike lanes. The City is required to front the expenditures, and then can be reimbursed through this Caltrans-administered program. Since Class II bike lanes are planned for the Master Plan area, these funds may be available to supplement project improvements.

**Bicycle Lane Account (BLA) Program:** This program makes monies available for planning, design, and construction of bike lanes statewide, this Caltrans-administered program requires a 10% City fund match and the City having an adopted Bikeway Plan. Since the City is currently preparing a comprehensive Bikeway Plan, once adopted these funds may be attainable to fund improvements along the Highway.

**Petroleum Violation Escrow Account (PEVA):** This program is funded by fines levied against petroleum producers in the state, and is available to local jurisdictions for projects which demonstrate energy conservation such as bicycle and pedestrian facilities. Project funding must be approved by Caltrans or by special legislation for allocation to local agencies, and is subject to review by the California Energy Commission and U.S. Department of Energy.

**Environmental Enhancement Measures (EEM) Fund:** EEM monies are another State funding source and are affiliated with the State Highway Account Fund. The EEM funds are set aside for environmental enhancement and are available through a competitive process to various local agencies throughout the State. Projects that are eligible are those which contain environmental elements which will serve to beautify, or environmentally enhance a roadway. Such elements may be; landscaping for heat reduction and traffic calming, rubberized asphalt for noise reduction and drainage and runoff systems to help meet NPDES standards, all of which are planned improvements for the Mulholland Highway.

## Federal Funding Sources

**Community Development Block Grant Funding (CDBG):** Community Development Block Grant money is widely distributed to various entitlement communities throughout the Country. Block grants are used for a variety of community development projects and can be allocated towards funding various street and roadway improvements that focus on eliminating blight and revitalizing economic conditions in local communities. Calabasas does have a CDBG program that could used to allocate funds to the Mulholland Highway Master Plan project, but it is unlikely that this area will meet the criteria required to qualify for use of these funds.

**Inter-modal Surface Transportation Efficiency Act (ISTEA):** This Federal legislation provides California with approximately 200 million dollars over a six year period for transportation enhancement activities from the ISTEA Act of 1991. Although the ISTEA program itself will be sunsetting in 1998, this Federal funding program provides money for transportation enhancement activity such as bike lanes, landscaping, beautification, safety, and assistance in alternative transportation beautification activities. Improvements such as street trees, sidewalks, pedestrian crossing, bike lanes, median landscaping, street repair, intersection signalization, and transit improvements all may be eligible for funding. Caltrans is the agency responsible for allocating funds in California through this Act.

**ISTEA Funding Programs**: These programs, which will be reauthorized (and possible reconfigured) in 1997, currently include:

- **Surface Transportation Improvement Program (STIP):** This competitive program is administered locally by the Los Angeles County MTA and approved by Caltrans and the FHWA. Fund are available to local jurisdictions for bikeway improvements and require a 20% City fund match, or no match if the project improves safety.

- **Congestion Management and Air Quality Program (CMAQ):** For non-attainment regions, this program is available for local bikeway projects that serve a primarily transportation purpose.

- **Transportation Enhancement Activities (TEA):** This competitive program is available to local jurisdictions for projects which enhance the transportation environment, including bikeway and streetscape projects. The program is administered locally by the Los Angeles County MTA and are approved statewide by the California Transportation Commission (CTC). The program requires a 20% City fund match.

- **Bridge Replacement and Rehabilitation Program (HBRR):** This program is available to local jurisdictions to assist in the reconstruction of bridges (including bicycle and pedestrian components), and must be approved by the Caltrans Division of Structures and Office of Local Programs. This program is probably not available to the Mulholland Highway Master Plan area.

- **National Highway System:** Available to local jurisdictions for bikeway projects that provide a high degree of safety, this program is administered by Caltrans and requires a 20% City fund match.

- **Scenic Bikeways Program:** This Caltrans-administered project will be available when TEA funding expires. Since the Mulholland Highway is located adjacent to the Santa Monica Mountains Preserve, it is likely that program criteria could be met and these funds available for project improvements.

- **Office of Traffic Safety:** Administered by the State Office of Traffic Safety, this program is available to local jurisdictions for safety program implementation and training, and for identification of highway hazards. The program requires a 25% City fund match.

- **US Department of Agricultural Forest Service Fund:** The USDA Forest Service provides funds for a variety of urban and community forest programs. In addition, the Forest Service provides information on selecting, planting and maintaining trees in stressful urban environments. Because the project involves a large quantity of landscaping, funding for tree purchase and planting along and within the Mulholland Highway may be made available from this program.

# Table 4
# MULHOLLAND HIGHWAY MASTER PLAN IMPLEMENTATION PROGRAM

## Mulholland Highway-Zone 1
**Preliminary Statement of Probable Cost**

**Funding Sources:** Development ; Assorted MTA and ISTEA funds; FEMA Funds
**Opinion of Total Project Cost:** $3,412,415.75
**Time Frame:** Year 3
**Other Affected Agencies:** Los Angeles County; Las Virgenes Unified School District;

| PROJECT COMPONENTS | UNIT | QUANTITY | UNIT COST | OPINION OF COST |
|---|---|---|---|---|
| **CONSTRUCTION** | | | | |
| *Removals and Traffic Control* | *LS* | *1* | *$ 37,500.00* | *$ 37,500.00* |
| | | | **Subtotal =** | **$ 37,500.00** |
| **SITE ELEMENTS** | | | | |
| Concrete Sidewalk with Aggregate Base | SF | 6,769 | $ 3.00 | $ 20,307.00 |
| Accessible Concrete Ramps | EA | 6 | $ 850.00 | $ 5,100.00 |
| Street Signs | EA | 2 | $ 300.00 | $ 600.00 |
| Art/Sculpture | EA | 4 | $ 3,000.00 | $ 12,000.00 |
| River Cobbles (4" layer, 5% of GC area) | CY | 24 | $ 125.00 | $ 3,000.00 |
| Boulders (2-3 tons ea.) | TON | 80 | $ 60.00 | $ 4,800.00 |
| *Asphalt Rubber Overlay* | *LS* | *1* | *$ 75,000.00* | *$ 75,000.00* |
| *Median Curbing* | *LS* | *1* | *$ 30,000.00* | *$ 30,000.00* |
| *New Curb and 24" Gutter* | *LS* | *1* | *$ 47,500.00* | *$ 47,500.00* |
| *Signing and Striping* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| *Signal Modification* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| Wood Fence (25% both sides of zone length) | LF | 1,300 | $ 18.00 | *$ 23,400.00* |
| | | | **Subtotal =** | **$ 246,707.00** |
| **IRRIGATION** | | | | |
| Water Connection | EA | 1 | $ 30,000.00 | $ 30,000.00 |
| Spray (medians) | SF | 7,935 | $ 1.75 | $ 13,886.25 |
| Drip | SF | 35,039 | $ 0.45 | $ 15,767.55 |
| | | | **Subtotal =** | **$ 59,653.80** |
| **PLANTING** | | | | |
| 24" Box Trees | EA | 18 | $ 300.00 | $ 5,400.00 |
| 15 Gallon Trees | EA | 167 | $ 90.00 | $ 15,030.00 |
| Shrubs and Groundcover (1 gal. @42" O.C.) | SF | 40,826 | $ 0.45 | $ 18,371.70 |
| Hydroseed | SF | 23,133 | $ 0.08 | $ 1,850.64 |
| Soil Preparation | SF | 63,595 | $ 0.06 | $ 3,815.70 |
| Bark mulch (2" layer, 25% sf of GC area) | CY | 68 | $ 55.00 | $ 3,740.00 |
| | | | **Subtotal =** | **$ 48,208.04** |
| **Total =** | | | | **$ 392,068.84** |
| **15% Allocated Design Fees =** | | | | **$ 58,810.33** |
| **15% Contingency Construction =** | | | | **$ 58,810.33** |
| **Grand Total =** | | | | **$ 509,689.49** |

NOTES: This cost estimate should be used for preliminary budgetary purposes only.
*Estimates for italicized items are based on the Mulholland Draft Master Plan prepared, 3/95 by Martin Northhart and Spencer.*
Design development and construction documents are necessary to accurately project construction costs.

## Mulholland Highway-Zone 2

**Preliminary Statement of Probable Cost**

**Funding Sources:** ISTEA/MTA Alternative Transportation Funds; Urban Forestry Grants
**Opinion of Total Project Cost:** $3,412,415.75
**Time Frame:** Year 4-5
**Other Affected Agencies:** Zone of Benefit Assessment District; Development Impact Fees;

| PROJECT COMPONENTS | UNIT | QUANTITY | UNIT COST | OPINION OF COST |
|---|---|---|---|---|
| CONSTRUCTION | | | | |
| *Removals and Traffic Control* | *LS* | *1* | *$ 37,500.00* | *$ 37,500.00* |
| | | | **Subtotal =** | **$ 37,500.00** |
| SITE ELEMENTS | | | | |
| Concrete Sidewalk with Aggregate Base | SF | 16,143 | $ 3.00 | $ 48,429.00 |
| Concrete Ramps | EA | 6 | $ 850.00 | $ 5,100.00 |
| Street Signs | EA | 4 | $ 300.00 | $ 1,200.00 |
| Crosswalk Feature | SF | 4,141 | $ 21.50 | $ 89,031.50 |
| Art/Sculpture | EA | 1 | $ 3,000.00 | $ 3,000.00 |
| River Cobbles (4" layer, 5% of GC area) | CY | 27 | $ 125.00 | $ 3,375.00 |
| Boulders (2-3 tons ea.) | TON | 55 | $ 60.00 | $ 3,300.00 |
| Neighborhood Entry Signs | EA | 3 | $ 5,000.00 | $ 15,000.00 |
| Pole Light (theme) | EA | 6 | $ 2,800.00 | $ 16,800.00 |
| Trenching & Conduit (35LF per fixture) | LF | 210 | $ 5.25 | $ 1,102.50 |
| Meter Pedestal and Connections | EA | 6 | $ 2,000.00 | $ 12,000.00 |
| *Asphalt Rubber Overlay* | *LS* | *1* | *$ 75,000.00* | *$ 75,000.00* |
| *Median Curbing* | *LS* | *1* | *$ 30,000.00* | *$ 30,000.00* |
| *New Curb and 24" Gutter* | *LS* | *1* | *$ 47,500.00* | *$ 47,500.00* |
| *Signing and Striping* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| *Signal Modification* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| Street name Curb Insets | EA | 8 | $ 300.00 | $ 2,400.00 |
| Wood Fence (25% both sides of zone length) | LF | 800 | $ 18.00 | $ 14,400.00 |
| | | | **Subtotal =** | **$ 392,638.00** |
| IRRIGATION | | | | |
| Water Connection | EA | 1 | $ 30,000.00 | $ 30,000.00 |
| Spray (medians) | SF | 15,252 | $ 1.75 | $ 26,691.00 |
| Drip | SF | 33,519 | $ 0.45 | $ 15,083.55 |
| | | | **Subtotal =** | **$ 71,774.55** |
| PLANTING | | | | |
| 24" Box Trees | EA | 10 | $ 300.00 | $ 3,000.00 |
| 15 Gallon Trees | EA | 96 | $ 90.00 | $ 8,640.00 |
| Shrubs and Groundcover (1 gal. @42" O.C.) | SF | 46,333 | $ 0.45 | $ 20,849.85 |
| Soil Preparation | SF | 46,333 | $ 0.06 | $ 2,779.98 |
| Bark mulch (2" layer, 25% sf of GC area) | CY | 76 | $ 55.00 | $ 4,180.00 |
| | | | **Subtotal =** | **$ 39,449.83** |
| | | | | |
| **Total =** | | | | **$ 541,362.38** |
| **15% Allocated Design Fees =** | | | | **$ 81,204.36** |
| **15% Contingency Construction =** | | | | **$ 81,204.36** |
| **Grand Total =** | | | | **$ 703,771.09** |

NOTES: This cost estimate should be used for preliminary budgetary purposes only.
*Estimates for italicized items are based on budgets from the Mulholland Draft Master Plan prepared, 3/95 by Martin Northhart and Spencer.* Design development and construction documents are necessary to accurately project construction costs.

## Mulholland Highway-Zone 3

**Preliminary Statement of Probable Cost**

**Funding Sources:** Rule 20A Funds; Assorted ISTEA and MTA Alternative Transportation Funds; General Fund for Interim Improvements

**Opinion of Total Project Cost:** $3,412,415.75

**Time Frame:** Year 6-8

**Other Affected Agencies:** Area-wide Zone of Benefit; Landscaping/Lighting District;

| PROJECT COMPONENTS | UNIT | QUANTITY | UNIT COST | OPINION OF COST |
|---|---|---|---|---|
| CONSTRUCTION | | | | |
| *Removals and Traffic Control* | *LS* | *1* | *$ 37,500.00* | *$ 37,500.00* |
| | | | **Subtotal =** | **$ 37,500.00** |
| SITE ELEMENTS | | | | |
| Concrete Sidewalk with Aggregate Base | SF | 17,854 | $ 3.00 | $ 53,562.00 |
| Concrete Ramps | EA | 3 | $ 850.00 | $ 2,550.00 |
| Street Signs | EA | 2 | $ 300.00 | $ 600.00 |
| Crosswalk Feature | SF | 2,108 | $ 21.50 | $ 45,322.00 |
| Art/Sculpture | EA | 2 | $ 3,000.00 | $ 6,000.00 |
| River Cobbles (4" layer, 5% of GC area) | CY | 29 | $ 125.00 | $ 3,625.00 |
| Boulders (2-3 tons ea.) | TON | 50 | $ 60.00 | $ 3,000.00 |
| Street Name Curb Insets | EA | 4 | $ 300.00 | $ 1,200.00 |
| *Asphalt Rubber Overlay* | *LS* | *1* | *$ 75,000.00* | *$ 75,000.00* |
| *Median Curbing* | *LS* | *1* | *$ 30,000.00* | *$ 30,000.00* |
| *New Curb and 24" Gutter* | *LS* | *1* | *$ 47,500.00* | *$ 47,500.00* |
| *Signing and Striping* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| *Signal Modification* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| Pole Light (theme) | EA | 8 | $ 2,800.00 | $ 22,400.00 |
| Trenching & Conduit (35LF per fixture) | LF | 280 | $ 5.25 | $ 1,470.00 |
| Meter Pedestal and Connections | EA | 8 | $ 2,000.00 | $ 16,000.00 |
| Slope Improvements at Paul Revere | LS | 1 | $ 152,495.00 | $ 152,495.00 |
| Wood Fence (25% both sides of zone length) | LF | 850 | $ 18.00 | $ 152,495.00 |
| | | | **Subtotal =** | **$ 638,219.00** |
| IRRIGATION | | | | |
| Water Connection | EA | 1 | $ 30,000.00 | $ 30,000.00 |
| Spray (medians) | SF | 14,631 | $ 1.75 | $ 25,604.25 |
| Drip | SF | 38,362 | $ 0.45 | $ 17,262.90 |
| | | | **Subtotal =** | **$ 72,867.15** |
| PLANTING | | | | |
| 24" Box Trees | EA | 22 | $ 300.00 | $ 6,600.00 |
| 15 Gallon Trees | EA | 200 | $ 90.00 | $ 18,000.00 |
| Shrubs and Groundcover (1 gal. @42" O.C.) | SF | 50,344 | $ 0.45 | $ 22,654.80 |
| Hydroseed | SF | 16,488 | $ 0.08 | $ 1,319.04 |
| Bark mulch (2" layer, 25% sf of GC area) | CY | 83 | $ 55.00 | $ 4,565.00 |
| Soil Preparation | SF | 66,832 | $ 0.06 | $ 4,009.92 |
| | | | **Subtotal =** | **$ 57,148.76** |
| | | | | |
| **Total =** | | | | **$ 805,734.91** |
| **15% Allocated Design Fees =** | | | | **$ 120,860.24** |
| **15% Contingency Construction =** | | | | **$ 120,860.24** |
| **Grand Total =** | | | | **$ 1,047,455.38** |

NOTES: This cost estimate should be used for preliminary budgetary purposes only.
*Estimates for italicized items are based on the Mulholland Draft Master Plan prepared, 3/95 by Martin Nothhart and Spencer.*
Design development and construction documents are necessary to accurately project construction costs.
*Lump sum cost of retaining walls reflects "Alternative 1 at Paul Revere" design and cross sections as illustrated in figure 6 of this Master Plan

## Mulholland Highway-Zone 4

**Preliminary Statement of Probable Cost**

**Funding Sources:** Lighting or Benefit Assessment District; Rule 20A Funds; Assorted MTA and ISTEA Alternative Transportation Funds.

**Opinion of Total Project Cost:** $ 3,412,415.75

**Time Frame:** Year 6-8

**Other Affected Agencies:** City of Los Angeles; Development Impact Fees; Landscaping/

| PROJECT COMPONENT | UNIT | QUANTITY | UNIT COST | OPINION OF COST |
|---|---|---|---|---|
| **CONSTRUCTION** | | | | |
| *Removals and Traffic Control* | *LS* | *1* | *$ 37,500.00* | *$ 37,500.00* |
| | | | **Subtotal =** | **$ 37,500.00** |
| **SITE ELEMENTS** | | | | |
| Concrete Sidewalk with Aggregate Base | SF | 6,596 | $ 3.00 | $ 19,788.00 |
| Concrete Ramps | EA | 12 | $ 850.00 | $ 10,200.00 |
| Street Signs | EA | 8 | $ 300.00 | $ 2,400.00 |
| Crosswalk Feature | SF | 11,481 | $ 21.50 | $ 246,841.50 |
| Art/Sculpture | EA | 1 | $ 3,000.00 | $ 3,000.00 |
| River Cobbles (4" layer, 5% of GC area) | CY | 11 | $ 125.00 | $ 1,375.00 |
| Boulders (2-3 tons ea.) | TON | 63 | $ 60.00 | $ 3,780.00 |
| Neighborhood Entry Signs | EA | 3 | $ 5,000.00 | $ 15,000.00 |
| Street Name Curb Insets | EA | 16 | $ 300.00 | $ 4,800.00 |
| *Asphalt Rubber Overlay* | *LS* | *1* | *$ 75,000.00* | *$ 75,000.00* |
| *Median Curbing* | *LS* | *1* | *$ 30,000.00* | *$ 30,000.00* |
| *New Curb and 24" Gutter* | *LS* | *1* | *$ 47,500.00* | *$ 47,500.00* |
| *Signing and Striping* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| *Signal Modification* | *LS* | *1* | *$ 12,500.00* | *$ 12,500.00* |
| *Retaining Walls | LS | 1 | $ 261,540.00 | $ 261,540.00 |
| Wood Fence (10% both sides of zone length | LF | 650 | $ 18.00 | $ 11,700.00 |
| | | | **Subtotal =** | **$ 757,924.50** |
| **IRRIGATION** | | | | |
| Water Connection | EA | 1 | $ 30,000.00 | $ 30,000.00 |
| Spray (medians) | SF | 10,439 | $ 1.75 | $ 18,268.25 |
| Drip | SF | 9,817 | $ 0.45 | $ 4,417.65 |
| | | | **Subtotal =** | **$ 52,685.90** |
| **PLANTING** | | | | |
| 24" Box Trees | EA | 20 | $ 300.00 | $ 6,000.00 |
| 15 Gallon Trees | EA | 200 | $ 90.00 | $ 18,000.00 |
| Shrubs and Groundcover (1 gal. @42" O.C.) | SF | 19,244 | $ 0.45 | $ 8,659.80 |
| Hydroseed | SF | 15,673 | $ 0.08 | $ 1,253.84 |
| Bark mulch (2" layer, 25% sf of GC area) | CY | 30 | $ 55.00 | $ 1,650.00 |
| Soil Preparation | SF | 34,917 | $ 0.06 | $ 2,095.02 |
| | | | **Subtotal =** | **$ 37,658.66** |
| | | | | |
| **Total =** | | | | **$ 885,769.06** |
| **15% Allocated Design Fees =** | | | | **$ 132,865.36** |
| **15% Contingency Construction =** | | | | **$ 132,865.36** |
| **Grand Total =** | | | | **$ 1,151,499.78** |

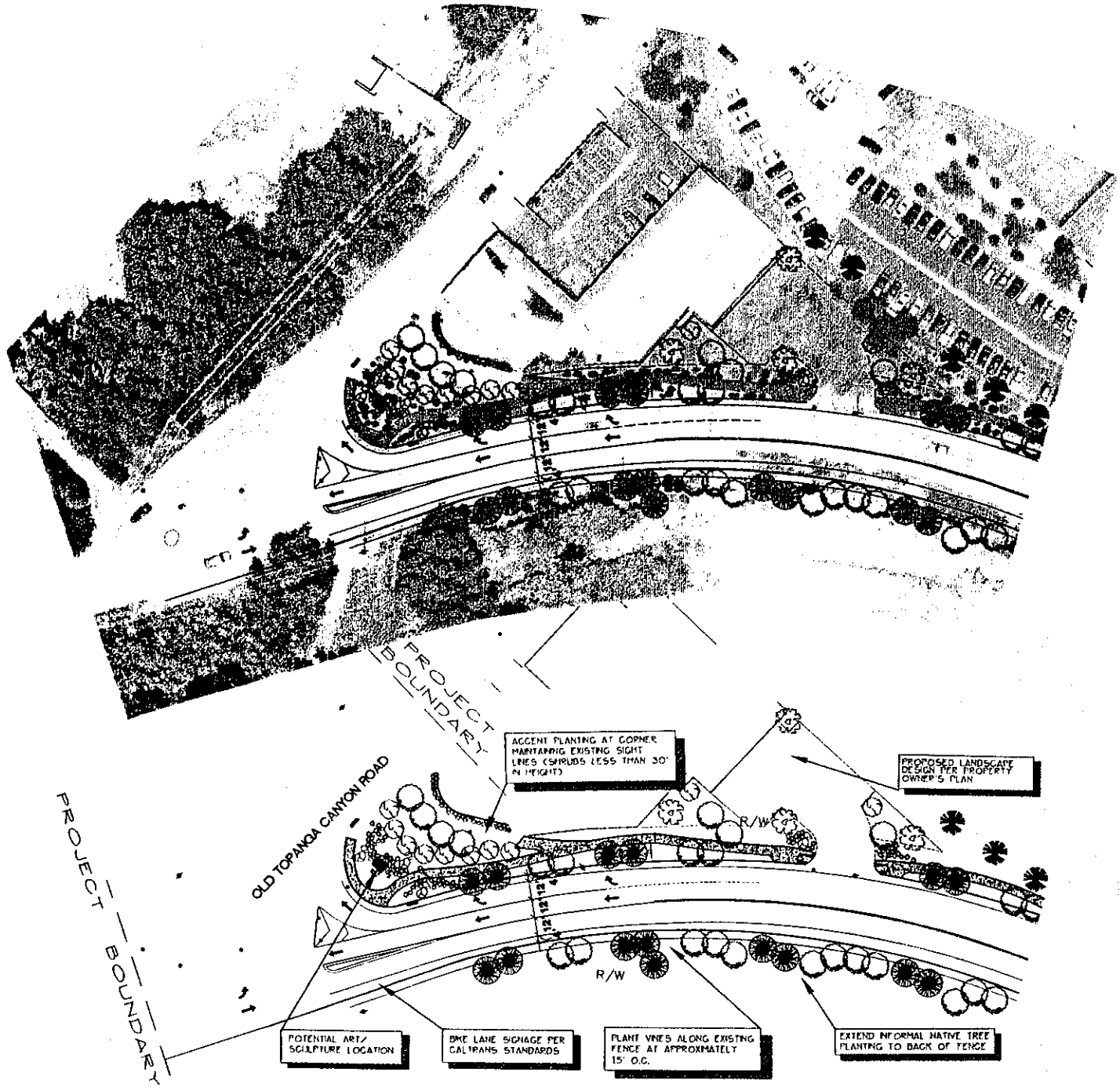
NOTES: This cost estimate should be used for preliminary budgetary purposes only.
*Cost estimate for italicized items was based upon budgets per the Mulholland Draft Master Plan prepared in 3/95 by* Martin Northhart and Spencer. Design development and construction documents are necessary to accurately project construction costs. *Lump sum cost of retaining walls reflects "Alternative 3 at Mulholland Drive" design and cross sections as illustrated in figure 10 of this Master Plan.

## MULHOLLAND HIGHWAY MASTER PLAN

**SUMMARY OF TOTAL PROJECT COSTS**

| | | |
|---|---|---|
| ZONE 1 | $ | 509,689.49 |
| ZONE 2 | $ | 703,771.09 |
| ZONE 3 | $ | 1,047,455.38 |
| ZONE 4 | $ | 1,151,499.78 |
| | | |
| **TOTAL PROJECT COST** | **$** | **3,412,415.75** |

NOTES: This cost estimate should be used for preliminary budgetary purposes only.
Design development and construction documents are necessary to accurately project construction costs




zone 1

# MULHOLLAND PARKWAY MASTERPLAN

## Old Topanga Canyon Road to Calabasas High School

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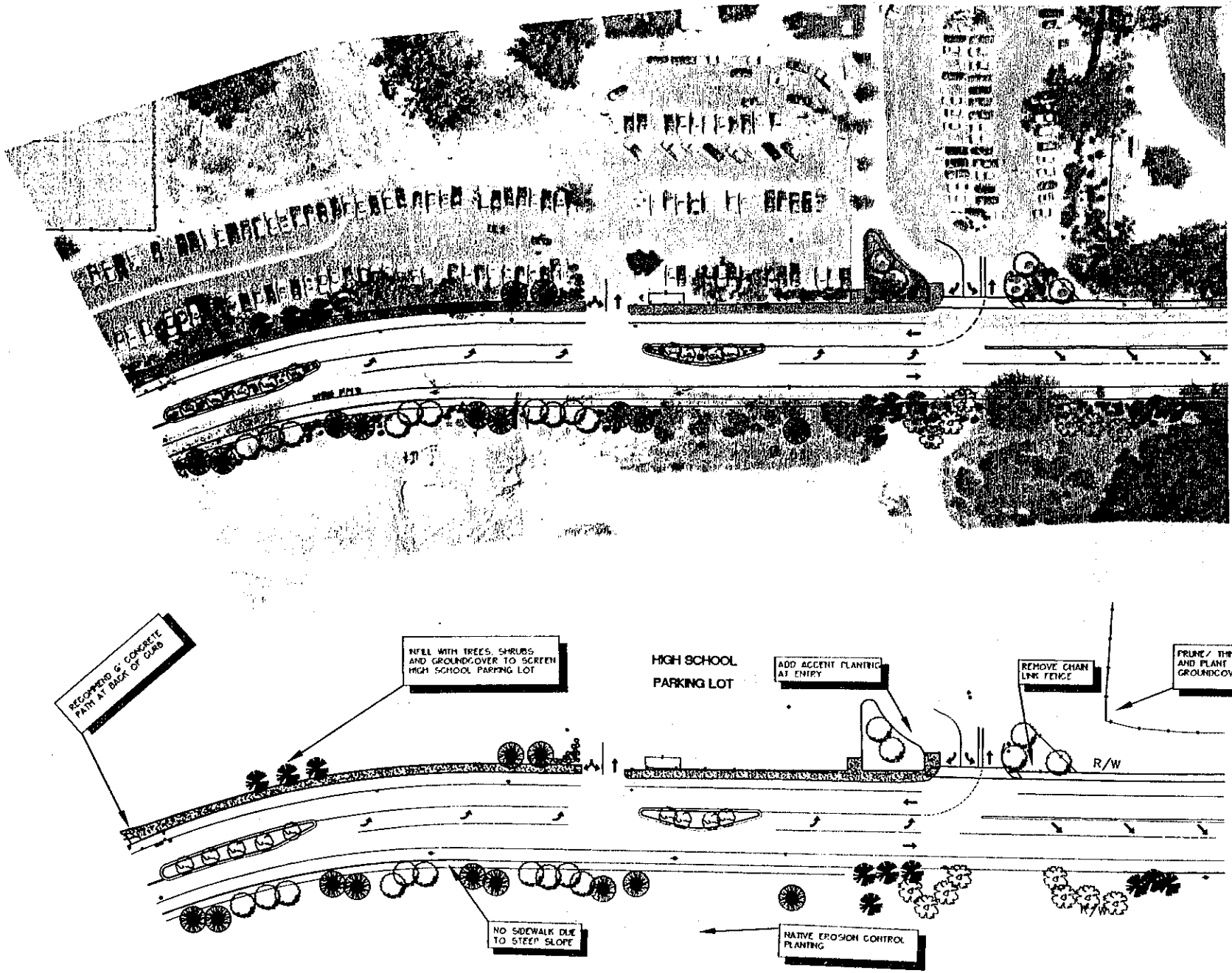
AUGUST 27, 199




zone 1

# MULHOLLAND PARKWAY MASTERPLAN

## Calabasas High School - Parking Lot

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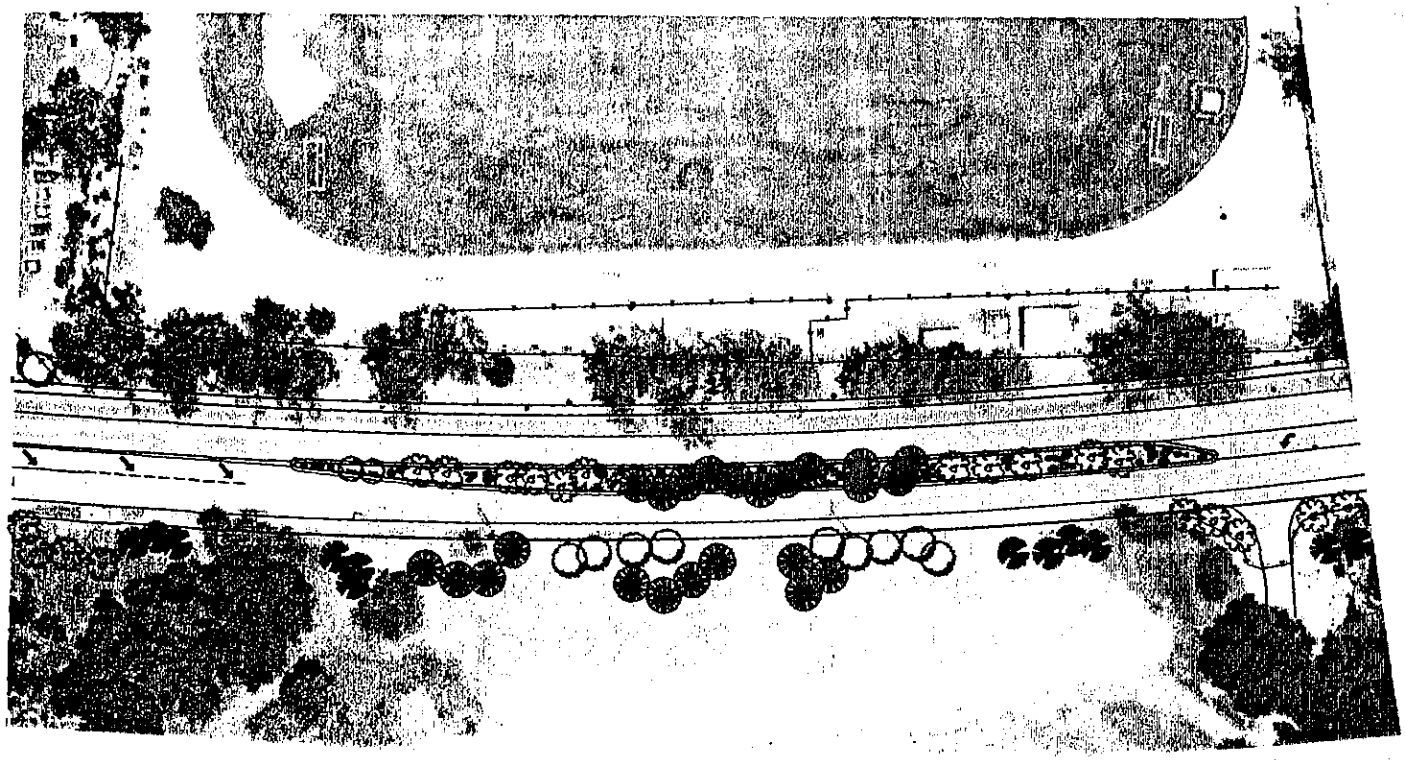
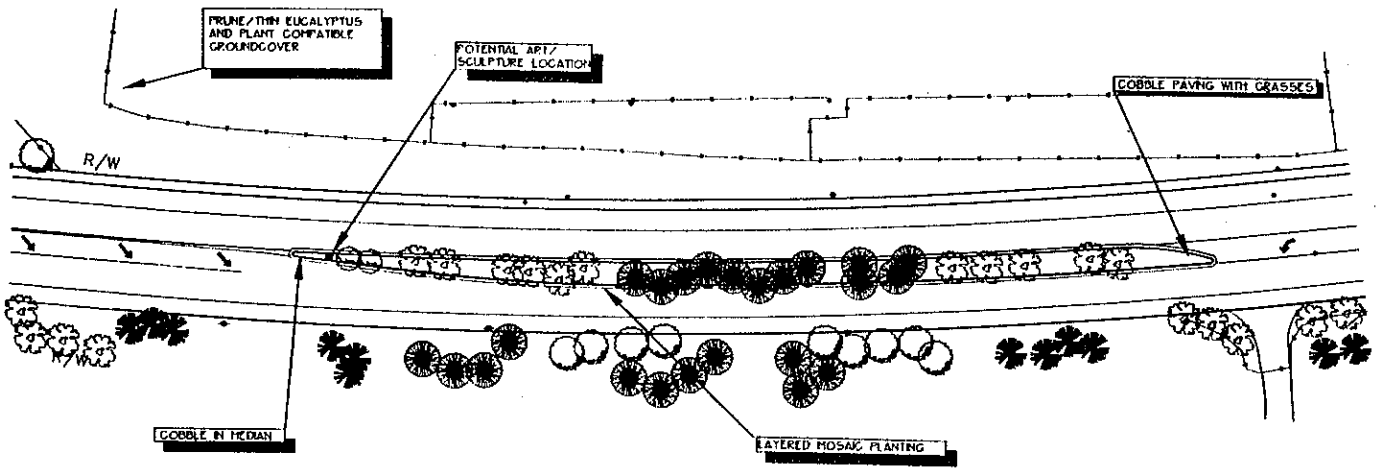
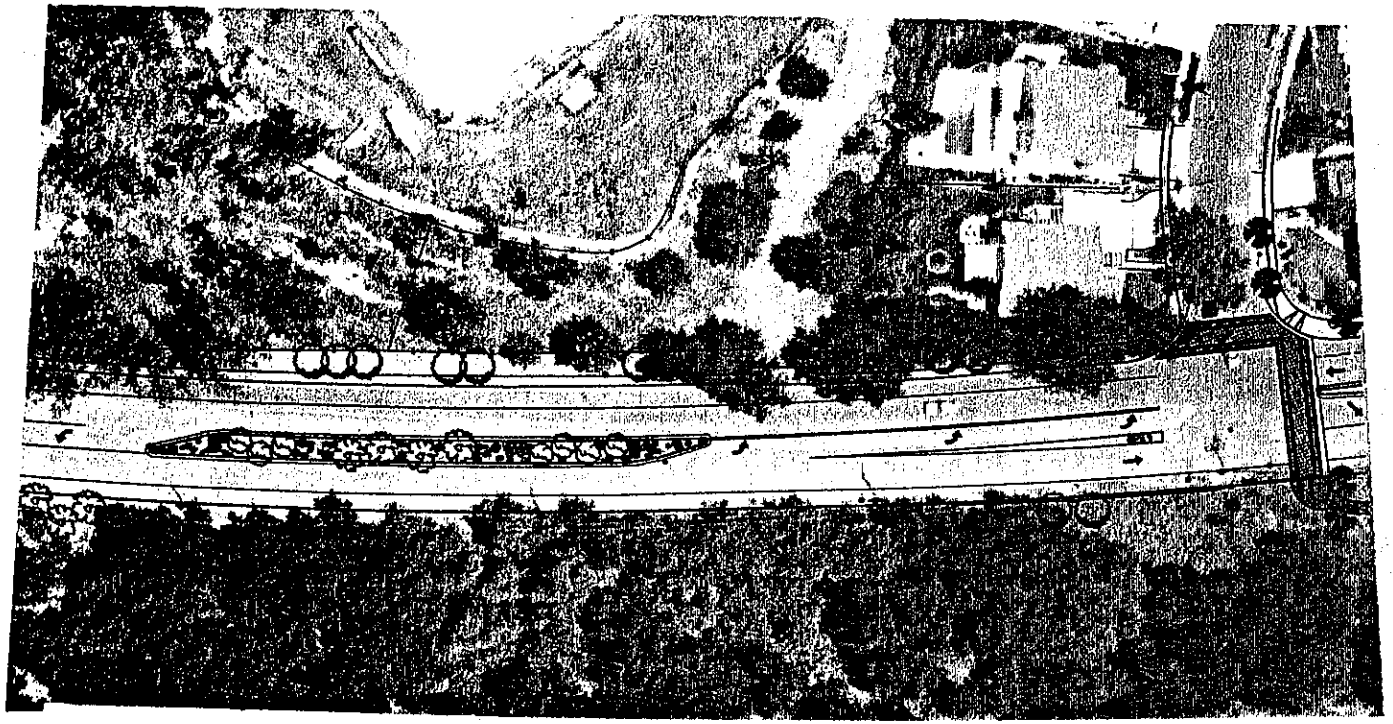
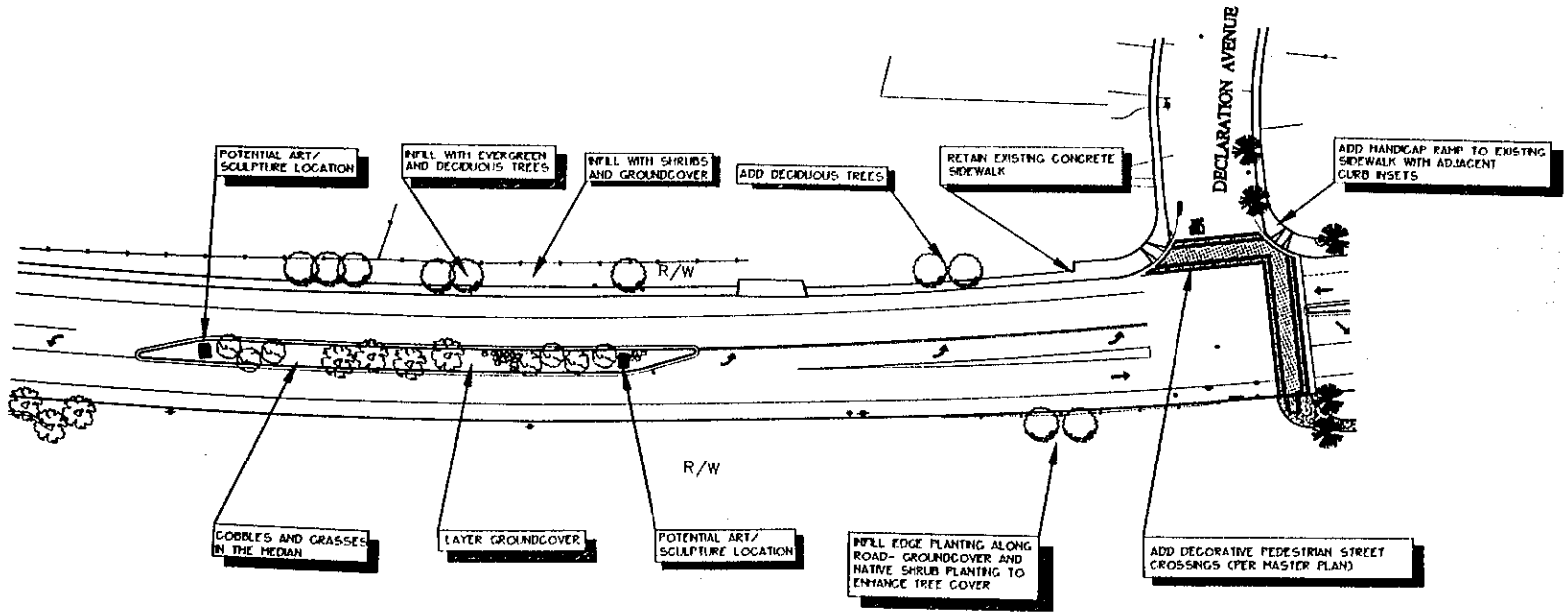



PRUNE/THIN EUCALYPTUS AND PLANT COMPATIBLE GROUNDCOVER
POTENTIAL ART/ SCULPTURE LOCATION
COBBLE PAVING WITH GRASSES
R/W
COBBLE IN MEDIAN
LAYERED MOSAIC PLANTING






zone 1

# MULHOLLAND PARKWAY MASTERPLAN

## Calabasas High School to Declaration Avenue

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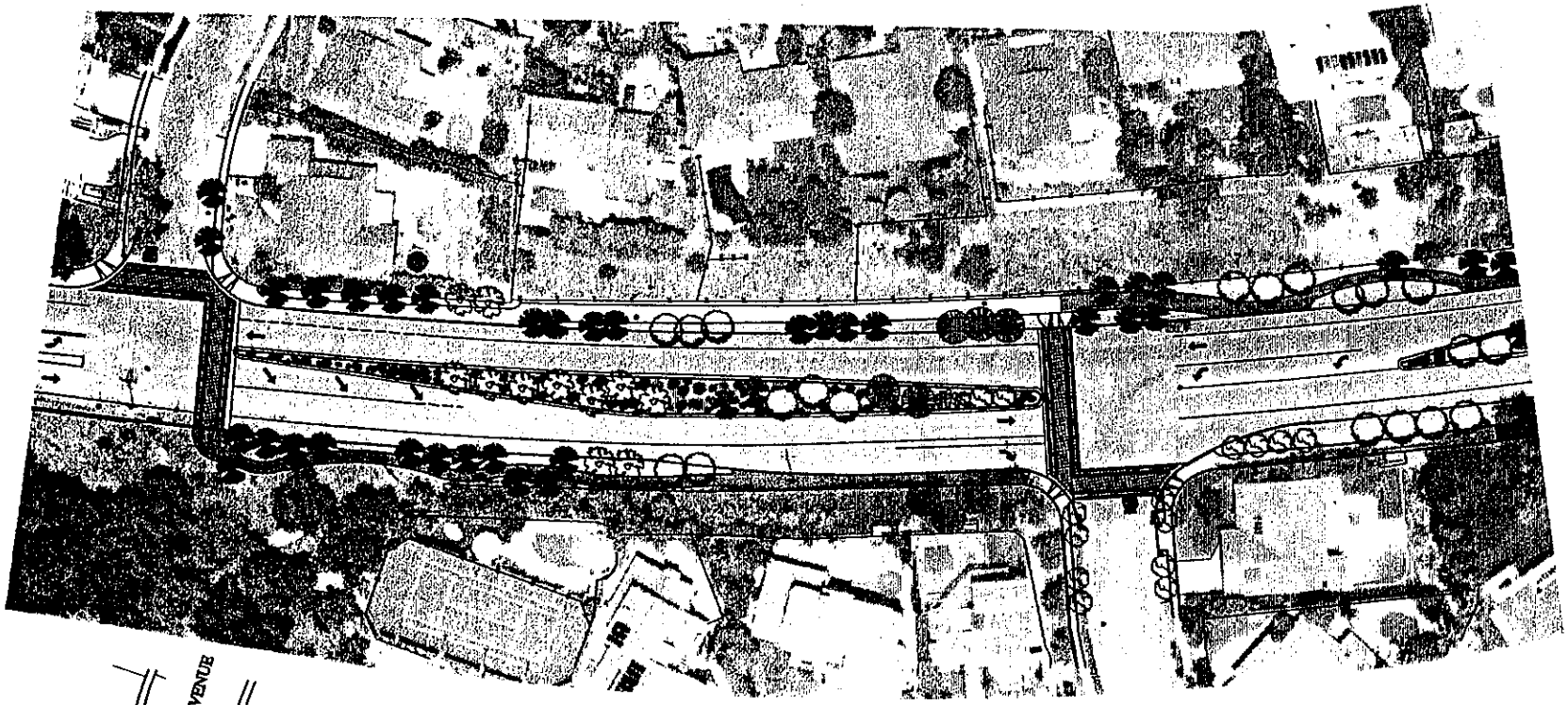
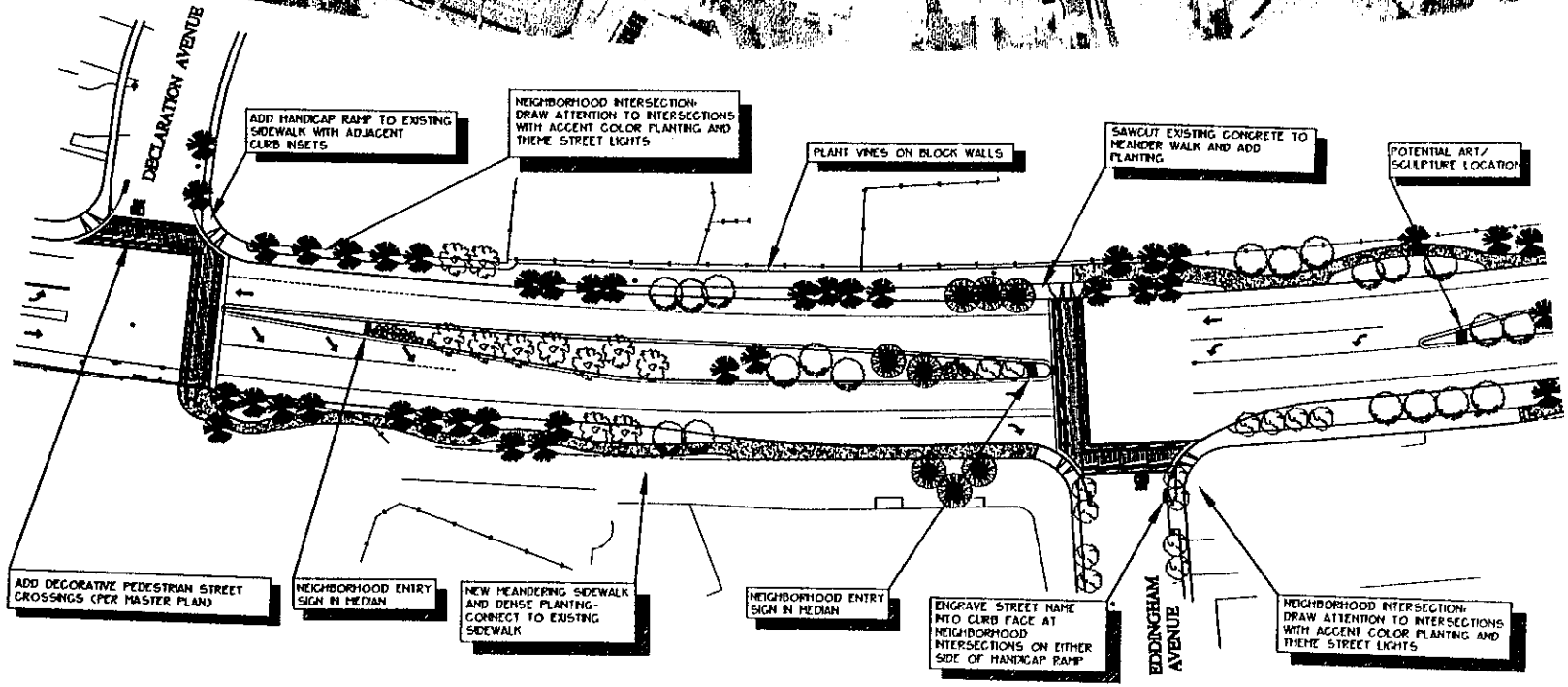
AUGUST 27, 1996






zone 2

# MULHOLLAND PARKWAY MASTERPLAN

## Declaration Avenue to Eddingham Avenue

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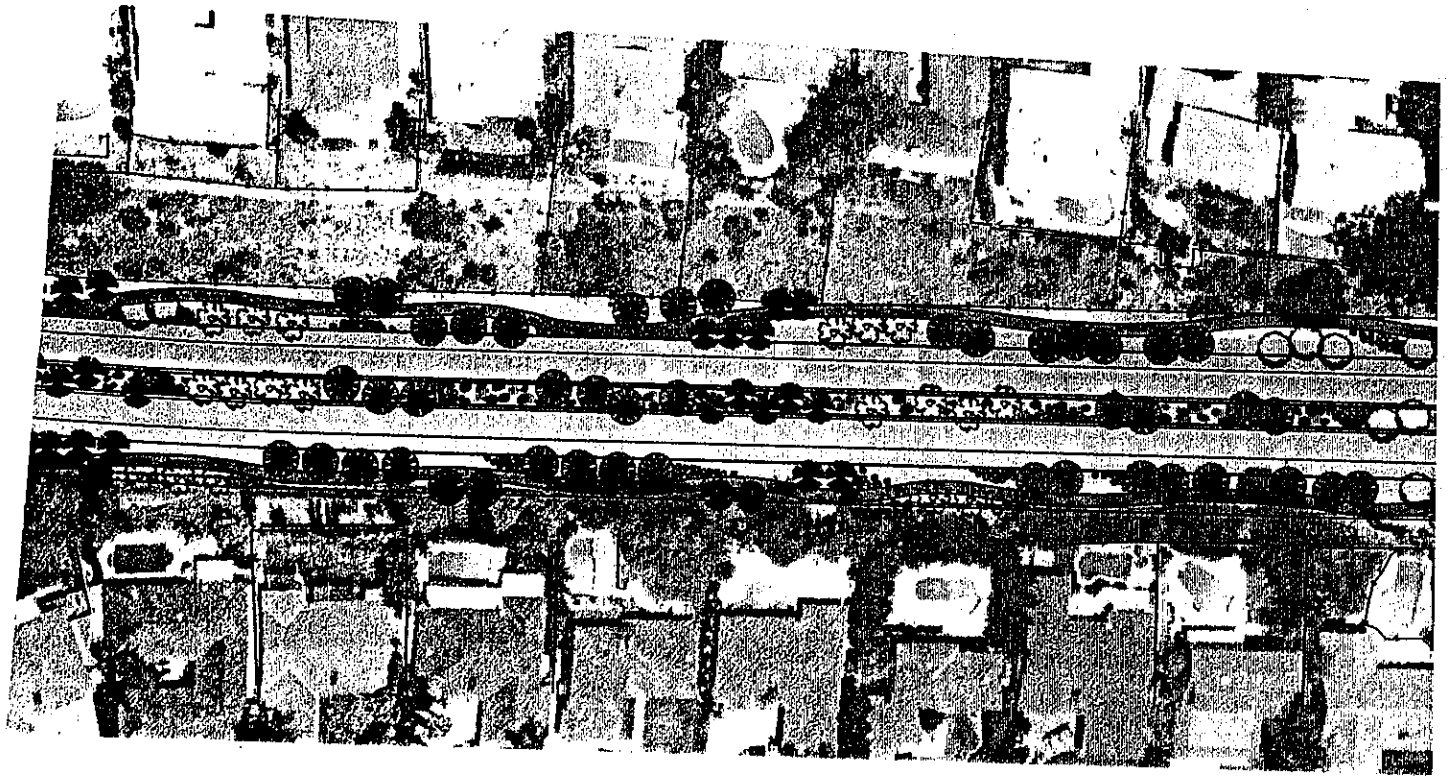

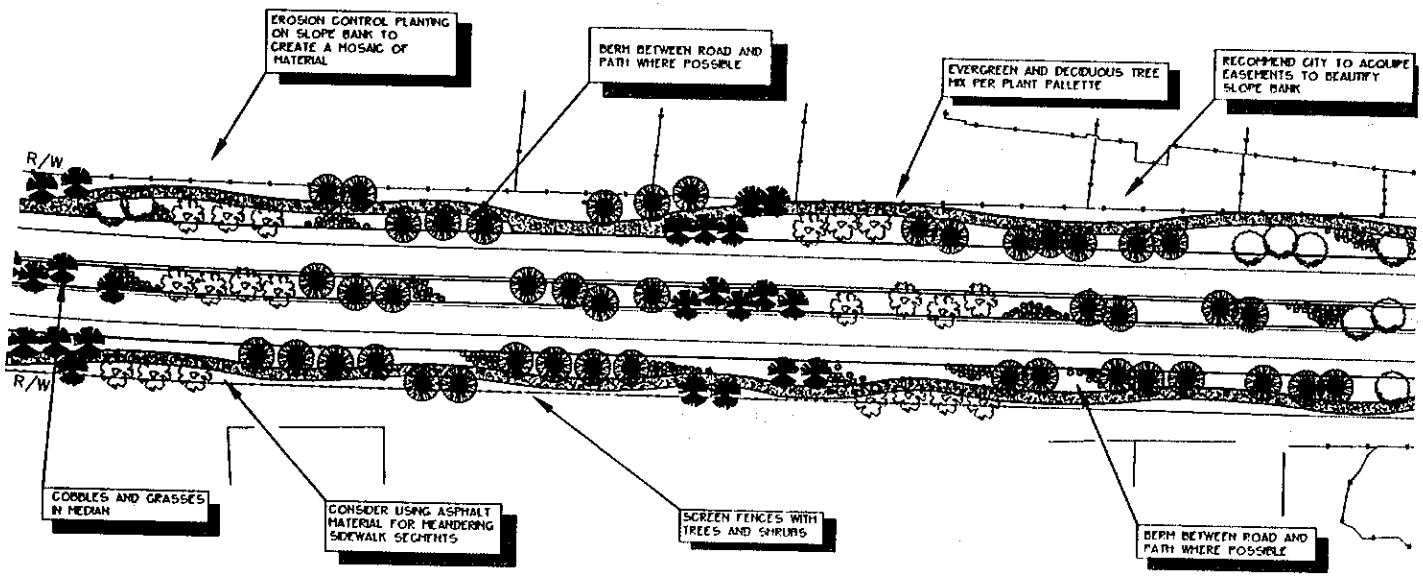


zone 2

# MULHOLLAND PARKWAY MASTERPLAN

Eddingham Avenue east towards Daguerre Avenue

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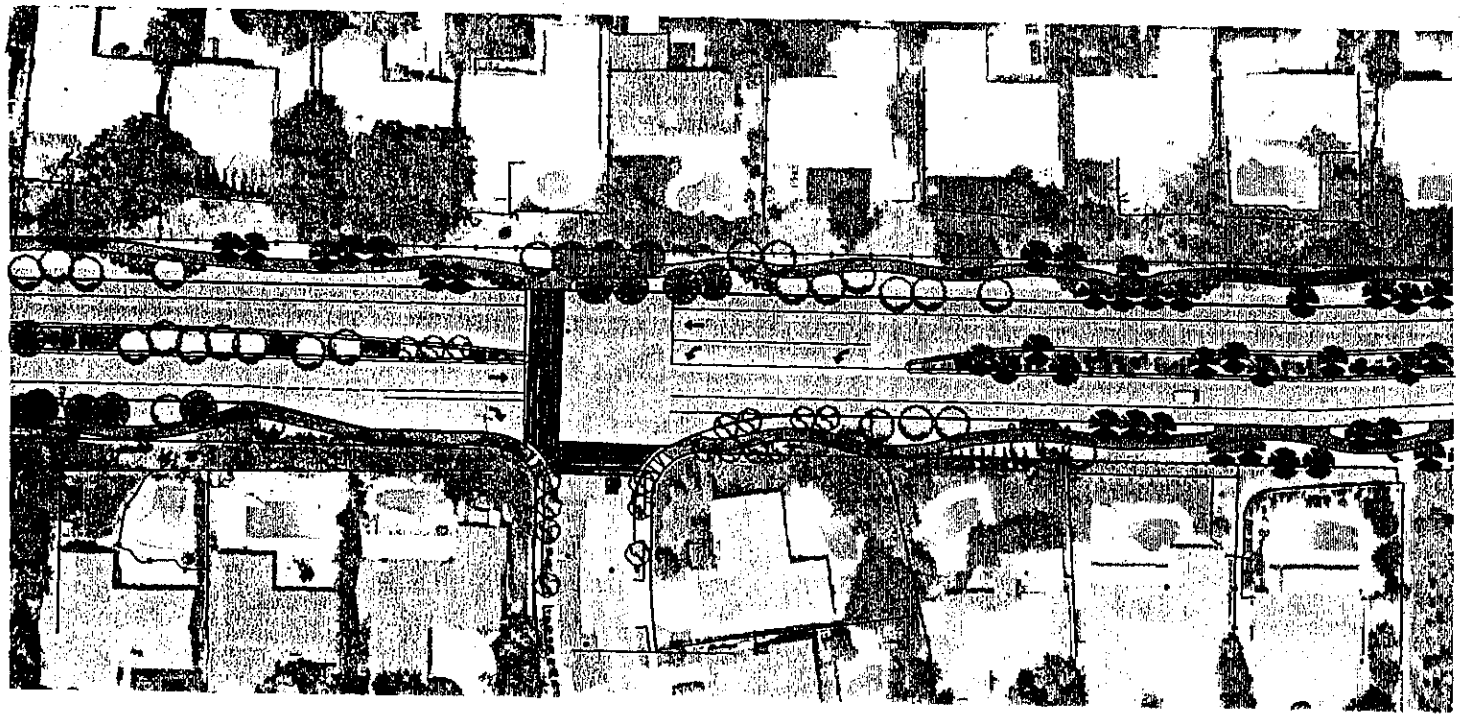

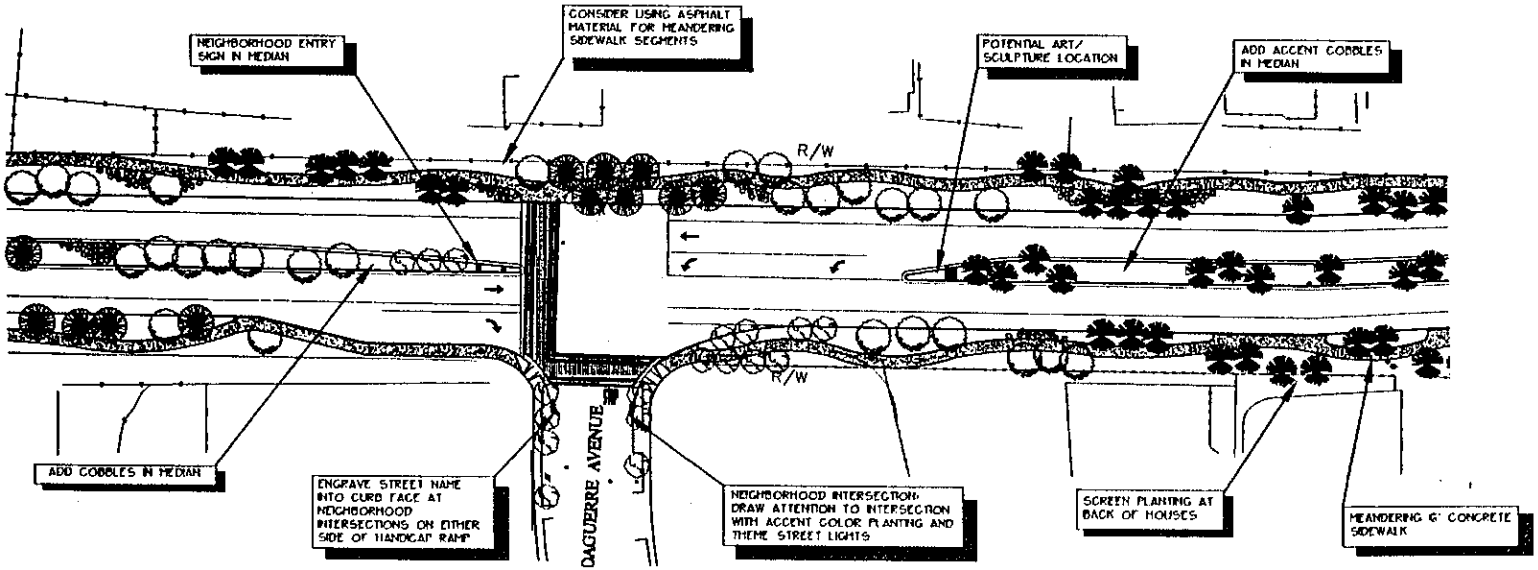


zone 3

# MULHOLLAND PARKWAY MASTERPLAN

## Daguerre Avenue

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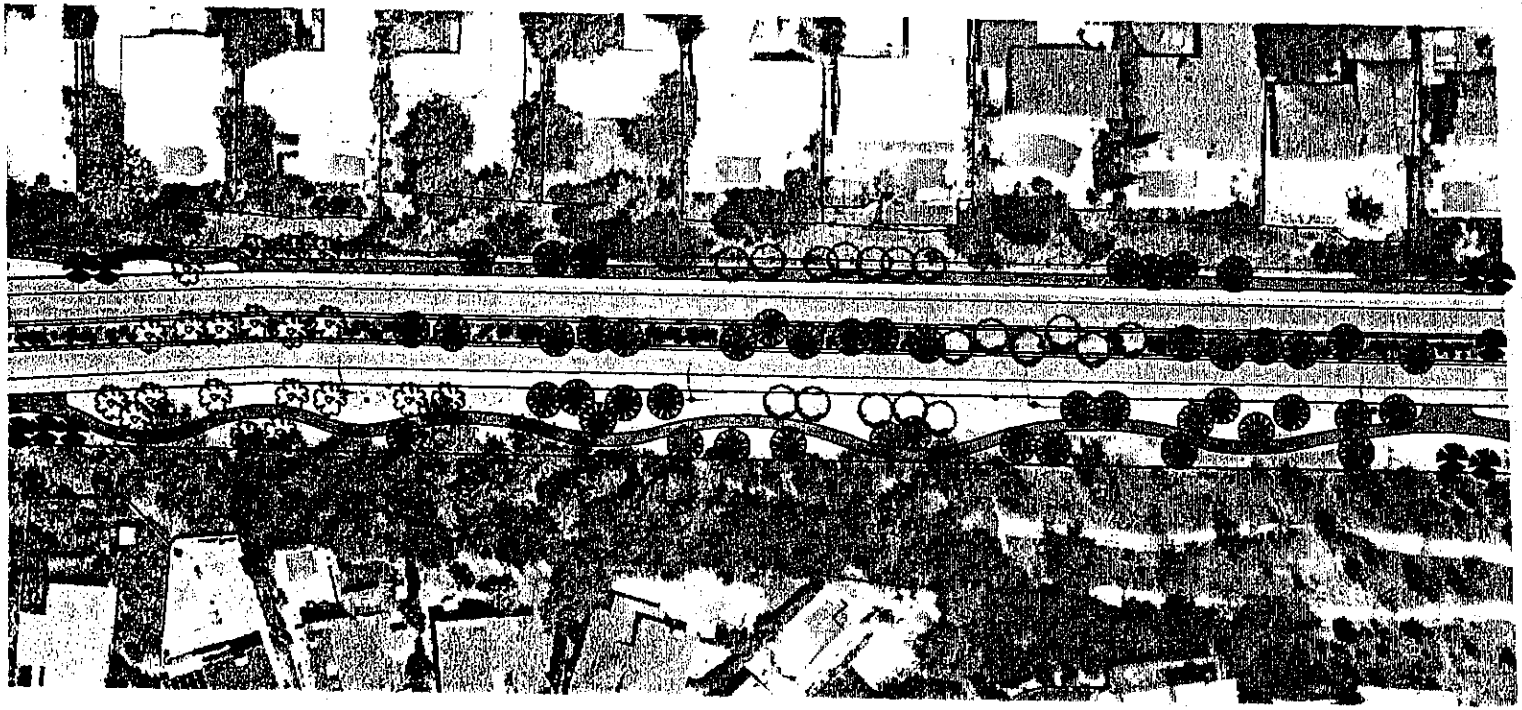
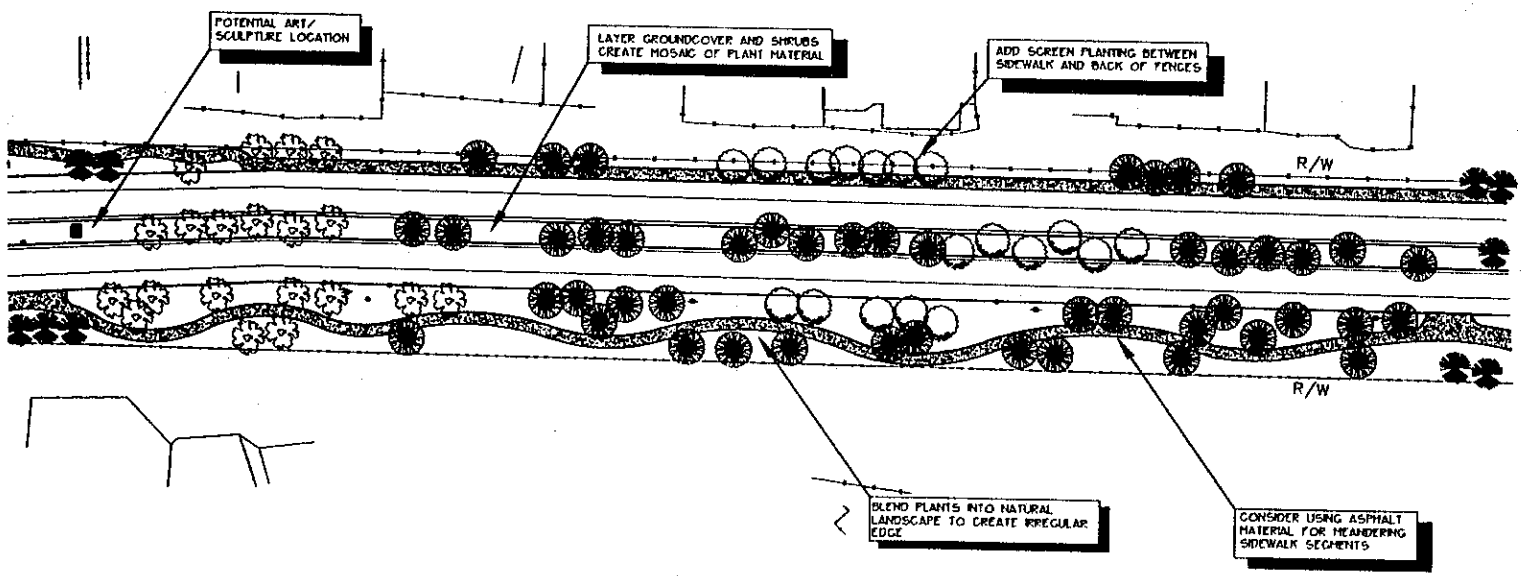
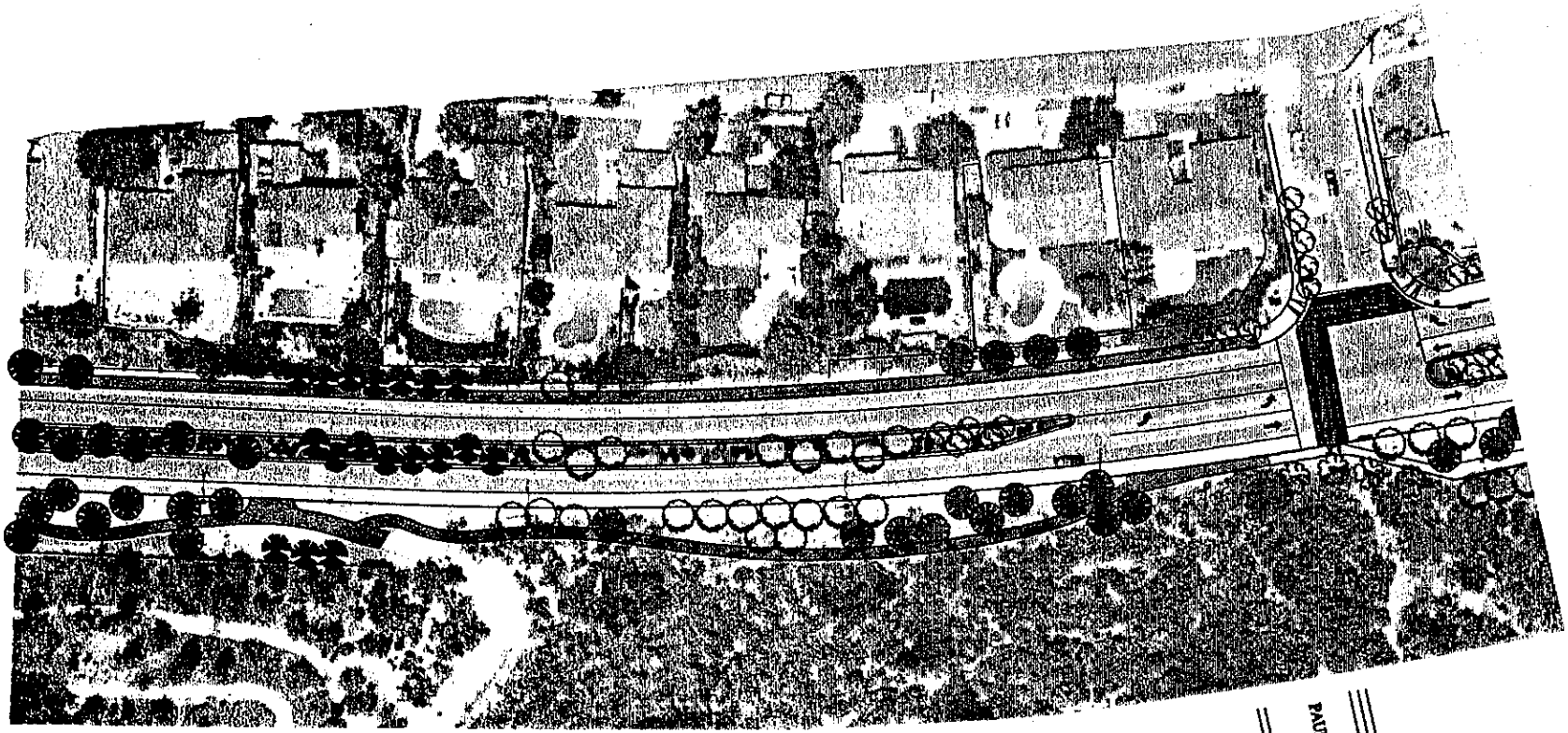
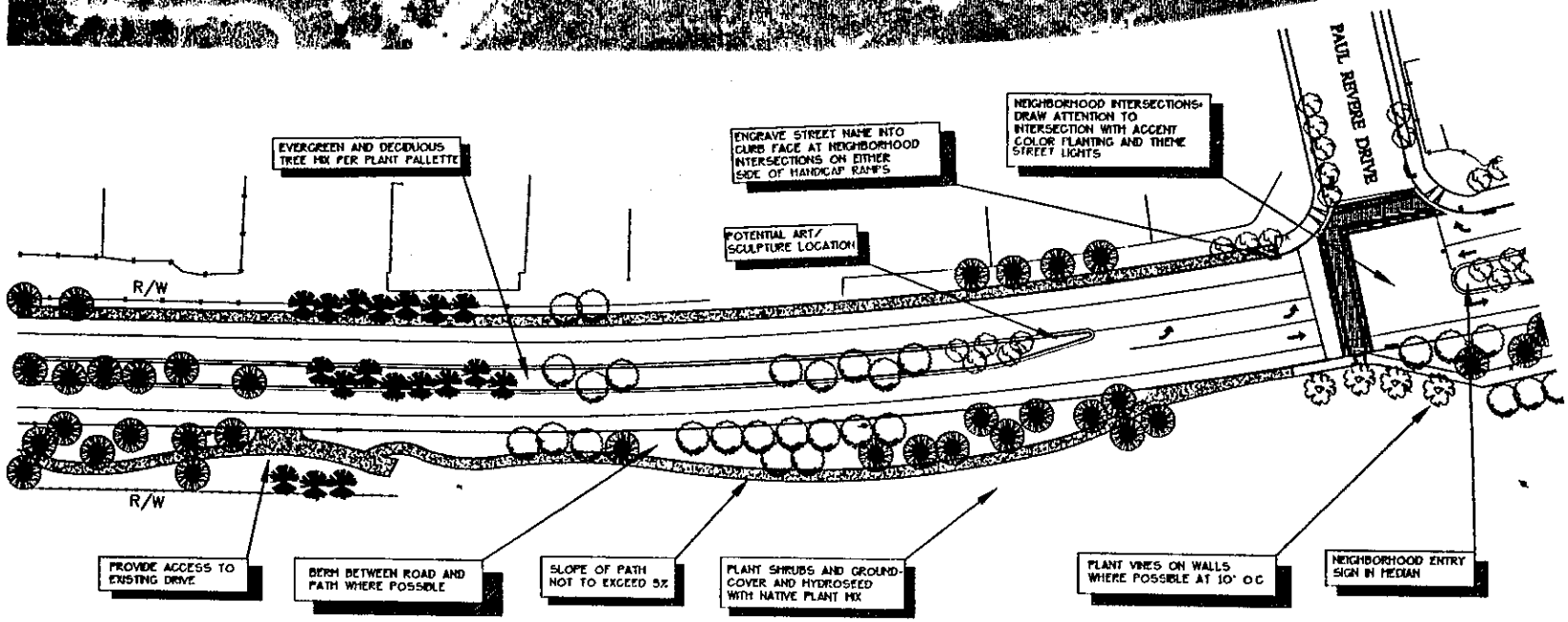



POTENTIAL ART/ SCULPTURE LOCATION
LAYER GROUNDCOVER AND SHRUBS CREATE MOSAIC OF PLANT MATERIAL
ADD SCREEN PLANTING BETWEEN SIDEWALK AND BACK OF FENCES
R/W
R/W
BLEND PLANTS INTO NATURAL LANDSCAPE TO CREATE IRREGULAR EDGE
CONSIDER USING ASPHALT MATERIAL FOR MEANDERING SIDEWALK SEGMENTS






zone 3

# MULHOLLAND PARKWAY MASTERPLAN

Immediately west of Paul Revere Drive

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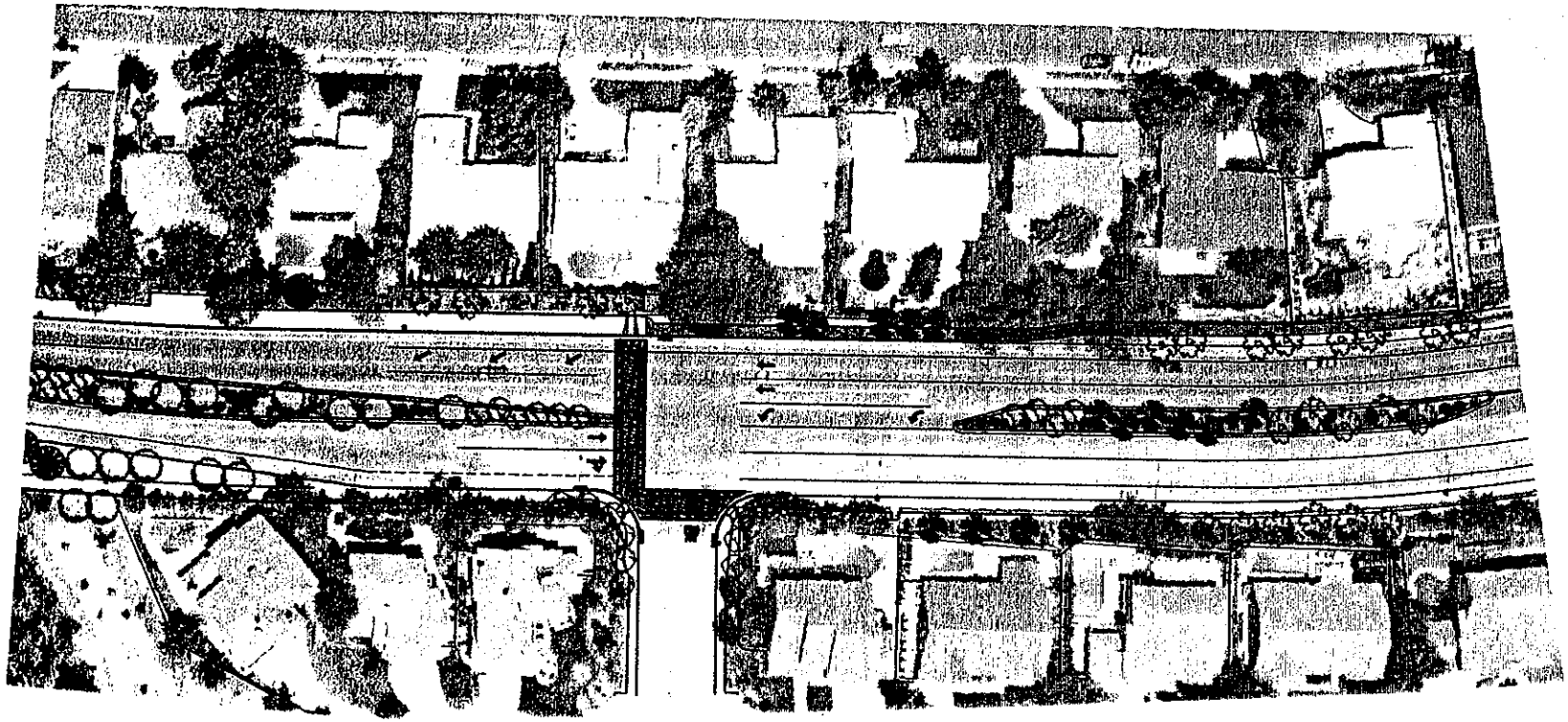

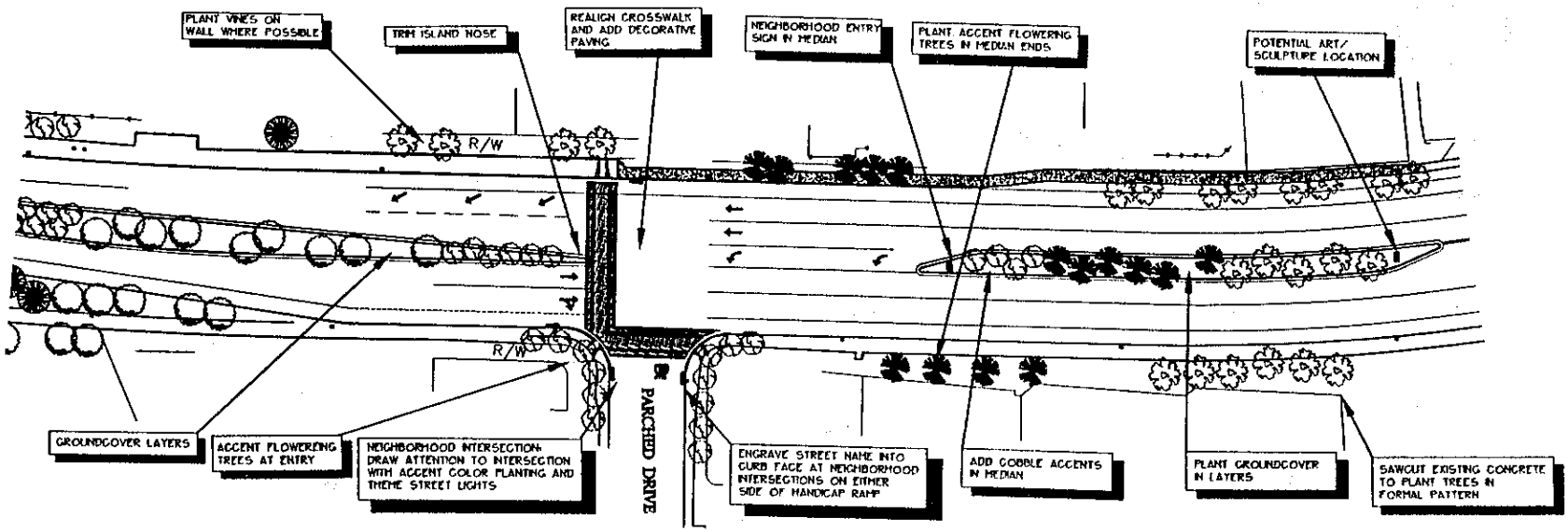


zone 4

# MULHOLLAND PARKWAY MASTERPLAN

## Paul Revere Drive to Parched Drive

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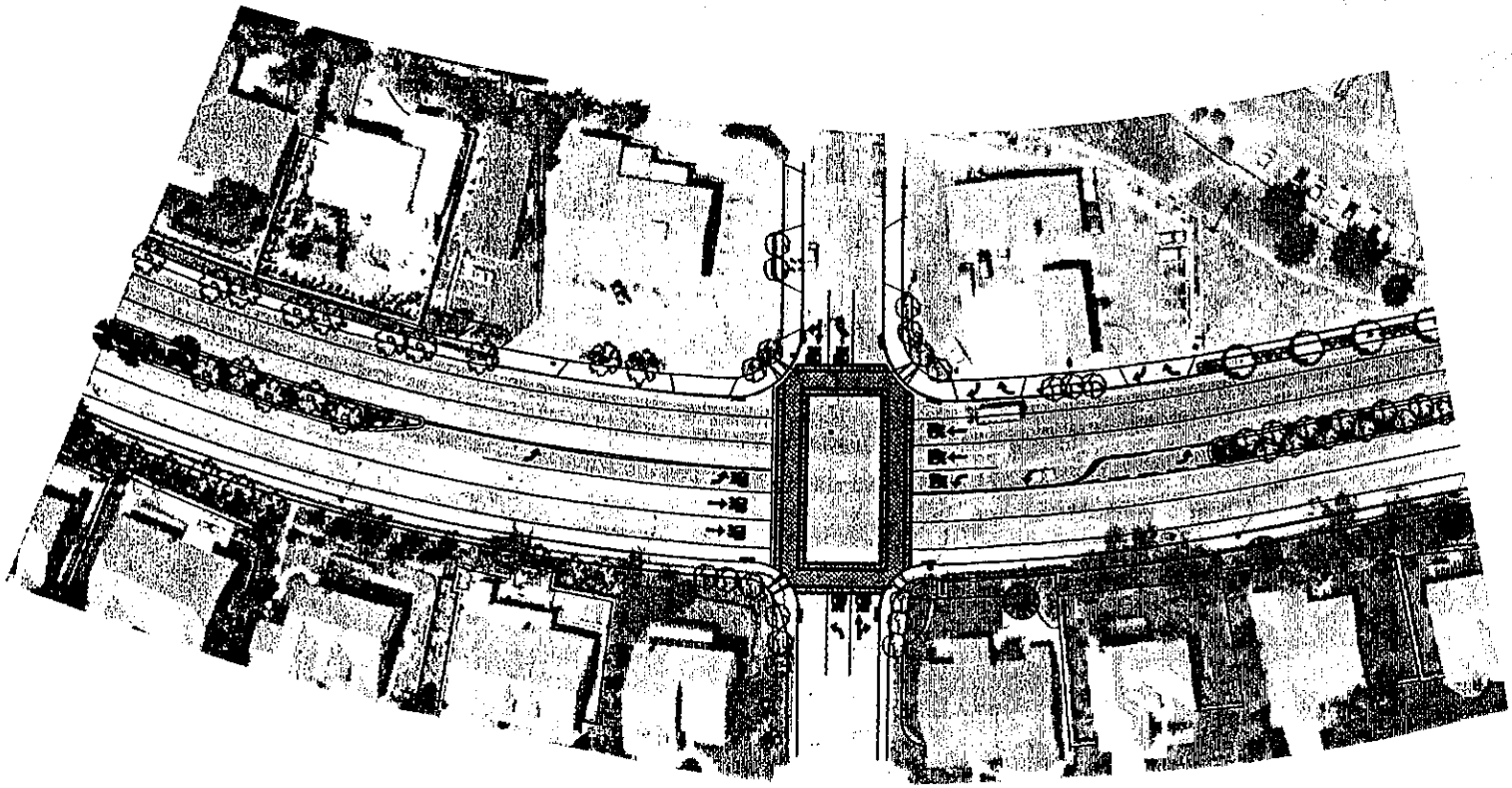

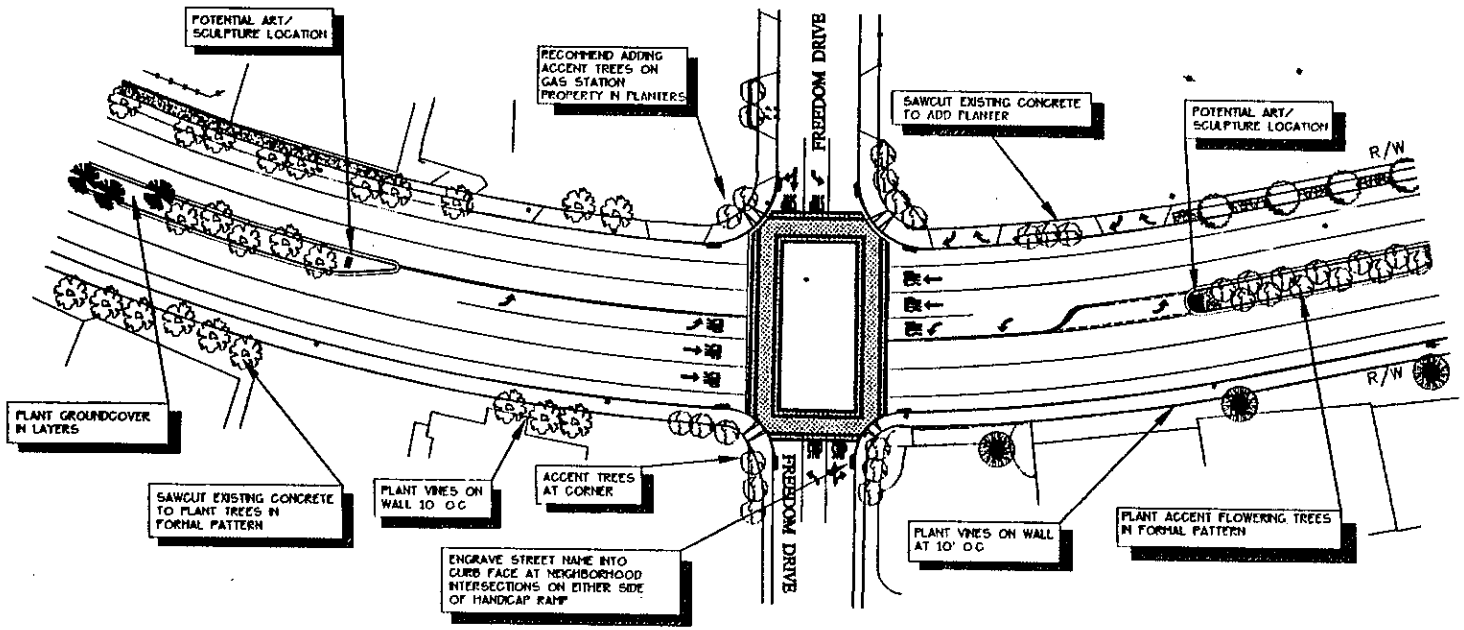


zone 4

# MULHOLLAND PARKWAY MASTERPLAN

## Parched Drive to Freedom Drive

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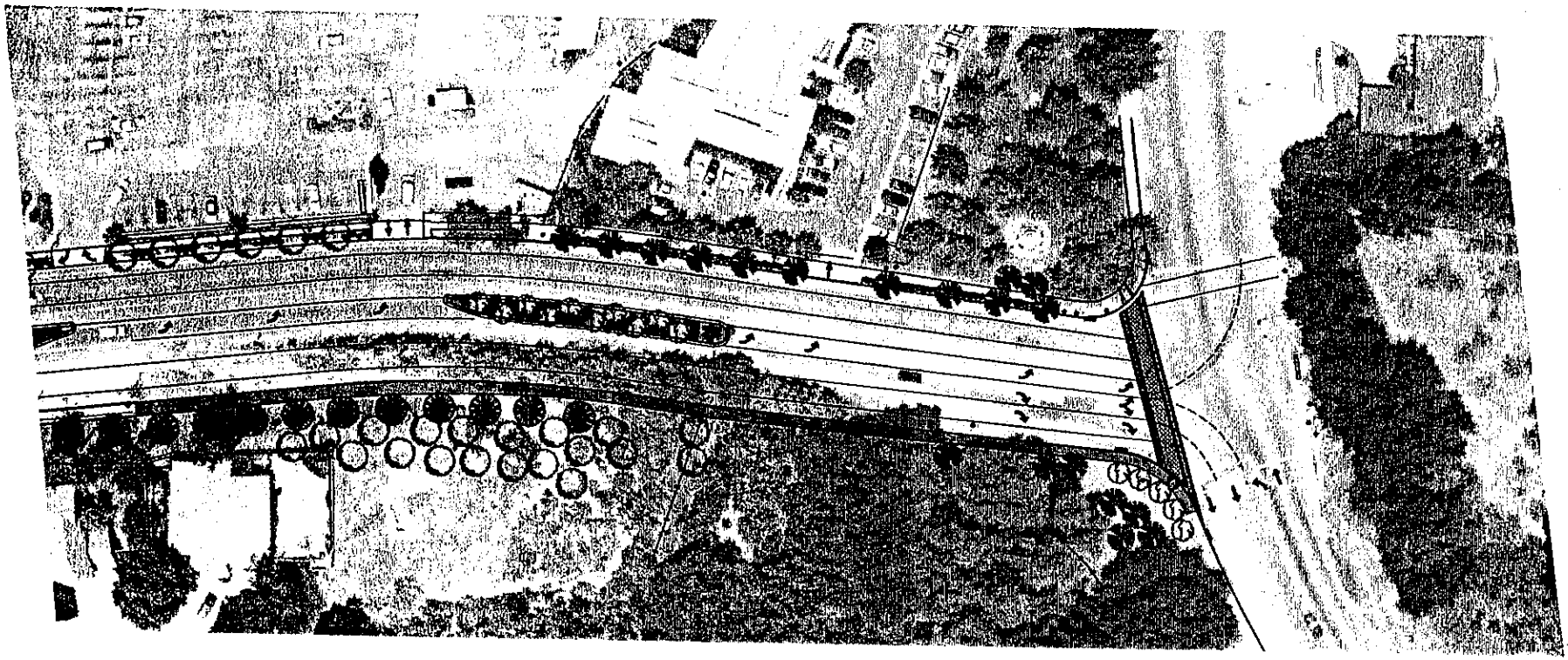
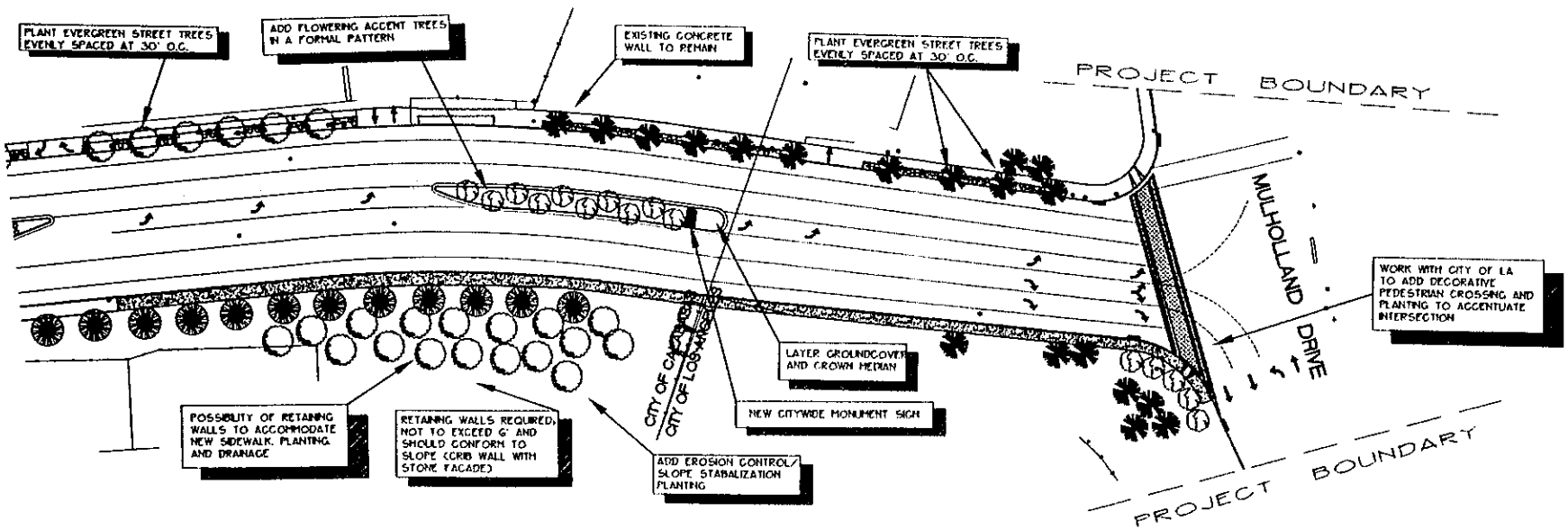
AUGUST 27, 1996






zone 4

# MULHOLLAND PARKWAY MASTERPLAN

## Freedom Drive to Mulholland Drive

RRM Design Group
San Luis Obispo · Oakdale
Architecture · Planning · Engineering · Surveying · Interiors · Landscape Architecture

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