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EXECUTIVE SUMMARY

Over several years and leading up to City incorporation, land development and traffic growth changed the Mulholland Highway corridor from its original rural character. In 1997 the City of Calabasas completed the Mulholland Highway Master Plan document. The Master Plan identified corridor and community issues, and provided direction to help the City improve the traffic operations and landscaping along Mulholland Highway in the future.

In 2002 the City initiated an effort to update the 1997 document because of development proposals, approval of a new middle school and increased community interest in the corridor. This Master Plan for Capital Improvements (“Masterplan”) defines recommended improvements for the City to implement over time, as funding is available. The document describes improvement options that respond to the diversity of views and opinions about the future of this roadway.

The Mulholland Highway Master Plan for Capital Improvements is a long-range planning document that provides recommendations for traffic, circulation, roadway, and landscaping improvements along a 1.5-mile segment of Mulholland Highway. The corridor extends Old Topanga Canyon Road and Mulholland Drive. **Figure 1** illustrates the limits of the Master Plan. The Master Plan provides the City with recommendations to respond to the City’s General Plan vision statement for the area, which is to restore the original beauty of the Mulholland corridor by developing a comprehensive Master Plan for the roadway.

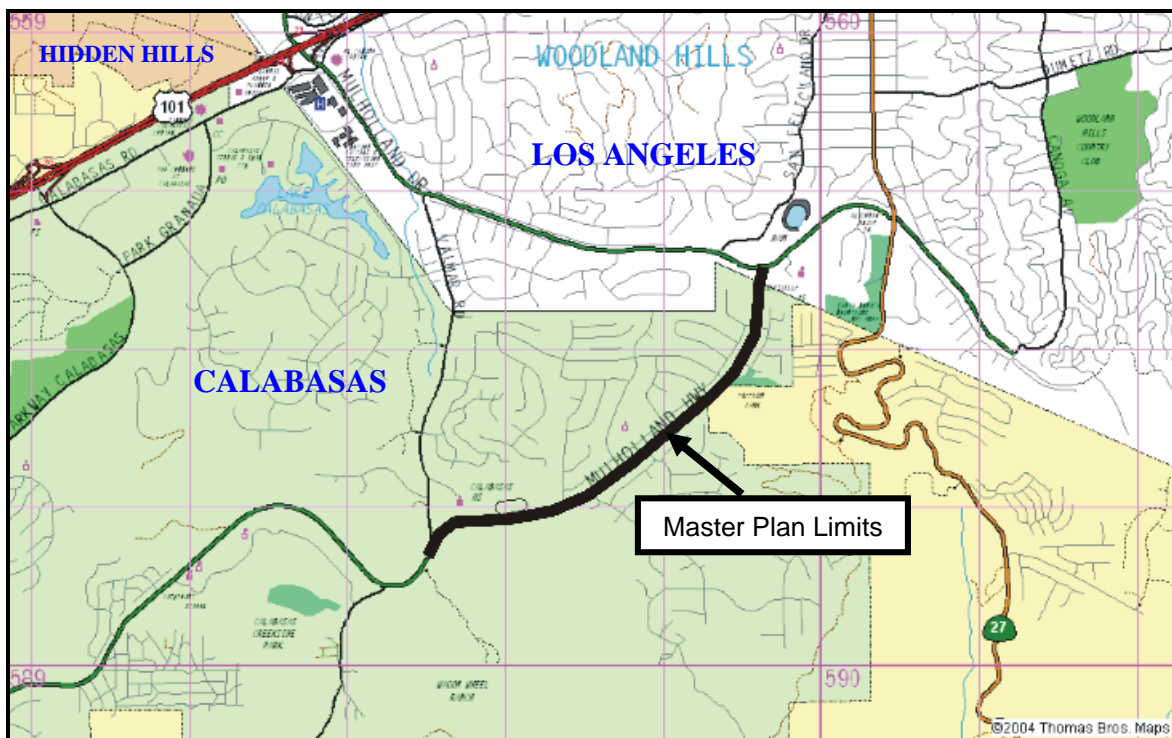


Figure 1: Mulholland Highway Corridor

The Master Plan includes input from the community, which has largely shaped the recommendations of the Plan. These recommendations include detailed circulation and landscaping improvements throughout the corridor. The corridor is divided into two zones that correspond to their existing characteristics. Zone

1 spans the corridor from Old Topanga Canyon Road to Paul Revere Drive and is more rural and residential in nature. Zone 2 extends from Paul Revere Drive to Mulholland Drive and includes more suburban and commercial uses. Key elements of the Plan include the following.

- Roadway Improvements
- Median Treatments
- Bike Lane Enhancements
- Sign Usage
- Neighborhood Identification
- Crosswalk Consolidation/Enhancement
- Intersection Modifications
- Landscaping Enrichment

The Master Plan has been designed as a long-range planning tool. There are many opinions on the future of the corridor, and the Master Plan represents a planning process that is ongoing and will accommodate change over time. Implementation of the Plan will be incremental, and various elements may change before they are realized. The City may implement different elements of the Plan as funding is secured, thereby providing development consistency over time.

The document identifies Phase 1 and future implementation phases. Phase 1 is a transportation enhancement project that benefits health and safety through improved traffic management. Future phases are expected to include the improvements identified in this report—more landscaping, pedestrian amenities, and additional roadway improvements.

The Master Plan identifies Phase 1 and future phases time horizons for implementation. Phase 1 is a transportation enhancement project that benefits health and safety through improved traffic management. The project creates safer routes to the schools along Mulholland Highway and responds to increased pedestrian needs created by the opening of the new Middle School. Phase 1 improvements include construction of a curb-like berm to better separate vehicular traffic from pedestrian walkways, new lane striping, crosswalk striping and signage, and improved landscaping. These improvements have largely been implemented as of February 2004.

Future phases will include the ultimate improvements identified in the Master Plan—more landscaping, pedestrian amenities, and additional roadway improvements.

The Plan specifically investigates and evaluates the following issues.

- Refinement of previously adopted objectives,
- New and proposed development along the corridor,
- Current public interest and concern for development of the corridor, and
- Existing and forecasted future traffic patterns.

1.2 Master Plan Objectives

Several Plan objectives were identified through a cooperative effort by City Staff, private consultants, and community members who attended the public workshops. They include the following.

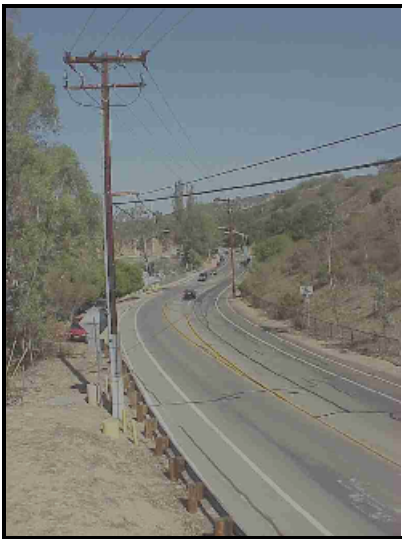
- Develop a comprehensive Master Plan that creates a unified highway with a character that is consistent with the community's image and vision.
- Provide recommendations for traffic and circulation, striping, lane configurations, and intersection improvements.
- Provide for a network of bicycle, pedestrian, and recreational facilities.
- Consolidate and make more effective the crosswalks along the corridor.
- Allow for future roadway widening in a way that will not adversely impact visual quality.
- Design retaining walls to integrate with the natural environment.
- Develop a plan to underground overhead utility lines.
- Create a unified landscape plan that will address street trees, highway landscaping, medians, sidewalks, signage, and other roadway beautification elements that will establish the desired character for various areas within the corridor.
- Identify primary entrances into residential and commercial areas.
- Provide recommendations for future improvements to the highway.
- Coordinate streetscape and traffic circulation design with existing, adjacent, and proposed development projects.

1.3 Key Planning Issues

The Master Plan objectives were compared with ideas and directions contained in already-adopted City plans and programs. **Appendix A** provides a summary of the related plans and policies. A summary of the key planning issues addressed in the Mulholland Highway Master Plan is provided in the following pages.

Land Use Issues

- The City of Calabasas and the City of Los Angeles should coordinate land use decisions to respond to the various transportation needs of commercial, office, school, and residential land uses. Each individual use can conflict with another vis-à-vis traffic movement and congestion, pedestrian and bicyclist safety, design continuity, and gateway treatments into the two cities. Improving land use compatibility can be achieved through the adoption of a comprehensive Master Plan and coordination between agencies.
- The new A. C. Stelle Middle School located at the intersection of Mulholland Highway and Paul Revere Drive is the largest new traffic generator along the corridor. Coordination and cooperation with school officials is important to address any ongoing traffic-related issues. If traffic problems arise, the City will coordinate with school officials to consider additional circulation improvements.



Calabasas High School Frontage on Mulholland Highway

- Calabasas High School, located near the intersection of Mulholland Highway and Old Topanga Canyon Road, generates significant traffic volumes that have grown in recent years due to increased enrollment. Many students drive to school, and traffic congestion has increased during school peak hour periods. Parking has also overflowed onto adjacent streets causing additional congestion and safety issues. Ongoing coordination between the Las Virgenes Unified School District and the City should continue to ensure that beautification efforts, pedestrian and bicyclist facility development, and traffic improvements are consistent with the goals of both agencies.

Traffic and Circulation Issues

- Entrances into residential areas at the intersections of Declaration Avenue, Eddingham Avenue, Daguerre Avenue, Paul Revere Drive, and Freedom Drive should have more visible markings and/or signage in order to regulate traffic flow, improve efficiency, and safety. Turning storage and acceleration lanes should be provided where appropriate to increase safety. Sufficient sight distance should be maintained through suitable landscaping.
- The lack of continuous sidewalks and bicycle lane width is a concern throughout the corridor. Although some pedestrian and bicyclist improvements have been made since the 1997 Plan, a comprehensive network still does not exist.
- Schools consistently produce significant peak hour traffic volumes of short duration. School drop-off and pick-up areas should be improved with adequate right-turn storage lanes and restricted movements at the driveways to these institutions.

- The wider roadway sections have a paved shoulder that has an asphalt berm that was recently installed to better define the travel lanes. The travel lanes are better physically defined and consistent along the entire length of the corridor and attempt to discourage high travel speeds and improve traffic flow and safety.
- Existing crosswalks are located at most intersections along the corridor. Numerous crosswalks on a higher-speed roadway can actually decrease pedestrian safety. By reducing the number of crosswalks on higher-speed roadways, drivers can be made more aware of distinct crossing points. In addition, with proper signage and new “smart” crosswalk technology, these sidewalks can operate with greater visibility and safety.



Mulholland Highway enters the City of Calabasas

Roadway and Utility Issues

- A significant number of utility poles and power lines are located along the highway that detract from the natural beauty of this scenic highway. The City should consider the undergrounding of all wiring and high voltage lines along the highway.
- Newly landscaped areas will require additional water utilities for irrigation. Efforts should be made to minimize irrigation requirements through the planting of native and sustainable foliage.
- Changing traffic flow patterns at both the east and west ends of the highway will require roadway improvements to accommodate vehicular traffic as well as bicyclists and pedestrians.
- Future drainage engineering design should consider traps for hydrocarbons and sediments to reduce discharge and road pollutants consistent with NPDES standards, particularly at the east and west ends of the highway.

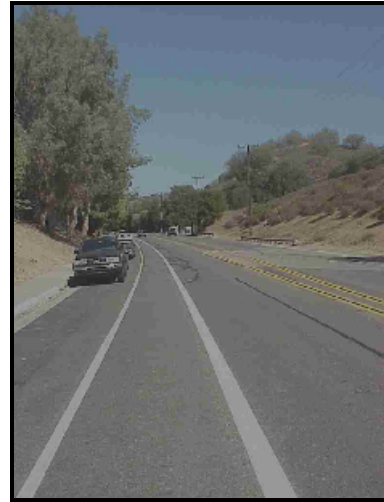
Landscaping Issues

- The community’s interest in maintaining its image as a community nestled in a rural environment framed by the Santa Monica Mountains is evident. Landscaping used in the design should address this desire and remain consistent with this vision.
- The City’s Urban Forestry Strategic Program should be integrated with the Master Plan. Landscape materials that are indigenous and representative of the area should be used whenever possible.
- Calabasas’ citywide rural character should be reinforced 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). This will add a consistent design to different parts of the City.
- Neighborhood entries are currently not defined. The City may wish to consider attracting attention to key intersections and reinforcing the citywide unifying image through consistent decorative lighting, landscaping, and signage.
- The residential environments of Zone 1 are flanked by schools and commercial land uses. Landscaping and roadway beautification should be coordinated to link the diverse land uses of the two zones within the project limits.

- The Santa Monica Mountains, open spaces, and surrounding hillside views should be preserved as much as possible.
- Existing landscaping is sparse along the single-family residential areas where steep slopes intersect with the Highway. The City should consider the revegetation of steep slopes and the removal or screening of incompatible fencing types, the establishment of uniform wall treatments, and the provision of vine cover to screen existing walls at the edge of the corridor right-of-way.

Community Involvement

The community was a major player in the formulation of this Master Plan document. Public workshops were held during December 2002 and January 2003. These workshops provided opportunities for the public to comment on proposals and debate ideas for the community's vision for the Mulholland Highway corridor.



On-Street Parking on North Side of Mulholland Highway adjacent to the High School

2.0 ZONE 1 ELEMENTS

The primary purpose of the Mulholland Highway Master Plan is to refine the existing facilities and recommend new improvements to provide safe and comprehensive facilities for all travel modes along the corridor. The following sections describe in detail the existing conditions and the recommended improvements for Zone 1. Many components of the Master Plan have two phases for the implementation of identified improvements. Most of Phase 1 has been implemented as of the date of this Plan.

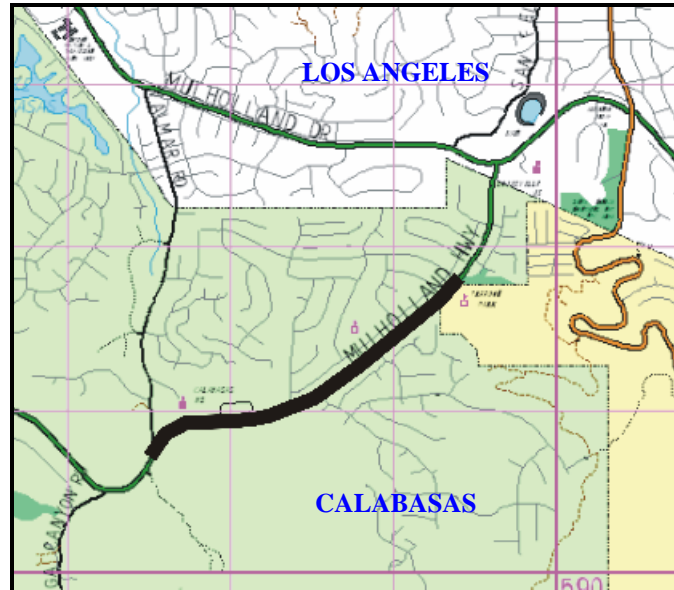


Figure 3: Zone 1 Limits

2.1 Existing Roadway and Land Use Characteristics

This segment of the Mulholland Highway marks the transition from the rural areas of the Santa Monica Mountains to the commercial, school, and residential land use areas in the City of Calabasas. Existing roadway characteristics include the following.

- One 13-foot to 14-foot travel lane, in each direction
- 5-foot bike lanes in each direction
- 5-foot to 12-foot striped and paved shoulder with an inside 6-inch asphalt berm, north side
- 2-foot to 20-foot striped and paved shoulder with an inside 6-inch asphalt berm, south side
- Curb and gutter, both sides (except curb only on south side between Old Topanga Canyon Road And Declaration Avenue)
- 0-foot to 6-foot planting strip and 4-foot to 9-foot concrete sidewalk, north side
- 7.5-foot to 20-foot planting strip and no sidewalk, south side
- 0-foot to 14-foot painted transition median with left-turn storage lanes from Old Topanga Canyon Road to Eddingham Avenue
- 14-foot raised and landscaped median from Eddingham Avenue to Daguerre Avenue
- 14-foot raised concrete median from Daguerre Avenue to the Middle School

The Mulholland Highway/Old Topanga Canyon Road intersection is currently stop-controlled at all approaches. The original county-planned curb and gutter on the north side has been constructed and is considerably offset both vertically and horizontally from the existing roadway alignment. Improvements to this intersection may require significant grading in order to create additional useable right-of-way for bicycle and pedestrian facilities and more efficient traffic operation of the intersection. Signalization of the intersection or a roundabout have also been investigated, however it is possible that alignment and grading improvements may eliminate existing warrants for a signal at this intersection.

A signal has recently been installed at the intersection of the Calabasas High School west driveway. The roadway has also been recently restriped in the vicinity of the intersection to create turning storage lanes and an acceleration lane. Parking is allowed on the north side of the roadway between the Calabasas High School east driveway and Declaration Avenue.

West of Declaration Avenue, Mulholland Highway is bordered by the rural Mulwood residential neighborhoods. The roadway alignment straightens after leaving the Calabasas High School area and moderately slopes upwards to the east. The existing paved roadway abruptly widens after Declaration Avenue from approximately 50 to 80 feet.



Existing Middle Segment of Zone 1

Large barren walls and fences separate the highway from adjacent properties with minimal landscaping to act as a buffer. The existing landscaped median between Eddingham Avenue and Daguerre Avenue has softened the streetscape to some degree but has also created sight distance problems for drivers exiting intersecting streets.

The east end of Zone 1 has a marked upward grade from west to east with walls and fences separating residential properties from the highway. At the roadway crests eastward, the travel path narrows and slightly curves near the new Middle School and continues to Paul Revere Drive. The new middle school began operating in the fall of 2003.

2.2 Traffic and Circulation Improvements

Phase 1

The implementation of Phase 1 of the Mulholland Highway Master Plan consisted of several specific improvements. Some of them were related to the opening of the new A. C. Stelle Middle School near Paul Revere Drive. These improvements had a total cost of approximately \$250,000 and were implemented within Zone 1 of the corridor between Paul Revere Drive and Old Topanga Canyon Road. The improvements included the following.

- Right-turn lanes have been installed at many of the roadway's intersections. Shoulder chevrons were also removed along the corridor.
- The City has installed an asphalt berm on each side of the roadway in order to enforce the operation of the highway with one lane of travel in each direction. The bicycle lane in the

direction of travel was maintained with this improvement. The previous configuration of the roadway included striped and cross-hatched pavement, which was often being used as an illegal passing lane by motorists. Enforcement in this area was not effective in curbing this maneuver. The opening of the Middle School in the vicinity of the cross-hatched striping provided the City with an opportunity to improve the situation and make the environment safer for pedestrians, bicyclists, and schoolchildren in the area.



New Asphalt Berm near Daguerre Drive

- The new signal installed at the intersection of Paul Revere Drive serves as an access point into the new Middle School. Innovative pedestrian countdown signals have been installed that allow pedestrians to know how many seconds they have to cross the street. The countdown is activated when the walk signal is called by the push-button.



*Pedestrian Countdown Signal
at Paul Revere Drive*

- Part of the plan for crosswalks along the corridor has also been implemented. This included the implementation of a new “smart” crosswalk that provides for enhanced safety in an environment with children crossing to the Middle School. The “smart” crosswalk was installed on the west side of the intersection of Mulholland Highway and Eddingham Avenue. The new crosswalk features LED flashers that alert motorists to the existence of a crosswalk at that location. The LED lights are activated by a push-button that can be pressed by pedestrians before crossing.
- A new speed monitoring device has also been installed in the corridor. This device is similar to the one presented on the following page and shows a motorist’s speed as they pass the device.
- Landscaping improvements are in the process of being installed between the roadway and the sidewalk along the corridor in many places. This landscaping was intended to be implemented in a reasonably short period of time and at minimal cost.



Sample Speed Monitoring Device

Future Phases

Roadway Configuration

Existing and projected traffic volumes indicate that two travel lanes (one in each direction) can accommodate roadway traffic in Zone 1. **Appendix B** contains detailed traffic count data and analysis worksheets for intersections along the corridor. Curb and gutter are proposed within Zone 1, however, west of Declaration Avenue, only curb is proposed on the south side. A series of left-turn storage lanes and acceleration lanes are recommended along the entire length of the corridor.

In the event that traffic volumes increase and the need for additional capacity becomes apparent, the asphalt berms installed as part of phase 1 may be eliminated and the street striped for two lanes in each direction. In this event, the bike lanes would fit along most of the stretch between Paul Revere Drive and Declaration Avenue. Options for providing a continuous bikeway facility include the following.

- Transitioning to a Class 3 bike route
- Widening the roadway to accommodate continuous Class 2 bike lanes
- Transitioning to a Class 1 bike path facility adjacent to or as part of the sidewalk

A raised landscaped median and curb and gutter on both sides of the roadway are proposed east of Declaration Avenue. Travel lanes will be widened from 12 feet to 13 feet in order to promote a safer environment for the shared use of the roadway by vehicles and bicycles. Increased enrollment at Calabasas High School has led many students to use Declaration Avenue as a parking and drop-off/pick-up location. A new drop-off/pick-up location will be located on the westbound side of the Highway adjacent to the new Eddingham in-pavement LED flashing crosswalk. This area will interrupt the temporary berm and will be striped as a shoulder.

The A. C. Stelle Middle School frontage is located along the highway in the eastern portion of Zone 1. The primary access to the school is at the Paul Revere Drive intersection. A right-in, right-out driveway will be provided on Mulholland Highway. This access point is restricted to school employees and buses. Student pick-up and drop-off is currently routed to the Paul Revere driveway. An additional drop-off/pick-up area will be allowed east of Paul Revere Drive on the eastbound side of Mulholland Highway.

The recommended improvements for future phases include those listed below.

From Old Topanga Canyon Road to Declaration Avenue

- One 12-foot travel lane, each direction
- Curb and gutter, north side; curb-only, south side
- Left turn storage lanes at all intersections and driveways

From Declaration Avenue to Paul Revere Drive

- One 13-foot travel lane, each direction
- Curb and gutter, both sides
- 14-foot raised landscaped median with intersection breaks
- Additional on-street parking for 10 to 15 spaces, north side at Declaration Avenue

2.3 Bicycle and Pedestrian Facilities

Phase 1

Bike lanes, sidewalks, and planting strips are proposed to be continuous throughout Zone 1. There is an existing bike lane facility that currently is 5 feet wide located adjacent to the travel lane on the roadway side of the asphalt berm installed in phase 1 of the Plan. The bike lane currently extends along the entire corridor of Mulholland Highway within the Master Plan limits.



Existing Crosswalks in Zone 1

A meandering sidewalk was proposed for the south side of Mulholland Highway between Eddingham Avenue and the Middle School. Due to concerns about the proximity of a meandering sidewalk to the street, it was constructed as a linear facility as part of phase 1. This type of sidewalk seeks to provide a maximum distance from the curb for enhanced safety, especially for schoolchildren walking to and from the Middle School.

Future Phases

The existing 4-foot concrete sidewalk on the north side is proposed for extension to Old Topanga Canyon Road. No sidewalk is recommended on the south side of the highway between Old Topanga Canyon Road and Eddingham Avenue.

It is recommended that the sidewalk in the school frontage match the alignment and materials used for the recreational path proposed in this Master Plan.

Proposed future phase improvements include the following.

From Old Topanga Canyon Road to Declaration Avenue

- Widen bike lanes to 5 feet where needed, both directions
- A 4- to 5-foot concrete sidewalk, north side to connect with the Old Topanga Canyon intersection
- Continuation of the south side sidewalk from Eddingham to Old Topanga Canyon Road

From Declaration Avenue to Paul Revere Drive

- Maintain 5-foot bike lanes, both sides
- 12-foot to 14-foot planting strip, north side
- 19-foot to 25-foot planting strip, south side
- Retain existing 4-foot concrete sidewalk, north side

2.4 Intersection Treatments

Phase 1

No intersection improvements have been identified as part of Phase 1.

Future Phases

Left-turn storage lanes, right-turn storage lanes, and acceleration lanes at all intersections are recommended at lay intersections to facilitate drivers' turning movements. Median landscaping will be designed to provide adequate sight distance for all approaches to corridor intersections.

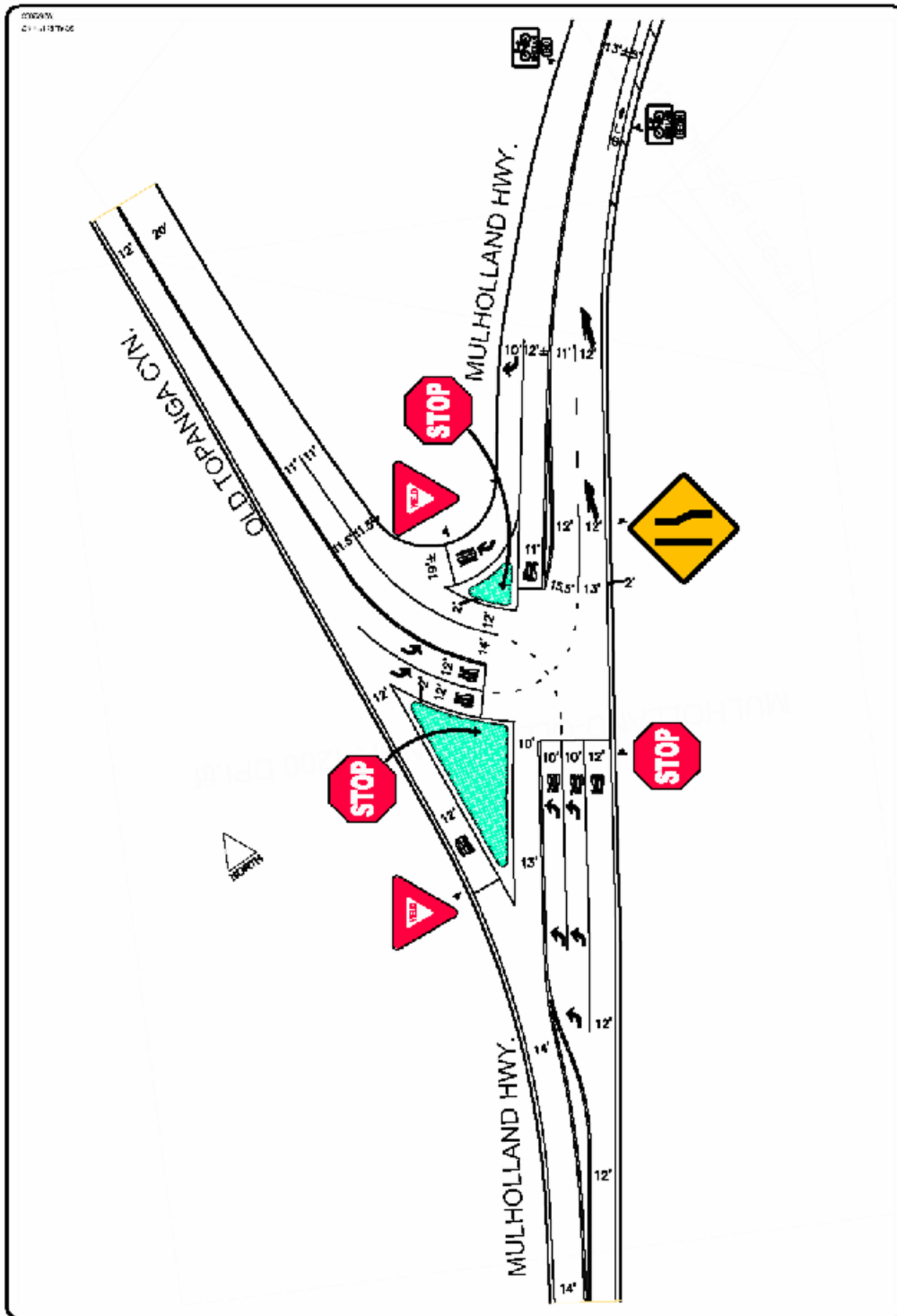
Descriptions of improvements at lay intersections in Zone 1 are provided on the following pages.

Old Topanga Canyon Road Intersection

Three improvement alternatives have been investigated at the intersection of Mulholland Highway and Old Topanga Canyon Road. These options include the following.

Alternative 1

The westbound right-turn storage lane would be realigned and separated from the existing curb and gutter. The storage lane would be lengthened to 240 feet. This alternative creates a separated and channelized westbound right-turn lane that would be yield-controlled rather than stop-controlled, reduces the number of conflicting turn movements, and improves intersection level of service. This alternative would create a large island with a landscaping opportunity to serve as a western point gateway that could be more easily integrated with the proposed HDC parking lot plans. Alternative 1 recommended to accommodate current (2004) traffic levels at this intersection, and is illustrated in **Figure 4**.

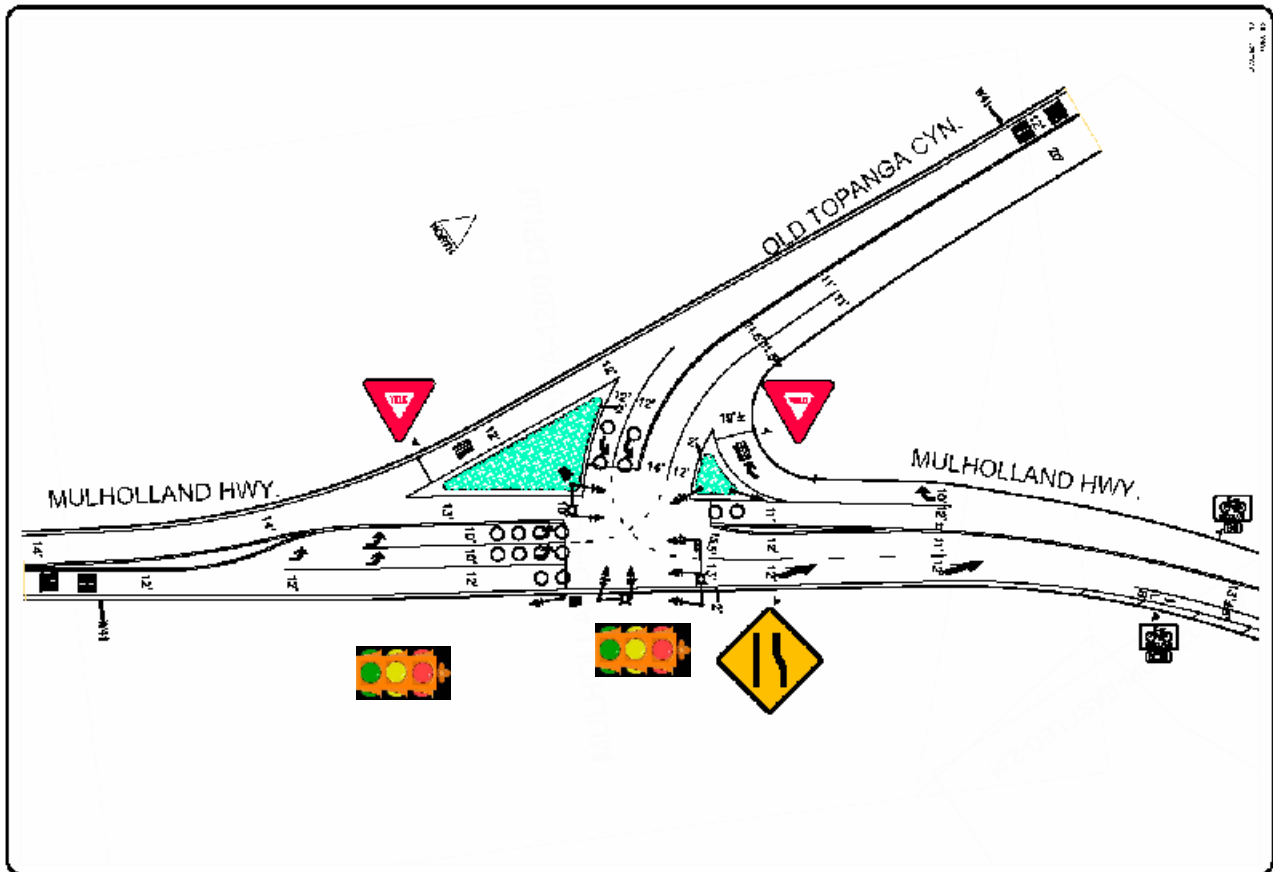


Source: Crain & Associates, 2003.

Figure 4: Old Topanga Canyon Road Intersection Alternative 1

Alternative 2

A second option for improving this intersection is signalization. Although some residents in the community have expressed their opposition to a traffic signal, the City may be required to install one in the future if warranted (required) by traffic volumes, pedestrian volumes or accidents. The configuration of the intersection would be similar to that of Alternative 1. **Figure 5** illustrates Alternative 2.

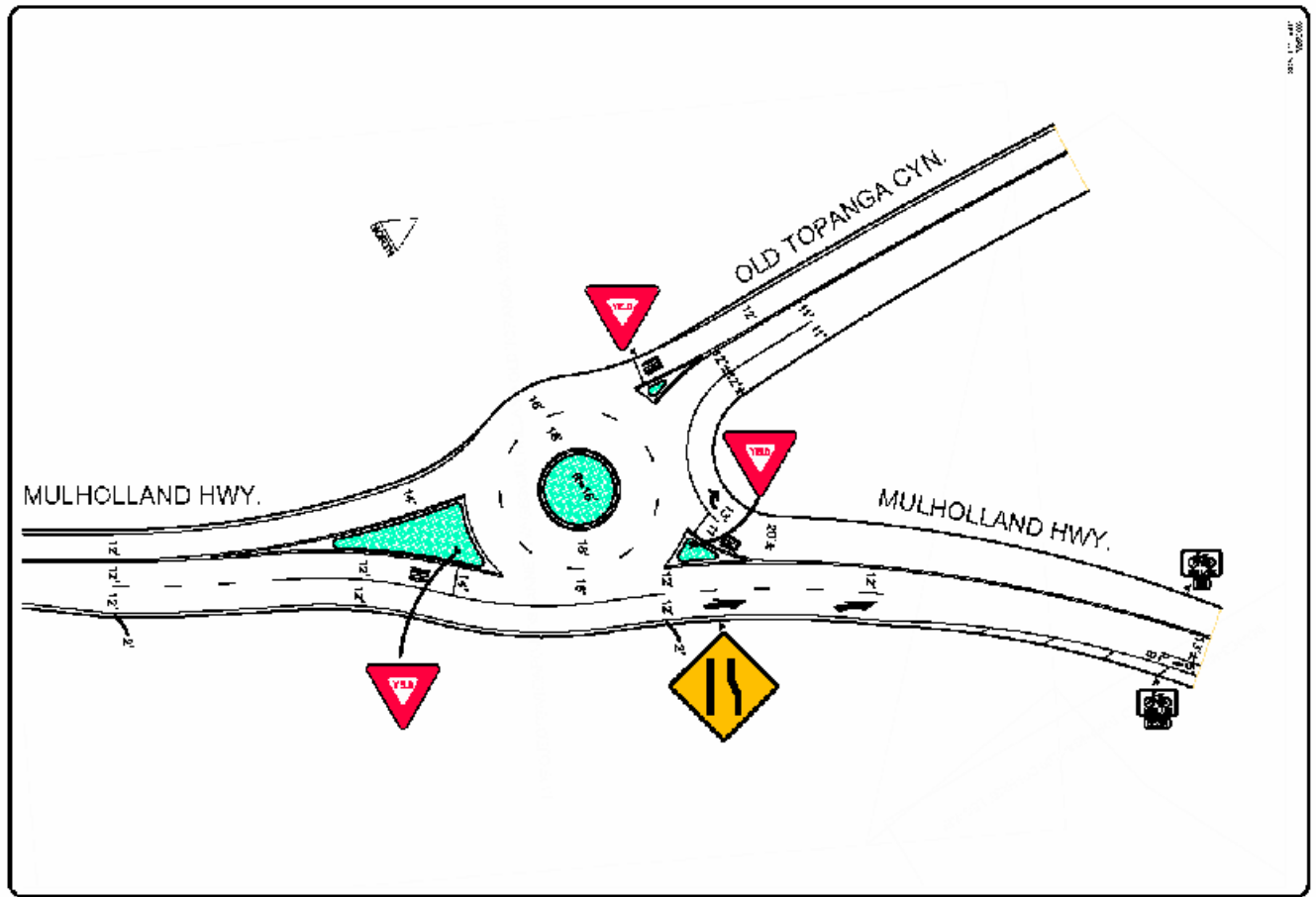


Source: Crain & Associates, Kimley-Horn & Associates, 2004.

Figure 5: Old Topanga Canyon Road Intersection Alternative 2

Alternative 3

In order to address the community's interest in future improvements to this intersection that do not include traffic signal installation, a third alternative was developed. A roundabout would be installed in the middle of the intersection and each approach to the roundabout would be yield-controlled. Modest widening of the intersection would be required on the north and south sides of the intersection. **Figure 6** illustrates Alternative 3.



Source: Crain & Associates, 2003.

Figure 6: Old Topanga Canyon Road Intersection Alternative 3

New HDC retail parking lot driveway Intersection

- 55-foot right-turn storage lane, westbound
- Restricted turning movements—right-in, right-out only

Calabasas High School west driveway Intersection

- 200- to 300-foot left-turn storage lane, eastbound
- 180-foot left-turn acceleration lane, eastbound

Calabasas High School east driveway Intersection

- 55-foot right-turn storage lane, westbound
- Restricted turning movements—no left-turn allowed into and out of the driveway

Declaration Avenue Intersection

- 75-foot left-turn storage lane, eastbound
- 80-foot left-turn acceleration lane, eastbound
- 55-foot right-turn storage lane, westbound

The removal of the crosswalk at Declaration Avenue is recommended because of the proposed sidewalk extension that would end at the north-side sidewalk at Eddingham Avenue. The vision for the sidewalk is consistent with the Master Plan's goal of consolidating and reducing the number of existing crosswalks. Furthermore, recent turning movement counts indicate fewer conflicting left-turning vehicles at the Eddingham Avenue intersection.

Eddingham Avenue Intersection

- 75-foot left-turn storage lane, eastbound
- 80-foot left-turn acceleration lane, westbound
- 55-foot right-turn storage lane, westbound

Daguerre Avenue Intersection

- 75-foot left-turn storage lane, westbound
- 80-foot acceleration lane, westbound
- 55-foot right-turn storage lane, eastbound

2.5 Roadway and Utility Improvements

Slopes and Retaining Wall

The new HDC rear parking lot plans require a significant amount of grading to remove the existing berms on the south side of Mulholland Highway near Old Topanga Canyon Road. The proposed grading of Alternative 1 in this report is less extensive. No additional retaining walls are required for the proposed modifications to the Mulholland Highway in Zone 1.

Roadway Widening and Curb Realignment

Alternative 1 of the Old Topanga Road intersection will produce a terrain that slopes gently downwards to the north and will increase the useable right-of-way for any future intersection improvements that may include double left-turn lanes for southbound traffic or a roundabout. The proposed grading will connect the curb and gutter on the north side of Mulholland Highway with the existing curb and gutter per original county plans in front of the shopping center.

Gutter is not recommended on the south side of the roadway west of Declaration Avenue due to useable right-of-way constraints. East of Declaration Avenue, curb and gutter will be constructed on both sides of the roadway to help physically delineate the travel lanes from the planting strip and pedestrian facilities.

Right-turn storage lanes will also be provided at all intersections. These may reduce the planting strip width by up to 12 feet.

2.6 Landscaping Improvements

View Characteristics

In public workshops, the community expressed a common desire to preserve views of the pristine hillsides of the Santa Monica Mountains. The recommended roadway and landscaping improvements are intended to help accentuate and frame the views to the mountains, and new plantings arranged in an informal pattern will reinforce the area's natural conditions. Maintaining the scenic quality of the undeveloped portions of the roadway is also a key objective.



View of the hillsides of the Santa Monica Mountains in Zone 1

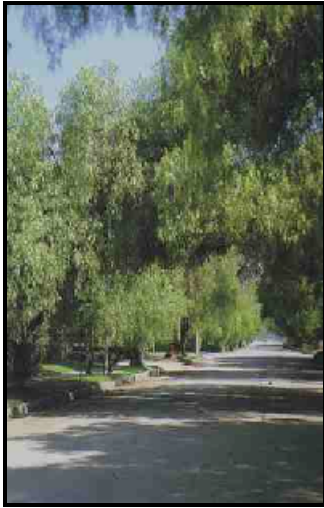
Landscaping improvements in Zone 1 will be dense and layered with multiple plant species and varieties. Sidewalks are proposed for the south side of the highway with a linkage proposed to an existing park beyond the south end of the project area. Large trees will grow into substantial canopies, which in some cases may impede long-range views. However, for the most part 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 have double frontage lots along both the Highway and their neighborhood internal access streets. These lots back onto the Highway public right-of-way and are downward sloping parcels, which 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 consider implementing the alternative programs below.

- The City should consider adding language to the Draft Land Use and Development Code (Chapter 17.20 – General Property Development and Use Standards) to reinforce the natural character of the roadway, which includes the following provision.
 - New or replacement structures or accessory facilities should be discouraged in downward-sloping lots if visible from the public street right-of-way unless permitted by the Director or approved by the Planning Commission.

In addition to this development standard, the following guidelines should be applied to those properties backing onto the Mulholland Highway.



Pepper Tree

- New development, renovations, or replacements structures (accessory or primary), storage facilities, or landscape/site design elements should be set back 30 feet from the public right-of-way.
- Fences, walls, and hedges are encouraged to be constructed at the top of bank verses the toe of slope where a grade differential exists. 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.
- A common fencing detail should be used wherever possible 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 palettes presented in **Appendix C**.

The City should attempt to obtain a scenic or conversation easement over properties where backyards are visible from the Highway, under the following scenario.

- In exchange for a scenic or conservation easement over down-sloping portions of individual or collective parcels, the City should pay for the removal of existing incompatible site elements, walls or fences, and construction of a common fencing detail at the top of the slope bank or back of property line, whichever is more appropriate. In addition, slope revegetation in the form of a landscape screen should be implemented so that at maturity, planting forms a consistent greenery mass visible from the Highway. Property owners would be required to 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.

Hillside Vegetation

The engineered cut slopes, if not properly landscaped, irrigated, and maintained could result in a scarring of the natural hillside setting. Thus, an essential design parameter should be employed 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.

Plantings adjacent to the street and sidewalk will exhibit formal manicured characteristics while the terraced 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 billow mass of green vegetation cover, diminishing the short-term impacts of the engineered cut slopes.

Landscaping Elements

The proposed landscape within Zone 1 is intended to serve as a transition from the native Santa Monica Mountain environment to the more developed environment in the suburban residential and commercial areas to the east. New landscaping will be planted on the slope, across from the High School, and into the streetscape planting. Varieties of indigenous plants will enhance the roadway improvements. With the steep slope and potential for erosion, pedestrian facilities are limited to the north side of the Highway. The Calabasas High School area will be accentuated with color plantings, repetitive plant material placement, and screening of the parking lot.



Quercus Tree

plant palette for Zone 1, as shown in Appendix D, will be used to screen unsightly fences and block walls running along either side of the Highway. A mosaic of layered ground covers will reduce the visual impact of the rear-yard slopes. The neighborhood entrances will be eye-catching to both the pedestrian and motorist. The intersections will be enhanced with boulders, cobblestones, fencing, signage, and accent color planting.

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 palettes (Appendix C). As the traveler progresses to the east towards Mulholland Drive, the plant material will become more formalized with the informal tree massing changing into plantings of regular spacing and the pathways meandering from sinuous to the back of the curb.

The area in front of the HDC commercial building at the intersection of Old Topanga Canyon Road and Mulholland Highway will be planted with low shrubs that will not restrict the line-of-sight views. The planting of more colorful flowering plants will increase the amount of greenery. A gateway or significant landscape feature and/or placement of appropriate art should also be constructed at this location.

East of Declaration Avenue, the planting theme will be a rich blend of green and gray. Boulders and split-rail fences along the pedestrian sidewalk will reinforce the historical ranch character. The

3.0 ZONE 2 ELEMENTS

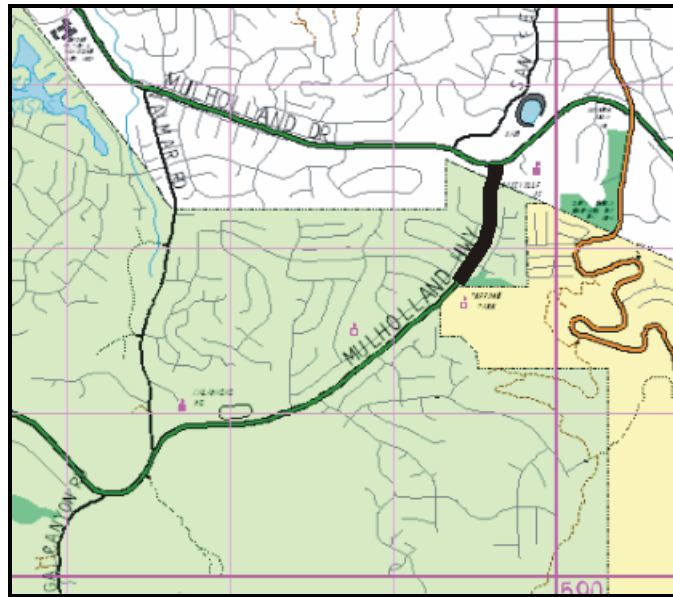


Figure 7: Zone 2 Limits

3.1 Existing Roadway and Land Use Characteristics

Zone 2 of the Mulholland Highway corridor includes commercial and retail land uses on the north side and suburban residential properties and undeveloped land on the south side. Mulholland Highway begins in the City of Los Angeles at the Mulholland Drive intersection. Several roadway improvements have been implemented in this zone. However, many of the facilities are marginal and lack continuity. The Mulholland Drive intersection has successfully been treated as a gateway to the City. The numerous closely-spaced driveways and street intersections have created some traffic safety issues. Existing roadway characteristics include the following.

- One 12-foot travel lane, both directions, from Paul Revere Drive to Freedom Drive
- Two 11-foot travel lanes westbound, and one 12-foot travel lane eastbound, from Freedom Drive to Mulholland Drive
- 5-foot bike lane, eastbound
- 2.5-foot to 5-foot bike lane westbound
- Curb and gutter, north side entire stretch
- Curb and gutter, south side Paul Revere Drive to Freedom Drive
- 0-foot to 7-foot striped and paved shoulder, north side
- 0-foot to 27-foot striped and paved shoulder, south side
- 4-foot to 5-foot planting strip and 4-foot to 5-foot concrete sidewalk, north side
- No planting strip, south side
- 8.5-foot concrete sidewalk from Paul Revere Drive to Gelson's Shopping Plaza west driveway, south side

- No sidewalk exists from Gelson’s Shopping Plaza west driveway to Mulholland Drive, south side
- 10-foot to 10.5-foot painted restricted left turn median from Paul Revere Drive to the Gelson’s Shopping Plaza west driveway
- 10-foot raised and landscaped median from Gelson’s Shopping Plaza west driveway towards Mulholland Drive

Large, unvegetated block walls currently exist on the south side of the roadway. They are intended to buffer the residential neighborhoods but are visually unappealing without landscaping.

3.2 Traffic and Circulation Improvements

Vehicular Facilities

Zone 2 consists of one to two travel lanes, in each direction, raised landscaped median islands, and curb and gutter throughout. Although existing and future traffic volumes (see Appendix C) on this roadway could be accommodated by a two-lane roadway, the numerous and busy commercial driveways will operate more efficiently if a four-lane road is used by providing additional gaps and acceleration lanes for vehicles entering the highway. However, the Gelson’s Shopping Center east driveway should remain a right in, right-out only facility. Extending the existing median to the west will also prevent illegal left-turning vehicles currently using this driveway. Overall, this area needs to complete the existing network of transportation facilities and introduce a landscaping scheme that will help soften the streetscape.

Proposed improvements include the following.

- Two 12-foot travel lanes, in both directions from Paul Revere Drive to Gelson’s Shopping Center east driveway, both sides
- Two 11-foot travel lanes, both sides from Gelson’s Shopping Center west driveway to Mulholland Drive, both sides
- Curb and gutter, both sides
- 9-foot to 16-foot raised landscape median with intersection breaks

3.3 Bicycle and Pedestrian Facilities

Bike lanes, planting strips, and sidewalks are proposed to be improved and continuous throughout Zone 2 on both sides of the Highway. The roadway widening west of the intersection of Mulholland Drive will allow for an additional travel lane, a wider bike lane to meet Caltrans standards, and a sidewalk. An extended sidewalk to Mulholland Drive will provide improved pedestrian access to Louisville High School in the City of Los Angeles. Landscaping in the planting strips on both sides of the roadway will help detract from the unattractive presence of the expansive paved sections of the widened roadway, surface parking lots, and retaining walls.

Proposed improvements include the following.

- 3.5-foot to 5-foot bike lanes, both directions
- 4-foot to 5-foot planting strip, north side
- Retain existing 8-foot concrete sidewalk from Paul Revere Drive to Parched Drive, south side

3.4 Intersection Treatments

Left-turn and right-turn storage lanes at most intersections and driveways are recommended to facilitate the safety of vehicular turning movements. Acceleration lanes will not be implemented in this zone since

there are four travel lanes. Median landscaping will be designed to provide adequate sight distance at all intersections.

Striping and signing improvements are recommended in the vicinity of the commercial driveways in an attempt to improve ingress and egress to and from the shopping center. Some driveway intersections will have restricted turning movements to provide for greater safety.

Proposed improvements include the following.

Paul Revere Drive Intersection

- Installation of a “count-down” pedestrian signal (implemented as part of phase 1)
- 100-foot left-turn storage lane, eastbound
- 200-foot left-turn storage lane, westbound
- 100-foot right-turn storage lane, eastbound
- Dedicated right-turn lane, westbound

Parched Drive Intersection

- 100-foot left-turn storage lane, westbound

Freedom Drive Intersection

- Installation of a “smart” crosswalk across Mulholland Highway, west side
- 100-foot left-turn storage lane, eastbound
- 100-foot left-turn storage lane, westbound
- Continue second through lane through this intersection

Gas Station driveway Intersection

- No improvements recommended

Gelson’s Shopping Center west driveway Intersection

- 75-foot left-turn storage lane, eastbound

Mulholland Drive Intersection

- 175-foot left-turn storage lane, westbound
- Two 175-foot right-turn storage lanes, eastbound (Mulholland Highway approach)

The intersection of Mulholland Highway and Mulholland Drive is within the City of Los Angeles limits. Improvements and funding arrangements at this location will be coordinated between the City of Calabasas and the City of Los Angeles Department of Transportation (LADOT).

3.5 Roadway and Utility Improvements

Special Right-of-Way Considerations

Most of the proposed improvements will occur within the existing right-of-way, with one exception: a retaining wall adjacent to Parcel 2173-001-011 & 012 at 4245 Balcony Drive at the eastern end of Zone 2. The conditions of approval of the parcel map require the landowner's cooperation to build a retaining wall and revegetate the cut slopes. In addition, cooperation from the residential neighborhood homeowner's associations and the City of Los Angeles will be required to enhance the neighborhood entries and address consistency issues between the two cities. Specifically, an encroachment permit and additional negotiations with the City of Los Angeles will be necessary to secure additional right-of-way needed for the additional westbound right-turn lane.

Slopes and Retaining Wall

The additional amount of right-of-way needed to create a four-lane section to Mulholland Drive requires a significant amount of grading. Two alternatives are discussed below.

Alternative 1: Natural Rock Slope

This alternative would result in a more natural (2:1), gentle slope along the abutting hillside and would permit complementary landscaping to help blend the grading into the surrounding environment. The rock in this area, upon field inspection, appears to make this alternative feasible. However, an analysis by a geotechnical engineer will need to be performed.

Alternative 2: Retaining Wall

This alternative requires the construction of a tiered concrete masonry retaining wall, which would be more expensive and visually more obtrusive than Alternative 1. The maximum wall height would be 6 feet with terraces sloped at a 10:1 ratio. If Alternative 1 is not feasible, it is recommended that the wall material and landscaping be selected to reduce the negative visual impact of the retaining wall.

Roadway Widening and Curb Realignment

The most restrictive area of this project is the segment immediately west of Mulholland Drive where steep embankments and limited right-of-way constrain roadway widening opportunities. Standards were established by City Staff for the minimum desirable widths of all roadway facilities in this section, and they include the following.

- 4-foot sidewalk, north side
- 5-foot planting strip, north side
- 5-foot bike lanes (including gutter) in both directions
- Two 11-foot travel lanes, both directions

The retaining wall design allowed for approximately 17-foot of additional useable right-of-way. These facilities can be accommodated with the proposed retaining wall design.

3.6 Landscaping Improvements

View Characteristics

Landscaping improvements in Zone 2 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 its natural state following the roadway widening in order to provide an attractive visual softening of the highway. Large trees will grow into substantial canopies, providing shade, shadow, and greenery to this automobile-dominated segment of the highway. Due to the roadway width in the zone, these large tree canopies should not impede long-range views. New landscaping is intended to accentuate and frame mountain views, and new shrub planting shall be arranged in an informal mosaic pattern.

Landscaping Elements

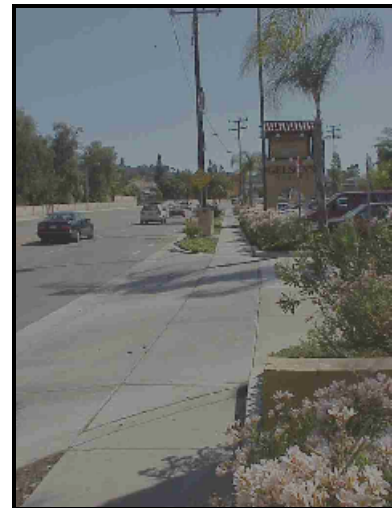
The commercial retail center of Zone 2 is one of most active and developed areas of the project. The landscape character in this area will focus on a manicured, classical, and ornamental plant palette to reinforce the strong architectural features of the Gelson's shopping center and integrate the various uses in the area. Strong site lines created by repetitive plantings will emphasize the existing natural landscape. Color will be spread liberally throughout this zone. Fine texture and refinement will replace the native plantings along the rest of the corridor.

The median planting will complement and provide a welcome backdrop to the stone citywide 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.

Retaining Wall and Hillside Vegetation

If not properly landscaped, irrigated, and maintained, the engineered cut slopes could result in a scarring of the natural hillside. An essential design parameter will be to use wall materials that are natural in appearance, and indicative of the local environment. Planting should also complement the Santa Monica Mountain Mediterranean climate.

The hillside improvements in Zone 2 will consist of decorative, natural tone block 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.



Zone 2 Commercial Retail Center

4.0 RIGHT-OF-WAY AND UTILITY ISSUES

4.1 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 required. However, there are a few areas that may benefit from right-of-way modifications by mutual agreement with the landowner, as described below.

Calabasas High School has a public sidewalk designated within its own property boundary. Any modifications, extensions, or repairs need to be performed 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 representative homeowner's association may be needed to construct the proposed landscaped entry statements. While individual title searches were beyond the scope of this Master Plan, it is anticipated that minor construction easements may be negotiated with individual property owners or homeowner's associations without purchasing formal easements.

With respect to slope revegetation, an attempt could be made to obtain slope easements from undeveloped parcels. Specifically, Parcel 2173-001-011 & 012 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 the Mulholland corridor, such easements may be negotiated. If any of the privately owned undeveloped parcels where slope easements are desired come under consideration in the near future, easements necessary to implement the retaining wall designs discussed in this Plan should be negotiated.

4.2 Overhead Utilities

It is recommended to underground the overhead utility lines. Currently the City of Calabasas has approximately \$500,000 in available allocations from Rule 20A funds with an additional \$250,000 in borrowable allocation funds. The engineers cost estimates indicate undergrounding the remaining utilities would cost approximately \$1,300,000. Additional funds from other sources would need to be secured to fully finance this project.

4.3 Drainage

The improvements outlined in this Master Plan will reduce the quantity of stormwater run-off and will, therefore, not impact the existing drainage patterns. The amount of existing paved areas to be removed exceeds the amount of planned paved areas in the Master Plan. Specific drainage devices will be required in certain locations, particularly near the steep slope west of Daguerre Avenue. Currently a v-ditch delivers runoff onto the roadway near this steeply sloping area, and a considerable amount 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 have a slope above three 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 new vegetation takes hold. These engineering improvements are minor in nature and can be addressed in final design development.

4.4 Lighting

Because the Highway corridor extends from an urban setting on the east side to a rural setting on the west side, existing lighting levels vary substantially. Existing lighting at the east end of the project is provided by 30-foot-high marbelite pole standards with a cobra head style luminary. These light levels exceed those established by Los Angeles County standards. 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 concern by many of the homeowners in the area. Since lighting can have positive and negative aesthetic impacts, the issue of light glare and aesthetics must be balanced with a concern for public safety. The City may desire to consider adopting its own standard for required lighting levels if the County standards are not sufficient. This may require 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 likely designed with a higher level of lighting than required by County standards because of the proximity to a commercial area across the street.

If an equivalent level of lighting is desired in the future, the desired light fixture on 20-foot poles spaced at 55-foot intervals with 150-watt high pressure sodium bulbs would be required to meet the light level. If reduced lighting levels are desired, 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-foot-high marbelite standards with a 17-foot-high pole and light fixture consistent with the globe being used in Old Town Calabasas and the one designated for the Las Virgenes Road Corridor Design Plan. This would have the effect of unifying commercial areas throughout the City in a single design.

For the remaining areas of the Highway, replacement lighting is considered expensive and not necessary unless the City decides that existing light levels are not satisfactory. It is proposed, however, that lighting at each neighborhood intersection with a decorative theme light standard 17-foot-high pole be installed. Precise pole locations, height, and bulb wattage will be resolved during final design development.

The City may also desire consideration of increased light levels along the Calabasas High School frontage, provided some kind of cost-sharing agreement can be negotiated. Coordination would be required with school authorities and local law enforcement officials

4.5 Water

Water service for landscaping irrigation in the project area is supplied by the Las Virgenes Municipal Water District. Either potable water or reclaimed water can be used as a 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 pounds per square inch (psi) at the High School location, and this pressure is sufficient to serve the entire length of the corridor 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 corridor.

5.0 IMPROVEMENT SUMMARY

Traffic and Circulation Improvements

The recommended traffic and circulation improvements include the following.

- Narrow roadway between Old Topanga Canyon Road and Paul Revere Drive to two lanes and widen roadway between Paul Revere Drive and Mulholland Drive to four lanes.
- Construct a continuous linear sidewalk on the south side of the highway from Eddingham Avenue to Parched Drive.
- Provide continuous Class II bike lanes on both sides of the highway.
- Build medians with left turn storage lanes throughout and left-turning acceleration lanes at all intersections within the two-lane section of the highway.
- Restrict turning movements at high activity driveways to improve safety and traffic flow.
- Improve school drop-off/pick-up facilities by locating them off of Mulholland Highway.
- Create planting strips between travel lanes and pedestrian paths on both sides of the highway to create a safety buffer between vehicular and pedestrian traffic.

Roadway and Utility Improvements

The recommended roadway and utility improvements include:

- Realign the westbound right-turn lane on Mulholland Highway at the intersection of Old Topanga Canyon Road. Shifting the right-turn lane to the north provides storage for an additional nine vehicles. It also lengthens their separation from the intersection, allowing those vehicles to yield rather than stop at Old Topanga Canyon Road.
- Construct retaining walls on the south side of Mulholland Highway near Mulholland Drive to provide for additional useable right-of-way that will accommodate a four-lane roadway section. The retaining walls should be designed to minimize their mass and size, and should be constructed of materials that blend with the natural environment to minimize visual impacts.
- Offset the curb and gutter from the right-of-way centerline on both sides of the roadway west of A.C. Stelle Middle School in order to provide room for landscaped parkway buffers between sidewalks and travel lanes.
- Underground overhead power lines.
- Establish a landscape maintenance district for the Mulholland Highway corridor.

Landscaping Improvements

The recommended landscaping improvements include the following.

- Landscape the existing corridor consistent with the community's image for a rural landscaped parkway framed by the Santa Monica Mountains. Transitions between the more commercialized "anchor districts" at both ends of the project need to be carefully integrated with the residential areas in the center median of the highway.
- Provide required sight distance at all intersections with appropriate landscaping of the medians and planting strips.

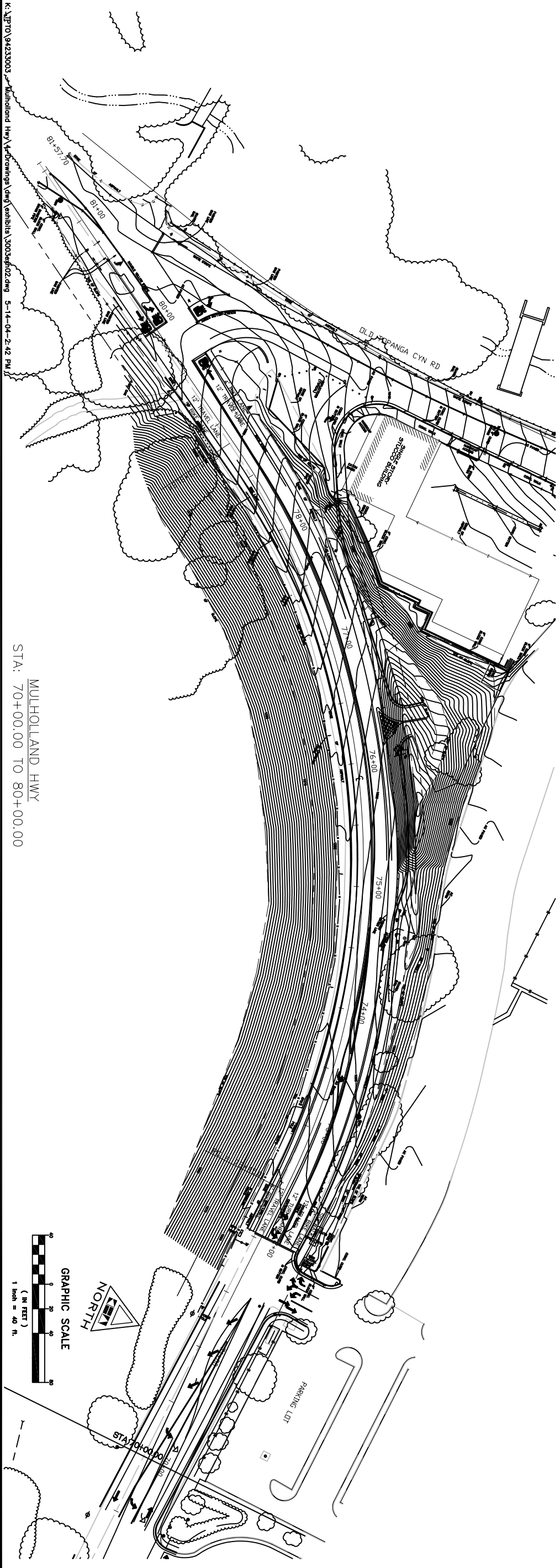
- Use landscape materials that are indigenous, non-invasive, and representative of the area whenever possible.
- Promote the use of wood rail fencing to exemplify rural look and feel.
- Beautify neighborhood entries to subtly draw attention to key intersections and reinforce the citywide unifying image through consistent decorative lighting, landscaping, and signage.
- Establish landscaping along single-family residential areas where steep slopes intersect with the Highway. Revegetate steep slopes and removing or screening incompatible fencing types.
- Establish uniformed wall treatment of material, color, and texture.
- Plant vines below existing fences and retaining walls to provide cover as they grow in order to reduce their visual impact.



View of the Corridor Looking East from Eddingham Avenue

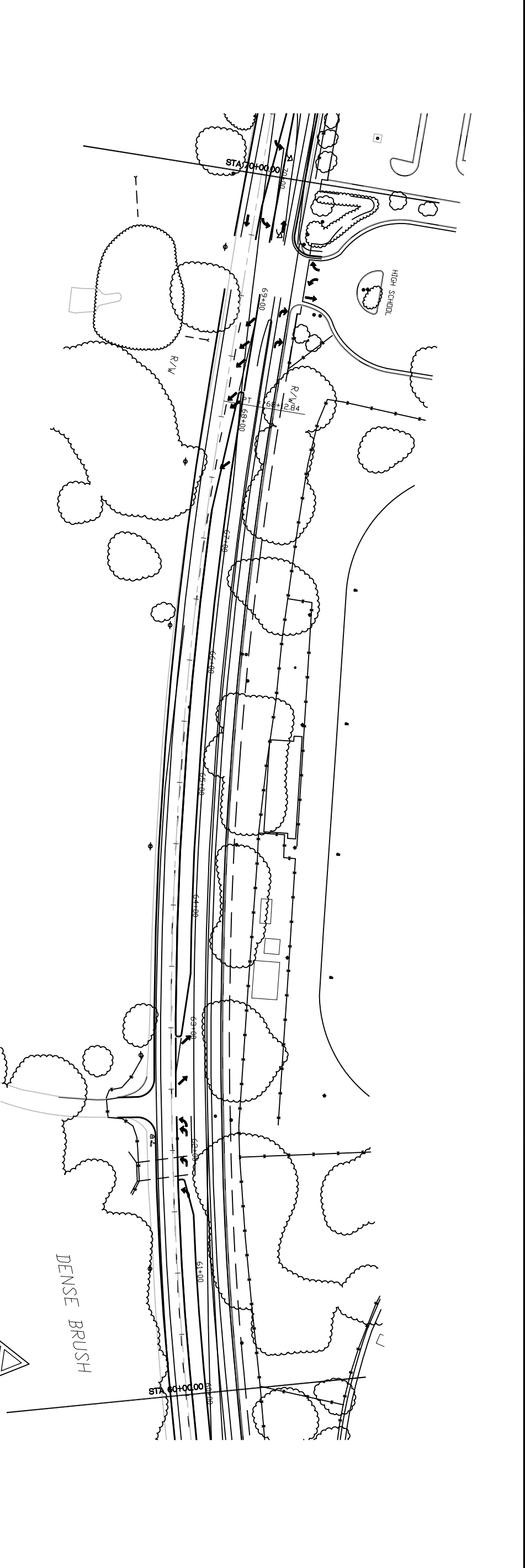
The following four pages include the striping and landscaping plans for the Mulholland Highway corridor.

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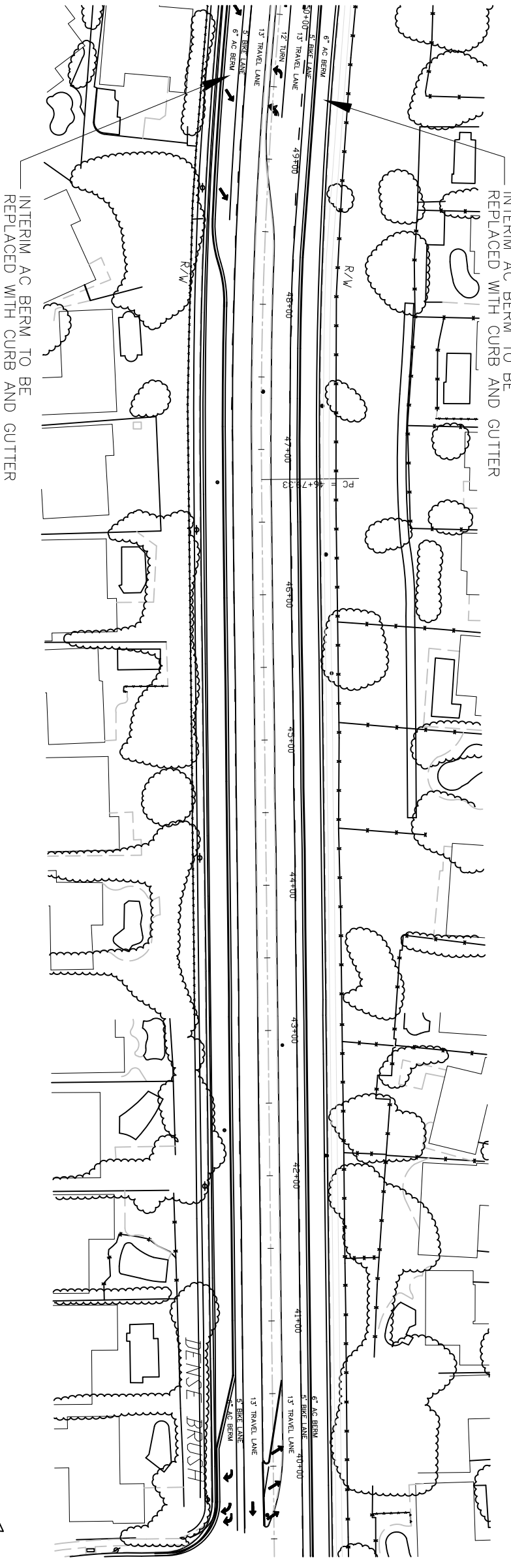


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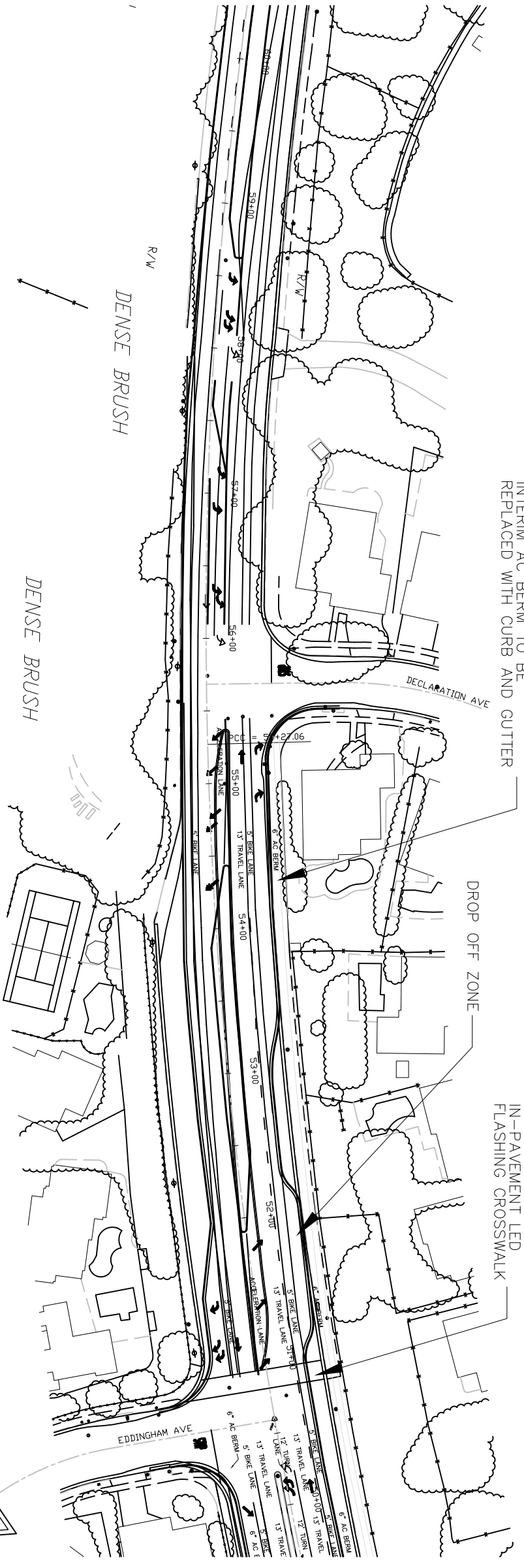
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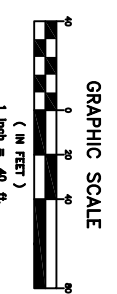
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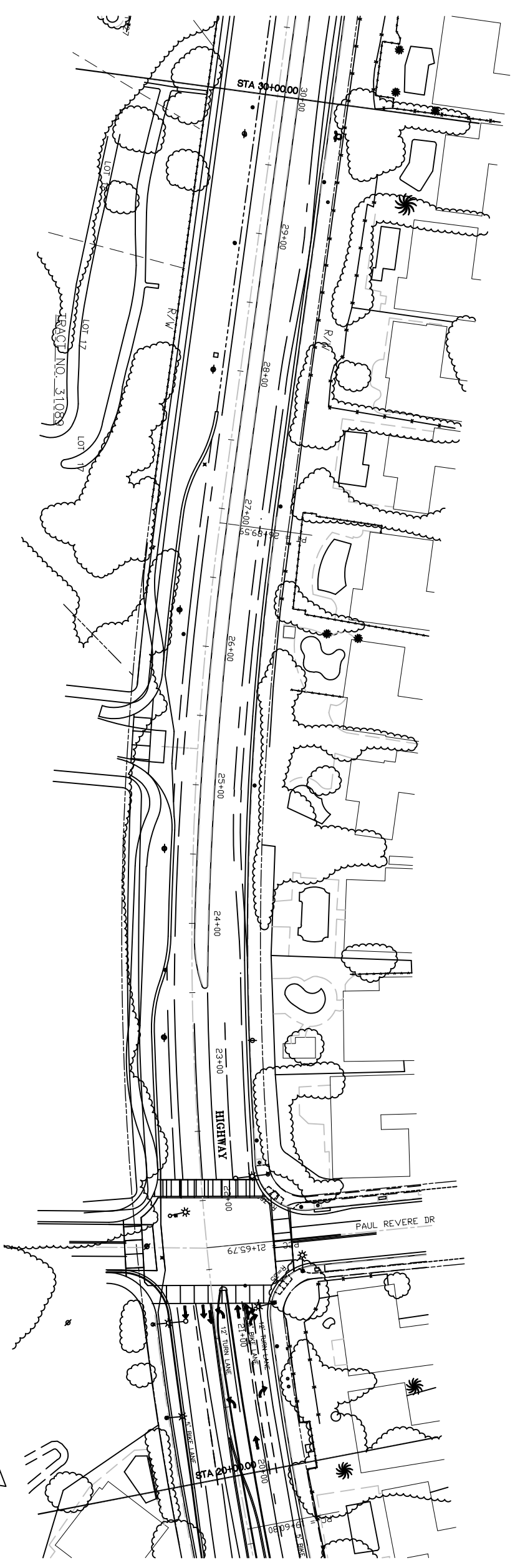


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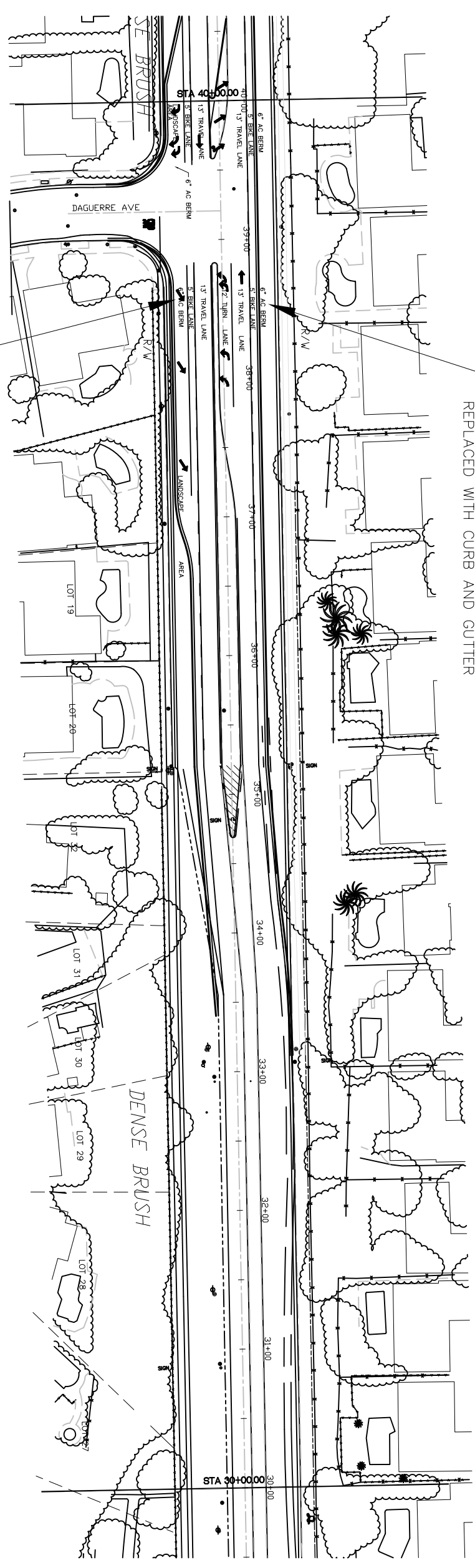


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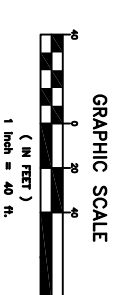


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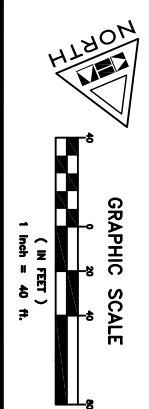
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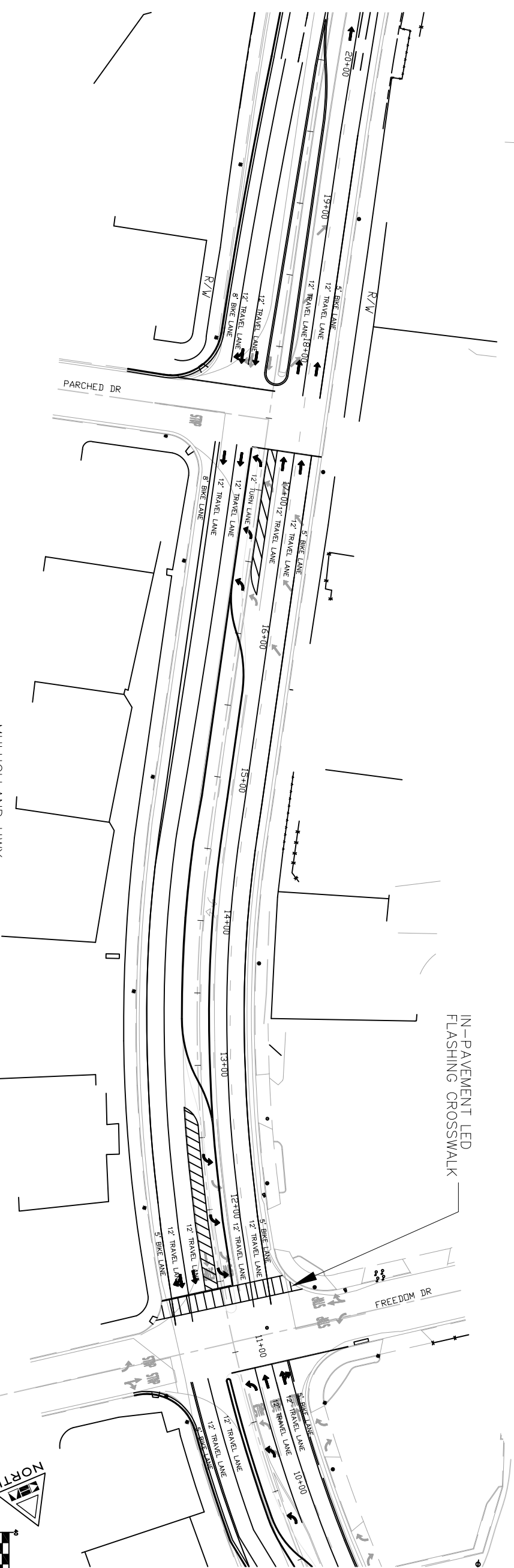
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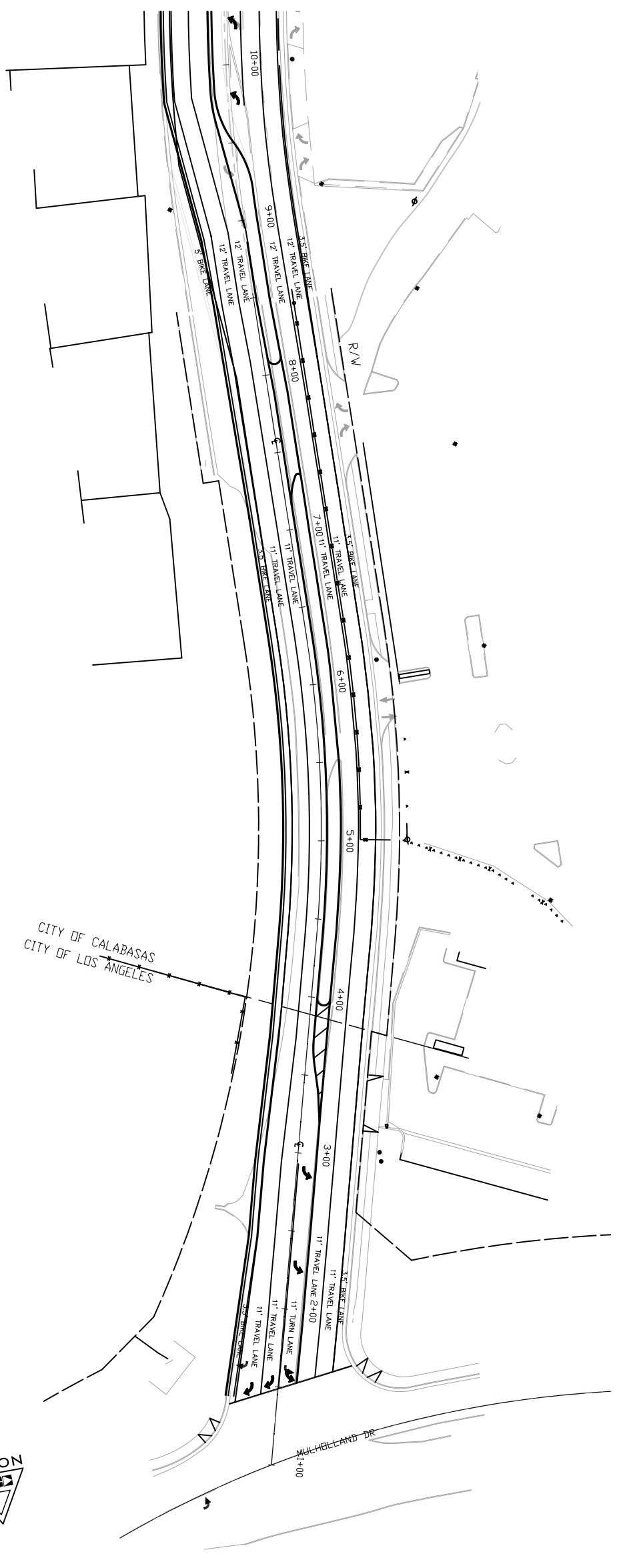
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5.1 Funding Plan

Funding Sources and Local Agency Coordination

One of the most frequently raised issues regarding the implementation of the Master Plan elements is how the City of Calabasas plans to finance the improvements. Funding and implementation involves securing the necessary capital resources to fund improvements and coordinate the various agencies involved in the various components of the Master Plan improvements.

The Mulholland Highway Master Plan contains comprehensive recommendations for physical improvements, and a variety of funding sources are available to implement the proposals and recommendations. **Appendix D** includes descriptions of potential funding sources that are available from local, state, and federal level that may be pursued by the city and/or adjoining agencies to implement the planned improvements.

A number of agencies have jurisdiction within or near the Master Plan corridor limits and will need to be involved during implementation of the Master Plan. Affected agencies and their representative roles include the following.

- Los Angeles County will guide improvements related to the Middle School located along the south side of Mulholland Highway in Zone 1.
- The City of Los Angeles city boundary cross the Mulholland Highway near the Gelson's Shopping Center. The City of Calabasas is responsible for implementation of all striping, landscaping, and pole relocation improvements at the intersection of Mulholland Drive. However, ongoing coordination with Los Angeles will be required.
- The Las Virgenes Unified School District controls a large segment of the Master Plan area comprising Calabasas High School and A. C. Stelle Middle School, located in Zone 1. Construction of sidewalk and landscaping improvements along this frontage requires their cooperation.

The Master Plan implementation process may also require negotiations with landowners in specific locations where improvements will require easements and/or cooperation to construct improvements.

5.2 Implementation Plan

The Master Plan implementation program is divided into two zones corresponding to the planned improvements. The project is primarily comprised of roadway and landscaping improvements, and overall implementation is estimated to be approximately \$5.7-million. While this figure does not appear prohibitive to the City's ability to implement the Plan as designed, the City is currently burdened with multiple capital improvement projects that require significant funding and 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. There may be an opportunity to form a local benefit assessment district as part of the implementation of the Master Plan.

The implementation of the Master Plan improvements will be largely dependent upon funding availability, community support, and the resolution of more immediate safety issues. No specific timeline has been developed for the implementation of the Plan.

5.3 Opinions of Probable Costs

Opinions of probable cost were calculated for the Master Plan recommendations. **Table 1** provides a summary of the cost opinions by zone and type of improvement.. More detailed cost calculations are provided in **Appendix E**.

Table 1 –Opinions of Probable Cost

Improvement	Zone		Total
	1	2	
Landscaping	\$1,500,000	\$500,000	\$2,000,000
Traffic/Roadway	\$795,000	\$1,630,000	\$2,425,000
Subtotal	\$2,295,000	\$2,130,000	\$4,425,000
Utilities	\$1,290,00	\$0	\$1,290,00
Total	\$3,585,000	\$2,130,000	\$5,715,000

Source: Kimley-Horn and Associates, Inc., 2004
LA Group (for landscaping)