

City of Calabasas Transportation Impact Fee Update — Nexus Study

DRAFT

Prepared for:
City of Calabasas

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FEHR  PEERS

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1. Introduction

This report provides an update to the City of Calabasas Transportation Impact Fee program. The impact fees will fund planned improvements to the City's transportation infrastructure to accommodate future travel demand. The fee program consists of roadway, active transportation, and safety projects that support all travel modes in the City. The transportation project list that reflects the City's planned improvements and the nexus methodology and analysis completed for the fee program update is provided below.

2. History of Fee Program

The City of Calabasas originally adopted traffic mitigation fees¹ in 1999. The traffic mitigation fee was implemented to provide an equitable financial mechanism by which new development shares the cost of providing new roadway facilities necessitated by their additional traffic generation. The traffic mitigation fee has provided a source of local funding for transportation network improvements that enhance public safety while increasing the capacity of the City's transportation network. The original fee program contained \$1,160,000 of transportation projects including improvements to Calabasas Road, Mulholland Highway, Old Topanga Canyon Road, and intersection enhancements. The adopted traffic mitigation fees were \$1,230 per single family residential unit, \$3.00 per square foot (SF) for retail uses, \$2.75 per SF for office uses, and \$2.35 per SF for institutional uses.

3. Purpose of Fee Program Update

The purpose of a transportation impact fee program is to collect funding from new development to build the infrastructure needed to accommodate future growth. Funds collected are often used to augment other funding sources secured by the City, such as the County's sales tax for transportation improvements (Measures R and M) or state and local grant opportunities. In some cases, a developer may be required to construct certain improvements in lieu of, or in addition to, paying into the fee program. The State of California Mitigation Act (AB 1600) (Government Code Sections 66000, et seq.) contains the requirement for a "nexus" to establish a development fee for transportation. The nexus requirements are as follows:

- A development fee is directly related to the impacts of the development.
- The nature of the fee is roughly proportional to the impacts of the project.

The development of the transportation component of the fee program consists of producing a list of transportation improvements to be funded, partly, by the impact fees collected from new development and then calculating the fair share portion of the funding that is the responsibility of new development.

The purpose of this fee program update is to refresh the City's transportation impact fees to reflect the planned improvements in the recently adopted Circulation Element² and growth anticipated in the

¹ *Citywide Traffic Mitigation Fees*, City of Calabasas, August 20, 1999.

² *City of Calabasas 2030 General Plan – Circulation Element*, September 2021.



Housing Element³ and recent land use development applications. The City's transportation project list and the analysis completed to determine new developments' fair-share contribution is described in the following sections.

4. Transportation Impact Fee Program

The transportation projects to be funded (in part) through the City's transportation impact fee program consist of improvements that have been identified in previous City planning efforts, including the recently updated Circulation Element, needed to accommodate anticipated growth. The project list contains specific roadway and intersection improvements and programmatic improvements that would be implemented citywide to improve active transportation facilities and enhance safety. The following types of projects are contained in the transportation project list:

- **General CIP/Roadway Circulation Projects:** These improvements include roadway widening to accommodate turn lanes, wider shoulders, bike lanes, and sidewalks to improve operational efficiency and safety at specific locations in the City.
- **Traffic Signal System & ITS Upgrades:** These improvements include Intelligent Transportation System (ITS) improvements such as upgraded controllers and traffic signal systems, upgraded traffic management center, traffic signal coordination timing, and improved lighting to effectively manage and improve flow and efficiency of the City's transportation network through design and technology solutions.
- **Bikeway Improvement Projects:** These improvements include new Class II on-street bicycle lanes and Class III shared roadway bicycle facilities, including wayfinding signage and bicycle detection loops at signalized intersections to improve accessibility for bicycle travel citywide.
- **Pedestrian Improvement Projects:** These improvements include flashing beacons, enhanced signage, speed feedback signs, and other pedestrian safety enhancements to improve pedestrian accessibility citywide.
- **School Safety Improvement Projects:** These improvements are focused on enhancing safe travel options to schools in Calabasas, including walking and biking to school safety and operational improvements and programs, which should reduce peak congestion periods around schools.

Table 1 presents the transportation project list for the transportation impact fee program update. The recommended projects for the fee program were prioritized from the overall list of transportation improvements in the General Plan with input from the City's Traffic and Transportation Commission and City staff. As shown, the projects are organized by the type of improvement and mode of travel as described in the five categories above. The transportation improvement project locations are also shown in **Figure 1**.

³ City of Calabasas 2030 General Plan, 2021-2029 Housing Element, March 2022.



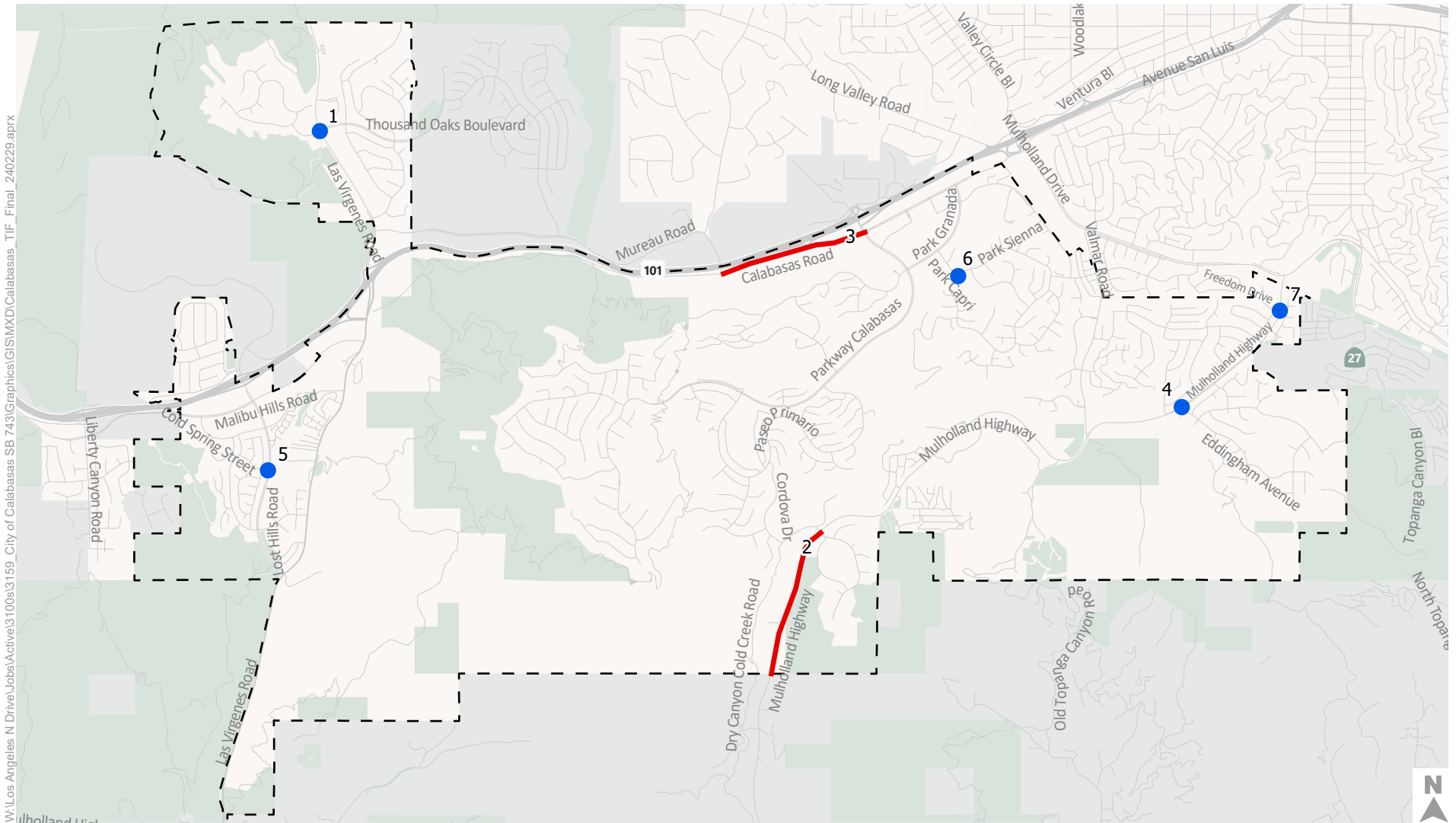
Table 1: Transportation Impact Fee Program Project List

Project Type	Location ¹	Type	Description
General CIP/ Roadway Circulation	Las Virgenes Rd & Thousand Oaks Boulevard (#1)	Intersection Improvement	Construct improvements, such as installing a roundabout at intersection.
	Mulholland Highway between Dry Canyon Cold Creek Road and City Limits (#2)	Roadway Improvement	Shoulder widening, turn lanes, guardrail, retaining wall, and drainage improvements.
	Calabasas Road from Parkway Calabasas to Mureau Road (#3)	Roadway Improvement	Two lanes in each direction with a center turn lane, bike lanes, sidewalk, and parking.
	Mulholland Highway & Eddingham Avenue (#4)	Intersection Improvement	Signalize intersection.
	Lost Hills Road & Cold Springs Street (#5)	Intersection Improvement	Signalize intersection.
	Park Sienna & Park Capri (#6)	Intersection Improvement	Construct roundabout at intersection.
	Mulholland Highway & Freedom Drive (#7)	Intersection Improvement	Signalize intersection.
Traffic Signal System/ITS Upgrades	Citywide	Signalized Intersection Improvements	ITS improvements including upgraded controllers and traffic signal system, upgraded traffic management center, bicycle and motorcycle detection, video cameras, communications systems, traffic signal coordination timing, leading pedestrian intervals, and improved lighting.
Bicycle Improvements	Citywide	Class II and Class III Bicycle Facilities	Implement bicycle improvements, including new Class II on-street bicycle lanes and Class III shared roadway bicycle facilities including wayfinding signage and bicycle detection loops at signalized intersections.
Pedestrian Improvements	Citywide	High Visibility Treatments	Rectangular Rapid Flashing Beacons (RRFBs), enhanced signage, speed feedback signs, and other pedestrian safety enhancements.
School Safety Improvements	Citywide	Safety Enhancements	School area walking and biking to school safety improvements and programs.

Notes:

1. Numbering corresponds to project locations shown in Figure 1.





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 Street Improvements  Intersection Improvements  City Boundary

Citywide Projects (Not Included in Map)

#8 Traffic Signal System Improvements; #9 Pedestrian Facility Improvements; #10 Bicycle Facility Improvements; #11 School Safety Program



Calabasas Transportation Impact Fee Transportation Projects

Figure 1

5. Nexus Analysis

The purpose of a nexus study is to establish the relationship, referred to as the “nexus,” between anticipated new development and the need for new and expanded major public facilities. After establishing the nexus, the transportation fees to be levied for various land use types are calculated based on the proportionate share of the total facility use.

5.1 Methodology Overview

The improvements contained in the transportation project list will provide travel options for those driving, biking, and walking as part of a transportation system that is consistent with local and statewide policies. Growth is expected in the City of Calabasas with or without these transportation projects and the transportation impact fee program does not change the amount of anticipated growth. The project list is intended to recommend improvements that improve operational efficiencies for drivers and enhances safety for bicyclists and pedestrians in the City. While the fair share allocation of project costs for new development on the west side of the City will primarily fund improvements on the west side, and new development on the east side of the City will primarily fund improvements on the east side, a portion of fees collected will fund citywide improvements (80 percent of fees collected will remain in the location of the development (east or west side) and 20 percent will be allocated citywide).

5.2 Impact Fee Calculation

The transportation impact fees were computed as follows:

- Growth in the City was estimated based on pending development applications and growth anticipated in the recently updated Housing Element.
- The number of new daily vehicle trips generated by the anticipated growth was calculated.
- The increase in travel demand on roadways contained in the project list was estimated based on the location of the planned growth and anticipated trip generation and distribution.
- The number of new trips utilizing each roadway improvement contained in the project list was used to calculate the fair share allocation of project costs for new development in the City.

Each of these steps is explained in further detail below.

3.3.1 Growth Forecasts

The amount of growth anticipated in the City of Calabasas was estimated based on pending development applications and the development sites identified in the recently updated Housing Element. The estimated growth projections include the following:

- 1,020 housing units
- 260 units of senior independent and assisted living housing
- 96 accessory dwelling units (ADUs)



- 48 thousand square feet (KSF) auto dealership
- 27 KSF medical office
- 27 KSF commercial retail

The number of daily trips generated by the anticipated growth in the City was estimated using trip generation rates published by the Institute of Transportation Engineers.⁴ **Table 2** summarizes the number of daily vehicle trips generated by the pending development projects and the Housing Element sites. As shown, pending development projects are anticipated to generate approximately 4,635 new daily trips and the Housing Element sites are anticipated to generate approximately 3,981 new daily trips for a total of approximately 8,616 new daily trips in the City. **Appendix A** contains a list of pending development projects, development sites identified in the housing element, and the trip generation estimates for each project and housing site.

Table 2: Vehicle Trips Generated by Anticipated City Growth

City Growth	Daily Vehicle Trips
Cumulative/Pending Projects	4,635
Housing Element Sites	3,981
Total New Vehicle Trips	8,616

3.3.1 Travel Demand Forecasts

The daily trips generated by anticipated City growth were distributed to roadways contained in the project list to estimate the increase in daily traffic volumes. For intersection improvements, the daily traffic volume on the major street approach and increase in daily trips with new development was used to estimate overall growth in travel demand through the intersection. The increase in daily trips was then used to calculate the fair share allocation of new growth for each roadway and intersection improvement contained in the project list.

Table 3 summarizes the baseline daily traffic volumes, forecasted increase in new daily trips with anticipated growth, and the fair share allocation of new development. As shown, the fair share allocation varies based on the amount of new development in proximity to the roadway improvement contained in the project list. When accounting for the total daily traffic volumes on all roadways contained in the project list and increases in travel demand expected with new development, the average fair share contribution of new development is 12.2 percent. Twenty percent of all new development fees will be allocated for citywide projects, with the remainder funding projects in the location of the development (east or west side of city).

⁴ *Trip Generation*, 11th Edition, Institute of Transportation Engineers, 2021.



Table 3: New Development Fair-Share based on Daily Traffic Volume Growth

Project List Roadway & Intersection Improvements	Baseline Daily Volume ¹	New Trips Generated by Development	Baseline + Growth Daily Volume	New Development % Fair Share
Las Virgenes Rd & Thousand Oaks Blvd (#1)	8,400	680	9,080	7.5%
Mulholland Highway between Dry Canyon Cold Creek Rd and City Limits (#2)	5,400	550	5,950	9.2%
Calabasas Rd from Parkway Calabasas to Mureau Rd (#3)	18,400	5,870	24,270	24.2%
Mulholland Highway & Eddingham Ave (#4)	10,300	890	11,190	8.0%
Lost Hills Rd & Cold Springs St (#5)	12,700	1,650	14,350	11.5%
Park Sienna & Park Capri (#6)	9,800	560	10,360	5.4%
Mulholland Highway & Freedom Dr (#7)	15,100	890	15,990	5.6%
Total Daily Volume / Average % Fair Share	80,100	11,090	91,190	12.2%

Notes:

1. Baseline daily traffic volumes reflect an average weekday (Monday-Thursday) in Spring 2023 collected from StreetLight Data.

3.3.2 Cost of Project List

Cost estimates were prepared for the roadway and intersection improvements in the project list based on recent construction costs for similar projects. For citywide programmatic improvements, the cost allocation would allow select projects to be implemented through the fee program given that new growth should contribute its fair share toward improving the City’s overall transportation network. An administrative fee of 5 percent was added to the project costs to provide oversight and implementation of the fee program by the City of Calabasas. In addition, the cost estimates were increased by 18 percent to account for other soft costs, such as design and construction management.

Table 4 summarizes the total cost estimate of the project list as well as the cost estimate for roadway and intersection infrastructure improvements, active transportation, and safety improvements. As shown, the total project cost is approximately \$37.9 million with roadway and infrastructure improvements accounting for 75 percent of the project cost and active transportation and safety improvements accounting for the remaining 25 percent. The total cost estimate shown in the table includes the 5 percent administrative fee and 18 percent soft costs (e.g., design and construction management).

Appendix B provides detailed cost estimates.



Table 4: Project List Cost Estimates

Project Types	Cost Estimate	% of Total Project List Cost
Roadway Improvements	\$15,031,500	40%
Intersection Improvements	\$11,274,900	30%
Traffic Signal System Upgrades	\$1,982,400	5%
Total Roadway & Intersection Infrastructure Improvements	\$28,288,800	75%
Bicycle Projects	\$5,947,200	15%
Pedestrian Projects	\$1,858,500	5%
School Safety Projects	\$1,858,500	5%
Total Active Transportation & Safety Improvements	\$9,664,200	25%
Total Cost Estimate	\$37,953,000	100%

5.3 Transportation Impact Fee

The new trips generated by anticipated development in the City was applied to each project contained in the project list to determine the fair share cost allocation to new development. For the programmatic improvements contained in the project list, the average fair share contribution toward roadway infrastructure improvements based on traffic volume growth (12.2 percent, as shown in **Table 3**) was applied as the fair share contribution. **Table 5** shows the fair share cost allocation of new development for improvements contained in the project list. **Appendix C** contains the detailed fair share calculations for each project.

Table 5: New Development Fair Share Contribution to Project List

Project Types	Total Cost Estimate	New Development Fair Share Contribution	% of Project List Funded by New Development
Roadway Improvements	\$15,031,500	\$1,969,880	13%
Intersection Improvements	\$11,274,900	\$825,560	7%
Traffic Signal System Upgrades	\$1,982,400	\$241,060	12%
Total Roadway & Intersection Infrastructure Improvements	\$28,288,800	\$3,036,500	11%
Bicycle Projects	\$5,947,200	\$723,190	12%
Pedestrian Projects	\$1,858,500	\$226,000	12%
School Safety Projects	\$1,858,500	\$226,000	12%
Total Active Transportation & Safety Improvements	\$9,664,200	\$1,175,190	12%
Total Cost Estimate & Fair Share Contribution	\$37,953,000	\$4,211,690	11%



As shown in **Table 5**, new development would be responsible for funding approximately \$4.2 million of the City’s planned transportation improvements contained in the project list. The total cost contribution of new development was compared to the total number of new daily trips generated by new development to calculate the cost per daily trip. **Table 6** presents the average “per daily trip” fee for the initial year of the fee program update. Transportation impact fees will be paid by a developer as a one-time fee prior to the issuance of a building permit.

Table 6: Transportation Impact Fees per Average Daily Trip

Metric	New Development Contribution
Project Cost Funded by Fee Program	\$4,211,690
Daily Trip Growth	8,616
Average Cost per Daily Trip	\$489

Following the calculation of the average “per daily trip” cost, the equivalent fee per land use type was determined. The following factors were considered in the transportation fee for specific land uses:

- **Daily Trip Generation:** The ITE trip rates were used to estimate the number of trips by land use type to determine the equivalent fee on a per unit or square footage basis.
- **Percent of New Vehicle-Trips:** Trips generated by housing, employment centers, schools, and other unique generators (e.g., hospitals) are considered to generate all “new” trips. However, a portion of trips associated with retail uses are not considered to be new trips; these trips are often referred to as “pass-by” trips. Pass-by trips are vehicles that are already traveling along a corridor that stop at a use on the way to their ultimate destination. For example, a person traveling from work to home may stop at a grocery store located along the corridor for a gallon of milk. In this situation, the grocery store is not generating a new trip as that vehicle would have already been traveling along the roadway. The pass-by trip credits are reflected in the fee calculations.
- **Residential Fee based on Unit Size:** Assembly Bill (AB) 602 requires impact fee programs to establish fees for residential uses based on the size of the unit. Given that trip generation rates for residential uses have traditionally been calculated on a ‘per unit’ basis regardless of size, additional data was collected to estimate the number of vehicle trips based on household size (i.e., square feet, SF). Data from the National Household Travel Survey⁵ and American Housing Survey⁶ was used to develop trip rates based on unit size for single family housing. Using data that represents the State of California, the trip generation based on household size was estimated based on the following:
 - The average daily trips per household were compiled based on the number of persons per household.

⁵ 2017 National Household Travel Survey California Add-On.

⁶ 2021 California American Housing Survey.



- The number of persons per household based on the size (SF) of the unit was then compiled. The data was grouped into four ranges for single family units: 1) Less than 2,000 SF, 2) 2,000 – 2,999 SF, 3) 3,000 – 3,999 SF, and 4) 4,000 SF or greater.
- Since 2013, the median size of a new home in Calabasas is 3,325 SF. Therefore, single family homes in the 3,000 – 3,999 SF size range were considered to be the typical size for a new home and used to create an Equivalent Dwelling Unit (EDU) factor for each of the size ranges noted above.
- The same methodology was applied for multi-family units with a smaller size range considered based on typical product type: 1) Less than 1,000 SF, 2) 1,000 – 1,999 SF, 3) 2,000 SF or greater. Multi-family units in the 1,000 – 1,999 SF size range were considered to be the typical size for a new unit and used to create an EDU factor for the remaining size ranges.
- **Table 7** summarizes the EDU factors for single family and multi-family units applied to the impact fees. **Appendix D** contains the detailed calculations.

Table 7: Equivalent Dwelling Units for Residential Uses per AB-602

Residential Type & Size Range	Average Persons per Household	Average Trips	EDU ¹
Single Family Units			
< 2,000 SF	2.63	8.44	83%
2,000 – 2,999 SF	3.13	9.80	97%
3,000 – 3,999 SF	3.24	10.11	100%
≥ 4,000 SF	3.50	10.74	106%
Multi-Family Units			
< 1,000 SF	2.21	7.27	80%
1,000 – 1,999 SF	2.88	9.12	100%
≥ 2,000 SF	3.13	9.81	108%

Notes:

EDU = Equivalent Dwelling Unit.

Data compiled from 2017 National Household Travel Survey California Add-On and 2021 California American Housing Survey.

- **Accessory Dwelling Units (ADUs):** An updated process for assessing fees on ADUs was established as part of Senate Bill (SB) 13. This legislation only allows a fee to be assessed on ADUs that are 750 square feet or larger. In addition, the fee needs to be proportional to the size of the primary dwelling unit on the parcel. For example, if a 1,000 square foot ADU is proposed on a parcel with a 3,500 square foot primary residential unit, the fee assessed to the ADU would be 28.6 percent of the fee for a single-family residential unit in the 3,000 to 3,999 size range ($1,000 \div 3,500 = 0.286$; \$4,611 fee for units in applicable size range $\times 0.286 = \$1,319$ fee for ADU).



The updated transportation impact fees by land use type for the initial year of the fee program are shown in **Table 8**. As shown, the transportation impact fee for residential uses ranges from \$2,220 for a median size multi-family residential unit to \$4,611 for a median size single-family unit. For commercial uses, the impact fee ranges from \$2.38 per SF for light industrial uses to \$17.60 per SF for medical office uses. Transportation impact fees will be paid by a developer as a one-time fee prior to the issuance of a building permit.

The impact fees shown in **Table 8** will be updated annually to reflect changes in construction costs. Given that construction costs increase overtime, updating the fees annually will ensure that new development is contributing toward the cost of funding improvements in the project list at the time payment is made. The updated impact fee will be calculated annually by City of Calabasas Public Works based on the change in the California Construction Cost Index⁷.

⁷ California Construction Cost Index (CCCI) is developed based upon Building Cost Index (BCI) cost indices average for San Francisco and Los Angeles as produced by Engineering News Record (ENR) and reported in the publication's second issue each month.



Table 8: Transportation Impact Fees by Land Use Type

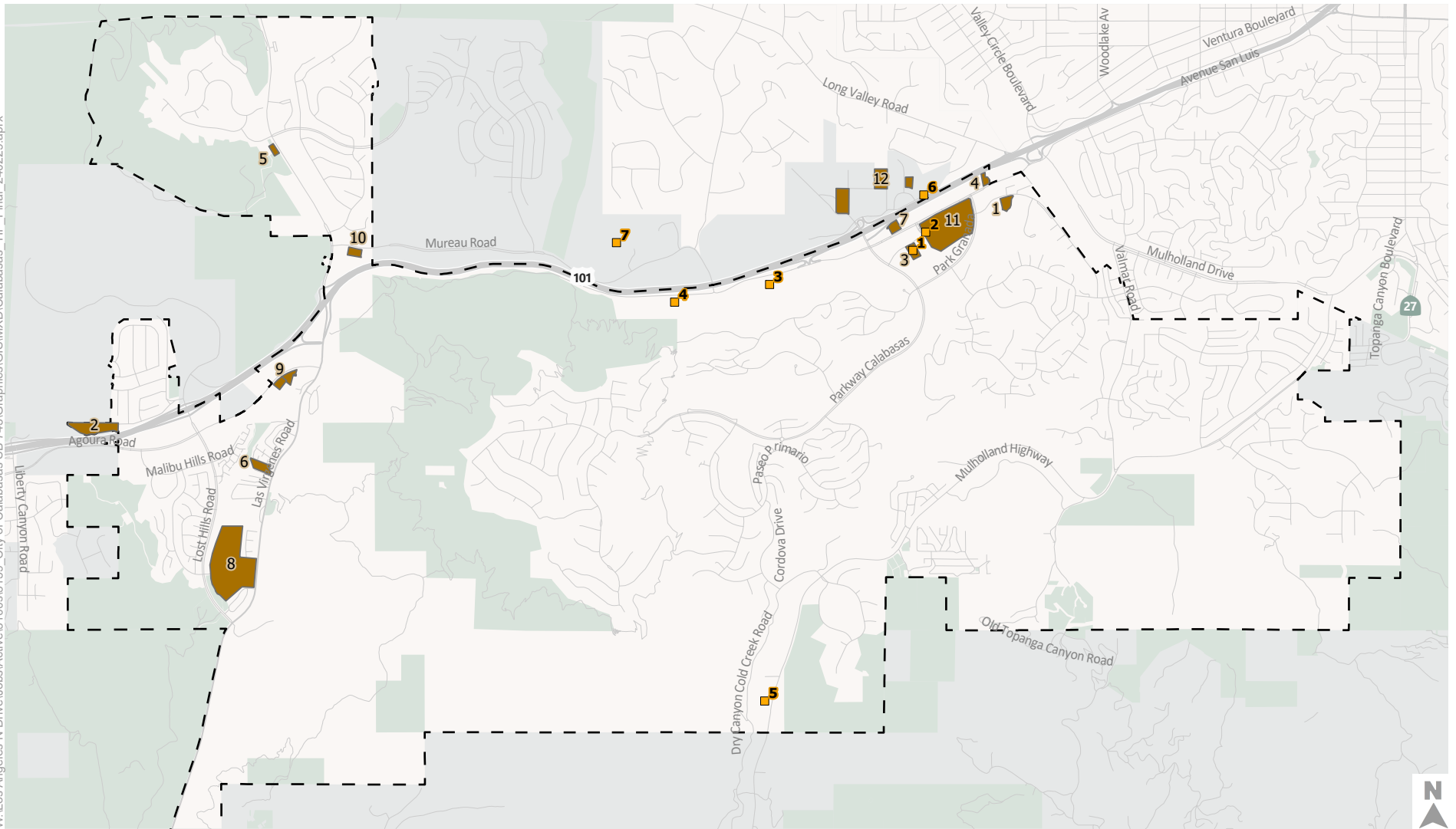
Land Use Category	Unit ¹	ITE Code ²	Daily Trip Rate ²	EDU ³ / % New Trips ⁴	Fee per Unit ⁵
Residential					
Single Family	DU	210	9.4	100%	\$4,611 per DU
			< 2,000 SF	83%	\$3,827 per DU
			2,000 – 2,999 SF	97%	\$4,473 per DU
			3,000 – 3,999 SF	100%	\$4,611 per DU
			≥ 4,000 SF	106%	\$4,888 per DU
Multi-Family	DU	221	4.54		\$2,220 per DU
			< 1,000 SF	80%	\$1,776 per DU
			1,000 – 1,999 SF	100%	\$2,220 per DU
			≥ 2,000 SF	108%	\$2,398 per DU
ADU [≥ 750 SF]	DU	Proportional to single family unit			
Non-Residential					
Lodging	Room	310	7.99	100%	\$3,907 per Room
Retail/Service	SF	820	37.01	70%	\$12.67 per SF
Office/Institutional	SF	710	10.84	100%	\$5.30 per SF
Light Industrial	SF	110	4.87	100%	\$2.38 per SF
Medical Office	SF	720	36.0	100%	\$17.60 per SF

Notes:

- 1) Units = Dwelling Units (DU), Hotel (Rooms), and Thousand Square Feet (KSF).
 - 2) Trip Generation, 11th Edition, Institute of Transportation Engineers. Daily trip rate per DU, Room, or KSF.
 - 3) EDU = Equivalent Dwelling Unit factor applied to Residential Uses.
 - 4) Pass-by Trips for retail uses account for vehicles already traveling on adjacent City roadway that stop at a retail destination.
 - 5) Fee = [Daily Trip Rate] x [% EDU (for residential) or % New Trips (for non-residential)] x [Average Cost per Daily Trip (\$489)].
- Special Generators: If the City determines that a proposed use cannot be classified under the land use categories listed in the Transportation Fee table, then the City will have the discretion to determine the appropriate data for input to the Fee calculation.



Appendix A: Anticipated City Growth and Estimated Trip Generation






-  Pending/Cumulative Projects
-  City Boundary
-  Housing Element Opportunity Sites



Figure A-1
Future Development Sites

Table A-1
Trip Generation Rates for Anticipated Growth in Calabasas

Setting/Location	ITE 11th Ed Land Use Code	Weekday	Weekday, Peak Hour of Adjacent Street Traffic. One Hour Between 7 and 9 a.m.			Weekday, Peak Hour of Adjacent Street Traffic. One Hour Between 4 and 6 p.m.		
			AM Peak Hour			PM Peak Hour		
			Rate	In%	Out%	Rate	In%	Out%
General Urban/Suburban	822-Strip Retail Plaza <40k	19	2.46	60%	40%	6.59	50%	50%
General Urban/Suburban	850 - Supermarket	93.84	2.86	59%	41%	8.95	50%	50%
General Urban/Suburban	840-Automobile Sales (New)	27.84	1.86	73%	27%	2.42	40%	60%
General Urban/Suburban	851 - Convenience Store	762.28	62.54	50%	50%	49.11	51%	49%
General Urban/Suburban	936 - Coffee/Donut Shop without Drive-Through Window	N/A	93.08	51%	49%	32.29	50%	50%
General Urban/Suburban	720-Medical-Dental Office Building	36	3.1	79%	21%	3.93	30%	70%
General Urban/Suburban	210-Single Family Detached Housing	9.43	0.7	25%	75%	0.94	63%	37%
General Urban/Suburban	150 - Warehousing	1.71	0.17	77%	23%	0.18	28%	72%
General Urban/Suburban	254 - assisted living	2.6	0.18	60%	40%	0.24	39%	61%
General Urban/Suburban	255 - Continuing Care Retirement Community	2.47	0.15	65%	35%	0.19	39%	61%
General Urban/Suburban	221-Multifamily Housing (Mid-Rise)	4.54	0.37	23%	77%	0.39	61%	39%

Source: Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021.

Table A-2

Trip Generation Estimates for Cumulative/Pending Projects in Calabasas

Site ID	Site Name	Land Use	ITE Land Use Code	Size	Units	Estimated Trip Generation							
						Daily	AM Peak Hour Trips		PM Peak Hour Trips		Total	In	Out
						Total	Total	In	Out				
1	The Park Apartments – Cruzan	Multi-Family Residential	221	107	du	486	40	9	31	42	26	16	
		Commercial	822	1.6	ksf	30	4	2	2	11	6	5	
		Total				516	44	11	33	53	32	21	
2	Calabasas Commons	Multi-Family Residential	221	119	du	540	44	10	34	46	28	18	
		Commercial	822	25	ksf	475	62	37	25	165	83	82	
		Total				1,015	106	47	59	211	111	100	
3	Kia Car Dealership	Car Dealership	840	47.944	ksf	1,335	89	65	24	116	46	70	
4	Medical Office Building	Medical Office	720	26.706	ksf	961	83	66	17	105	32	73	
5	24415 Mulholland Hwy Subdivision	Single-Family Housing	210	11	du	104	8	2	6	10	6	4	
6	Calabasas Auto Park	Auto warehouse and storage facility	150	31.683	ksf	54	5	4	1	6	2	4	
7	Hidden Terraces Specific Plan	Continuing Care Retirement Community	255	263	units	650	39	25	14	50	20	30	
Total Trip Generation						4,635	374	220	154	551	249	302	

Source: Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021.

Table A-3**Trip Generation Estimates for Housing Element Sites**

Site ID	Site Name	Units	Estimated Trip Generation						
			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
1	Raznick	42	191	16	4	12	16	10	6
2	Rancho Pet Kennel	60	272	22	5	17	23	14	9
3	Cruzan Parking Lot	78	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹
4	Old Town Vacant Site	48	218	18	4	14	19	12	7
5	Las Virgenes Shopping Center	36	163	13	3	10	14	9	5
6	Church	99	449	37	9	28	39	24	15
7	Downtown Offices	54	245	20	5	15	21	13	8
8	Avalon Apartments	71	322	26	6	20	28	17	11
9	Agoura Road Offices	111	504	41	9	32	43	26	17
10	Mureau Office	64	291	24	6	18	25	15	10
11	Commons Shopping Center	202	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹
12	Craftsman Corner	196	890	73	17	56	76	46	30
Accessory Dwelling Units		96	436	36	8	28	37	23	14
Total		1,061	3,981	326	76	250	341	209	132

Notes:

1. Housing Element sites are already included in cumulative/pending project growth.

Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021 and Housing Element Option A Sites Inventory, February 4, 2021.*

Table A-4

Trip Generation Summary for Cumulative/Pending Projects in Calabasas

Site ID	Project/Site Name	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Cumulative/Pending Projects								
1	The Park Apartments – Cruzan	516	44	11	33	53	32	21
2	Calabasas Commons	1,015	106	47	59	211	111	100
3	Kia Car Dealership	1,335	89	65	24	116	46	70
4	Medical Office Building	961	83	66	17	105	32	73
5	24415 Mulholland Hwy Subdivision	104	8	2	6	10	6	4
6	Calabasas Auto Park	54	5	4	1	6	2	4
7	Hidden Terraces Specific Plan	650	39	25	14	50	20	30
Total Trip Generation Pending Projects		4,635	374	220	154	551	249	302
Housing Element Sites								
1	Raznick	191	16	4	12	16	10	6
2	Rancho Pet Kennel	272	22	5	17	23	14	9
3	Cruzan Parking Lot	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹
4	Old Town Vacant Site	218	18	4	14	19	12	7
5	Las Virgenes Shopping Center	163	13	3	10	14	9	5
6	Church	449	37	9	28	39	24	15
7	Downtown Offices	245	20	5	15	21	13	8
8	Avalon Apartments	322	26	6	20	28	17	11
9	Agoura Road Offices	504	41	9	32	43	26	17
10	Mureau Office	291	24	6	18	25	15	10
11	Commons Shopping Center	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹	-- ¹
12	Craftsman Corner	890	73	17	56	76	46	30
--	Accessory Dwelling Units (ADUs)	436	36	8	28	37	23	14
Total Trip Generation Housing Element		3,981	326	76	250	341	209	132
Total Trip Generation		8,616	700	296	404	892	458	434

Notes:

1. Housing Element sites are already included in cumulative/pending project growth.

Source: Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021.

Appendix B: Cost Estimates for Project List

Table B-1

Transportation Project List Cost Estimates

Project ID	Location	Project Type	Description	Cost
1	Las Virgenes Rd & Thousand Oaks Boulevard	Intersection Improvement	Construct improvements, such as roundabout at intersection.	\$ 5,500,000
2	Mulholland Highway between Dry Canyon Cold Creek Road and City Limits	Roadway Improvement	Shoulder widening, turn lanes, guardrail, retaining wall, and drainage improvements.	\$ 9,000,000
3	Calabasas Road from Parkway Calabasas to Mureau Road	Roadway Improvement	Two lanes in each direction with a center turn lane, bike lanes, sidewalk, and parking.	\$ 3,132,000
4	Mulholland Highway & Eddingham Avenue	Intersection Improvement	Signalize intersection.	\$ 700,000
5	Lost Hills Road & Cold Springs Street	Intersection Improvement	Signalize intersection.	\$ 700,000
6	Park Sienna & Park Capri	Intersection Improvement	Construct roundabout at intersection.	\$ 1,500,000
7	Mulholland Highway & Freedom Drive	Intersection Improvement	Signalize intersection.	\$ 700,000
8	Citywide	Signalized Intersection Improvements	ITS improvements including upgraded controllers and traffic signal system, upgraded traffic management center, bicycle and motorcycle detection, video cameras, communications systems, traffic signal coordination timing, leading pedestrian intervals, and improved lighting.	\$ 1,600,000
10	Citywide	Class II and Class III Bicycle Facilities	Rectangular Rapid Flashing Beacons (RRFBs), enhanced signage, speed feedback signs, and other pedestrian safety enhancements.	\$ 4,800,000
9	Citywide	High Visibility Treatments	Implement bicycle improvements, including new Class II on-street bicycle lanes and Class III shared roadway bicycle facilities including wayfinding signage and bicycle detection loops at signalized intersections.	\$ 1,500,000
11	Citywide	Safety Enhancements	School area walking and biking to school safety improvements and programs.	\$ 1,500,000

Roadway Improvements	\$ 12,132,000
Intersection Improvements	\$ 9,100,000
Traffic Signal System Upgrades	\$ 1,600,000
Bicycle Projects	\$ 4,800,000
Pedestrian Projects	\$ 1,500,000
School Safety Projects	\$ 1,500,000
Project Costs & Fair Share Allocation	\$ 30,632,000

Fair Share Allocation with 5% Administrative Fee and 18% Design/Construction Management Fee Applied

Roadway Improvements	\$ 15,031,500
Intersection Improvements	\$ 11,274,900
Traffic Signal System Upgrades	\$ 1,982,400
Bicycle Projects	\$ 5,947,200
Pedestrian Projects	\$ 1,858,500
School Safety Projects	\$ 1,858,500
Project Costs & Fair Share Allocation	\$ 37,953,000

Appendix C: Developer Fair Share Calculations for Project List

Table C-1

Fair Share Contribution of New Development

Project ID	Location	Project Type	Description	Cost	Fair Share Allocation	Fair Share Cost Contribution
1	Las Virgenes Rd & Thousand Oaks Boulevard	Intersection Improvement	Construct improvements, such as roundabout at intersection.	\$ 5,500,000	7.5%	\$ 410,689
2	Mulholland Highway between Dry Canyon Cold Creek Road and City Limits	Roadway Improvement	Shoulder widening, turn lanes, guardrail, retaining wall, and drainage improvements.	\$ 9,000,000	9.2%	\$ 831,933
3	Calabasas Road from Parkway Calabasas to Mureau Road	Roadway Improvement	Two lanes in each direction with a center turn lane, bike lanes, sidewalk, and parking.	\$ 3,132,000	24.2%	\$ 757,963
4	Mulholland Highway & Eddingham Avenue	Intersection Improvement	Signalize intersection.	\$ 700,000	8.0%	\$ 55,698
5	Lost Hills Road & Cold Springs Street	Intersection Improvement	Signalize intersection.	\$ 700,000	11.5%	\$ 80,304
6	Park Sienna & Park Capri	Intersection Improvement	Construct roundabout at intersection.	\$ 1,500,000	5.4%	\$ 80,643
7	Mulholland Highway & Freedom Drive	Intersection Improvement	Signalize intersection.	\$ 700,000	5.6%	\$ 38,978
8	Citywide	Signalized Intersection Improvements	ITS improvements including upgraded controllers and traffic signal system, upgraded traffic management center, bicycle and motorcycle detection, video cameras, communications systems, traffic signal coordination timing, leading pedestrian intervals, and improved lighting.	\$ 1,600,000	12.2%	\$ 194,563
10	Citywide	Class II and Class III Bicycle Facilities	Rectangular Rapid Flashing Beacons (RRFBs), enhanced signage, speed feedback signs, and other pedestrian safety enhancements.	\$ 4,800,000	12.2%	\$ 583,690
9	Citywide	High Visibility Treatments	Implement bicycle improvements, including new Class II on-street bicycle lanes and Class III shared roadway bicycle facilities including wayfinding signage and bicycle detection loops at signalized intersections.	\$ 1,500,000	12.2%	\$ 182,403
11	Citywide	Safety Enhancements	School area walking and biking to school safety improvements and programs.	\$ 1,500,000	12.2%	\$ 182,403

Roadway Improvements	\$ 12,132,000	13%	\$ 1,589,896
Intersection Improvements	\$ 9,100,000	7%	\$ 666,312
Traffic Signal System Upgrades	\$ 1,600,000	12%	\$ 194,563
Bicycle Projects	\$ 4,800,000	12%	\$ 583,690
Pedestrian Projects	\$ 1,500,000	12%	\$ 182,403
School Safety Projects	\$ 1,500,000	12%	\$ 182,403
Project Costs & Fair Share Allocation	\$ 30,632,000	11%	\$ 3,399,268

Fair Share Allocation with 5% Administrative Fee and 18% Design/Construction Management Fee Applied

Roadway Improvements	\$ 15,031,500	13%	\$ 1,969,880
Intersection Improvements	\$ 11,274,900	7%	\$ 825,560
Traffic Signal System Upgrades	\$ 1,982,400	12%	\$ 241,060
Bicycle Projects	\$ 5,947,200	12%	\$ 723,190
Pedestrian Projects	\$ 1,858,500	12%	\$ 226,000
School Safety Projects	\$ 1,858,500	12%	\$ 226,000
Project Costs & Fair Share Allocation	\$ 37,953,000	11%	\$ 4,211,690

Appendix D: AB-602 Calculations for Residential Units by Size

Table D1: Average Trip Generation by Dwelling Unit Size for Single Family and Multi-Family Units to Comply with AB-602

1. Single Family Units

Persons per Household	Trips per Household*	Less than 2,000 sq.ft			2,000 to 2,999 sq.ft			3,000 sq.ft to 3,999 sq.ft			4,000 sq.ft or Greater		
		Number of Units**	Percent of Units	Trips	Number of Units**	Percent of Units	Trips	Number of Units**	Percent of Units	Trips	Number of Units**	Percent of Units	Trips
1 person	3.82	2,606	27%	1.02	223	10%	0.38	47	8%	0.32	40	14%	0.55
2 persons	6.88	2,963	30%	2.08	785	35%	2.39	192	34%	2.33	65	23%	1.60
3 persons	9.44	1,548	16%	1.49	396	18%	1.65	103	18%	1.72	36	13%	1.22
4 persons	12.61	1,512	15%	1.95	460	20%	2.57	111	20%	2.47	57	20%	2.58
5 persons	14.72	710	7%	1.07	222	10%	1.45	59	10%	1.53	40	14%	2.11
6 persons	15.28	237	2%	0.37	101	4%	0.68	27	5%	0.73	20	7%	1.10
7 persons or more	21.08	217	2%	0.47	75	3%	0.70	27	5%	1.01	21	8%	1.59
Total		9,794	100%	8.44	2,261	100%	9.80	566	100%	10.11	279	100%	10.74
Average Persons Per Household		2.63			3.13			3.24			3.50		
Equivalent Dwelling Unit		83%			97%			100%			106%		

*Source: 2017 National Household Travel Survey California Add-On.

**Source: 2021 California American Housing Survey.

2. Multi-Family Units

Persons per Household	Trips per Household*	Less than 1,000 sq.ft			1,000 to 1,999 sq.ft			2,000 sq.ft or Greater		
		Number of Units**	Percent of Units	Trips	Number of Units**	Percent of Units	Trips	Number of Units**	Percent of Units	Trips
1 person	3.82	1,447	40%	1.53	1,159	19%	0.72	223	10%	0.38
2 persons	6.88	1,035	29%	1.98	1,928	31%	2.14	785	35%	2.39
3 persons	9.44	435	12%	1.14	1,113	18%	1.70	396	18%	1.65
4 persons	12.61	420	12%	1.47	1,092	18%	2.23	460	20%	2.56
5 persons	14.72	183	5%	0.75	527	9%	1.25	222	10%	1.44
6 persons	15.28	56	2%	0.24	182	3%	0.45	101	4%	0.68
7 persons or more	21.08	30	1%	0.18	187	3%	0.64	75	3%	0.70
Total		3,606	100%	7.27	6,188	100%	9.12	2,262	100%	9.81
Average Persons Per Household		2.21			2.88			3.13		
Equivalent Dwelling Unit		80%			100%			108%		

*Source: 2017 National Household Travel Survey California Add-On.

**Source: 2021 California American Housing Survey.