

## General Plan Consistency Determinations for Proposed 2024/25 - 2028/29 CIP Projects

Capital Improvement Program (CIP) Project List, Public Works		Calabasas 2030 General Plan		
Project	Description	Fiscal Year(s)	Element(s)	Applicable Policies, Objectives, & Guidance
Green Streets Program	The 2,100 foot long project is located along the west shoulder of Las Virgenes Road north of Thousand Oaks Blvd. The shoulder width varies from 10 to 40 feet. During rain, water and debris from the hillside washes across the street, creating unsafe conditions for motorists, cyclists, and pedestrians. The project includes construction of 7- to 10-foot wide vegetated swales with native plants to capture the runoff and help filter pollutants and rainwater into the ground. The approximately 1,600-foot long swale will serve as a pretreatment BMP by capturing and treating surface flows from the street. A multi-use pathway connecting the Las Virgenes Canyon Open Space will also be constructed adjacent to the swale providing connectivity to the popular recreational area. This project also includes constructing a cul-de-sac that will provide a safe turnaround for motor vehicles, and improve cyclist and pedestrian safety as well.	2024/25 <i>(NOTE: This project carries over from FY 2022/23 and FY 2023/24 .)</i>	Conservation Element, Circulation Element, and the Services, Infrastructure, and Technology Element	Policy Nos. IV-23, IV-26, IV-27, and IV-29; Policy Nos. VI-6 and VI-9; Policy Nos. XII-29, VII - 93
West Calabasas Road	The proposed project includes design and construction of a roundabout at the intersection of Calabasas Road and Mureau Road. This includes widening Calabasas Road for approximately 610 feet easterly from the intersection. The proposed improvements would extend the sidewalk on the south side of the roadway between the Audi Dealership (where it currently terminates) westward to the intersection of Mureau Road, covering a distance of approximately 480 feet.	2023/24 and 2024/25 <i>(NOTE: This project carries over from the 2023/24 - 2027/28 CIP)</i>	Circulation Element	Policy Nos. VI-1, VI-5, VI-6, VI-9, VI-11, and VI-22; and Table VI-1

Las Virgenes Creek Restoration, Phase III	<p>Project Location and limits: 1.5 mile of Creek From Agoura Road to the end of Lost Hills Road. Key features of the project include:</p> <ul style="list-style-type: none"> <li>• Installation of rip rap for approximately 25 outlets to ensure that erosion does not occur in front of these outlets;</li> <li>• Restoration and rehabilitation of areas along Las Virgenes Creek that were severely damaged by storms;</li> <li>• Bank stabilization and erosion control in order to reduce nutrient loading in the creek;</li> <li>• Construction of an extension of the Lower Natural Trail to expand public access to another area to view the creek in a natural environment;</li> <li>• Installation of a cross walk on Lost Hills Road for safe pedestrian access to the creek.</li> </ul>	2024/25	Conservation Element	Policy Nos. IV - 26, IV - 29, and IV - 35; VI, and VII - 104
Mulholland Highway Improvements, Phases I and II	<p>Located within the City's southwestern quadrant, the project area is approximately 2.7 miles long. Improvements will include: widening of roadway shoulders for enhanced bicyclist safety; installation of walkways where feasible; installation of a new traffic signal at Mulholland Hwy and Old Topanga Canyon Road (West); cutbacks and a minor modification to the bends in the road to improve vehicle driver sight distances; construction of retaining walls adjacent to unstable slopes to eliminate roadway closures due to mudslides and/or debris flows during a rainstorms or earthquakes; and, construction of new culverts to replace existing undersized culverts.</p>	2023-24 <i>(NOTE: This project carries over from FY 2022/23.)</i>	Circulation Element and Community Design Element	Policy Nos. VI-5, VI-6, VI-9, VI-12, VI-14, VI-16, VI-17, VI-18; Table VI-1; and, Policy Nos. VII - 72, IX-33, and IX-34. Also consistent with the following statement found on page VI-7 of the Circulation Element: "Design, improve, maintain and operate roadways to facilitate emergency evacuation."

Capital Improvement Program Project List, Community Services		Fiscal Year(s)	Calabasas 2030 General Plan	
Project	Description		Element(s)	Applicable Policies, Objectives, & Guidance
Wild Walnut Park	Phase Three of improvements to Wild Walnut Park: Play structures, fitness equipment (outdoors), and restrooms. Phases One & Two completed (parking lot and dog park.)	2022-23, 2023-24, and 2024-25	Parks, Recreation, and Trails Element	Policy Nos. X-1, X-5, and X-17
Capital Improvements List, Community Development Department		Fiscal Year(s)	Calabasas 2030 General Plan	
Project	Description		Element(s)	Applicable Policies, Objectives, & Guidance
Rehabilitation and restoration of the historic Masson House.	Designated as Landmark No. 1 by the City Council, the 1903 structure requires a comprehensive rehabilitation and restoration. The work must be accomplished consistent with the U. S. Secretary of the Interior's Standards and Guidelines for Historic Preservation. Following completion of the work, the Masson House will serve to educate the public about Calabasas history.	2026-28	Cultural Resources Element	General Plan Approach: <i>"Calabasas will continue to facilitate the preservation and protection of historic resources ."</i> Objective Statement: <i>"Enhance community appreciation for the importance of historic resources and protect significant resources ."</i>

## Applicable General Plan Policies

### Conservation Element:

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
IV - 23	Promote the use of drought-tolerant plants and efficient landscape irrigation design in existing developed areas and as part of new public and private development approvals.
IV - 26	Continue undertaking the activities necessary to fulfill the City's responsibilities as a co-permittee under the Federal Clean Water Act, including implementation of the Los Angeles County Standard Urban Stormwater Mitigation Plan. Continue to monitor emerging technologies and techniques for minimizing water quality impacts from municipal runoff, and update the SUSMP as new Best Management Practices are established.
IV - 27	Require runoff mitigation plans as part of the application and development review process that illustrate the Best Management Practices (BMPs) to be employed to prevent pollutants from running off the project site into area waterways. BMPs may include, but are not limited to, the use of biofiltration techniques and/or provision of subsurface filtering.
IV - 28	Continue to require the use of BMPs during site grading and construction to control temporary erosion and offsite deposition of soils.
IV - 29	Continue to promote the reduction of waterborne pollutants and sedimentation from existing uses through public education, erosion control, and implementation of Best Management Practices.

### Circulation Element

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
VI - 1	Promote lower vehicle miles traveled to help reduce adverse impacts to air quality and other sensitive environmental features and improve residents' quality of life.
VI - 5	Limit roadway and intersection efficiency enhancement construction to that which will allow maintenance or enhancements to Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection efficiency enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.
VI - 6	Promote the roadway designs that optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
VI - 9	Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.

VI - 11	Facilitate transportation system efficiency improvements at roads/intersections affected by freeway diversion only to the degree that such improvements would not adversely affect environmental resources and the quality of life for Calabasas residents.
VI - 12	Reduce the need for vehicular travel by: 1) Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders; 2) Supporting the maintenance and responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area; 3) Continuing dial-a-ride service to include shuttle services for major employment centers and expanding dial-a-ride service as needs dictate and funding allows; 4) Promoting the use of public transit and ride sharing through development of convenient and attractive transit facilities, including park-and-ride facilities and connections to the regional transit network (potential park-and-ride facility locations are shown on Figure VI-2); 5) Promoting transportation demand management actions that make the use of commute alternatives more attractive through continued implementation of the City's transportation demand management ordinance; and, 6) Promoting mixed use development in certain areas of the City to encourage living and working in the same area, thereby reducing the number and length of vehicle trips.
VI - 14	Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer safe direct connections between residential and non-residential areas, in accordance with the current and future updates to the Calabasas Bicycle Master Plan.
VI - 16	Make the safety and convenience of bicycle riders the primary concern with regard to determining locations and types of bicycle facilities.
VI - 17	Develop and implement a safe routes to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.
VI - 18	Promote pedestrian system improvements that create and sustain vibrant and active streets in major places of activity as well as providing direct connections between residential and non-residential areas.
Table VI - 1 (on pages VI - 10 and VI - 11)	Calabasas Road / Parkway Calabasas: Enhance vehicular, bicycle and pedestrian circulation and safety.
Table VI - 1 (on pages VI - 10 and VI - 11)	Calabasas Road / Parkway Calabasas: Construct a roundabout, traffic signal, or other intersection operational and safety improvement at the Calabasas Road/Mureau Road intersection.
Table VI - 1 (on pages VI - 10 and VI - 11)	Calabasas Road / Parkway Calabasas: Improve Calabasas Road between Parkway Calabasas and Mureau Road to two lanes in each direction with center turn lanes and bicycle and pedestrian facilities.
Table VI - 1 (on pages VI - 10 and VI - 11)	Old Topanga Road / Mulholland Highway: Where feasible, add paved shoulders to Mulholland Highway west of Old Topanga Canyon Road to provide for safer bicycle and pedestrian travel and emergency access capacity.
Table VI - 1 (on pages VI - 10 and VI - 11)	Old Topanga Road / Mulholland Highway: Incorporate improvements contained in the Mulholland Highway Feasibility Study for Capital Improvements.

### Safety Element

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
VII - 93	Promote and expand the use of green infrastructure, such as street trees, bioswales, understory planting, and green roofs, which provides shading, mitigates wind, tolerates drought, and resists fire, as part of cooling and resilience strategies in public and private spaces. Promote the addition of shade structures in public spaces.
VII - 72	Future roadway design, especially in areas that have less accessibility and on key evacuation routes, should consider evacuation capacity and consider design treatments such as painted medians (instead of raised medians) or other treatments that could assist in creating reversible lanes and facilitate additional capacity in an evacuation event scenario.
VII - 104	Restore degraded ecosystems to enhance the natural adaptive capacity of biological communities that are vulnerable to the effects of climate change.

### Community Design Element

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
IX - 33	Improve connectivity between neighborhoods through pedestrian and bicycle improvements and unifying design elements such as parkway landscaping and trees.
IX - 34	Improve facilities along streets for walking and bicycling.

### Parks, Recreation & Trails Element

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
X - 1	Work to provide adequate facilities to support a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, as outlined in the 2004 Park & Recreation Master Plan.
X - 5	Expand City-operated recreational facilities to the extent that such facilities can be developed without unacceptable environmental impacts.
X - 17	Provide a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, along with adequate facilities to support those activities.

**Services, Infrastructure, & Technology Element**

<u>Policy Number</u>	<u>Policy Statements and Guidance</u>
XII-29	Employ appropriate stormwater management practices to prevent stormwater problems for urban runoff, which may include flooding, erosion, or stream channel scouring in natural drainage systems. These practices, at a minimum, will include the collection , control, and treatment of stormwater runoff at a rate and quantity that prevents damage to both