Las Virgenes Road Corridor Design Plan

Prepared for:

CITY *of* CALABASAS

Community Development Department

Prepared by:

RRM DESIGN GROUP

City of Calabasas

Las Virgenes Road Corridor Design Plan

January 1998

Prepared for:

The City of Calabasas
Community Development Department
26135 Mureau Road • Calabasas, CA 91302

Adopted December 2, 1998 under resolution no. 98-528

Prepared by:

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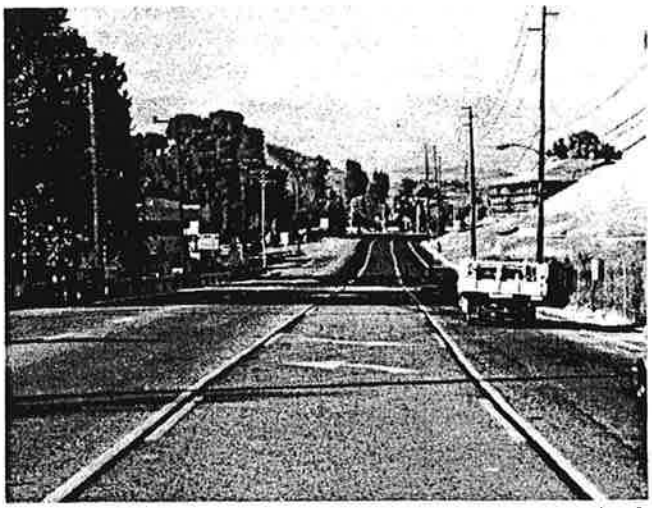
Background

Introduction

In August 1995 the City of Calabasas hired RRM Design Group to prepare the Las Virgenes Road Corridor Design Plan. The intent of the plan was to develop a comprehensive master plan for the entire six mile length of Las Virgenes Road that would address two main areas:

1. Roadway beautification
2. Traffic and circulation planning



Looking north near A.E. Wright School

The need for such a plan has arisen largely out of the community's concern with the lack of identity, landscaping, and coordinated efforts to calm traffic within the corridor. Las Virgenes Road and Lost Hills Road have long been used as commuter routes by inland communities to beach area and Los Angeles destinations. Over the years as more development has occurred within the corridor, conflict between regional traffic flow and local road use has risen dramatically. The historic rural character of Las Virgenes Road has been eroded by rapid development that has not always been in tune with the community's image of itself. With the incorporation of the City of Calabasas in 1991 the community has put concerns into action by commissioning the corridor plan. Some of the major goals are as follows:

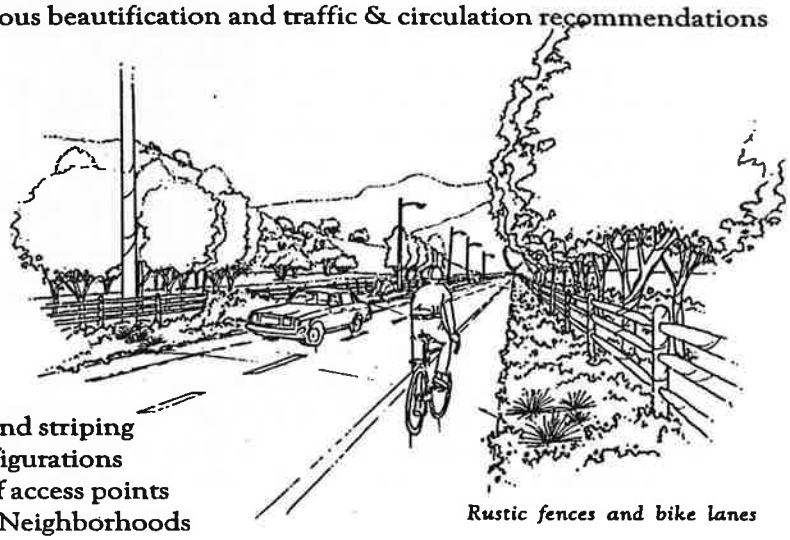
Plan Goals

- Create a unified landscape plan that will address signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements which will help to establish the suitable character for various zones within the corridor.
- Provide recommendations for traffic and circulation, striping, lane configurations, intersections.
- Consolidation of multiple access points and driveways.
- Identification of primary entrances into residential areas, commercial areas, and other facilities.
- Identification of public transit stops, bus shelters, and provisions for pedestrian, bi-cycle and other non-vehicular transportation.
- Underground overhead utility lines.
- Coordination of streetscape and traffic circulation design with adjacent existing and proposed development projects.
- To the maximum extent practical, area within the public right-of-way or under city control shall be revegitated with native, non-invasive plants.
- Finally, to set forth a comprehensive master plan that will begin to unify this street producing a character that is consistent with the community's image of itself, provide guidance future improvements of the roadway itself and providE direction for new development that occurs adjacent to the roadway.

Executive Summary

The Las Virgenes Road Corridor Design Plan is a long-range planning document that makes recommendations for beautification, circulation and traffic improvements for Las Virgenes Road. The scope of this plan includes Las Virgenes Road from Mulholland Highway on the south end to the Ventura County Line on the north end. For the purposes of this study, the road has been divided into five distinct zones; Zone One: Mulholland Highway to Lost Hills Road, Zone Two: Lost Hills Road to Agoura Road, Zone Three: Agoura Road to the southbound Ventura Freeway onramp on the east side, Freeway Zone: Southbound Ventura Freeway onramp to the northbound freeway on and offramps, Zone Four: Northbound freeway on and offramps to the Ventura County Line. The preparation of the plan was conducted in an open public forum which included numerous interviews, surveys, photo surveys, public workshops and hearings. These methods helped to arrive at recommendations that meet needs of property owners, residents, and commuters and are also in tune with the community's character and image of itself. Each zone contains numerous beautification and traffic & circulation recommendations on the following topics:

- Landscaping
- Street trees
- Fencing
- Paving Materials
- Signalization
- Medians
- Signage
- Street furniture
- Transit stops
- Bike lanes
- Road widening and striping
- Intersection configurations
- Consolidation of access points
- Identification of Neighborhoods



Rustic fences and bike lanes

The report sets forth in great detail individual projects within the corridor, the components of the project, the time frame which the project is to be completed, potential funding sources, and opinions of probable cost to implement these projects. This information is contained in Section III entitled "Plan Implementation". In order to provide the City with a useful long-range planning tool, the report clearly sets forth the recommendations in the following format:

Section I - Introduction

Background: This contains an overview and discussion of the City's need for the plan and sets forth the plan's major goals.

Executive Summary: Contains complete overview of the plan and its organization.

Key Planning Issues: This section provides a summary of the key planning issues encountered during the course of preparing this plan.

Public Participation Process: This portion of the report describes in detail the depths that were taken to involve the community through the various activities, exercises, and public meetings that were held. This section also provides the results of activities and direction given by the community to the plan preparers.

Consistency with the city's adopted plans and programs including General Plan Circulation Element, Scenic Corridor Ordinance and Draft Urban Forestry Strategic Plan.

Section II - Corridor Design Plan

Bicycle Plan: This describes all bicycle facilities that are proposed within the corridor.

Transit Plan: This describes all proposed transit stops, bus stops, bus pullouts, and other transit features.

Utility and Drainage Relocation Plan: This plan schematically identifies the proposed utility location and undergroundings as well as potential drainage relocations due to road widening projects.

Beautification and Traffic/Circulation Plans: This section describes in detail the beautification recommendations including plant palettes, view characteristics, design recommendations, parking, bike lanes, lane striping, medians, rights-of-way and signalizations.

Section III - Funding and Implementation

Discussion of Potential Funding Sources: This provides an overview of potential funding mechanisms that can be used to help implement the various identified projects.

Implementation Program: This portion of the report provides in spreadsheet format a detailed listing of all proposed projects within the six mile corridor. Under each project heading is listed potential funding sources, opinions of total project costs, time frame, the effected agencies, and the project components. As noted in the implementation program, most of the projects are the responsibility of the City of Calabasas to implement and many require approval by other public agencies such as the Lost Hills Bridge & Thoroughfare District.

Section IV - Plan Reductions

Includes graphic illustrations of proposed design elements and reductions of the full size design plans for reference.

Section V - Appendices

The appendices includes detailed results of the public participation process and various technical data.

Key Planning Issues

The following is an overview of the key planning issues that are addressed in the design plan. Many of these same issues were identified years ago and became the impetus for preparing the design study and other issues were identified during the course of the plan's preparation and community planning process.

Land Use Issues

Looking south to freeway commercial area

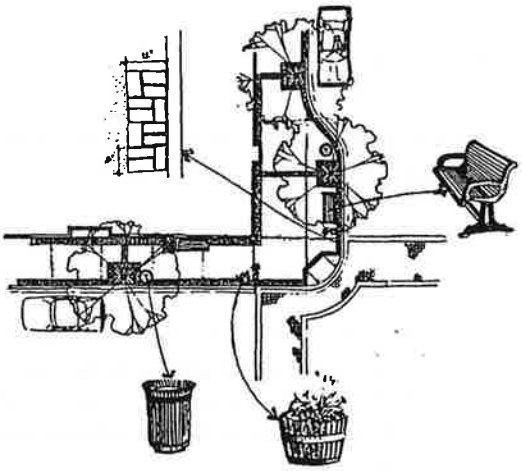
- The commercial core between the freeway and the corridor road has developed over time with no long range planning. Problems related to land use incompatibilities, poor circulation, poor signage, design inconsistency, etc. need to be addressed by establishing a comprehensive design/specific plan overlay.
- The mix of uses between Lost Hills Road and Agoura Road including Las Virgenes Unified School District, Las Virgenes Municipal Water District, commercial uses and a variety of residential areas creates conflicts with regard to traffic movements, pedestrian flow, design continuity, and other issues. Resolution of these incompatibilities by way of a comprehensive plan needs to be attended to.

Traffic and Circulation Issues

- Regional through traffic versus local traffic conflicts. Regional and local traffic overloads Lost Hills and Las Virgenes Roads and creates an unfriendly "freeway-like" condition.
- Peak hour trips related to school drop off are problematic both at A.E. Wright Junior High and Lupine Hills Elementary.
- Consolidation of entrances and exits from driveways and intersections along the corridor need to be addressed. Designation of primary residential and commercial entries and the use of intersection treatment identification should be employed.
- Truck traffic on Lost Hills and Las Virgenes Roads is problematic. Both roadways need to accept their fair share and ultimately limit truck traffic to acceptable levels.
- Lack of pedestrian circulation and pedestrian safety is a major concern between A. E. Wright Junior High and the residential and commercial areas to the north.
- A comprehensive bikeway system needs to be identified along Las Virgenes Road
- Linkage of park sites, residential areas, schools, and other commercial destinations within the area.

Cyclists between Lost Hills & Mulholland

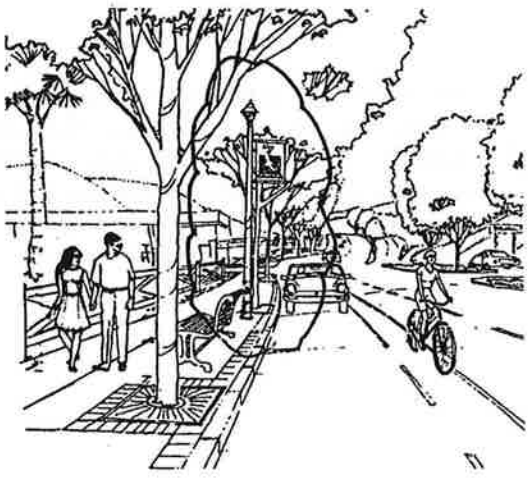
- Create bike-pedestrian-equestrian links to new City DeAnza Park, Malibu Creek State Park, and the Santa Monica Mountain recreational area.
- Transit stops and bus shelters need to be located at strategic points throughout the corridor to make it easy to use, ultimately increasing ridership.
- Traffic calming is perhaps one of the most important issues for Las Virgenes Road.
- Utilization of a variety of methods including landscaping, tighter traffic lanes, medians, decorative paving, street lighting, signage, additional signalization, and street trees should be considered.
- Noise from traffic adjacent to residential areas is particularly concerning and needs to be addressed.
- Additional and formalized parking at Las Virgenes Road/Mulholland Highway for access to the Santa Monica Mountains recreation area should be provided.



Examples of street furnishings

Beautification

- Create a road character that is consistent with the community's rural image for the entire corridor. Various segments of the road should be designed to "fit with" surrounding development. This may include defining various "zones" within the corridor.
- Create a quaint, rural, old town feeling within the freeway commercial area, including new street trees, street lights, furnishings, and paving elements. Unify the commercial area, make it pedestrian friendly and provide a more rural image.
- Integrate the City's urban forest to program with the corridor design plan utilizing landscape materials that are indigenous and representative of the area.
- The corridor should support the "Last of the Old West" image unifying Calabasasas a City. Utilization of rustic fences, informal tree plantings, signage, transit shelters, and other furnishing should be designed in conformance with this character.
- Beautification of the 101 freeway interchange area and the establishment of this area as western gateway to the City is important.



Future view of freeway commercial area

- The location of City entry monuments that define this portion of community is necessary.
- Development of a comprehensive sign ordinance and design guidelines for the freeway commercial area is necessary to reduce visual clutter and attain conformance with a more calm rural atmosphere. The historical context of the area should be maintained and enhanced.

- Views to the Santa Monica Mountains, open spaces, and hillsides must be preserved and accentuated by the plan.

Utilities

Reduce visual clutter from overhead wires and utility poles within the corridor. This may be accomplished by:

- Consolidation of overhead wires to single string of poles on one side of the street;
- Undergrounding all low voltage and communication wiring, or;
- Undergrounding all wiring and high voltage lines along the corridor.

Looking south from Lost Hills Road

Other utility systems must be planned and implemented to help reduce environmental impacts, such as:

- Utilize reclaimed water for irrigation of new landscaped areas.
- Relocate power poles away from the pavement edge for health and safety issues as necessary.
- Drainage facilities should be designed with traps for grease and heavy metal that will reduce discharge and road pollutants, conforming with NPDES standards.

and

The Las Virgenes Road Corridor Design Plan was created in an open and public forum using many public outreach exercises. The consultant group worked with the community, engaging in a series of activities which encouraged interaction and explored a range of ideas. Community members related both the positive and negative aspects of Las Virgenes Road Corridor to the consultant team and identified specific issues that needed to be addressed in the plan. The following outlines the steps that were taken to obtain community input and develop the

Public Participation Process

corridor design plan.

Key Person Interviews

On August 23 & 24, 1995 a series of interviews were held. Key persons have a stake and interest within the corridor area and could clearly pass information on to the consultant team. This was a "getting smart" exercise for the consultants. The following groups and individuals were interviewed over that two day period.

- City Council members
- Planning Commission members
- Traffic Commission members
- City staff
- Caltrans representatives
- State Park representatives
- National Park representatives
- County of Los Angeles representative
- Southern California Edison representative
- School district and water district representatives
- Property owners, merchants, and development interests
- Presidents and members of homeowners associations

A second set of interviews was held on September 13, 1995 with additional homeowners association representatives who were unable to make the first meeting. The results of these interviews gave RRM an excellent background and debriefing of the issues facing the corridor from a number of perspectives. The detailed minutes of these meetings are located in Appendix A.

Public Questionnaire

On September 25, 1995 RRM distributed a two page questionnaire entitled "Give us your thoughts about the Las Virgenes Corridor". The purpose of this exercise was to allow direct participation for a larger number of residents, property owners, merchants, and other users of the roadway. Approximately, 1,400 questionnaires were distributed with approximately 150 returned for a response rate of 10%. Some of the questions asked were:

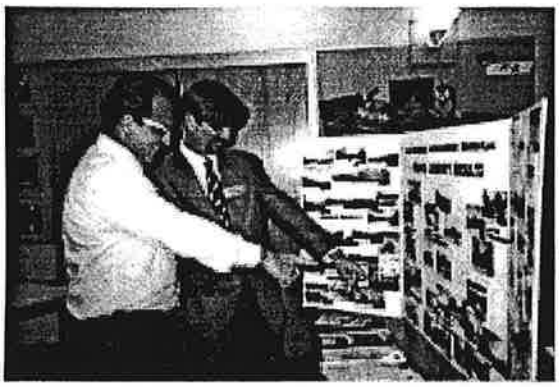
- How do you use Las Virgenes Road?
- Which commercial establishments do you go to?
- What problems have you encountered?
- What type of character or image should the road have?

We asked participants to rate the importance of a number of criteria such as landscaping, bike paths, traffic calming, and other questions. The results generally supported some of the comments received in the key person interviews with many participants asking for more landscaping; traffic calming measures; and preservation of views and the rural atmosphere. Participants also expressed the need to make Las Virgenes Road and the commercial area by the freeway appear as though it is a part of the City by emphasizing the "Old Town" design elements. Undergrounding utilities, attenuating sound , reducing high speed vehicle traffic, and identifying entrances to residential areas were also desired. The exercise again was extremely helpful to RRM as it provided the team with the community's image concerning the design character and the type of roadway the community would ultimately like to create. The questionnaire and

the results of the questionnaire are included in Appendix B.

Camera Survey

On September 27 through October 10, the design team conducted an informal camera survey. Approximately 18 cameras and photo survey instructions were passed out to community members. They were asked to photograph images that they felt captured the desired look of various elements within this road corridor such as buildings, landscaping, street furnishings, street designs, and signage. The photo surveys are especially useful to designers as they literally provide a "window" or exact image of the photographer's idea or suggestion. Participants kept a record of the photographs by writing brief descriptions of what they were photographing and why they liked it. Photographs were then collected, categorized and displayed at the first public workshop. Most of the photographs were of rural country road images. Many contained three-rail white fencing, informal landscaping, tree canopies over the road, raised medians with landscaping, low scale signage, views of mountain scenes, open fields. These photos generally supported the comments received in both previous exercises. The camera survey announcement and instruction sheet is contained in Appendix C. The record of photographs is mounted on a board filed at the City.



Workshop attendees review photo survey

Workshop #1

On October 19, 1995 RRM Design Group and the City conducted the first public workshop. The purpose of the workshop was three-fold.

1. We wanted to introduce attendees to the project and review the work done to date. This included:

- Key person agency interviews.
- Existing conditions maps.
- Opportunities and constraints maps.
- Results of camera survey.
- Results of the public questionnaire.

2. We wanted attendees to help define the preferred character of Las Virgenes Road. This was accomplished by breaking into smaller groups and writing down key words and phrases that described the "character" or image of the road corridor. A few of the phrases most commonly used by the groups to describe the preferred character of Las Virgenes Road were:

- A distinctive country road.
- Ranch style fencing and pedestrian paths.
- Scenic gateway to the Santa Monica Mountains.
- A canopy of trees.

3. Throughout the project thus far we had received many suggestions and improvement ideas. Therefore, we conducted a second exercise called "rating of preliminary design ideas". In this exercise, ideas and comments that were gleaned from the questionnaire, camera survey,

key person interviews, and background research were listed on charts broken into two general headings: "traffic and circulation ideas" and "beautification ideas". The road corridor was also divided into five distinct zones. Each zone and the preliminary design ideas for traffic & circulation and beautification, were listed and reviewed with workshop participants. We then asked participants to rank the importance of each of these ideas and to add any new thoughts or comments to these lists. This exercise confirmed the direction that was given to the team in previous exercises. It provided very good specific comments and direction for various segments within the roadway. The workshop was attended by approximately 30 guests. Appendix D contains the workshop notice, agenda, and summary of results.

Developing a vision

Planning Commission Study Session

On November 2, 1995 the Planning Commission held a study session to review the work that had been accomplished and to provide additional direction. The results of the questionnaire, camera survey and first workshop were presented. The Commission members were brought up to date and were generally supportive of the direction given to RRM by the community. The meeting agenda and notes are provided in Appendix E.

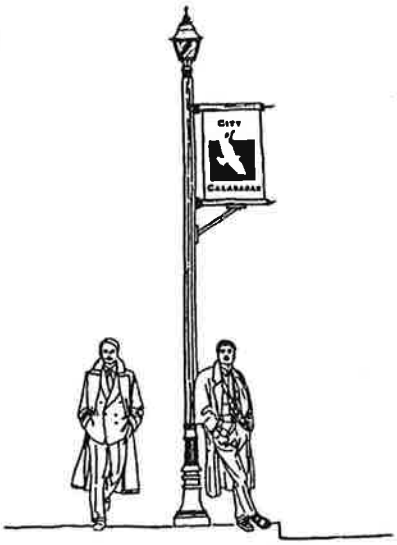
Identifying issues and priorities

Workshop #2

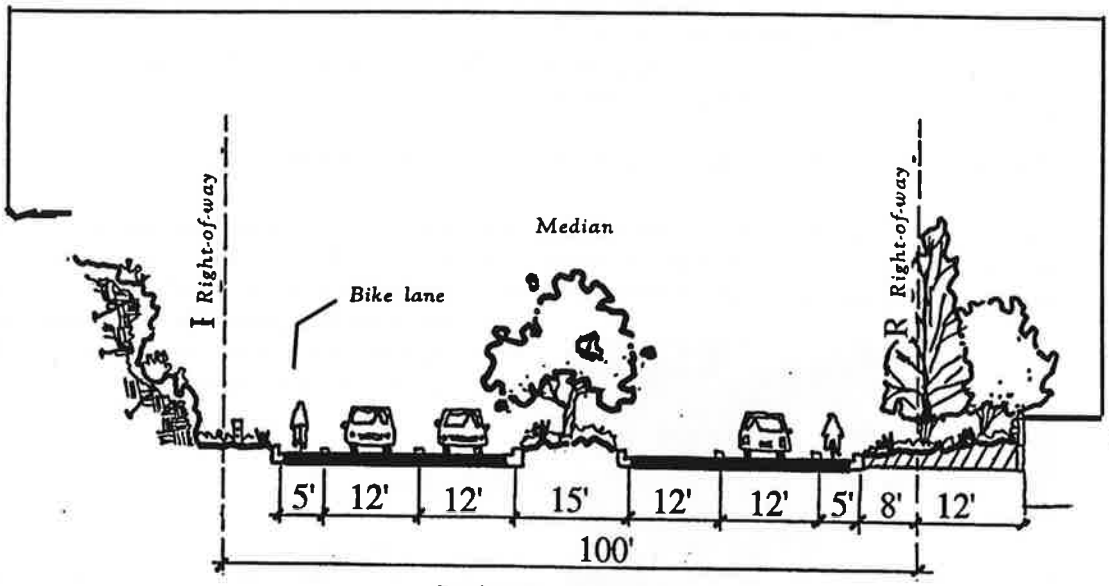
Between the first and second workshops the design team created both the traffic and circulation design plan recommendations and the beautification plan. A second workshop was held on January 18, 1996 to review the preliminary road corridor design plan itself. It was attended by approximately 18 guests.

The following information was presented:

- An overview of work done to date: This simply reviewed the previous exercises and workshops conducted by RRM.



- A presentation of preliminary road designs. The presentation provided both traffic and circulation plans, and beautification plans. Approximately 16 sheets of drawings were laid out end to end to illustrate the entire roadway from Mulholland Highway to the City limits at the north end. Sheets contained colored plan views of new landscaping, street medians, transit stops, fencing, and other beautification suggestions. Sheets also contained Computer Aided Drafting drawings of new lane stripings, intersection treatments, and circulation proposals. These drawings were supported by material samples for cross walk paving and median treatments. Representative product sketches of the various urban furnishings, recommended plants, and other features proposed for the corridor were also included. The preliminary plans were met with great acceptance by the attendees who were asked to leave comments with post-it notes on the plans and on comment sheets provided.



Road section in Zone 2

- Following the second workshop many of the suggestions and comments were incorporated into the final design plan along with those received from the Planning Staff and various City commissions. The meeting notice, agenda, and comments are provided in Appendix E.

Consistency with Adopted Plans & Programs

Throughout the preparation of the Las Virgenes Road Corridor Design Plan, various city plans, programs, policies and ordinances were used as guidelines. The purpose of this document is to beautify and organize traffic & circulation patterns within the study area and thus implement the broad goals of the city's general plan.

The following section provides an overview of the consistency of this document with other plans and programs in the City of Calabasas including City General Plan Design and Transportation Elements, Scenic Corridor Ordinance, Urban Forestry Plan and Development Codes.

Consistency with The City General Plan Conservation, Environmental Design and Open Space Element and Transportation Element.

One of the primary purposes of the LVRCDP is to serve as a means to implement many of the goals and policies of the City's General Plan. This section outlines the consistency of the LVRCDP to the General Plan and highlights the benefits of this plan to the community.

Open Space:

A.7. Preserve view of area hillsides and open ridgelines.

Statement of Consistency: The LVRCDP specifically calls for landscaping treatments to accentuate and frame views of the surrounding hillsides and Santa Monica Mountains. New roadway landscaping is required to be informally grouped for maximum view preservation and it consists of native plant species to fit with the natural environment.

Hillside Management:

B.1. Maintain the visual character of hillsides, recognizing both the importance of the exposure of hillside development to off-site public views and the importance of providing panoramic views from hillsides.

Statement of Consistency: The LVRCDP specifically calls for landscaping treatments to accentuate and frame views of the surrounding hillsides and Santa Monica Mountains. New roadway landscaping is required to be informally grouped for maximum view preservation and it consists of native plant species to fit with the natural environment.

B.3. Protect the natural character of hillside areas by means of land sculpting to blend graded slopes and terraces with the natural topography.

Statement of Consistency: The LVRCDP calls for grading to use contour grading practices where hillsides may be altered for roadway widening. In some cases where road widening occurs in hillside areas the cut embankments are suggested to be constructed of retaining structures designed to simulate natural rock cliffs or outcroppings.

Air Quality:

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

Statement of Consistency: The LVRCDP specifies the establishment of a park and ride lot adjacent to Rondell road. Additionally the plan calls for the establishment of a series of bus stops and transit shelters for use by commuters and bicyclists. The new Shuttle Service Route will soon be providing local transit service to augment the existing MTA bus 161 regional route by using these proposed stops and shelters.

D.3 Promote a system of bicycle routes within the General Plan study area that not only provide recreational opportunities, but also represent viable routes for travel between home and school orwork.

Statement of Consistency: The LVRCDP calls for the entire length of the roadway within the City Boundaries to contain class I and II bike lanes. Bike lanes are supported by transit stops which will contain bike racks and lockers for use by commuters to transfer to the local transit shuttle.

Water Resources:

E.3. Promote the use of primarily drought-tolerant plants and efficient landscape irrigation design.

Statement of Consistency: The LVRCDP specifies the use of native and drought-tolerant plant material to conserve water and to blend with the road's natural surroundings. The plan further specifies that irrigation water for landscaping purposes be reclaimed water supplied by the LVMWD

E.8. Promote the reduction of pollutants and sedimentation from existing uses through public education, erosion control, and implementation of workable Best Management Practices.

Statement of Consistency: The Plan requires the use of Best Management Practices for the design of all storm water discharge facilities including the installation of grease traps, sedimentation basins, first flush water filtration and erosion control systems.

Transportation:

Table V-6
Las Virgenes Road

This table spells out many specific requirements for the design of Las Virgenes Road including numbers of lanes, re-stripping, landscaping, signage, bicycle lanes, improved turning movements, consolidation of existing access points, noise attenuation, marked crosswalks and others. In addition Table V-6 contains two prohibited actions; 1) widening or provision of additional travel lanes south of Lost Hills Road is prohibited and; 2) creation of additional through travel lanes north of Mureau Road is prohibited.

Statement of Consistency: The LVRCDP is consistent with all aspects of this table in the General Plan. The Plan addresses noise attenuation by suggesting rubberized asphalt, berms, walls and landscaping. Maximum lane widths are specified, along with the addition of bike lanes, new signals, consolidated access points and a comprehensive street beautification program.

Consistency with the Scenic Corridor Ordinance

The purpose of the Scenic Corridor Ordinance as set forth by Ordinance No. 94-69 is to "protect an important economic and cultural base of the City of Calabasas by preventing the destruction of natural beauty and environment of the City; to safeguard and enhance property values; to protect public and private investment in buildings and open spaces; and to protect and enhance the public's health, safety, and general welfare."

Las Virgenes Road is designated as a scenic corridor in the City of Calabasas and therefore is subject to the rules, permits and guidelines contained within the Scenic Corridor Ordinance. In addition, all properties located within 500 feet of any right-of-way of Las Virgenes Road and all properties located between Las Virgenes Road right-of-way and the prominent ridge lines which define the viewshed from the corridor are subject to this Ordinance. The following is a summary of the Scenic Corridor Development Guidelines and Statement of Consistency with the Las Virgenes Road Corridor Design Plan. A complete list of these guidelines can be found in Appendix H.

1. The project shall incorporate measures designed by reduced exposure to fire hazard, seismic safety, pollutant runoff, erosion control, and other natural hazards.

   Statement of Consistency: The LVCDP includes policies and program elements designed to treat drainage runoff water to meet NPDES standards and to reduce erosion by immediate re-landscaping and erosion control measures. The plan also specifies the use of plant material which reduces exposure to fire hazards.

2. Require that all utilities installed in new subdivisions be placed underground where feasible.

   Statement of Consistency: The LVCDP specifies ultimate undergrounding of all above ground utilities along the entire corridor. Interim measures include consolidation of above ground wire utilities to single strands of poles and undergrounding low voltage and communication cabling as a first step.

3. All roofs visible from the scenic corridor shall be surfaced with medium dark colored fire retardant non-glare materials and no obtrusive equipment shall be placed thereon, exempting solar energy devices if visually compatible.

   Statement of Consistency: The LVCDP does not contain recommendations for built structures other than transit shelters. However the plan does contain policies recommending the establishment of an overlay zone for the freeway commercial area. The overlay zone would address comprehensive design and circulation issues and would provide building, sign, site and landscape design guidelines. All transit shelters shall comply with this provision.

4. Colors of fences and walls shall blend with the natural environment.

   Statement of Consistency: The LVCDP recommends the use of various fences and walls throughout the corridor. The type and design of the fences vary

depending upon the zone and the established desired character for each zone. All recommendations have been made with full community participation and support.

5. Use of reclaimed water shall be facilitated for irrigation where available.

   Statement of Consistency: The LVCDP specifies the use of reclaimed water for irrigation of all proposed landscaping within the entire corridor.

6. Vines and/or other clinging plant material shall be used to visually accent walls and fences where space may preclude the use of other large plants.

   Statement of Consistency: The LVCDP specifies the use of a variety of plant material that will complement the desired character of each of the zones within the corridor. In cases where retaining walls or sound attenuation structures need to be visually softened, the use of vines or other appropriate plant material will be used.

7. Building setbacks from freeways and open spaces between buildings adjacent to the freeway shall be increased to allow landscaping and reduced visual impact.

   Statement of Consistency: The LVCDP provides recommendations for beautifying the 101 Freeway interchange. New landscaping, shrubs, irrigation and groundcover in addition to urban furnishings such as light poles, banners, street trees, benches, and monumentation signage have been proposed for this area.

8. Landscaping and tree planting should visually enhance, soften or conceal as much as possible developments and commercial properties within visual proximity of any urban zone.

   Statement of Consistency: Zone Three of the LVCDP provides specific recommendations to unify this commercial area by the provision of urban furnishings, regular spacing of street trees, installation of raised landscaped medians, fencing, and other treatments to soften and beautify this commercial zone. The plan also recommends that a Specific Plan or Design Overlay Plan be prepared for the entire freeway commercial area. This plan would focus on signage, access and circulation, land use compatibility, design guidelines, and landscape treatment. These recommendations are further delineated in the implementation section.

9. Lighting standards within urban scenic corridor rights-of-way shall use fixtures with cutoffs that focus the light directly onto the street and shoulders and shall be re-designed and placed in such a manner as to prevent ambient illumination beyond the boundaries of the project site.

   Statement of Consistency: Zone Three of the LVCDP recommends the use of lower intensity pedestrian scale lighting to support "village" or "old town" character and meets the objective of this policy.

10. Vehicle parking lots within urban scenic corridors shall be screened by utilizing combinations or earth berm, landscaping, and innovative decorative wall designs to reduce the visual impacts of rows of vehicles.

Statement of Consistency: In Zone Three a proposed park and ride lot is proposed to be screened by the use of landscaping and fencing to accomplish these goals. In other areas throughout the corridor existing and new project walls are proposed to be treated with materials appropriate to that zone including rock cobble facings with plantings, and a variety of fencing styles and types.

11. Grading for public and private projects shall be kept to an absolute minimum. All grading shall be contour graded; gently sculpted and softened to blend with natural contours; and landscaped with environmentally appropriate trees and shrubs.

    Statement of Consistency: Due to road widening projects within the corridor, there may be numerous areas where new cut slopes will be made. The Design Plan provides clear direction and recommendations to utilize grading techniques that emulate the natural environment including use of contour grading, revegetation with appropriate landscape materials, and the use of retaining structures that replicate natural rock, cliffs, and outcroppings.

Consistency with Draft Urban Forestry Strategic Plan

The Las Virgenes Road Corridor Design Plan is consistent with all aspects of the Urban Forestry Strategic Plan and serves to implement many of the recommendations of this study. However, it is important that as the LVCDP is implemented by the construction of a variety of projects, the Urban Forestry Strategic Plan be consulted and complied with.

Relationship to Pending Development

Many pending development projects both within the City and in Los Angeles and Ventura Counties will have a profound impact on the area's traffic conditions and quality of environment. The LVRCDP has been prepared to set forth roadway improvement standards that will help to calm traffic and beautify the community. New development will be expected to conform to the standards of the plan and to assist in funding improvements related to their developments. The following is a partial list and description of pending development that was active as of the writing of the Plan.

Tract 45901: This project consists of approximately 52 single family homes located at the north west corner of Lost Hills and Las Virgenes Roads. The LVRCDP requires that development in this tract be set back a minimum of 35' from Las Virgenes Road with a built up earthen berm and significant landscaping along the frontage. Most of the homes should be single story along the L.V. Road frontage.

Pazar Development :This commercial project is proposed for the south east corner of Agoura and Las Virgenes Roads. The precise type of project commercial components and noncommercial uses is not known at the time of plan preparation; however, any new development at this site will require natural contour grading of the east slope bank and significant landscaping. The access at Agoura Road will need to be aligned with the existing western leg of Agoura Road. Retaining walls, fencing, sidewalks, bike lanes, street furnishings, plant and landscaping materials and traffic stripping recommendations as specified in the Plan must be followed.

Pending Development within the Freeway commercial area: A variety of new development is proposed for the freeway commercial area. All new development in this area will be expected to support the beautification recommendations specified in the plan. A variety of traffic improvements are recommended in an attempt to calm traffic, beautify the street and provide safer and enhanced access to businesses in this area. A comprehensive specific plan or design overlay plan is required to address many of these difficult issues.

Zuckerman Property: This project is proposed in Los Angeles County on the north side of the 101 Freeway west of Las Virgenes Road. It is proposed to be a mix of residential and commercial development with access from Las Virgenes Road at Mureau Road and from Lost hills Road. The primary issues will be visibility from the freeway and additional traffic on Las Virgenes Road north of the freeway.

Malibu Terrace: An approved project in Los Angeles County, this project is again a mix of residential and commercial development. Project access will be taken from a western extension of Thousand Oaks Blvd. and a secondary access to the north. Frontage improvements in this area include a meandering pedestrian and bike path with landscaping and rustic fencing. New commercial development will include screened parking and large setbacks from L.V. Road.

Ahmanson Ranch: This new master planned community approved in Ventura County contains a mix of residential and commercial uses. Ahmanson Ranch development will take access from Thousand Oaks Blvd. and Las Virgenes Roads. Roadway improvements required by this project must be careful to balance the need to accommodate additional traffic with the community's desire to maintain the integrity of it's neighborhoods and beauty of it's streets. The Calabasas General Plan contains many provisions to assure that traffic from pending development is managed in ways that maintain a high quality of life and environment. Las Virgenes Road north of Mureau Road contains additional on-street parking, new landscaped medians, left turn lanes, marked cross walks, bike lanes, a parkway multipurpose path and specially designed entrances to neighborhoods all in an effort to restore the beauty and tranquillity to the street.

Corridor Design Plan

Bicycle Plan

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

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

Bikeways are defined by these categories:

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

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

Zone One — *Mulholland Highway to Lost Hills Road*

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

Zone Two — *Lost Hills Road to Agoura Road*

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

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

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

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

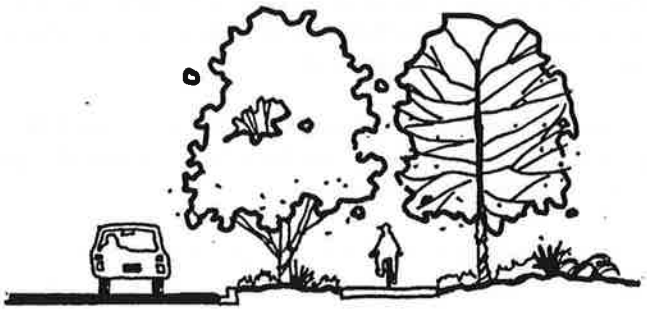
Freeway Zone — *at U.S. 101 Freeway Overpass*

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

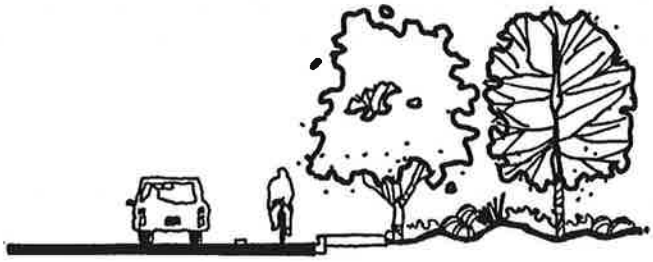
Zone Four — *U.S. 101 Freeway to Ventura County Line*

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

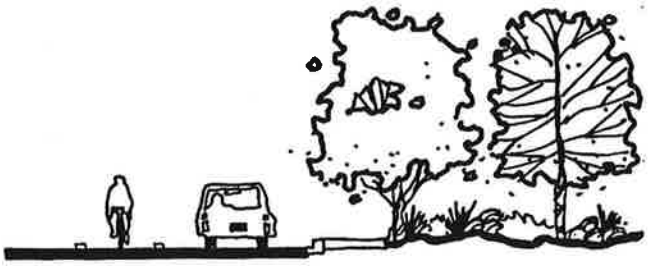
Figure 1



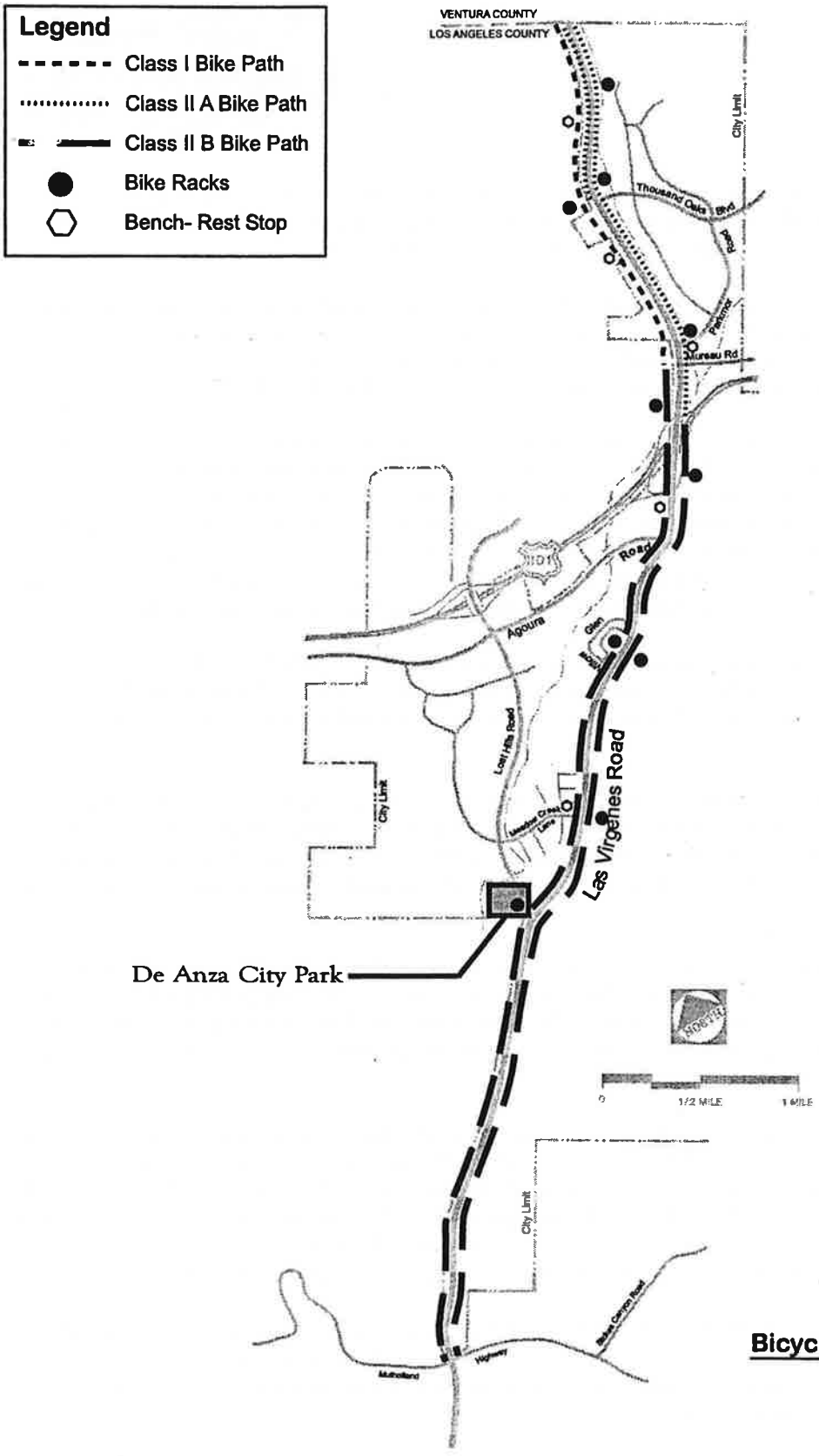
■ Class I Bike Path
Separated Right-of-way



■ Class II-A Bike Lane
Within Roadway
outside of parking bays

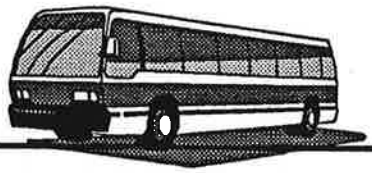


■ Class II-B Bike Lane
Within Roadway
at edge of roadway



Bicycle Circulation Diagram
Figure 2

Transit Plan



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

- Calabasas is on the outskirts of the greater Los Angeles metropolitan area and the majority of Calabasas residents commute to their place of employment via U.S. Highway 101. A transit service is a natural solution for commuters, especially when used in conjunction with the proposed Park & Ride lot.

- Las Virgenes Road is segmented so that the commercial core and the freeway interchange are destination points and traffic collectors serving residential neighborhoods north and south of these two zones. Las Virgenes Road acts as a collector for commuters as well as shoppers to the commercial area. A transit system that would serve residents (adults or children) from the outlying neighborhoods and provide access to the commercial area, parks and schools, as well as access to regional transit at the freeway would be very beneficial.

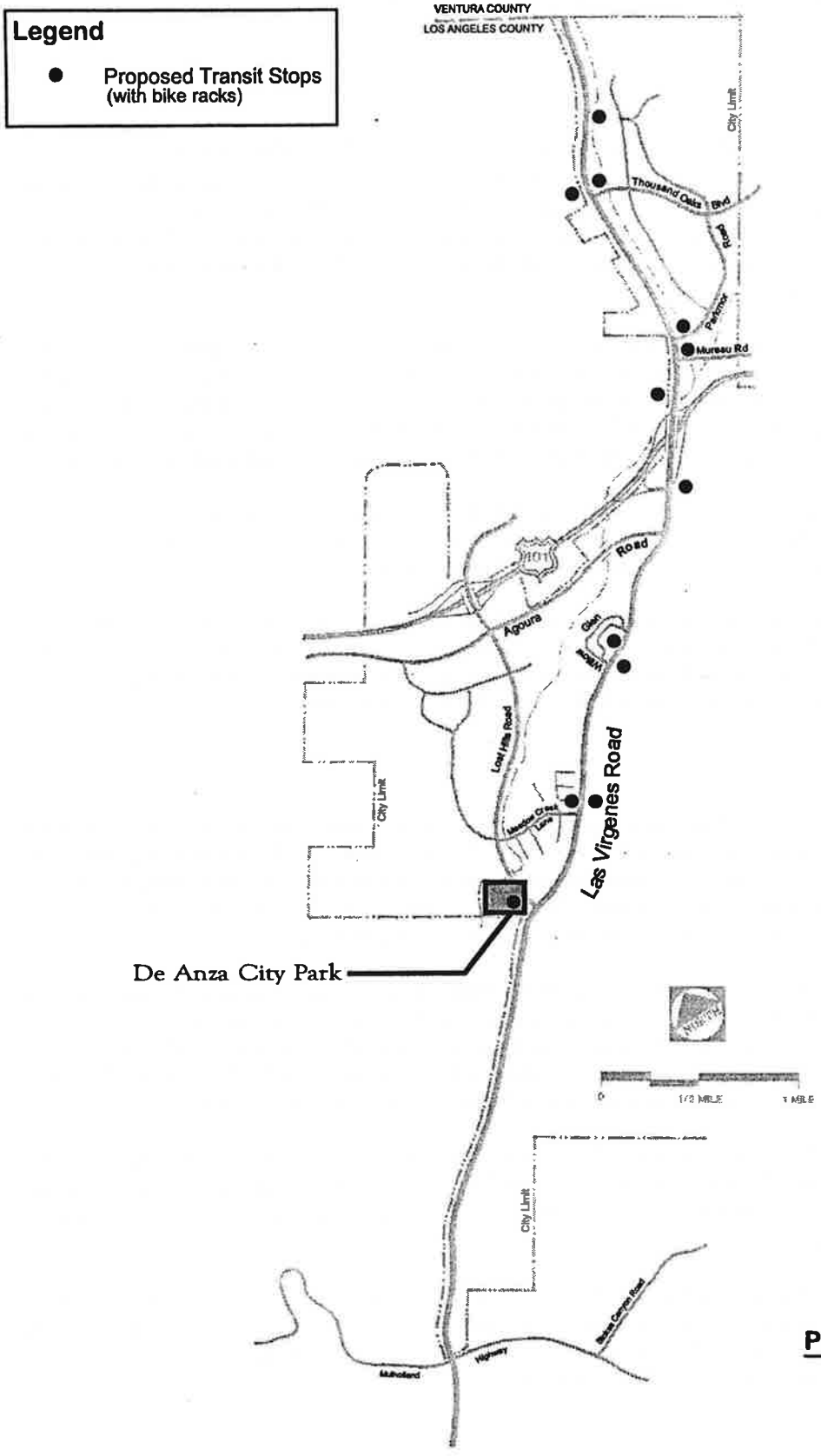
- There are two schools on Las Virgenes Road: Indian Hills High School and A.E. Wright Junior High. A transit system would serve the students in lieu of parent chauffeuring, for to/from school delivery — especially in the case of after-school activities.

- There are several major office buildings on Las Virgenes Road — the Las Virgenes Unified School District offices, the Las Virgenes Municipal Water District offices, Calabasas Commerce Center, and City Hall. Employees of these offices who live within Calabasas may choose to use the transit system instead of their own vehicle.

- Each arranged transit stop may have a covered structure, seating, and bicycle racks or bicycle lockers. These stops may provide community gathering spots for neighbors or co-workers. The provisions for bike parking, in conjunction with the proposed bike lanes and transit stops will enhance bicycle circulation and further reduce auto use.

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

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



Proposed Transit Stops
Figure 3

Utility and Drainage Relocation Plan

Utilities

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

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

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

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

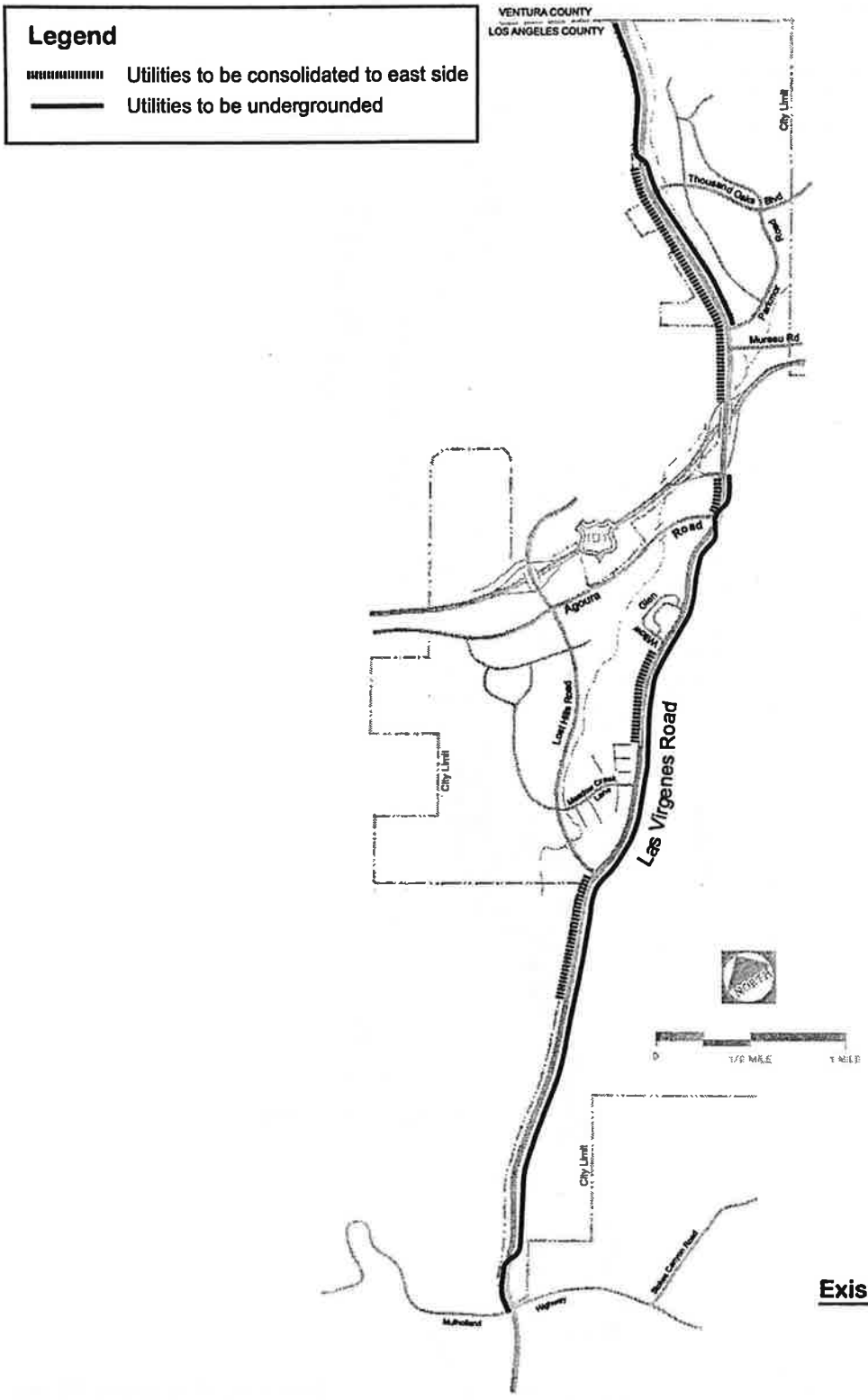
Drainage

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

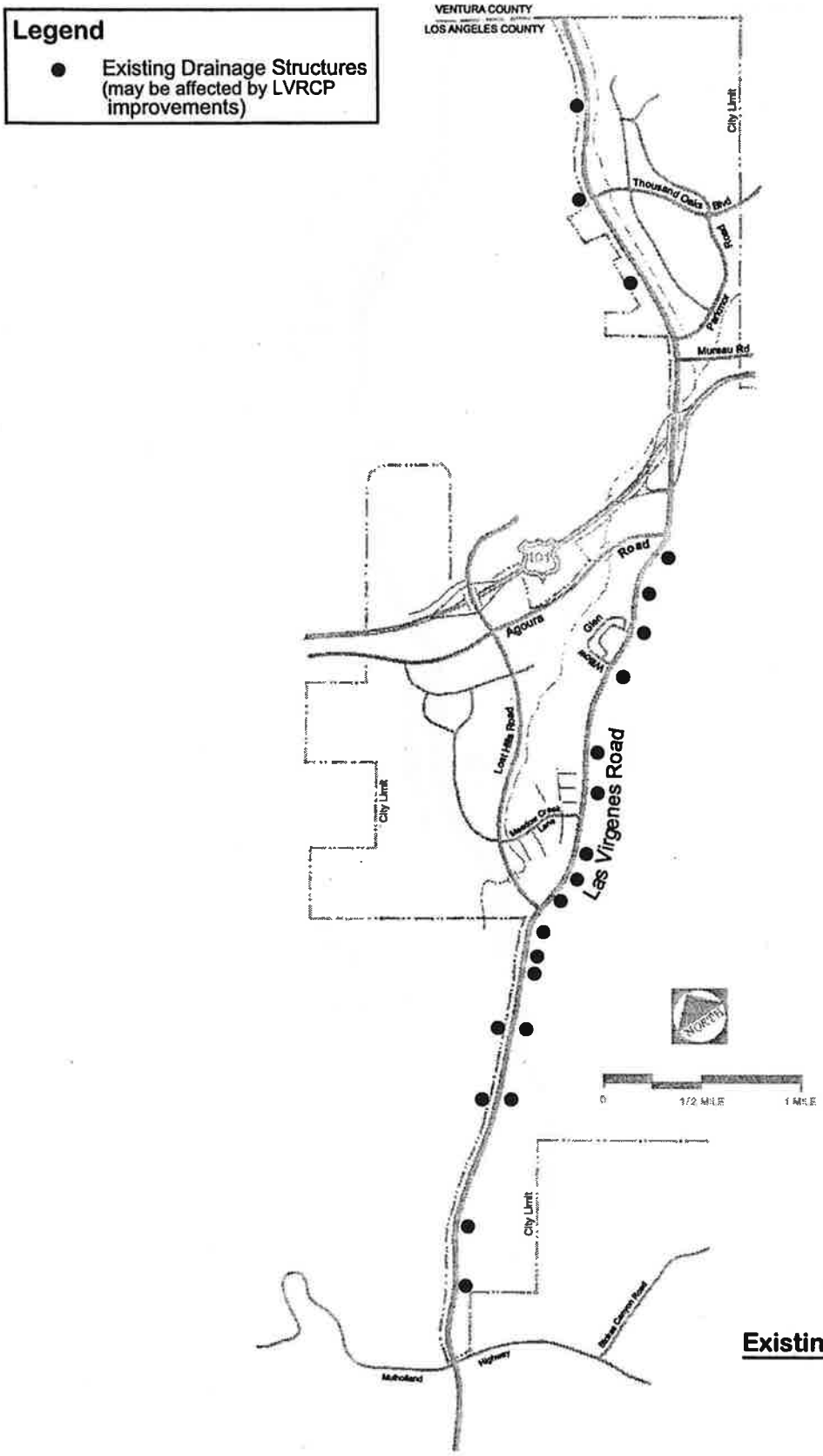
When a new structure is constructed, it must incorporate best management practices to trap or filter sediment, heavy metals, grease, and other environmentally damaging substances prior to discharge. All runoff water from the roadway shall incorporate NPDES standards before being discharged into the natural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

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

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



Existing Overhead Utilities
Figure 4



Existing Drainage Structures
Figure 5

Beautification

Zone One:
Mulholland Highway to Lost Hills Road

Character

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

- Rural
- Two-lane road
- Views of mountains

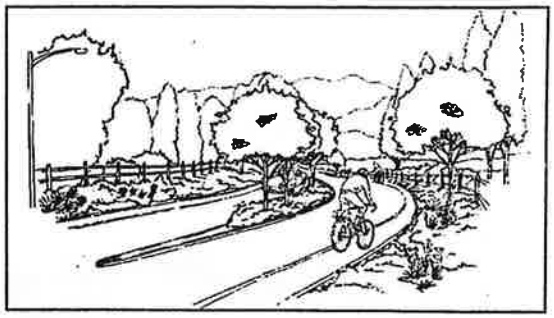
Design Recommendations

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

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

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

Design Elements:



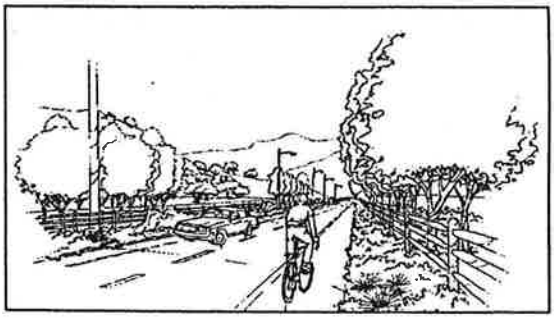
Looking south from Lost Hills Road intersection

EXISTING *PROPOSED*

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

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

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



Looking south toward Santa Monica Mountians

EXISTING *PROPOSED*

Plant Palette:

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

Trees

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

Accent Trees

Botanical	*Common*
Cercis occidentalis	Western Redbud

Shrubs and Groundcovers

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

Botanical	*Common*
Mimulus (use as annual)	Monkey Flower
Mirabilis jalapa	Four O'clock
Oenothera	Evening Primrose
Rhamnus	Coffee Berry
Prunus ilicifolia	Holly Leafed Cherry
Prunus caroliniana	Carolina Laurel
Rhus spp	Sumac
Ribes	Currant, Gooseberry
Rudbeckia nirta (short-lived)	Black-eyed Susan
Sambucus mexicana	Mexican Elderberry
Sisyrinchium bellum	Blue-eyed Grass
Salvia Spp.	Sage
Trichostema lanatum	Wooly Blue Curls

Suggested Design Elements: Zone One

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

Paving

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

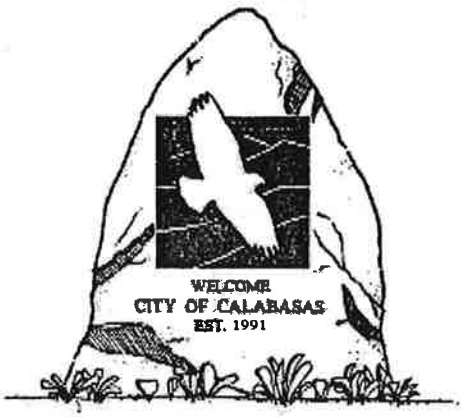
Terra craft cobble stone pavers in "San Francisco" color used in cross walks

Fencing

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

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

Entry Monument



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

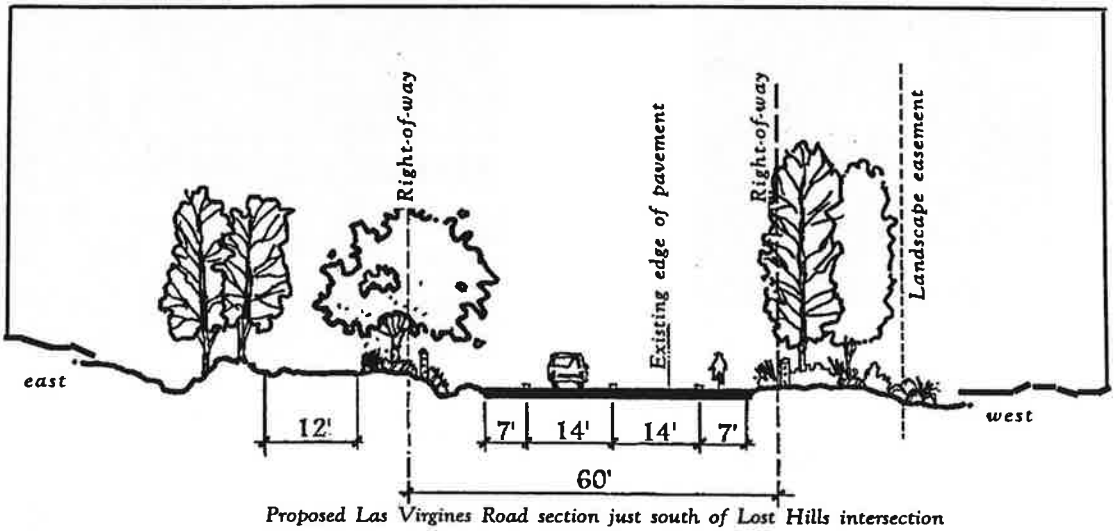
Walls

Walls should be faced with natural appearing stone in earth colors

Traffic and Circulation

Zone One:
Mulholland Highway to Lost Hills Road

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



Proposed Las Virgines Road section just south of Lost Hills intersection

Parking

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

Pedestrian and Bicycle

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

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

Medians

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

Right-of-Way

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

Signalization of Intersections

- No new signals are proposed for this section

Beautification

Zone Two:
Lost Hills Road to Agoura Road

Existing Character

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

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

Design Recommendations

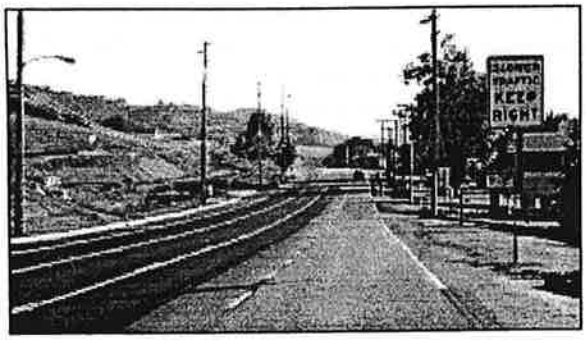
The Design Plan will provide Zone Two with a cohesive character that will help to unite uses and developments within the framework of a subtle "rural/rustic" theme. Pedestrians, bikers and motorists will appreciate the addition of bike lanes, landscaped medians, rustic fencing and paving, while pedestrians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

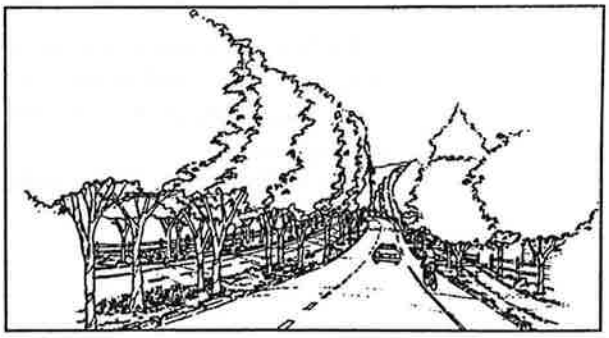
Zone Two will also provide an important transition between the rural Santa Monica Mountains and the 101 freeway corridor. This transition includes:

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

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

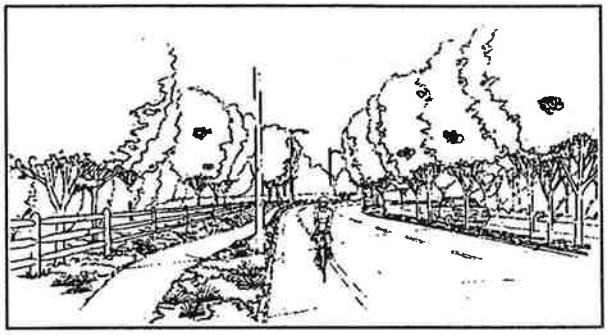
Design Elements:





Looking south toward A.E. Wright Middle School

EXISTING *PROPOSED*



Looking north along Pontoppidan property

EXISTING *PROPOSED*

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

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

Plant Palette:

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

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

Trees

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

Accent Trees

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

Shrubs and Groundcovers

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

Botanical	*Common*
Nierembergia	Cup Flower
Oenothera	Evening Primrose
Pennisetum	Fountain Grass
Penstemon	Beard Tongue
Phormium tenax	New Zealand Flax
Rhamnus	Coffee Berry
Rhaphiolepis	Indian Hawthorne
Rosmarinus officinalis	Rosemary
Sisyrinchium	Blue-Eyed Grass
Salvia spp	Sage
Stachys byzantina	Lamb's Ears
Symphoricarpos	Snowberry
Syringa	Lilac
Solanum jasminoides	Potato Vine
Thymus	Thyme
Tulbaghia	Society Garlic

Suggested Design Elements: Zone Two

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

Paving

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

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

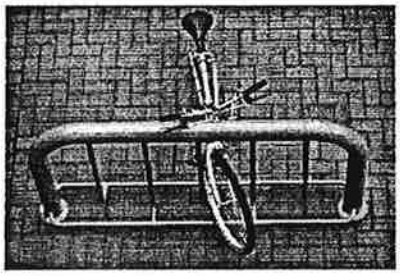
Walls

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

Fencing

White rail fencing

Street Furnishings



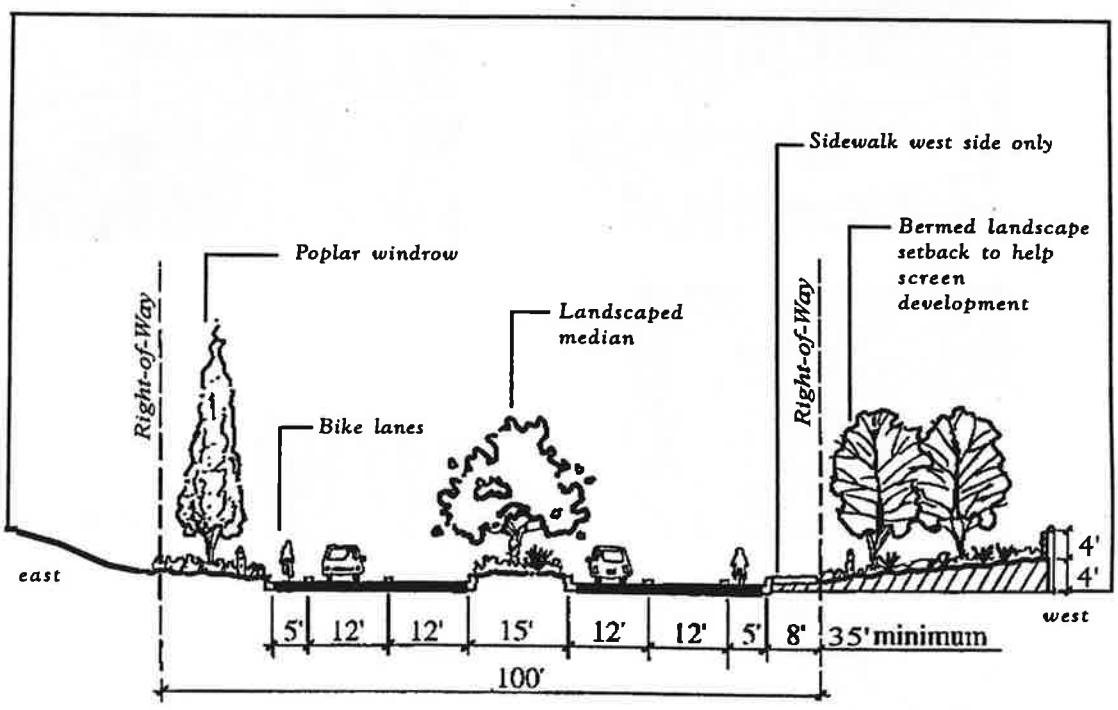
Bus Stop Shelter

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

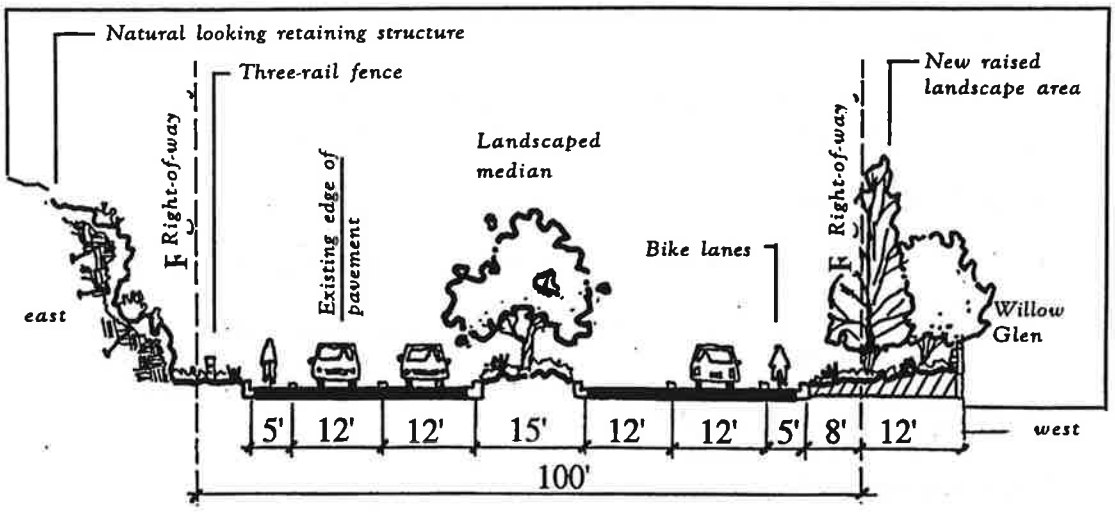
Traffic and Circulation

Zone Two:
Lost Hills Road to Agoura Road

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



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



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

Parking

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

Pedestrian and Bicycle

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

Lane Striping

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

Medians

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

Right-of-Way

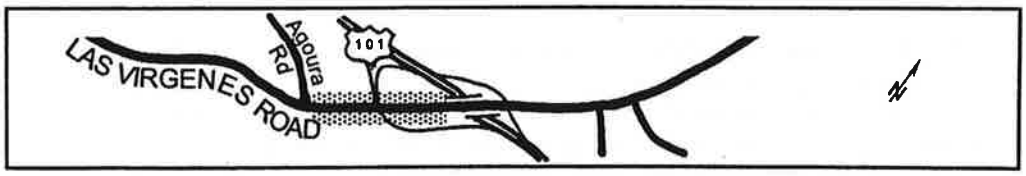
- Additional right-of-way needed on east side at Lost Hills Road intersection for wider road
- Additional right-of-way needed on east side to accommodate bus turnout adjacent to the LVMWD Offices.
- Additional Right-of-way needed on east side in front of Pazar for right turn lane into proposed new development

Signalization of Intersections

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

Beautification

Zone Three:
Agoura Road to US Highway 101



Existing Character

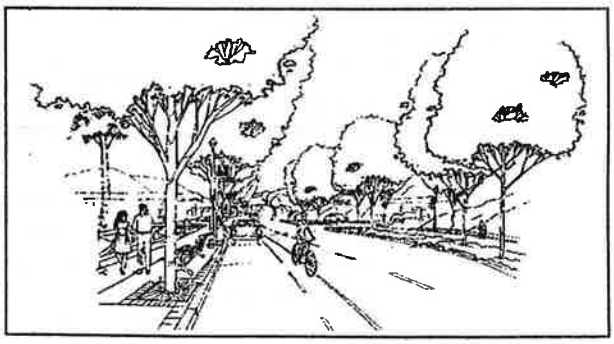
Zone Three, from Agoura Road to U.S. Highway 101, is one of the busiest sections of Las Virgenes Road. Coupled with the large traffic volume and exclusive freeway-related commercial activities it also has the least aesthetically appealing character along the roadway. The vehicular traffic, lack of significant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

Design Recommendations

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

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

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



Looking north toward Rondell Road

EXISTING *PROPOSED*

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

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

- Landscaped medians with textured concrete detail on noses
- Special paving at crosswalks
- New sidewalk paving with decorative tile or brick/paving treatment
- Street trees with tree grates and special pavement surrounds
- Decorative lamp posts with custom banners
- Special fencing at back of sidewalk
- Site furnishings: benches, trash receptacles, planters, bike racks
- Improved directional signage at Agoura Road and Rondell Road
- Underground utilities to improve skyline
- Preparation of a specific plan or design overlay for the entire commercial area. The plan should at a minimum focus on:
  - Circulation, access & parking
  - Alternative 101 on/off ramp locations
  - Land uses
  - Landscaping & lighting
  - Signage
  - Architecture design guidelines
  - Site planning standards
  - Visual quality

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

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

Plant Palette:

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

Trees

Botanical	*Common*
Fraxinus oxycarpa	Raywood Ash
Liquidambar	Sweet Gum
Pistacia	Pistache
Platanus acerifolia	Sycamore
Pyrus	Ornamental Pear
Quercus	Oak

Accent Trees

Botanical	*Common*
Jacaranda mimosifolia	Jacaranda
Koelreuteria	Chinese Flame Tree
Lagerstroemia indica	Crape Myrtle

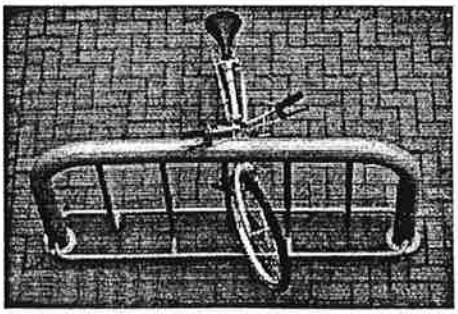
Shrubs and Groundcovers

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

Suggested Design Elements: Zone Three

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

Bicycle Racks



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

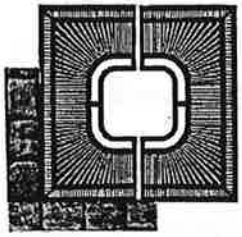
Trash Receptacles
Benches
Planters

Wrought iron and wood planters

Terra Cotta Planters

Tree Grates

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



Historic wrought iron trash receptacles

Decorative Lights & Banners

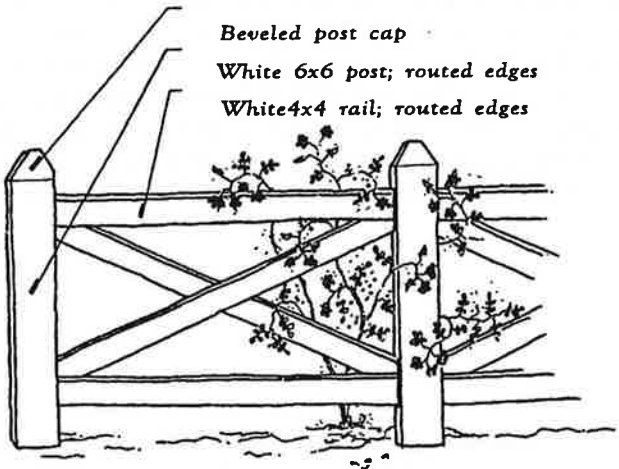
Historic street lights with banners provide human scale light and colorful announcement of the community

Benches with wrought iron frame and wood slat seats and backing

Walls, Fences and Paving Materials

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

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



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

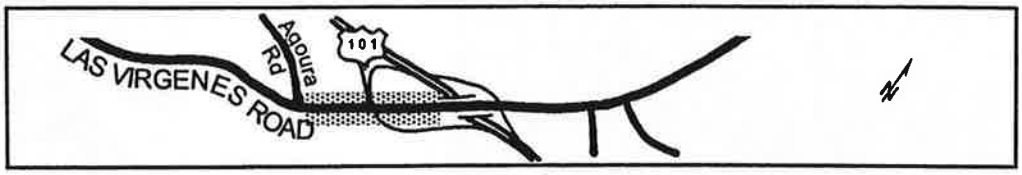
"Terra Craft" cobble stone pavers in San Francisco color used in cross walks.

Bus Stop Shelter

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

Traffic and Circulation

Zone Three:
Agoura Road to US Highway 101



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

Parking

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

Pedestrian & Bicycle

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

Lane Striping

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

Medians

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

Right-of-Way

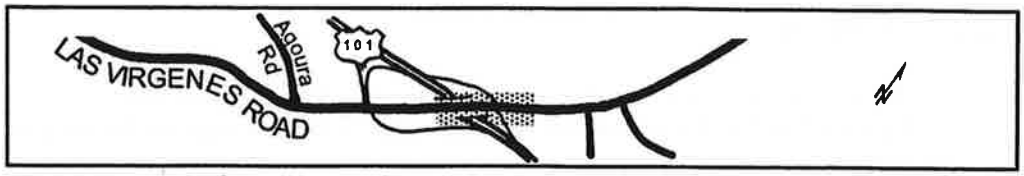
- Additional right-of-way needed to accommodate Park & Ride lot.
- Additional right-of-way needed on east side, north of Agoura Road for road alignment.

Signalization of Intersections

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

Beautification

Freeway Zone:
US Highway 101 Interchange



Existing Character

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

Design Recommendations

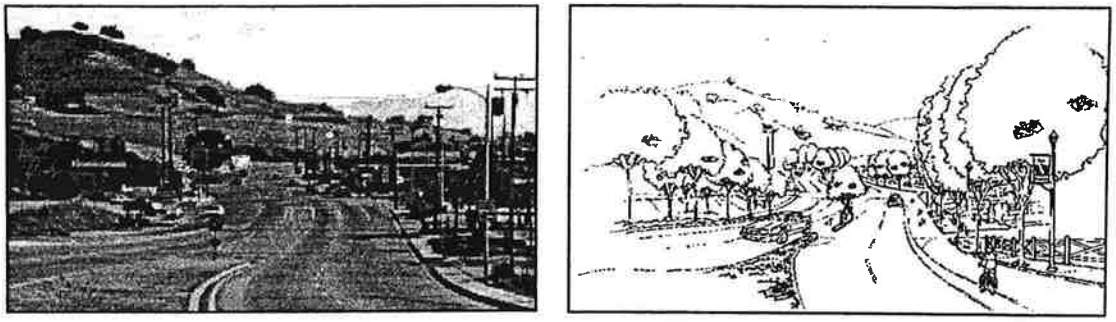
This zone is a gateway to Calabasas in either direction and should, as much as possible create a green, inviting entrance that is well lighted, landscaped, and signed. It should serve as the "gateway" to the City and provide a gentle transition from the harsh freeway environment to a quiet rural atmosphere.

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

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

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

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



Looking south toward Rondell Road

EXISTING *PROPOSED*

Plant Palette:

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

Trees

Botanical	*Common*
Fraxinus angustifolia 'Raywood'	Raywood Ash
Laurus nobilis or umbellularia californica	Sweet Bay, Grecian Laurel
Liquidambar styraciflua	Sweet Gum
Pistacia chinensis	Pistache
Platanus acerifolia	London Plane Tree
Platanus racemosa	California Sycamore
Quercus agrifolia, and lobata	Coast Live Oak, Valley Oak
Populus	Italian Poplar, Balm-of-Gilead
Robinia pseudoacacia	Black Locust
Schinus spp	Pepper Tree

Accent Trees

Botanical	*Common*
Jacaranda mimosifolia	Jacaranda
Lagerstroemia indica (mildew resistant varieties)	Crape Myrtle

Shrubs and Groundcovers

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

Suggested Design Elements: Freeway Zone

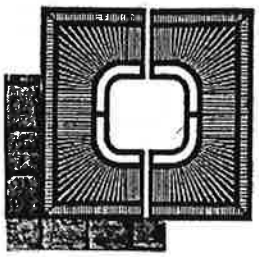
The following suggested design elements represent guidelines only. Additional research and materials selection should be undertaken during design development. Ultimately, all beautification elements should be consistent with the character established by the LVRCDP.

Paving

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

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

Tree Grates

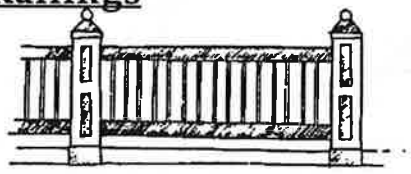


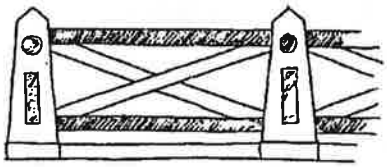
Cast iron tree grates in a single design surrounded with cobble stone band

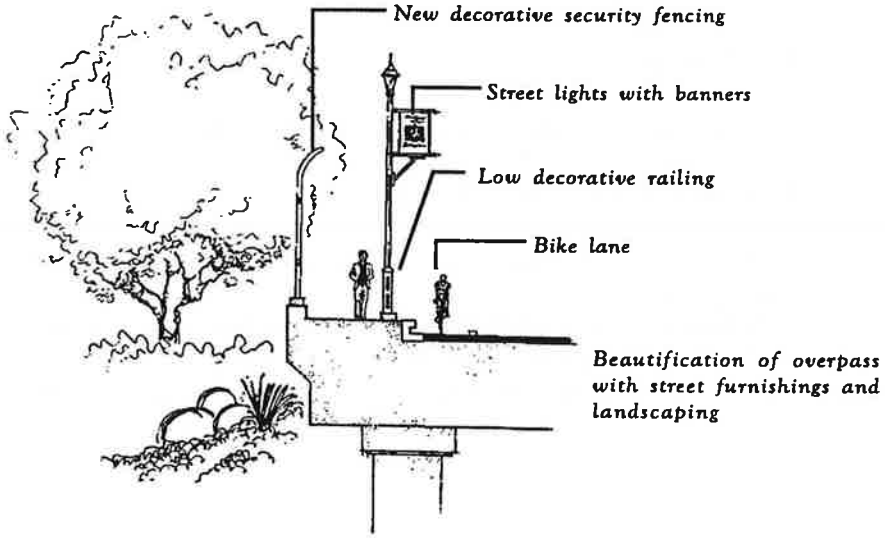
Entry Monument

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

Decorative Freeway Railings

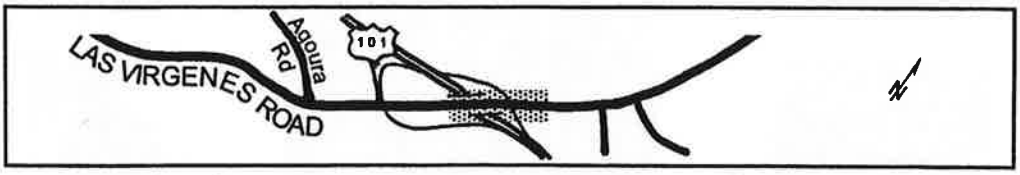




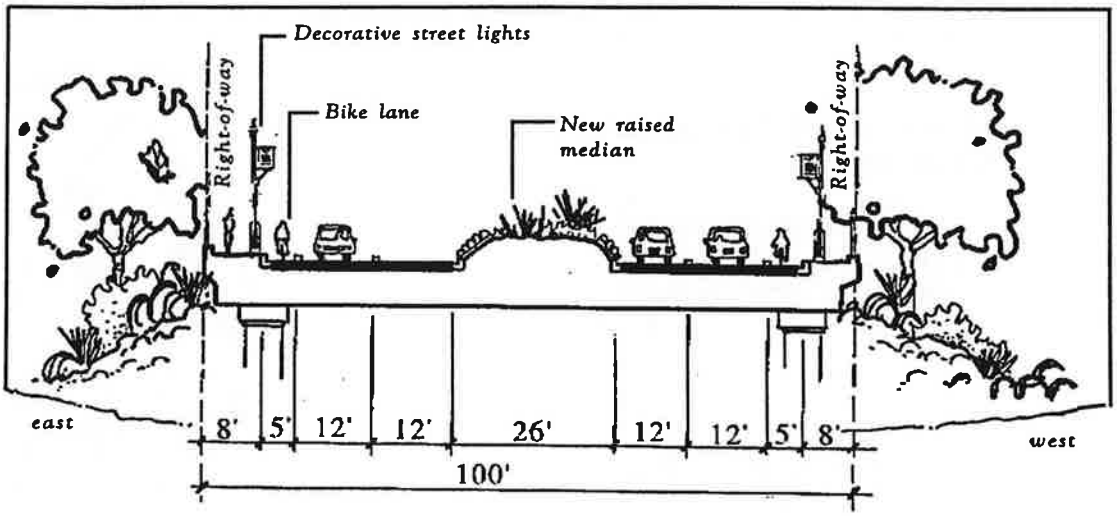


Traffic and Circulation

Freeway Zone:
US Highway 101 Interchange



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



Proposed Las Virgenes Road section at the 101 overpass

Parking

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

Pedestrian and Bicycle

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

Lane Striping

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

Medians

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

Right-of-Way

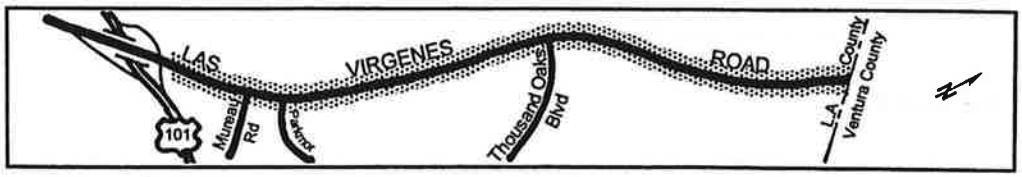
- All proposed work to be done within existing right of way.
- Caltrans approval needed for improvements within Caltrans ROW.

Signalization of Intersections

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

Beautification

Zone Four:
US Highway 101 to the Ventura County Line



Existing Character

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

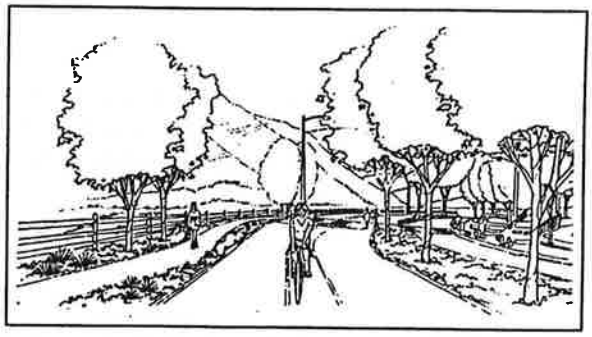
The following list helps to further describe the existing character of the road in this zone:

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

Design Recommendations

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

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

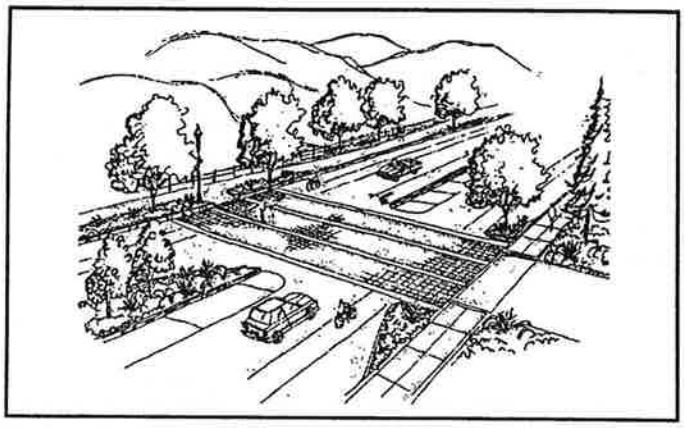


Looking north just past Thousand Oaks Boulevard

EXISTING *PROPOSED*

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

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



Perspective of typical crosswalk and bulb-outs

View Characteristics:

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

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

Plant Palette:

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

Trees

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

Accent Trees

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

Shrubs and Groundcovers

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

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

Suggested Design Elements: Zone Four

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

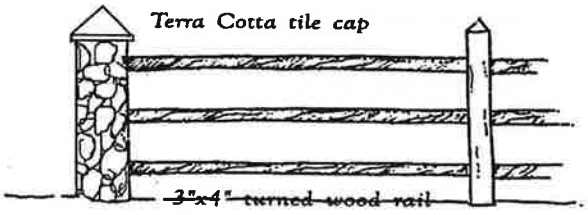
Decorative Lights & Banners

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

Walls

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

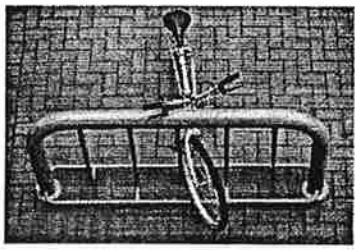
Fencing



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

Site Furnishings

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

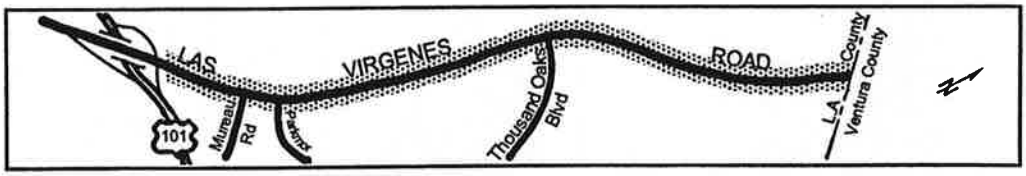


Bus Stop Shelter

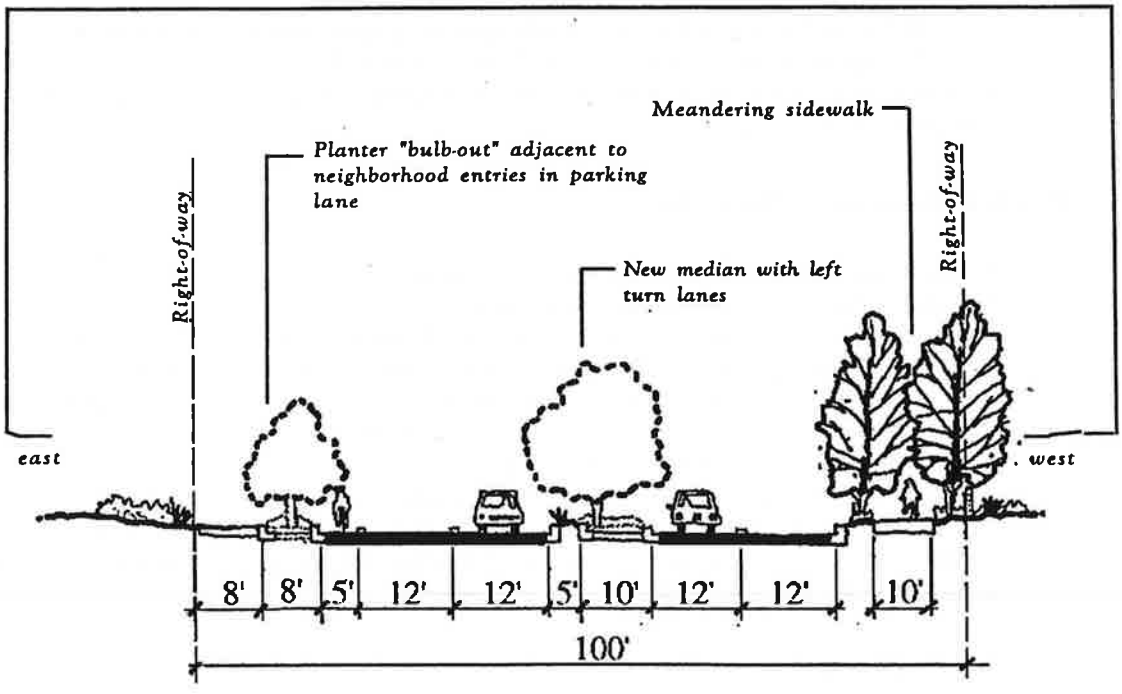
Bus stop shelter should be of simple design with mission tile roof, heavy timbers and stone or wood support posts

Traffic and Circulation

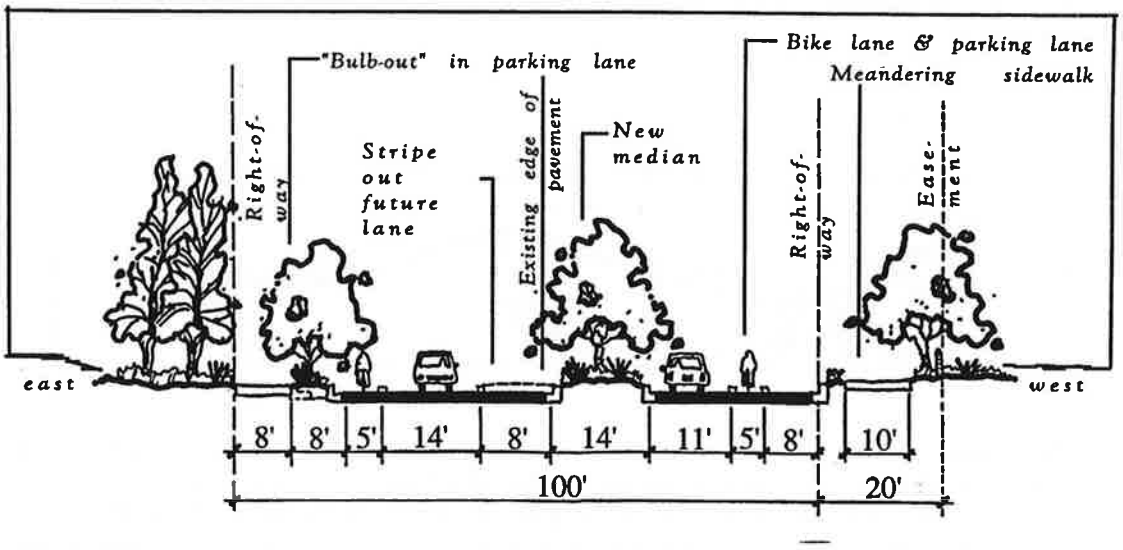
Zone Four:
US Highway 101 to the Ventura County Line



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



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



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

Parking

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

Pedestrian and Bicycle

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

Lane Striping

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

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

Medians

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

Right-of-Way

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

Signalization of Intersections

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

FUNDING AND IMPLEMENTATION

Introduction

One of the most important elements of the corridor plan is this chapter on implementation. It clearly lays out a "road map" to implement the design recommendations. Improvements identified in the corridor plan are fairly complex due to the length of roadway, the quantity of recommended improvements, and the number of various funding mechanisms that may be applied to certain improvements. The project also has overlapping jurisdictions which will require careful coordination including:

- L.A. County will guide and and approve development along the west side of Las Virgenes north of the freeway.
- Caltrans has jurisdiction over the freeway interchange itself and on/off ramps.
- Las Virgenes Municipal Water District which is responsible for virtually all the land on the east side of Las Virgenes Road from Mulholland Highway toWillow Glen Street.
- The State Parks Department takes jurisdiction over land on the west side of Las Virgenes Road from Mulholland Highway to Lost Hills Road.

The design recommendations have been broken into approximately 30 individual projects, each with a fairly comprehensive schedule of improvements, multiple funding sources, and involving multiple jurisdictions. Therefore, the objective of this implementation plan is to clearly describe all the steps necessary to implement the recommended improvements or programs identified in the plan. This section contains the following information:

- Identification and description of all potential funding sources.
- A description of all recommended projects and programs.
- Opinions of probable cost for each identified improvement and program.
- A recommended time frame for implementing each of the identified projects or programs.

All of this information has been summarized and set forth in Table 1 entitled "Implementation Program".

Discussion of Potential Funding Sources

The Las Virgenes Road Corridor Plan contains comprehensive recommendations for both physical improvements and programs. As such, a variety of funding sources will be required to implement each of these recommendations. The following describes the various funding mechanisms that are available at the local, state and federal level and which projects each may be applied to.

Local Funding Sources

General Fund Monies: This is the most accessible and flexible funding source available to local agencies. It is money derived from local revenues such as property tax, and transient occupancy tax and expended on projects and programs as defined in an adopted Capital Improvement Program. Projects and programs

that may be funded by this source of money generally include those items which cannot be paid for by other sources of funding and which provide a direct community-wide benefit for the residences or businesses in town. However, since this funding source is extremely limited and highly competitive, it should be looked at as a secondary to source of funds for most projects.

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

Property and Business Improvement Districts: A property and business improvement district is a new benefit assessment district that is available through new legislation known as AB3754. PBID districts are geographically defined business areas in which private property owners have banded together to gain legal standing and sufficient revenue to realize common goals to improve the service and facilities of an area. All types of businesses can be included within this district including commercial, professional office, finance institutions, and higher density residential. The district can perform a number of activities designed to supplement existing City services such as marketing the district businesses and activities, promotion of public events, street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, plazas, etc., are also funded by the PBID. This is a potential funding source that may be utilized within Zone 4 adjacent to the condominiums and apartments and in the commercial area of Zone 3.

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

Landscape and Lighting District: The City of Calabasas has a number of existing landscape and lighting districts that affect the Las Virgenes Road Corridor. These districts were established to maintain landscape and lighting in sub-areas, the maintenance cost being paid for by assessments on property owners within each district. Three landscape and lighting districts have previously been established. District #32, District #24, and District #27. Each of these districts could be expanded to provide funds for maintenance and capital expenditures for new improvements by annexation of additional area. In addition, new districts may be created as development takes place along the Corridor for improvement and maintenance of future projects.

Ahmanson Ranch Impact Fees: The City of Calabasas has been concerned with the impacts from the Ahmanson Ranch development on its local street, neighborhood, and overall quality of life. However, the Environmental Impact Report for the project has stipulated a number of conditions of approval for the project, some of which require Ahmanson Ranch to provide funds to construct various roadway improvements within the City of Calabasas. Project EIR describes various roadway and intersection improvements within the City of Calabasas that are to be funded by mitigation fees. A summary of these has been provided below, however, detailed description of the projects and the estimated mitigation fees is provided in Appendix H.

- Las Virgenes Road and Thousand Oaks Boulevard
- Las Virgenes Road and Parkmor Road
- Las Virgenes Road and Mureau Road
- Las Virgenes Road and US 101 westbound ramps, short term
- Las Virgenes Road and US 101 westbound ramps, long term
- Las Virgenes Road and US 101 eastbound ramps, short term
- Las Virgenes Road and US 101 eastbound ramps, long term
- Las Virgenes Road and Agoura Road
- Las Virgenes Road and Meadow Creek Lane
- Las Virgenes Road and Lost Hills Road
- Las Virgenes Road from US Highway 101 eastbound ramps to north of Parkmor Road
- Las Virgenes Road from US Highway 101 eastbound ramps to Agoura Road
- Las Virgenes Road from Lost Hills Road to Meadow Creek Lane
- Las Virgenes Road and Mulholland Highway

All of these projects identify restriping, land widening, signalization of intersections, and other circulation improvement features to mitigate for the additional traffic generated by Ahmanson Ranch. Many of these mitigation measures can be utilized for improvements that are recommended in the Las Virgenes Road Corridor Design Plan if the Ahmanson Ranch project proceeds.

Development Impact Fees: Many of the projects identified in the plan are necessary because of the pressures of new development and growth in the area. Therefore, it is logical to attach the financial responsibility of these improvements to new development. A mechanism commonly utilized for funding of various roadway improvements is the implementation of development impact fees for projects along the Corridor. Impact fees collected through this mechanism are based on proportion of impact relative to improvements necessary, providing a clear connection or "nexus" between development and project improvements. For example, roadway widening and frontage improvements are directly related to projects adjacent to the roadway. Intersection improvements, roadway restriping, bikeways, median, and other elements along the corridor are funded based on the proportionate traffic impact that the project has on the facility. This will most likely be one of the primary mechanisms for paying for improvements within the corridor. Several development projects have previously been approved and assessed development impact fees for various road improvements. These include the Baldwin project and Malibu Terrace projects.

Lost Hills Bridge and Thoroughfare District: The City of Calabasas and County of Los Angeles established an area of benefit for financing specific bridge and major thoroughfare improvements in the Agoura and Calabasas area. This area of benefit is known as the "Lost Hills Road/Las Virgenes Road Bridge and Major

Thoroughfare Construction Fee District." This method of collecting impact fees provides an equitable financial mechanism by which new development within this area will share the cost of providing new roadway facilities necessitated by their additional traffic generation. The following is a list of projects that will be funded by the B&T District within the corridor area.

- *Las Virgenes Road and Agoura Road intersection:*
  This will include funding to install the fourth leg of the intersection and funding for the installation of a modern roundabout. In addition, funding for lighting, signing, signals, and right-of-way will be provided.
- *Las Virgenes Road westbound Ventura Freeway Offramp:*
  This will include widening the off ramp, provide a deceleration lane and three storage lanes, modification of the existing signal and ramp planning and striping.
- *Widening and median improvements to Las Virgenes Road from Agoura Road to Lost Hills Road.:*
  This will include widening Las Virgenes to provide four travel lanes and raised medians from Agoura Road to Lost Hills Road along Las Virgenes. This will include left hand turn lanes where necessary for adjacent access.

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

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

A detailed description of the Lost Hills Road, Las Virgenes Road, B&T Thoroughfare District is provided in Appendix H.

Rule 20A Funds: The Public Utilities Commission required utilities to create a fund in each jurisdiction for the purpose of underground utility lines. The amount to be placed in the fund each year for the City of Calabasas is about $25,000. There is currently about $50,000 available. Each city adopts a priority list of projects for the use of these funds. Calabasas should review its list to make sure that Las Virgenes Road Corridor is a high priority for future undergrounding utilities. It may take several years for the fund to accumulate sufficient monies to allow for the placement of the distribution lines along Las Virgenes Road below underground. The City may borrow funds from the undergrounding account for up to five years against future expected monies, or approximately $125,000 at this time. If such the City chooses to borrow monies from this fund, no other underground projects can be funded during this time. The City may also choose to augment Rule 20A funds with other sources, if deemed appropriate.

State Funding Sources

Metropolitan Transportation Authority Proposition A and C funds

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

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

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

Calabasas Landfill Funds: the City received a total of $300,000, in increments of $60,000 per year, for five years from the Calabasas landfill to be used for maintenance of roads affected by landfill traffic. Additional money for capital expenditures could be leveraged and repaid with this increment.

TDA Funds: The State Transportation Agency sets aside approximately 2% of all TDA funds for bike improvement projects. In some cases additional funding may be set aside through this funding course on a case by case basis, depending upon the effectiveness of the bikeway system that is planned and a competitive forum for all local agencies. This State source of funding could be applied to bikeway projects within the Las Virgenes Corridor.

State Highway Account Funds: SHA funds are available for local agency's State highway improvements. Allocation of these funds is based on population and competitive nature of various applications. Funds are allocated for urban, rural and regional projects and are applicable for some roadway improvements and alternative transportation improvements on State highways. To the extent this source of funding can help improve regional transportation conditions, it may be available for Las Virgenes Road.

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

State and Local Transportation Partnership Program (SLPP): Available to any road project being resurfaced using local funds that includes bike lanes. These expenditures can be reimbursed through this Caltrans-administered program.

Caltrans Minor Capital Program: Available for state highway projects (including interchanges) that include upgrading bike lanes.

Bicycle Lane Account (BLA) Program: Available for planning, design, and construction of bike lanes statewide, this Caltrans-administered program requires a 10% match and an adopted Bikeway Plan.

Petroleum Violation Escrow Account (PEVA): This program is funded by fines levied against petroleum producers in the state, and is available to local jurisdictions

for projects which demonstrate energy conservation such as bicycle and pedestrian facilities. Project funding must be approved by Caltrans or by special legislation for allocation to local agencies, and subject to review by the California Energy Commission and U.S. Department of Energy.

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

Federal Funding Sources

Community Development Block Grant Funding (CDBG): Community development block grant money is widely distributed to various entitlement communities throughout the Country. Block grants are used for a variety of community development projects and can be allocated towards funding various street and roadway improvements that focus on eliminating blight and revitalizing economic conditions in local communities. Calabasas does have a CDBG program that could used to allocate funds to the Las Virgenes Road Corridor project.

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

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

Surface Transportation Program (STP): This competitive program is administered locally by the LAMTA and approved by Caltrans and the FHWA. It is available to local jurisdictions for bikeway improvements and requires a 20% match, or no match if the project improves safety.

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

Transportation Enhancement Activities (TEA): This competitive program is available to local jurisdictions for projects which enhance the transportation environment, including bikeway and streetscape projects. The program is administered locally by the LAMTA and approved statewide by the CTC. It requires a 20% match.

Bridge Replacement and Rehabilitation Program (HBRR): This program is available to local jurisdictions to assist in the reconstruction of bridges (including bicycle and pedestrian components), and must be approved by the Caltrans Division of Structures and Office of Local Programs.

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

Scenic Bikeways Program: This Caltrans-administered project will be available when TEA funding expires.

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

US Department of Agricultural Forest Service Fund: The USDA Forest Service provides funds for a variety of urban and community forest programs. In addition, the Forest Service provides information on selecting, planting and maintaining trees in stressful urban environments. Trees planted within the corridor may be eligible for this program.

Implementation Program • Zone One

Mulholland Highway to Lost Hills Road

The following table provides information concerning the various proposed road and beautification improvements within the study area. Projects are identified by zone and provide information on funding, project components, cost estimates, timing and agency review. It is intended that this spread sheet is a working document requireing periodic updates, especially in the areas of funding and timing. Many funding sources change frequently and affect timing of improvements; therefore, adjustments in the implementation schedule may be required to secure changing grants and funding.

ZONE ONE PROJECTS

Mulholland to Lost Hills Road: Sheet 1-6

1. ROAD WIDENING, INTERSECTIONS, LANE RESTRIPING & BIKE LANES

Funding Sources: Ahmanson Ranch Mitigation, ISTEA, MTA, CIP, Prop. 116, Prop A & C

Opinion of Total Project Costs: $593,310.00

Time Frame: 1998

Other Affected Agencies: LA County, State Parks, LV Municipal Water District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Mulholland/Las Virgenes intersection reconfiguration/striping		SF	700	$0.50	$350.00
Arrow stencils		EA	3	$350.00	$1,050.00
New paving as necessary to accommodate bike lanes		SF	37300	$5.00	$186,500.00
Roadway striping for bike and traffic lanes		LF	32000	$0.50	$16,000.00
Arrow stencils		EA	16	$350.00	$5,600.00
Bicycle stencils		EA	18	$350.00	$6,300.00
Utility pole and Cobra lighting relocation as necessary for roadway widening		EA	23		Utilities Cost
Drainage structure relocation as necessary		EA	10		Not Included
Right-of-way aquisition		SF	3200		Not Included
Grading and retaining structures as necessary for road widening		Lump Sum			Not Included
Bike lane signage		EA	15	$300.00	$4,500.00
Traffic signs as required		EA	20	$300.00	$6,000.00
Landscaping as necessary to revegetate new graded areas		Lump Sum	82500	$3.25	$268,125.00
				SUBTOTAL	$494,425.00
Engineering, Plans and Specifications		10% of total			$49,442.50
Contingency		10% of total			$49,442.50
				TOTAL	$593,310.00

2. NEW MEDIANS, CROSSWALKS, MONUMENTATION and SIGNAGE

Funding Sources: ISTEA, MTA, CIP

Opinion of Total Project Costs: $89,880.00

Time Frame: 1996

Other Affected Agencies: LA County, State Parks, LV Municipal Water District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Raised Medians: Cobble		SF	1000	$15.00	$15,000.00
Planting & Irrigation		SF	4360	$5.00	$21,800.00
Curb & Gutter		LF	1500	$12.00	$18,000.00
New decorative crosswalks at Mulholland Highway and Lost Hills Road		SF	2700	$7.00	$18,900.00
Approved City rock monument at Station 8+00 with landscaping		EA	1		Not Included
Directional signs at De Anza Park and White Oak Ranch		EA	4	$300.00	$1,200.00
				SUBTOTAL	$74,900.00
Engineering, Plans and Specifications		10% of total			$7,490.00
Contingency		10% of total			$7,490.00
				TOTAL	$89,880.00

3. NEW LANDSCAPING AND FENCES

Funding Sources: CIP, EEM

Opinion of Total Project Costs: $677,820.00

Time Frame: 1998

Other Affected Agencies: State Parks, LV Municipal Water District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Install trees, shrubs, groundcovers & irrigation		SF	62600	$5.00	$313,000.00
Relocate LV Water District trees		EA	50	$75.00	$3,750.00
Rustic turned post fences and rock pilasters as necessary		LF	15500	$15.00	$232,500.00
Install landscaping around Santa Monica Mts. Nat. Recreational Area sign		SF	4800	$3.25	$15,600.00
				SUBTOTAL	$564,850.00
Engineering, Plans and Specifications		10% of total			$56,485.00
Contingency		10% of total			$56,485.00
				TOTAL	$677,820.00

4. CONSOLIDATE UTILITIES FROM STATION 50+00 TO STATION 82+OO

Funding Sources: 20A Fund, CIP, Utilities

Opinion of Total Project Costs: $384,000.000

Time Frame: 1998

Other Affected Agencies: LA County, State Parks, LV Municipal Water District, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Consolidate aboveground wire to east side: Station 50+00 to Station 82+00		LF	3200	$100.00	$320,000.00
Engineering, Plans and Specifications		10% of total			$32,000.00
Contingency		10% of total			$32,000.00
				TOTAL	$384,000.00

5. UNDERGROUND ALL ABOVE GROUND WIRE UTILITIES EXCEPT HIGH VOLTAGE

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $900,000.00

Time Frame: 2000+

Other Affected Agencies: State Parks, LVMWD, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground wire utilities except for high voltage lines		LF	7500	$100.00	$750,000.00
Engineering, Plans and Specifications		10% of total			$75,000.00
Contingency		10% of total			$75,000.00
				TOTAL	$900,000.00

6. UNDERGROUND ALL ABOVE GROUND HIGH VOLTAGE UTILITIES

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $1,800,000.00

Time Frame: 2000+

Other Affected Agencies: State Parks, LVMWD, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground high voltage utilities		LF	7500	$200.00	$1,500,000.00
Engineering, Plans and Specifications		10% of total			$150,000.00
Contingency		10% of total			$150,000.00
				TOTAL	$1,800,000.00

Implementation Program • Zone Two

Lost Hills Road to Agoura Road

ZONE TWO PROJECTS

Lost Hills Road To Agoura Road: Sheet 6-11

7. ROAD WIDENING, INTERSECTIONS, LANE RESTRIPING & BIKE LANES

Funding Sources: Ahmanson Ranch Mitigation, Lost Hills B & T District, MTA Funds, CIP, ISTEA LV Road Improvement Fees, Baldwin Impact Fees, Measure A, Prop. 116

Opinion of Total Project Costs: $2,237,430.00

Time Frame: 2000+

Other Affected Agencies: LA County, LV Municipal Water District, LV Unified School District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Lost Hills/Las Virgenes Intersection restriping		LF	500	$0.50	$250.00
Arrow stencils		EA	10	$350.00	$3,500.00
Meadow Creek/Las Virgenes Intersection restriping		LF	300	$0.50	$150.00
Arrow stencils		EA	8	$350.00	$2,800.00
Willow Glen/Las Virgenes Intersection restriping		LF	400	$0.50	$200.00
Signalization		EA	1	$100,000.00	$100,000.00
Arrow stencils		EA	8	$350.00	$2,800.00
Right-of-way aquistition		SF	8110		Not Included
New paving as necessary to accommodate bike lanes		SF	180000	$5.00	$900,000.00
Roadway striping for bike and traffic lanes		LF	31360	$0.50	$15,680.00
Arrow stencils		EA	55	$350.00	$19,250.00
Bicycle stencils		EA	37	$350.00	$12,950.00
Utility pole and Cobra lighting relocation as necessary for roadway widening		EA	18		Utilities Cost
Drainage structure relocation as necessary		EA	8		Not Included
Grading and retaining structures as necessary for road widening		Lump Sum			Not Included
Bike lane signage		EA	15	$300.00	$4,500.00
Traffic signs as required		EA	20	$300.00	$6,000.00
New curb, gutter and sidewalks		SF	16500	$16.00	$264,000.00
Meandering concrete path		SF	66080	$4.00	$264,320.00
Landscaping as necessary to revegetate new graded areas		SF	82500	$3.25	$268,125.00
				SUBTOTAL	$1,864,525.00
Engineering, Plans and Specifications		10% of total			$186,452.50
Contingency		10% of total			$186,452.50
				TOTAL	$2,237,430.00

8. NEW MEDIANS, CROSSWALKS, and SIGNAGE

Funding Sources: Lost Hills B&T District, MTA, CIP, ISTEA, Landscape & Lighting District 32,

Opinion of Total Project Costs: $657,240.00

Time Frame: 2000+

Other Affected Agencies: LVMWD, LVMSD

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Raised Medians: Cobble		SF	4600	$15.00	$69,000.00
Tile		SF	500	$15.00	$7,500.00
Planting & irrigation		SF	50600	$5.00	$253,000.00
Curbs & Gutter		LF	12400	$12.00	$148,800.00
New decorative crosswalks: Lost Hills Road, Meadow Creek & Willow Glen		SF	9700	$7.00	$67,900.00
Directional signs at LVUSD & Willow Glen		EA	6	$250.00	$1,500.00
				SUBTOTAL	$547,700.00
Engineering, Plans and Specifications		10% of total			$54,770.00
Contingency		10% of total			$54,770.00
				TOTAL	$657,240.00

9. NEW LANDSCAPING AND FENCES

Funding Sources: Living Logo, CIP, ISTEA, LV Road Improvement Fee, Development Improvements, Landscape & Lighting District 32, Baldwin Impact Fee, Urban Forest Grants

Opinion of Total Project Costs: $1,111,680.00

Time Frame: 2000+

Other Affected Agencies: LVMWD, LVMSD

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Install Eastside landscaping & irrigation in informal grove-type planting		SF	27700	$5.00	$138,500.00
Install all Eastside fencing		LF	1700	$12.00	$20,400.00
Install landscaping & irrigation from Lost Hills to Lone Oak		SF	57000	$5.00	$285,000.00
Install fencing from Lost Hills to Lone Oak		LF	2500	$12.00	$30,000.00
Install landscaping & irrigation from Lone Oak to LVUSD		SF	6500	$5.00	$32,500.00
Install trees & tree grates from Lone Oak to LVSD		EA	14	$1,500.00	$21,000.00
Install fencing from Lone Oak to LVUSD		LF	1600	$12.00	$19,200.00
Install landscaping & irrigation from LVUSD to Indian Hills School		SF	24000	$5.00	$120,000.00
Install fencing from LVUSD to Indian Hills School		LF	1400	$12.00	$16,800.00
Install landscaping & irrigation from Indian Hills to Agoura Road		SF	40200	$5.00	$201,000.00
Install trees & tree grates from Indian Hills to Agoura Road		EA	12	$1,500.00	$18,000.00
Install fencing from Indian Hills to Agoura Road		LF	2000	$12.00	$24,000.00
			—	SUBTOTAL	$926,400.00
Engineering, Plans and Specifications		10% of total			$92,640.00
Contingency		10% of total			$92,640.000
				TOTAL	$1,111,680.00

10. BUS AND TRANSIT STOPS/SHELTERS

Funding Sources: MTA Funds, Measure A, Prop. 116, CIP

Opinion of Total Project Costs: $126,000.00

Time Frame: 1997

Other Affected Agencies: MTA, CalTrans, LVMWD, LVMSD

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Bus turn outs		EA	3	$15,000.00	$45,000.00
Transit shelters, furnishings, utilities, bike storage		EA	5	$12,000.00	$60,000.00
				SUBTOTAL	$105,000.00
Engineering, Plans and Specifications		10% of total			$10,500.00
Contingency		10% of total			$10,500.00
				TOTAL	$126,000.00

11. WILLOW GLEN POCKET PARK

Funding Sources: CIP, Assessment District, Landscape & Lighting District Urban Forest Grants

Opinion of Total Project Costs: $108,240.00

Time Frame: 2000+

Other Affected Agencies: N/A

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Site acquisition		Lump Sum			Not Included
Planting & Irrigation		SF	10800	$5.00	$54,000.00
Hardscaping		SF	2800	$4.00	$11,200.00
Furnishings & Play Equipment		Lump Sum		$25,000.00	$25,000.00
				SUBTOTAL	$90,200.00
Engineering, Plans and Specifications		10% of total			$9,020.00
Contingency		10% of total			$9,020.00
				TOTAL	$108,240.00

12. UNDERGROUND ALL ABOVE GROUND WIRE UTILITIES EXCEPT HIGH VOLTAGE

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $840,000.00

Time Frame: 2000+

Other Affected Agencies: LVMWD, LVMSD, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground wire utilities except for high voltage lines		LF	7000	$100.00	$700,000.00
Engineering, Plans and Specifications		10% of total			$70,000.00
Contingency		10% of total			$70,000.00
				TOTAL	$840,000.00

13. UNDERGROUND ALL ABOVE GROUND HIGH VOLTAGE UTILITIES

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $1,680,000.000

Time Frame: 1996

Other Affected Agencies: LVMWD, LVMSD, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground high voltage utilities		LF	7000	$200.00	$1,400,000.00
Engineering, Plans and Specifications		10% of total			$140,000.00
Contingency		10% of total			$140,000.00
				TOTAL	$1,680,000.00

Implementation Program • Zone Three

Lost Hills Road to US Highway 101

ZONE THREE PROJECTS

Agoura Road to Southbound 101 Freeway On/Off Ramps: Sheet 11

14. ROAD WIDENING, INTERSECTIONS, LANE RESTRIPING & BIKE LANES

Funding Sources: Ahmanson Ranch Mitigation, Lost Hills B & T District, MTA Funds, CIP, ISTEA, LV Road Improvement Fees, Baldwin Impact Fees, Measure A, Prop. 116

Opinion of Total Project Costs: $94,320.00

Time Frame: 1996

Other Affected Agencies: LA County, Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Agoura Road/Las Virgenes Intersection restriping		LF	300	$0.50	$150.00
Rondell Road/Las Virgenes Intersection restriping		LF	300	$0.50	$150.00
Taco Bell/Las Virgenes intersection restriping		LF	200	$0.50	$100.00
Right-of-way aquistition		SF	4800		Not Included
New paving as necessary to accommodate bike lanes		SF	5200	$5.00	$26,000.00
Roadway striping for bike and traffic lanes		LF	8900	$0.50	$4,450.00
Arrow stencils		EA	20	$350.00	$7,000.00
Bicycle stencils		EA	9	$350.00	$3,150.00
Utility pole and Cobra lighting relocation as necessary for roadway widening		EA	4		Utilities Cost
Drainage structure relocation as necessary		EA			Not Included
Bike lane signage		EA	15	$300.00	$4,500.00
Traffic signs as required		EA	25	$300.00	$7,500.00
New curb, gutter and sidewalks on Eastside		SF	1600	$16.00	$25,600.00
				SUBTOTAL	$78,600.00
Engineering, Plans and Specifications		10% of total			$7,860.00
Contingency		10% of total			$7,860.00
				TOTAL	$94,320.00

15. NEW MEDIANS, CROSSWALKS, MONUMENTATION and SIGNAGE

Funding Sources: Lost Hills B&T District, MTA, CIP, ISTEA, Landscape District 22 LV Road Improvement Fee, Baldwin Impact Fee.

Opinion of Total Project Costs: $231,835.20

Time Frame: 1998

Other Affected Agencies: LA County, State Parks, LV Municipal Water District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Raised Medians: Tile		SF	1300	$15.00	$19,500.00
Planting		SF	9700	$5.00	$48,500.00
Curb & Gutter		LF	5800	$12.00	$69,600.00
New decorative crosswalks at Agoura Road & Rondell Road		SF	5928	$7.00	$41,496.00
Decorative paving at crosswalk corners		SF	1800	$7.00	$12,600.00
Directional signs at Agoura Road & Southbound On/Off Ramps		EA	6	$250.00	$1,500.00
				SUBTOTAL	$193,196.00
Engineering, Plans and Specifications		10% of total			$19,319.60
Contingency		10% of total			$19,319.60
				TOTAL	$231,835.20

16. NEW LANDSCAPING, STREET FURNISHINGS & FENCES

Funding Sources: Living Logo, CIP, ISTEA, LV Road Improvement Fee, Development Improvements, Landscape & Lighting District 32, Baldwin Impact Fee, Urban Forest Grants

Opinion of Total Project Costs: $414,300.00

Time Frame: 1998

Other Affected Agencies: Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Install new street trees & tree grates		EA	21	$1,500.00	$31,500.00
Install new planting & irrigation		SF	400	$5.00	$2,000.00
Decorative sidewalk banding		LF	18000	$12.00	$216,000.00
Install new decorative street lighting w/banners		EA	26	$2,500.00	$65,000.00
Install new benches		EA	15	$850.00	$12,750.00
Install new trash and recycling containers		EA	15	$700.00	$10,500.00
Install new planters		EA	15	$500.00	$7,500.00
Stout white fencing		LF	2100	$15.00	$31,500.00
				SUBTOTAL	$345,250.00
Engineering, Plans and Specifications		10% of total			$34,525.00
Contingency		10% of total			$34,525.00
				TOTAL	$414,300.00

17. BUS AND TRANSIT STOPS/SHELTERS

Funding Sources: MTA Funds, Measure A, Prop. 116, CIP

Opinion of Total Project Costs: $111,216.00

Time Frame: 1996

Other Affected Agencies: MTA, Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Bus turn outs		EA	1	$15,000.00	$15,000.00
Transit shelters, furnishings, utilities, bike storage		EA	1	$12,000.00	$12,000.00
Park & Ride lot: Paving		SF	10800	$5.00	$54,000.00
Planting & irrigation		SF	1800	$5.00	$9,000.00
Fencing		LF	210	$12.00	$2,520.00
Striping		LF	320	$0.50	$160.00
Aquisition of site		SF			Not Included
				SUBTOTAL	$92,680.00
Engineering, Plans and Specifications		10% of total			$9,268.00
Contingency		10% of total			$9,268.00
				TOTAL	$111,216.00

18. PREPARE SPECIFIC PLAN/SPECIAL STUDY FOR COMMERCIAL AREA

Funding Sources: CIP, Development

Opinion of Total Project Costs: $60,000.00

Time Frame: 1996

Other Affected Agencies: Caltrans, Los Angeles County

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Specific Plan or other focus study for Freeway Commercial area		Lump Sum		$50,000.00	$50,000.00
Environmental Review		Lump Sum		$10,000.00	$10,000.00
				TOTAL	$60,000.00

19. UNDERGROUND ALL ABOVE GROUND WIRE UTILITIES EXCEPT HIGH VOLTAGE

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $96,000.00

Time Frame: 2000+

Other Affected Agencies: Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground wire utilities except for high voltage lines		LF	800	$100.00	$80,000.00
Engineering, Plans and Specifications		10% of total			$8,000.00
Contingency		10% of total			$8,000.00
				TOTAL	$96,000.00

20. UNDERGROUND ALL ABOVE GROUND HIGH VOLTAGE UTILITIES

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $192,000.000

Time Frame: 2000+

Other Affected Agencies: Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground high voltage utilities		LF	800	$200.000	$160,000.00
Engineering, Plans and Specifications		10% of total			$16,000.00
Contingency		10% of total			$16,000.00
				TOTAL	$192,000.00

Implementation Program • Freeway Zone

US Highway 101

FREEWAY ZONE PROJECTS

Southbound 101 Freeway On/Off Ramps to Northbound 101 On/Off Ramps: Sheet 11-12

21. INTERSECTIONS, LANE RESTRIPING & BIKE LANES

Funding Sources: Ahmanson Ranch Mitigation, Lost Hills B & T District, MTA Funds, CIP, ISTEA, Measure A, Prop. 116, LV Road Improvement Fees, Baldwin Impact Fees

Opinion of Total Project Costs: $25,260.00

Time Frame: 1997

Other Affected Agencies: LA County, Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Northbound 101 Off Ramp/Las virgenes intersection restriping		LF	300	$0.50	$150.00
Arrows		EA	11	$350.00	$3,850.00
Roadway striping for bike and traffic lanes		LF	5800	$0.50	$2,900.00
Arrow stencils		EA	17	$350.00	$5,950.00
Bicycle stencils		EA	8	$350.00	$2,800.00
Bike lane signage		EA	8	$300.00	$2,400.00
Traffic signs as required		EA	10	$300.00	$3,000.00
				SUBTOTAL	$21,050.00
Engineering, Plans and Specifications		10% of total			$2,105.00
Contingency		10% of total			$2,105.00
				TOTAL	$25,260.00

22. NEW MEDIANS, MONUMENTATION and SIGNAGE

Funding Sources: Living Logo, CIP, ISTEA, LV Road Improvement Fee, Development Improvements, Baldwin Impact Fee, Urban Forest Grants

Opinion of Total Project Costs: $145,800.000

Time Frame: 1997

Other Affected Agencies: Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Raised medians: Tile		SF	1900	15.00	28,500.00
Planting & irrigation		SF	8200	5.00	41,000.00
Curbs & Gutter		LF	1700	24.00	40,800.00
Directional signs at Rondell Road & Freeway on/off ramps		EA	6	300.00	1,800.00
Approved City rock monument at Northbound 101off-ramp		EA	1	9,400.00	9,400.00
				SUBTOTAL	121,500.00
Engineering, Plans and Specifications		10% of total			12,150.00
Contingency		10% of total			12,150.00
				TOTAL	145,800.00

23. NEW INTERCHANGE LANDSCAPING AND IRRIGATION

Funding Sources: Living Logo, CIP, Urban Foresting Grant

Opinion of Total Project Costs: $771,120.00

Time Frame: 1998

Other Affected Agencies: Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
New trees, landscaping, decorative ground treatment, irrigation etc.		SF	91800	$7.00	$642,600.00
				SUBTOTAL	$642,600.00
Engineering, Plans and Specifications		10% of total			$64,260.00
Contingency		10% of total			$64,260.00
				TOTAL	$771,120.00

24. BRIDGE LIGHTING, FENCING AND RAILING

Funding Sources: CIP

Opinion of Total Project Costs: $271,500.00

Time Frame: 1998

Other Affected Agencies: LA County,Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Decorative overpass fencing		LF	690	$25.00	$17,250.00
Decorative lighting w/banners		EA	26	$2,500.00	$65,000.00
Caltrans railing		LF	690	$150.00	$103,500.00
Install new trees & tree grates		EA	24	$1,500.00	$36,000.00
Stout white fencing		LF	300	$15.00	$4,500.00
				SUBTOTAL	$226,250.00
Engineering, Plans and Specifications		10% of total			$22,625.00
Contingency		10% of total			$22,625.00
				TOTAL	$271,500.00

Implementation Program • Zone Four

US Highway 101 to Ventura County line

ZONE FOUR PROJECTS

Northbound 101 Freeway On/Off Ramps to City limit: Sheet 12-16

25. ROAD WIDENING, INTERSECTIONS, LANE RESTRIPING & BIKE LANES

Funding Sources: Ahmanson Ranch Mitigation, MTA Funds, CIP, ISTEA, Measure A, Prop. 116 LV Road Improvement Fees, Development Improvements, Malibu Terrace

Opinion of Total Project Costs: $1,428,000.00

Time Frame: 2000+

Other Affected Agencies: LA County, LV Unified School District, L.A. County Fire

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Mureau Road/Las Virgenes Intersection restriping		LF	300	$0.50	$150.00
Arrows		EA	8	$350.00	$2,800.00
Signalization		EA	1	$100,000.00	$100,000.00
Parkmor Road/Las Virgenes Intersection restriping		LF	200	$0.50	$100.00
Arrows		EA	5	$350.00	$1,750.00
Thousand Oaks Blvd./Las Virgenes intersection restriping		LF	200	$0.50	$100.00
Arrows		EA	10	$350.00	$3,500.00
Signalization		EA	1	$100,000.00	$100,000.00
Right-of-way aquistition		SF	65000		Not Included
New paving as necessary to accommodate bike lanes		SF	160000	$5.00	$800,000.00
Roadway striping for bike and traffic lanes		LF	45000	$0.50	$22,500.00
Arrow stencils		EA	35	$350.00	$12,250.00
Bicycle stencils		EA	33	$350.00	$11,550.00
Street end turn around		SF	7000	$6.00	$42,000.00
Utility pole and Cobra lighting relocation as necessary for meandering path		EA	40		Utilities Cost
Bike lane signage		EA	15	$300.00	$4,500.00
Traffic signs as required		EA	20	$300.00	$6,000.00
New Curb & Gutter		LF	6900	$12.00	$82,800.00
				SUBTOTAL	$1,190,000.00
Engineering, Plans and Specifications		10% of total			$119,000.00
Contingency		10% of total			$119,000.00
				TOTAL	$1,428,000.00

26. NEW MEDIANS, CROSSWALKS, SIDEWALK EXPANSIONS and SIGNAGE

Funding Sources: CIP, ISTEA, Landscape & Lighting District 27, LV Road Improvement Fees, Development Improvements

Opinion of Total Project Costs: $1,065,060.00

Time Frame: 2000+

Other Affected Agencies: LA County, State Parks, LV Municipal Water District

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Demolition of existing medians from Parkmor to T.O. Blvd.		SF	11200	$4.00	$44,800.00
Raised medians: Tile		SF	7600	$15.00	$114,000.00
Planting & irrigation		SF	58000	$5.00	$290,000.00
Curbs & Gutter		LF	12700	$12.00	$152,400.00
New curb bulb-outs and planters at entrances to apartments/condos		EA	25	$550.00	$13,750.00
New decorative crosswalks/intersection treatments as shown on plans		SF	38300	$7.00	$268,100.00
Directional signs as necessary		EA	15	$300.00	$4,500.00
				SUBTOTAL	$887,550.00
Engineering, Plans and Specifications		10% of total			$88,755.00
Contingency		10% of total			$88,755.00
				TOTAL	$1,065,060.00

27. NEW EASTSIDE LANDSCAPING & STREET FURNISHINGS

Funding Sources: Living Logo, CIP, ISTEA, LV Road Improvement Fee, Development Improvements, Landscape & Lighting District 32, Baldwin Impact Fee, Urban Forest Grants, Malibu Terrace

Opinion of Total Project Costs: $117,000.00

Time Frame: 2000+

Other Affected Agencies: Utilities

Project Components		Unit	Quantity	Unit Cost	(Opinion of Costs)
Install new street trees, irrigation, landscaping etc.		SF	3500	$5.00	$17,500.00
Install new decorative street lighting at entrances to codos/apartments		Lump Sum		$50,000.00	$50,000.00
Install benches, trash & planters at entrances to condos/apartments		Lump Sum		$30,000.00	$30,000.00
				SUBTOTAL	$97,500.00
Engineering, Plans and Specifications		10% of total			$9,750.00
Contingency		10% of total			$9,750.00
				TOTAL	$117,000.00

28. BUS AND TRANSIT STOPS/SHELTERS

Funding Sources: MTA Funds, Measure A, Prop. 116, CIP

Opinion of Total Project Costs: $43,200.000

Time Frame: 1997

Other Affected Agencies: MTA, Caltrans

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Transit shelters, furnishings, utilities, bike storage		EA	3	12,000.00	36,000.00
Engineering, Plans and Specifications		10% of total			3,600.00
Contingency		10% of total			3,600.00
				TOTAL	43,200.00

29. NEW WESTSIDE LANDSCAPING, FENCES, MULTI-USE PATH

Funding Sources: Living Logo, CIP, ISTEA, LV Road Improvement Fee, Development Improvements, Landscape & Lighting District 32, Baldwin Impact Fee, Urban Forest Grants

Opinion of Total Project Costs: $931,200.000

Time Frame: Concurrent with development

Other Affected Agencies: Los Angeles County

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Install new planting & irrigation		SF	60000	$5.00	$300,000.00
Install new trees & tree grates		EA	10	$1,500.00	$15,000.00
Install meandering concrete path		SF	68000	$4.00	$272,000.00
Install benches, signs, bike racks etc.		Lump sum		$30,000.00	$30,000.00
Install new pilaster and rail fence along Westside easement line		LF	5300	$30.00	$159,000.00
Acquire 20' wide landscape easement		SF			Not Included
				SUBTOTAL	$776,000.00
Engineering, Plans and Specifications		10% of total			$77,600.00
Contingency		10% of total			$77,600.00
				TOTAL	$931,200.00

30. CONSOLIDATE UTILITIES FROM STATION 186+00 TO STATION 248+00

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $744,000.000

Time Frame: 1998

Other Affected Agencies: LA County, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Consolidate above ground wire utilities: Station186+00 to Station 248+00		LF	6200	$100.00	$620,000.00
Engineering, Plans and Specifications		10% of total			$62,000.00
Contingency		10% of total			$62,000.00
				TOTAL	$744,000.00

31. UNDERGROUND ALL ABOVE GROUND WIRE UTILITIES EXCEPT HIGH VOLTAGE

Funding Sources: 20A Funds, CIP, Utilities

Opinion of Total Project Costs: $828,000.000

Time Frame: 2000+

Other Affected Agencies: LA County, Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground wire utilities except for high voltage lines		LF	6900	$100.00	$690,000.00
Engineering, Plans and Specifications		10% of total			$69,000.00
Contingency		10% of total			$69,000.00
				TOTAL	$828,000.00

32. UNDERGROUND ALL ABOVE GROUND HIGH VOLTAGE UTILITIES

Funding Sources: 20A Funds

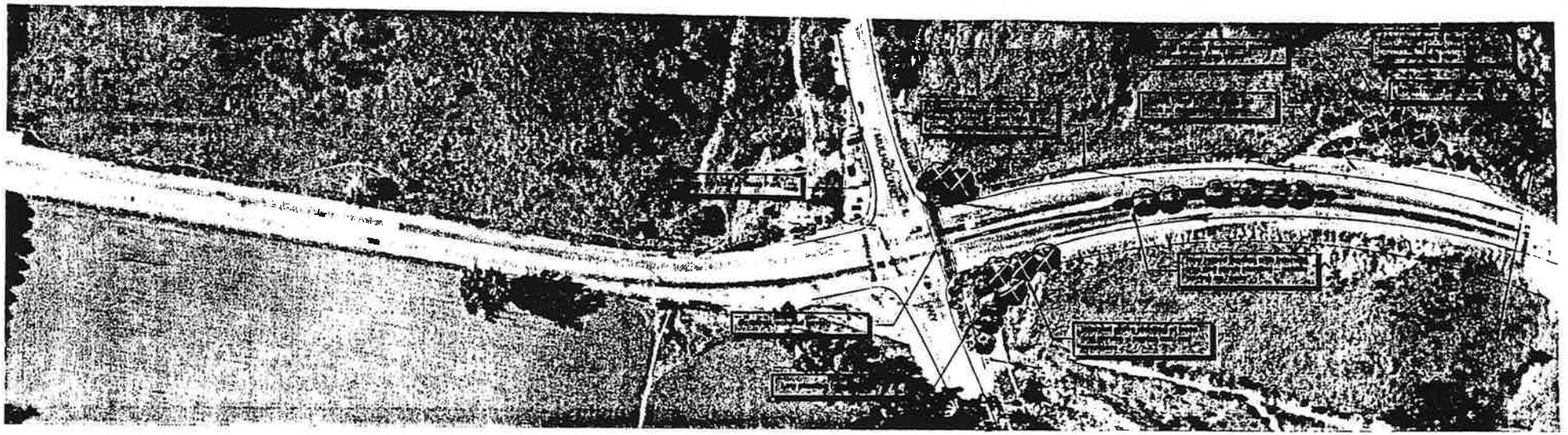
Opinion of Total Project Costs: $1,656,000.000

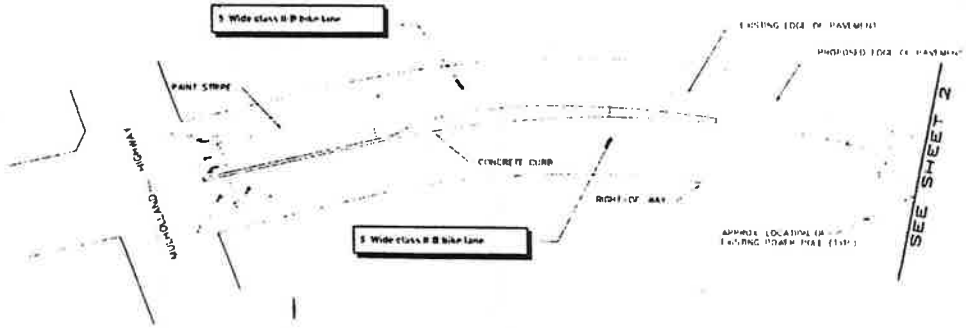
Time Frame: 2000+

Other Affected Agencies: Utilities

Project Components	Funding	Unit	Quantity	Unit Cost	(Opinion of Costs)
Underground all above ground high voltage utilities		LF	6900	$200.00	$1,380,000.00
Engineering, Plans and Specifications		10% of total			$138,000.00
Contingency		10% of total			$138,000.00
				TOTAL	$1,656,000.00

*IRRIGATION COSTS DO NOT INCLUDE WATER METER OR WATER COSTS.





Centerline station points are schematic and for reference only - not surveyed

KEY MAP

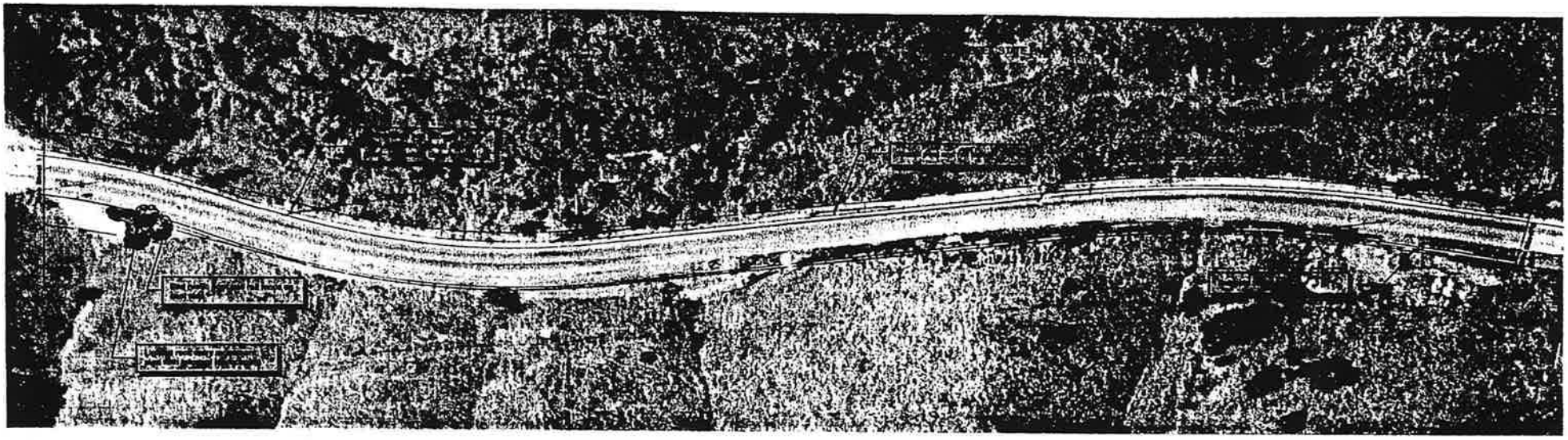
RRM DESIGN GROUP

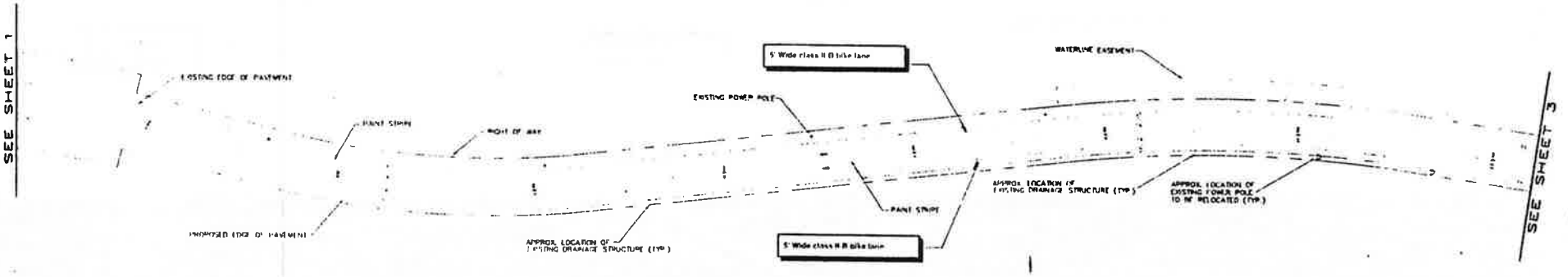
CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 1 OF 16

* All final geometric lane configurations shall be subject to design review and approval by City Traffic & Transportation Manager.





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SCALE

KEY MAP

RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 2 of 16

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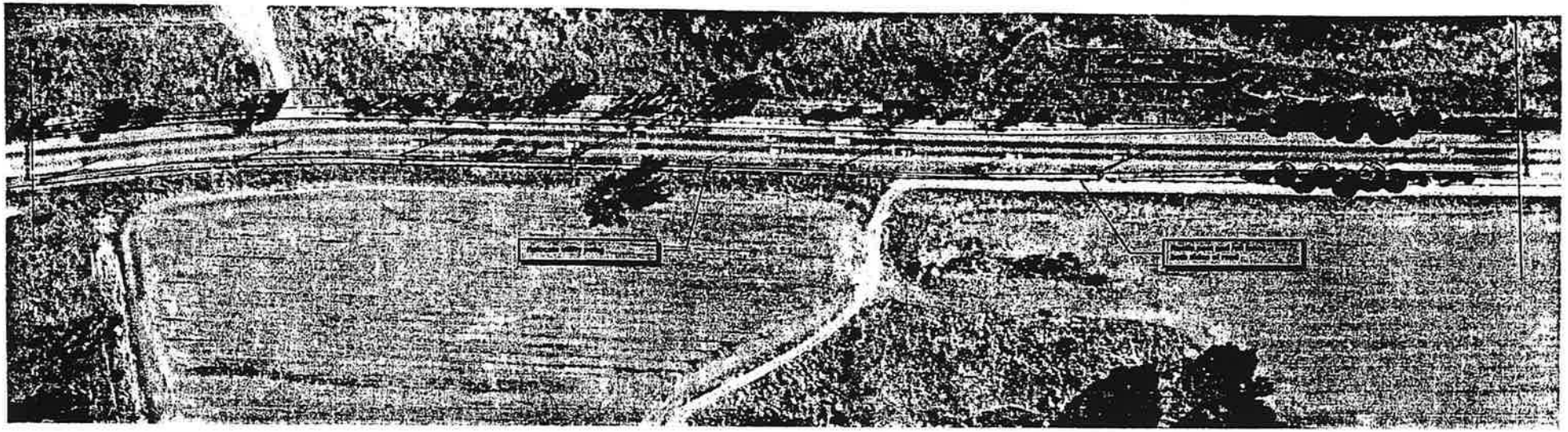

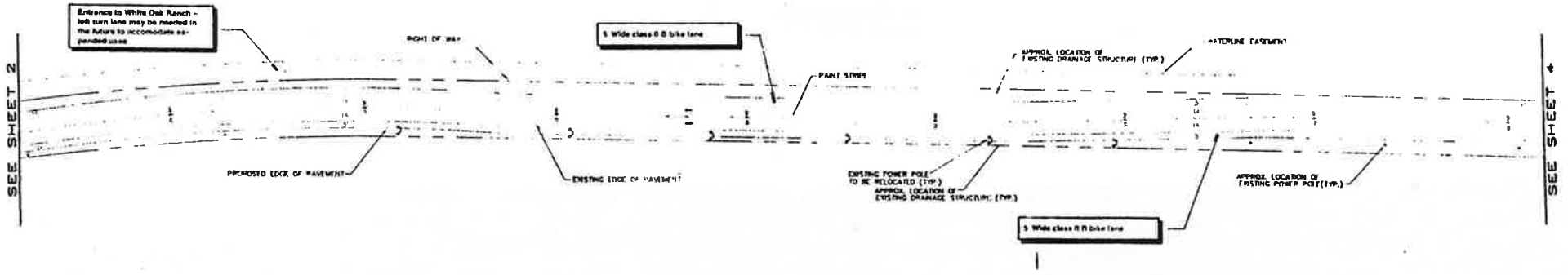

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SCALE

RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 3 OF 16

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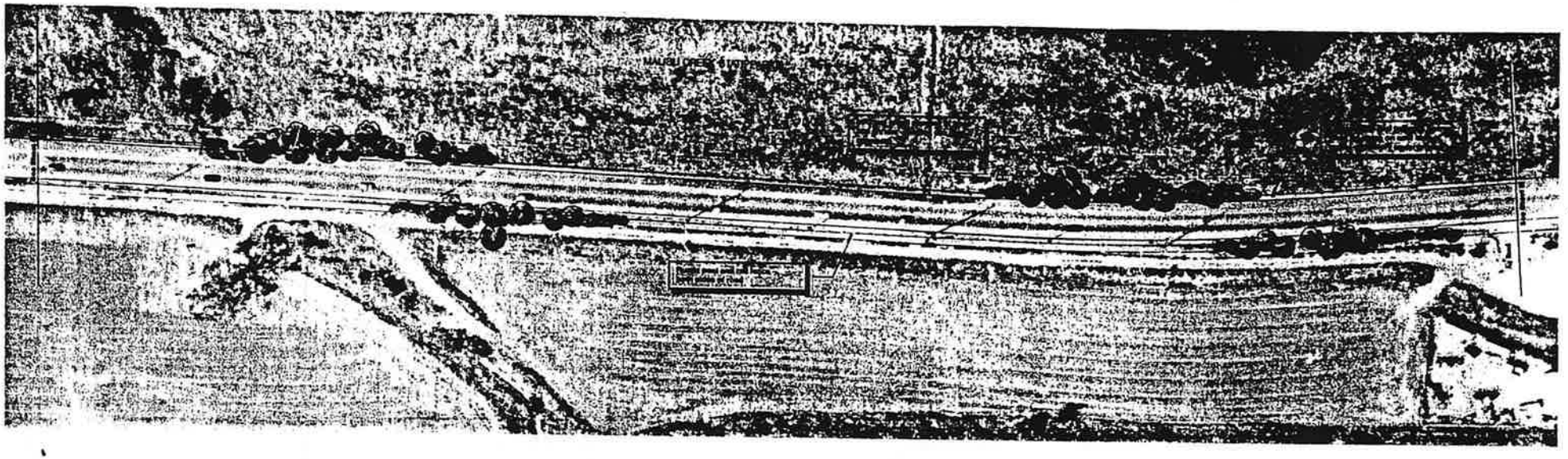

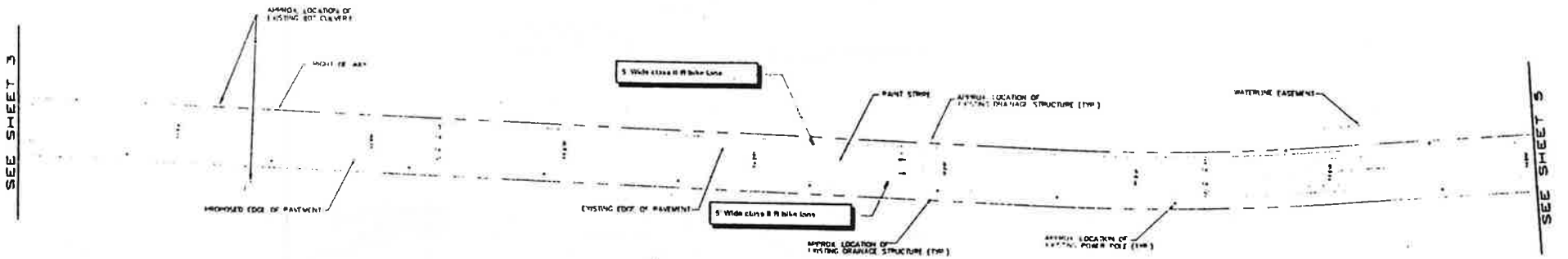

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SCALE

KEY MAP

RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 4 OF 16

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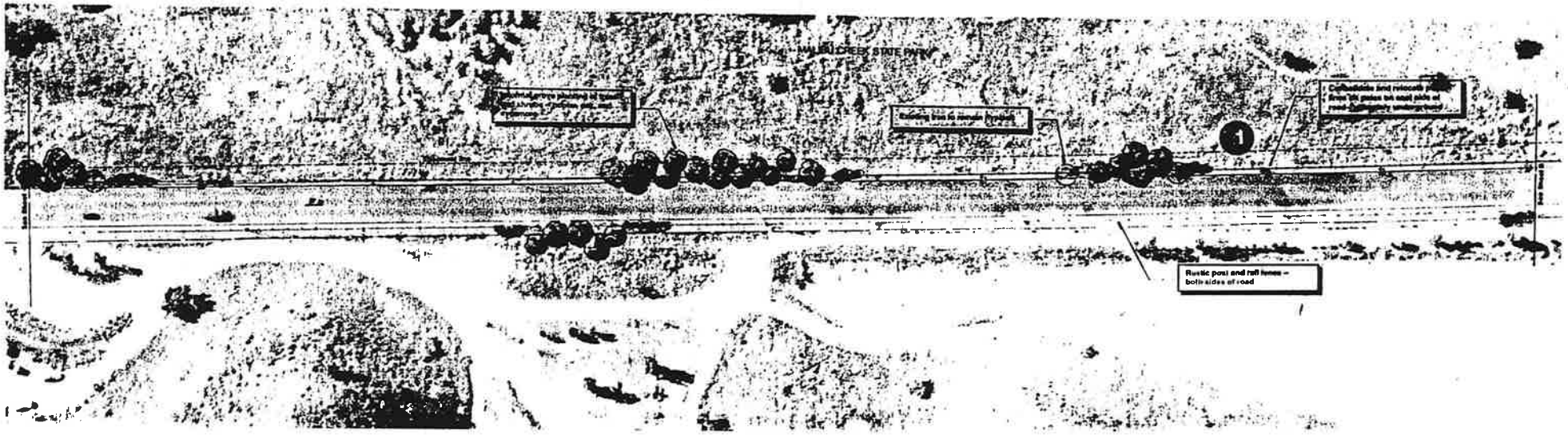

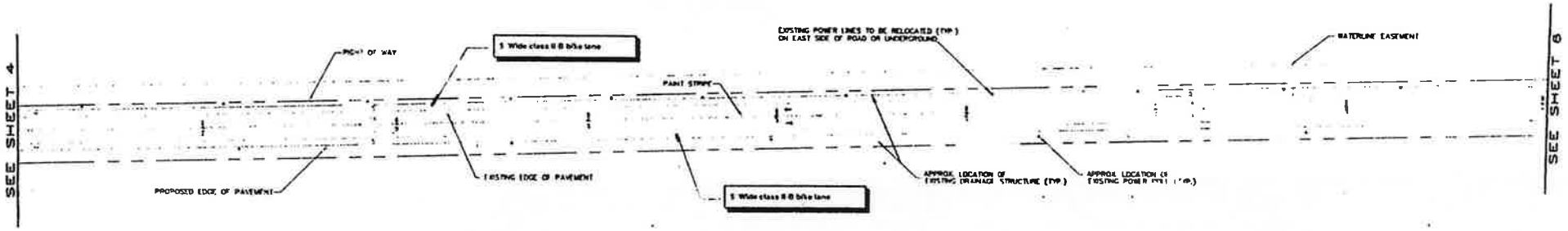

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SCALE

KEY MAP

RRM DESIGN GROUP
Architecture • Planning • Engineering • Surveying • Interiors • Landscape Architecture

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 5 OF 16

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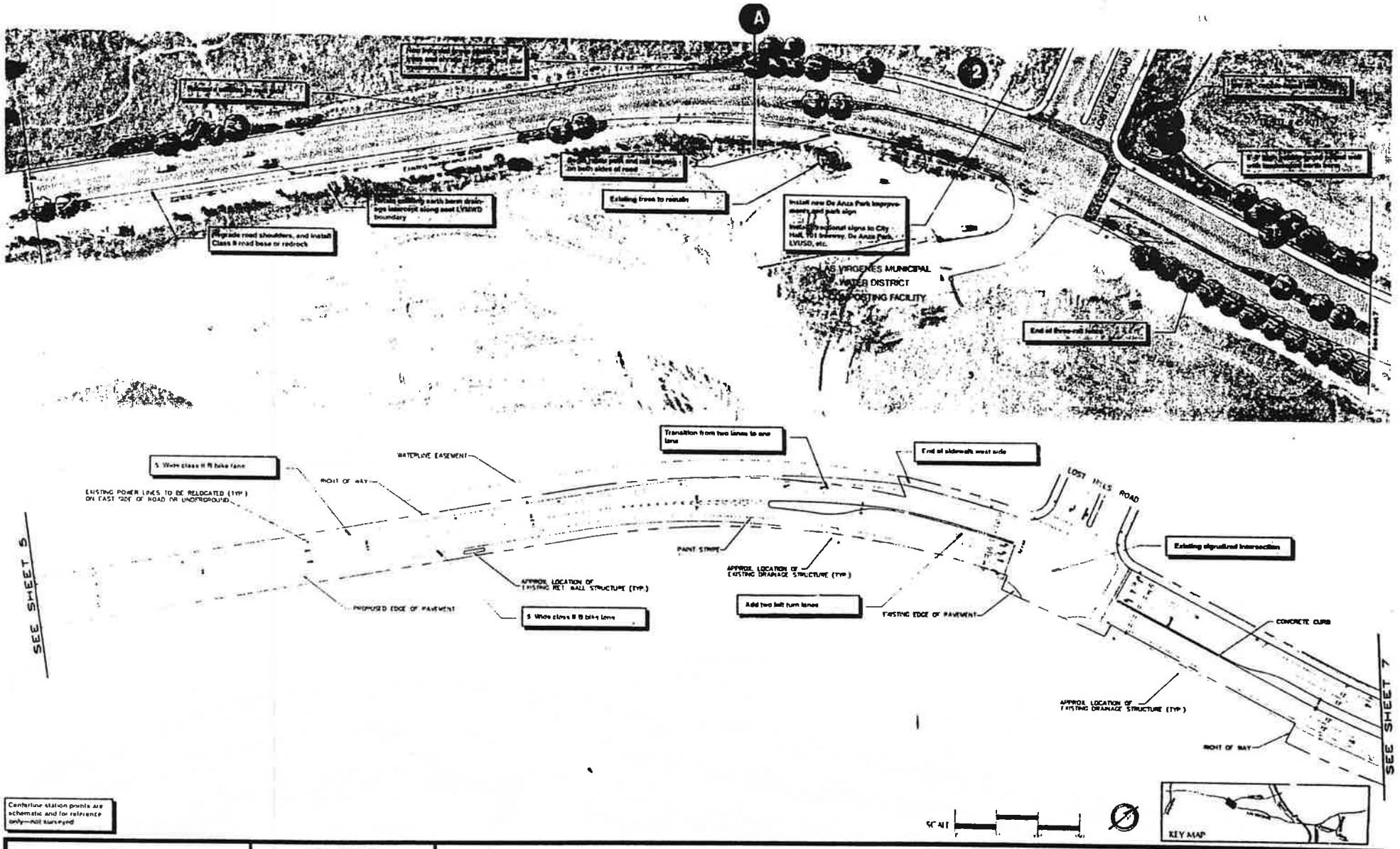

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RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 6 OF 16

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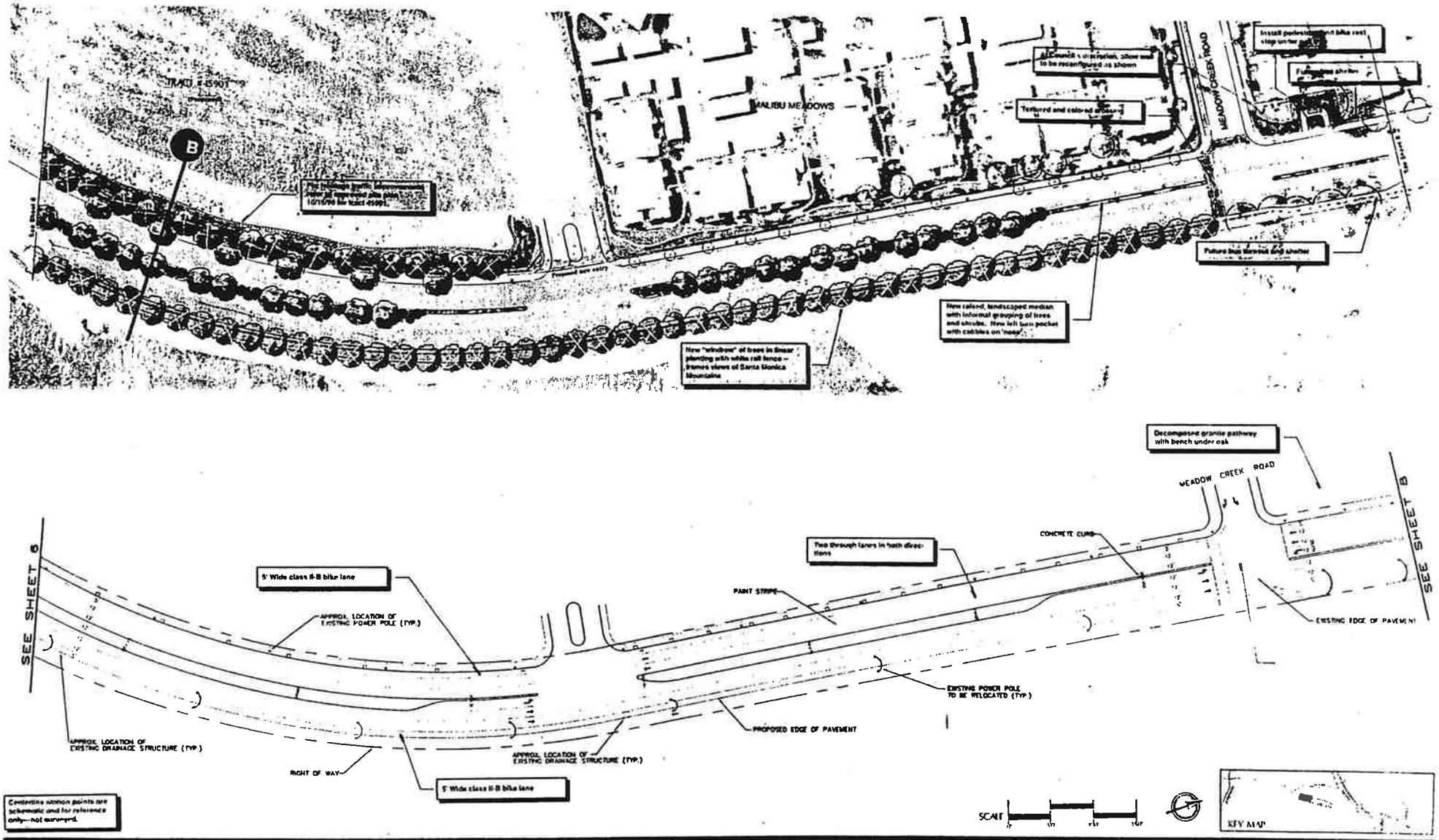

RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 7 OF 16

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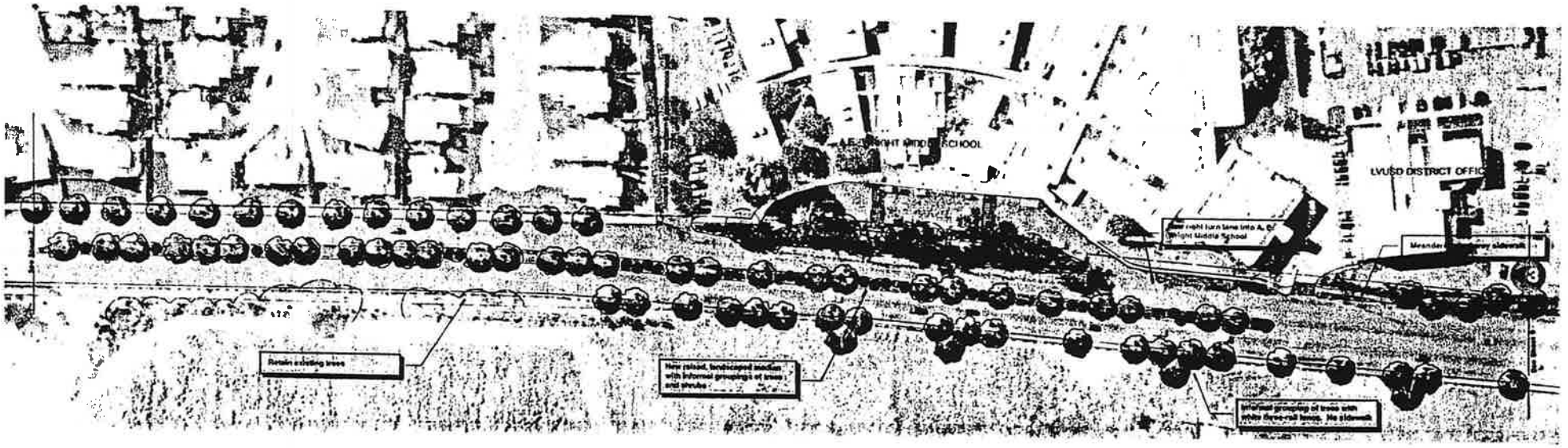

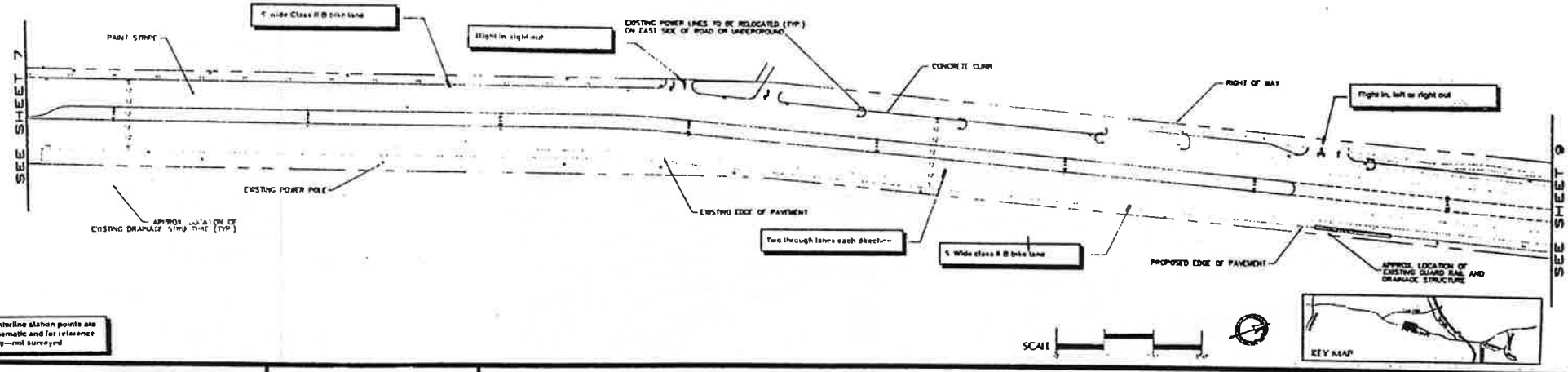

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RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 8 OF 16

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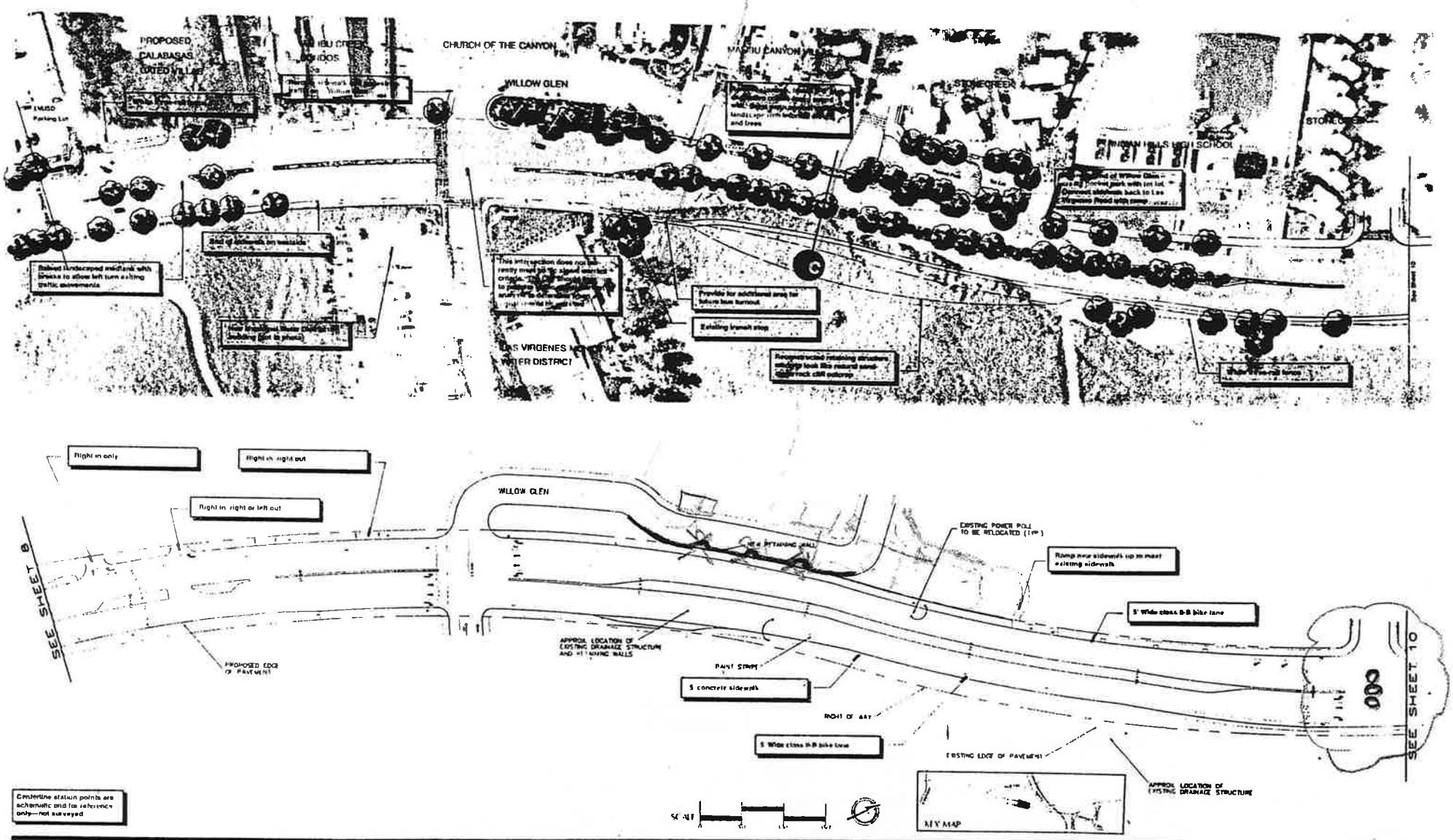

RRM DESIGN GROUP

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 9 OF 16

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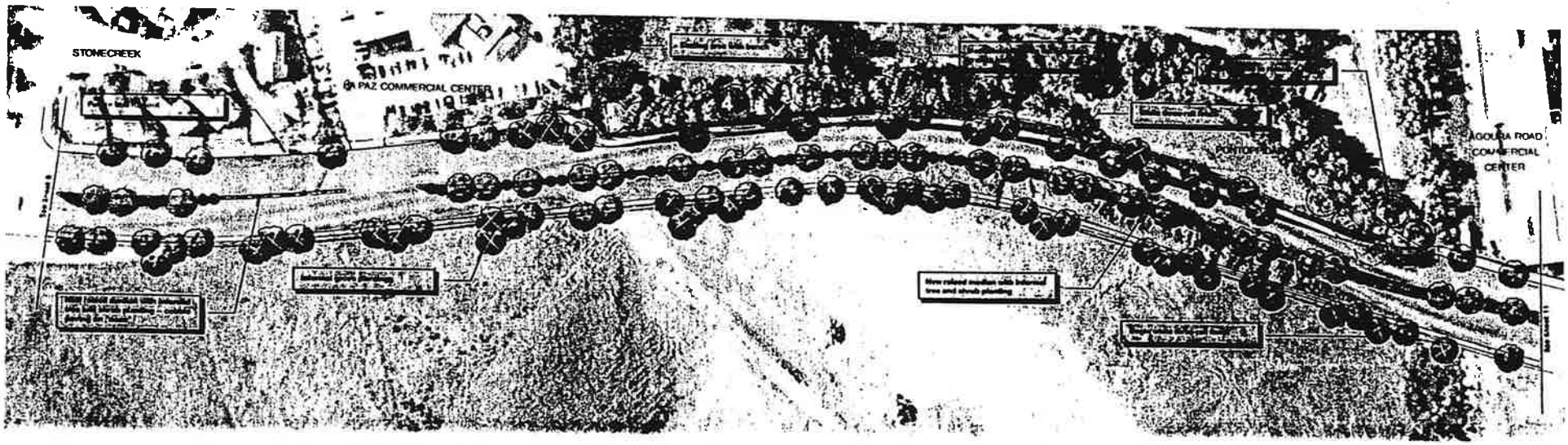

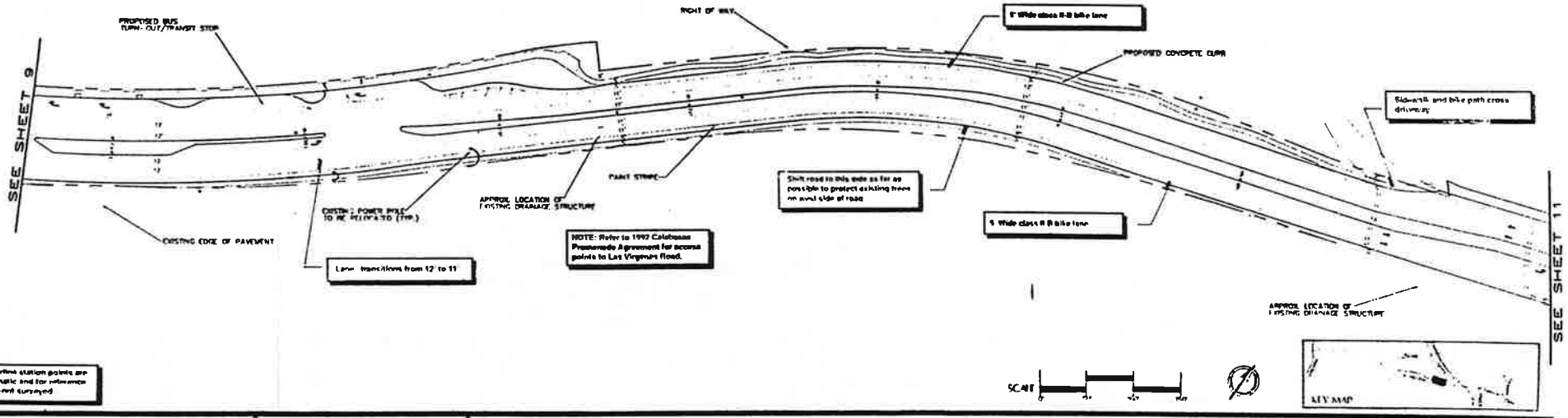

RRM DESIGN GROUP	CITY of CALABASAS	Las Virgenes Road Corridor Design Plan	SHEET 10 OF 16

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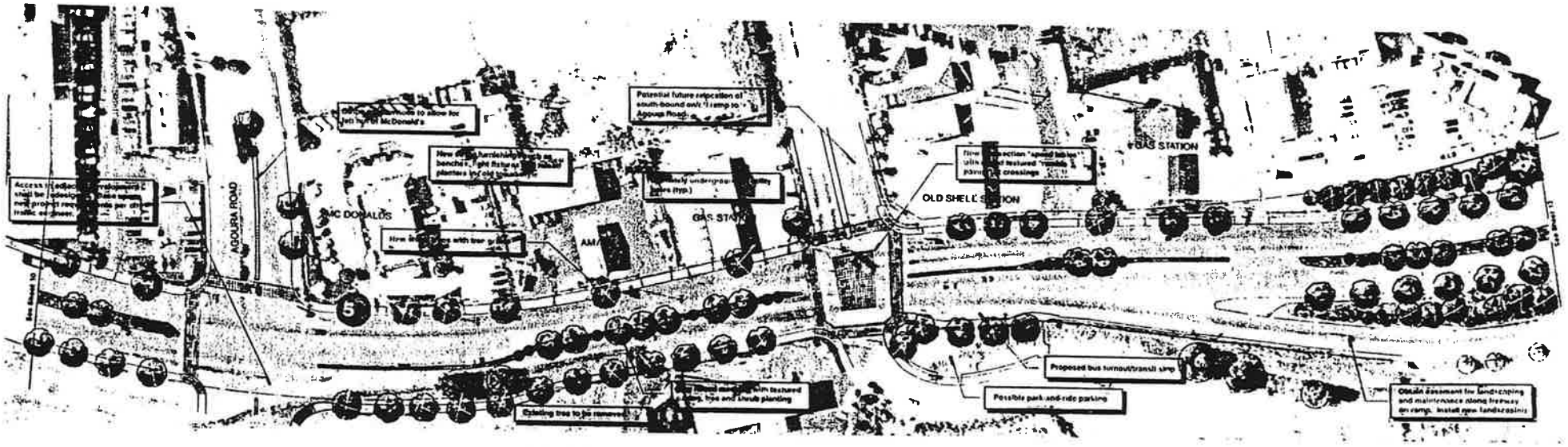

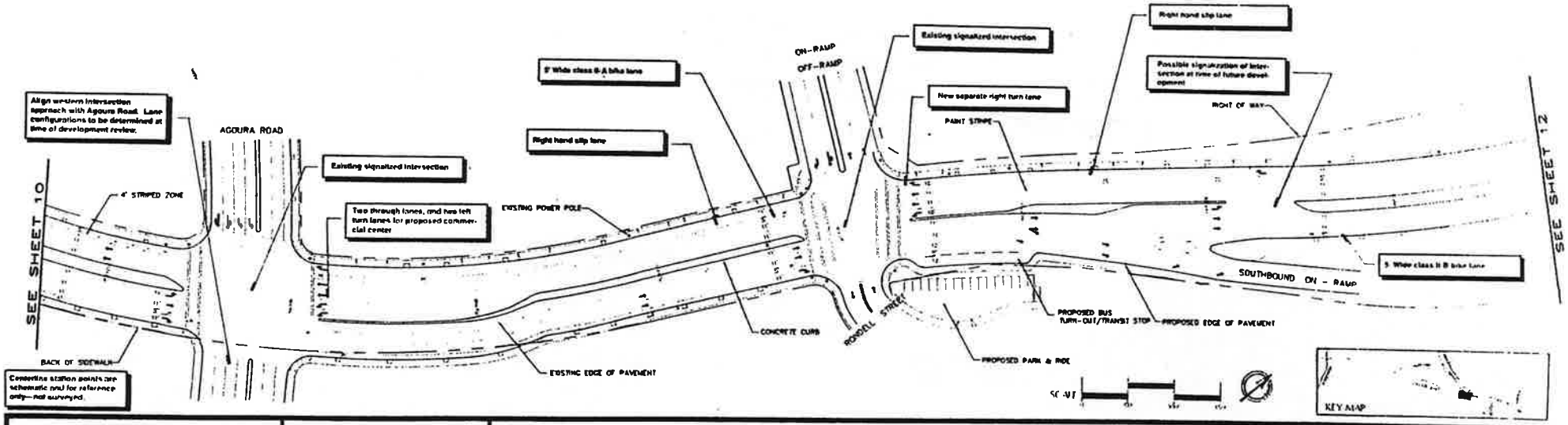

RRM DESIGN GROUP
Architecture • Planning • Engineering • Surveying • Interiors • Landscape Architecture

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 11 OF 16

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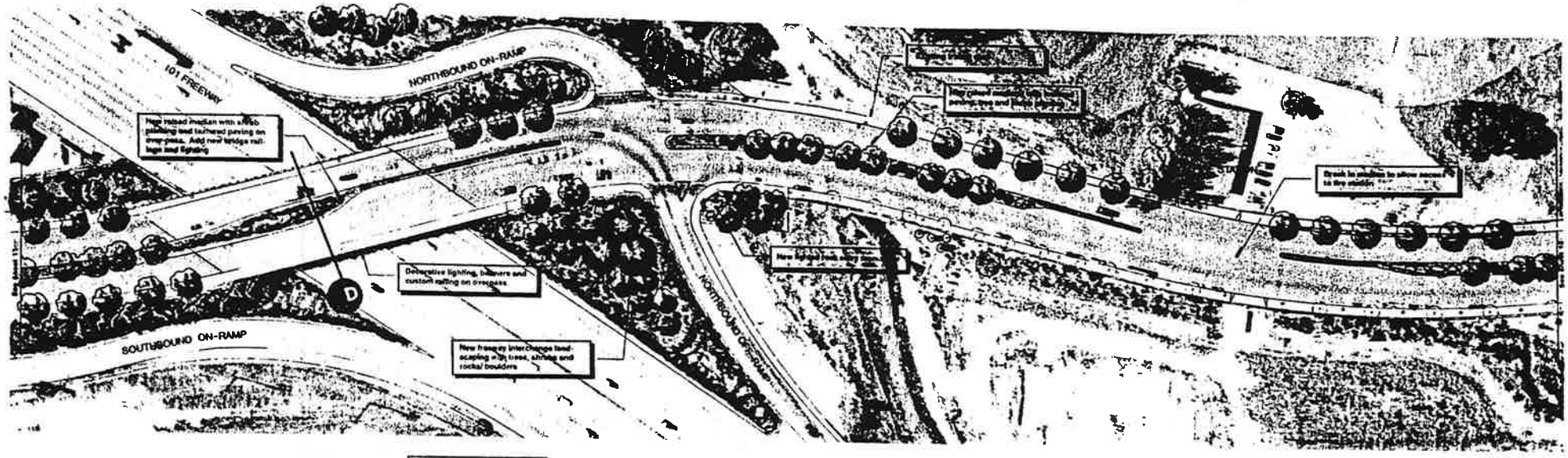

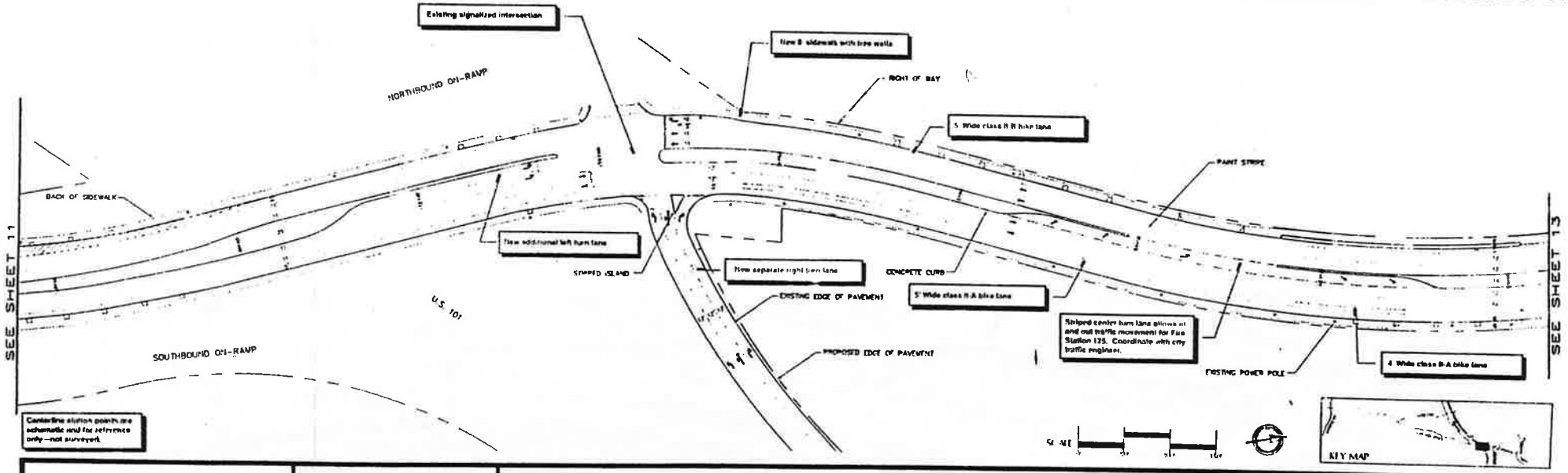

R R M D E S I G N G R O U P
Architecture • Planning • Engineering • Surveying • Structure • Landscape Architecture
3536 South Bascom Street, San Luis Obispo, California 93401 805/543-1794
1012 11th Street, Modesto, California 95354 209/544-1794

CITY of CALABASAS

Las Virgenes Road Corridor Design Plan

SHEET 12 OF 16

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