Final
Initial Study and Mitigated Negative Declaration

for

Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan

Prepared for:

City of Calabasas
Planning & Building Services Department
26135 Mureau Road
Calabasas, California 93302

Prepared by:

Rincon Consultants, Inc.
790 East Santa Clara Street, Suite 103
Ventura, California 93001

November 24, 1998

TABLE OF CONTENTS

Page

List of Figures

List of Tables

APPENDICES

1.0 INTRODUCTION

This Final Initial Study and Mitigated Negative Declaration (IS/MND) addresses the potential environmental effects of two long-range planning documents that include related General Plan Amendments and a zoning overlay district, proposed for the Las Virgenes Road Corridor area of the City of Calabasas, California. These documents include: 1) the Las Virgenes Gateway Master Plan, which focuses on that portion of Las Virgenes Road south of US Highway 101; and 2) the Las Virgenes Road Corridor Design Plan, which addresses the Las Virgenes Road right of way from Mulholland Highway on the south to the Ventura County line on the north. The Las Virgenes Gateway Master Plan includes the road frontage along Las Virgenes Road as well as surrounding properties (approximately 191 acres) in the immediate vicinity of this important "gateway" area of the City.

While these two long-range planning programs are separate, and will require independent discretionary actions, they have similar objectives, are in close proximity, and have overlapping elements (i.e., both programs involve the Las Virgenes Road Corridor). For these reasons, the environmental analysis of the two programs has been consolidated into a single document that addresses the environmental effects of the two programs and the related General Plan Amendments and zoning overlay district, both individually and cumulatively.

1.1 LEGAL AUTHORITY AND FINDINGS

This IS/MND has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

Initial Study. Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

(1) To provide the Lead Agency (the City of Calabasas) with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;

(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and

(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment, based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration. Section 15070 of the *CEQA Guidelines* states that a Negative Declaration shall be prepared for a project subject to CEQA when either:

(1) The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment; or

(2) The Initial Study identifies potentially significant effects but:

a. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Negative Declaration is released for public

review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

b. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment."

An IS/MND may be used to satisfy the requirements of CEQA when the physical effects of planning programs such as the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan are anticipated either to have no significant effects or to have potentially significant effects on the environment that can be fully mitigated by either modifying a project or by incorporating mitigation measures into an environmental compliance program. As discussed further in subsequent sections of this document, adoption and implementation of these proposed long-range plans will not result in any significant effects on the environment that cannot be mitigated to less than significant levels. In accordance with state law, a Mitigation Monitoring and Reporting Program (MMRP) was developed for each of these two planning projects. The MMRPs are contained in Appendix 2.

1.2 IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS/MND provide discussions of the possible environmental effects of the proposed planning programs for specific issue areas that have been identified on the CEQA Initial Study Checklist. For each issue area, potential effects are isolated for the two proposed planning programs. This will allow City decision-makers the flexibility to take action on the projects separately or together.

A "significant effect" is defined by the Section 15382 of the *CEQA Guidelines* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." According to the *CEQA Guidelines*, "an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue begins with the identification of methodologies used and a discussion of the "significance thresholds" that are used to determine whether potential effects are significant.

Following the evaluation of each environmental effect is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where a mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

1.3 USE OF THIS DOCUMENT BY THE CITY OF CALABASAS

This is a final environmental document that will be used in the public review and decision-making process for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan projects. A Draft IS/MND was prepared on October 20, 1998 and circulated for a 30-day public review period. Comments received on the draft document, and responses to all comments received are contained in Appendix 3.

1.4 USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The proposed project is intended to augment, refine, and facilitate implementation of specific components of the City's General Plan for the Las Virgenes Road Corridor area. As such, the Environmental Impact Report (EIR) prepared for the City of Calabasas General Plan has substantial relevant information relative to the project planning area. The Final EIR for the City's General Plan, (September 1995) is hereby incorporated by reference. That document is available for review at the City of Calabasas Planning and Building Services Department, located at 26135 Mureau Road, Calabasas, California.

The City's General Plan EIR was prepared as a Program EIR, as described in the *CEQA Guidelines.* Sections 15168 and 15152 of the *CEQA Guidelines* describe the use of Program EIRs and the concept of tiering. The *CEQA Guidelines* specify that second tier environmental documents (i.e., Negative Declarations, Focused Supplemental EIRs, etc.) prepared for subsequent projects need only address site-specific issues related to that project(s). Further, the *CEQA Guidelines* indicate that there is no need to repeat the broad analyses and information contained in the Program EIR. According to the *CEQA Guidelines*, use of a Program EIR can eliminate repetitive discussions of the same issues and focus the subsequent environmental impact analysis on the actual issues ripe for discussion at each level of environmental review.

Relative to the proposed planning programs, it is important to note that neither of the proposed programs calls for any construction activity at this time and that subsequent environmental review will be required prior to implementation of individual projects. The type of environmental review document that will be required for subsequent projects will depend upon final project design characteristics, project-specific mitigation measures, and environmental conditions that exist at the time the project is proposed for implementation.

2.0 PROJECT DESCRIPTION

2.1 PROJECT TITLE:

Las Virgenes Gateway Master Plan
Las Virgenes Road Corridor Design Plan

2.2 LEAD AGENCY NAME AND ADDRESS:

City of Calabasas
26135 Mureau Road
Calabasas, CA 93061

2.3 CONTACT PERSON AND PHONE NUMBER:

Mark Persico, AICP, Planning and Building Services Director
(818) 878-4225

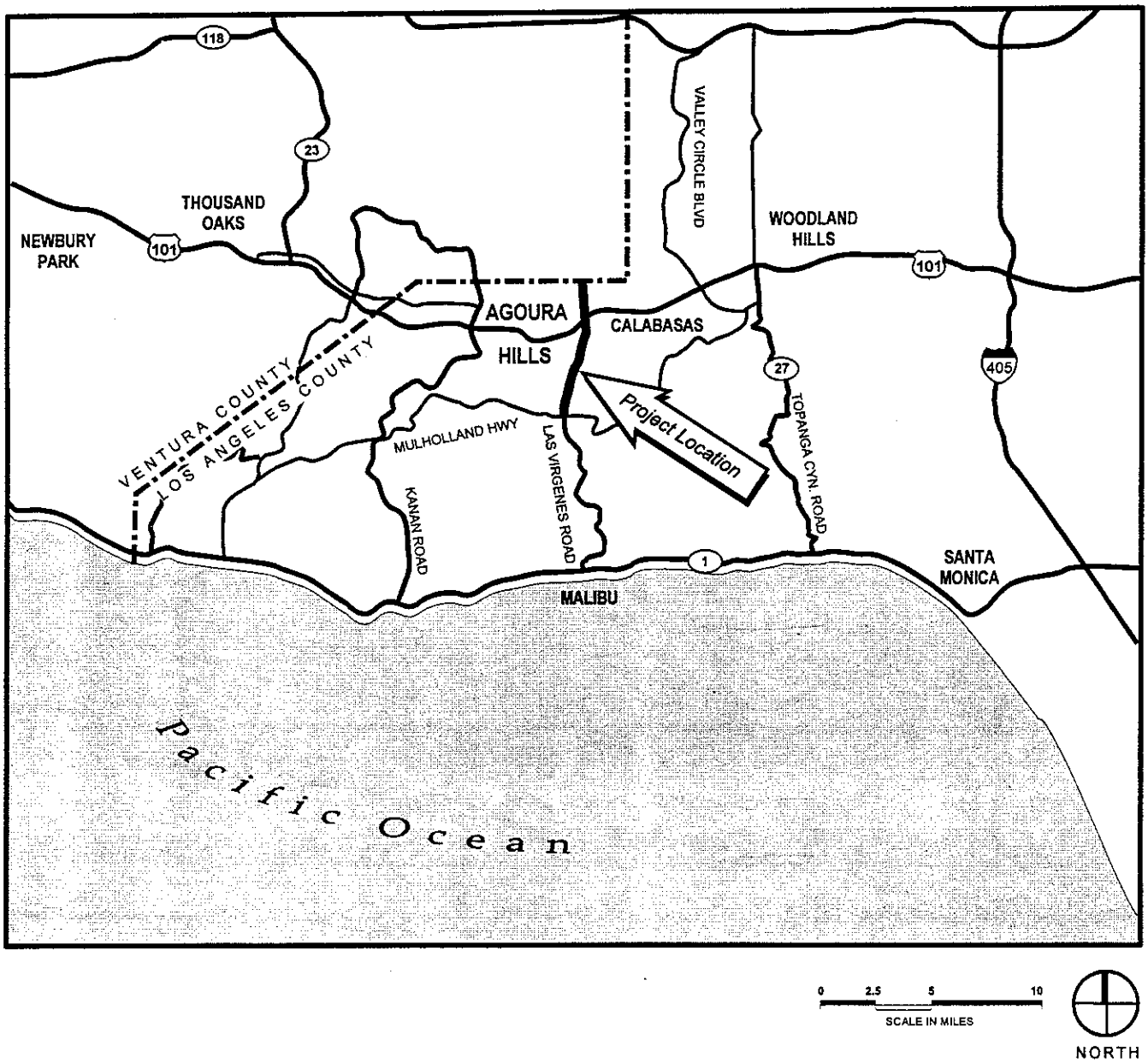
2.4 PROJECT LOCATION:

The City of Calabasas is located in western Los Angeles County, at the edge of the San Fernando Valley. The Ventura Freeway (Highway 101) runs east/west through the middle of the City. Neighboring cities include Agoura Hills, Hidden Hills, and Los Angeles. A portion of the City's western boundary abuts Los Angeles County and a portion of the northern boundary abuts Ventura County. The Las Virgenes Road planning area is located in the western portion of the City. Figures 1 and 2 show the regional location and general vicinity of the Las Virgenes Road planning area.

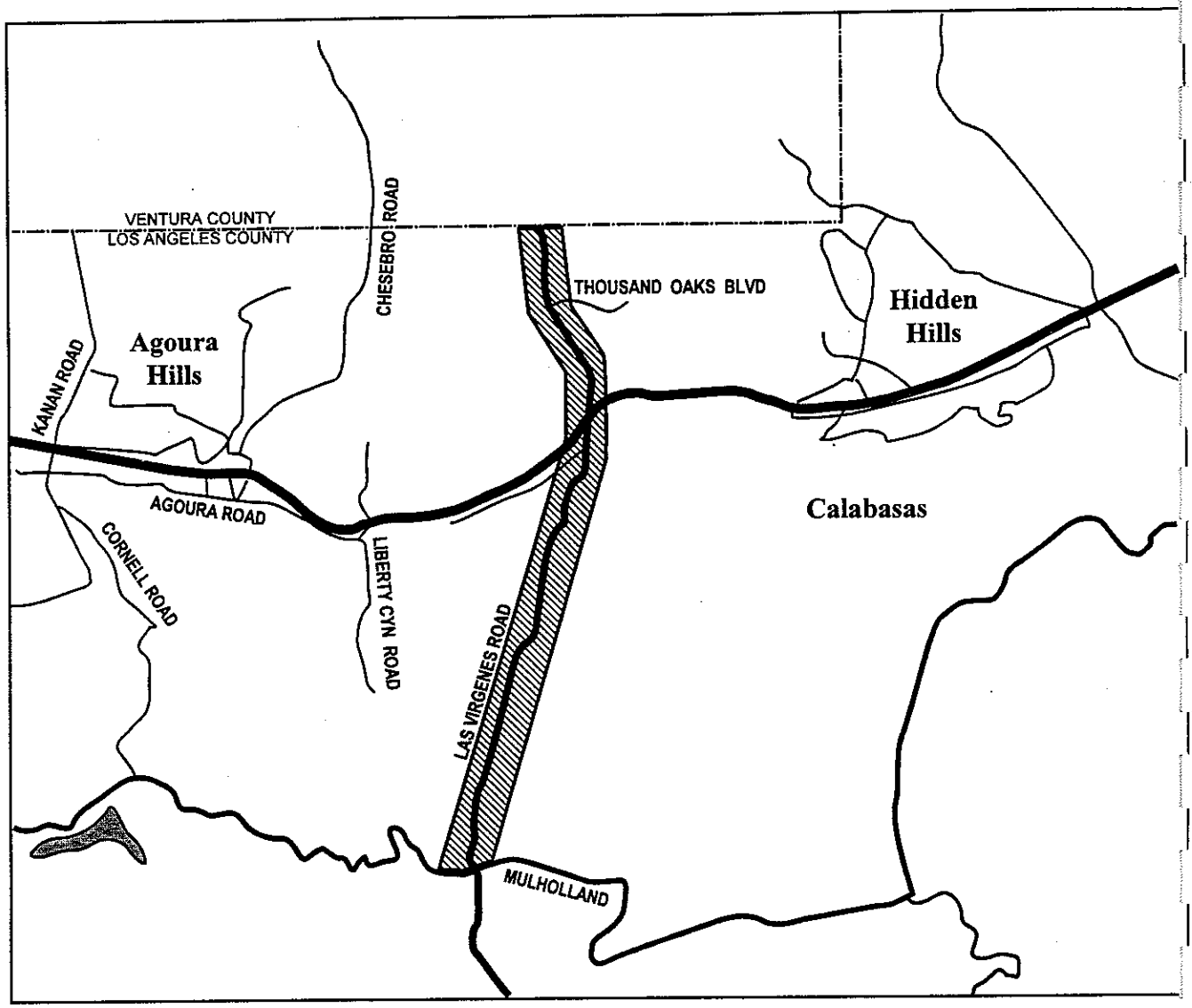
Las Virgenes Gateway Master Plan. The Las Virgenes Gateway Master Plan is a land use plan that encompasses the Las Virgenes Road corridor and lands immediately adjacent to the Las Virgenes Road corridor, south of U.S. Highway 101. The planning area extends along Las Virgenes Road from the Las Virgenes Water District Headquarters on the south to Thousand Oaks Boulevard on the north. The eastern boundary is approximately along the hillside ridge top for the area south of the freeway. North of the freeway, the eastern boundary runs along Las Virgenes Road. The western boundary in the area south of the freeway is at Las Virgenes Creek. In the area north of the freeway, the western boundary is at the top of the adjacent ridgeline.

Las Virgenes Corridor Design Plan. The Las Virgenes Road Corridor Design Plan is a road corridor plan that addresses the right-of-way along Las Virgenes Road from Mulholland Highway on the south to the Ventura County Line on the north. For purposes of design and circulation planning, the Plan divides the road corridor into five distinct zones as follows:

- 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.



Regional Site Location Figure 1



Project Vicinity

Figure 2

2.5 PROJECT SPONSOR'S NAME AND ADDRESS:

City of Calabasas
26135 Mureau Road
Calabasas, CA 93061

2.6 LANDOWNERS:

The City of Calabasas owns the road right-of-way along Las Virgenes Road; the California Department of Transportation (Caltrans) owns the right of way adjacent to US 101 and its on and off ramps; and miscellaneous private landowners own land along the corridors and within the Las Virgenes Gateway Master Plan area.

2.7 PROJECT DESIGNERS:

Las Virgenes Gateway Master Plan

Mainstreet Architects & Planners
468 East Main Street, Suite A
Ventura, California 93001

Las Virgenes Road Corridor Design Plan

RRM Design Group
3026 Higuera Street
San Luis Obispo, California 93401

2.8 ENTITLEMENTS REQUESTED:

None

2.9 ASSESSORS PARCEL NUMBERS:

Various

2.10 GRADING QUANTITIES:

Implementation of specific elements described within the plans will require varying degrees of grading. In general, roadway improvements and cosmetic features of the plans, such as landscaping, will require minimal grading. Development of individual parcels within the Las Virgenes Gateway Master Plan area could involve substantial grading, depending upon final design of specific projects.

2.11 GENERAL PLAN DESIGNATION:

Las Virgenes Gateway Master Plan. As noted above, the proposed Las Virgenes Gateway Master Plan area includes the Las Virgenes Road right-of-way as well as private property that abuts the road, south of US Highway 101. Las Virgenes Road is designated as a Collector in the Circulation Element of the City's General Plan. Private property within the planning area has

several different land use designations, some of which would be changed with adoption of the plan. Existing and proposed General Plan land use designations for private properties in the planning area are shown in Table 1. As shown in Table 1, private property in the planning area has been grouped into seven planning subareas totaling approximately 191 acres (132 developable acres). The location and orientation of these planning subareas is shown on Figure 3.

Las Virgenes Road Corridor Design Plan. Circulation Element Designation: Collector

2.12 ZONING:

Las Virgenes Gateway Master Plan. Existing and proposed Zoning designations within the planning area are shown in Table 1. Adoption of a new Las Virgenes Gateway Overlay Zone is proposed as an implementing mechanism of the Plan.

Las Virgenes Road Corridor Design Plan. Public Right-of-Way - Not Applicable

2.13 DESCRIPTION OF THE PROJECT:

2.13.1 Las Virgenes Gateway Master Plan

The Las Virgenes Gateway Master Plan is a land use plan which the City is considering adopting, that is intended to reinforce themes contained in the City's General Plan for the Las Virgenes Road "Gateway" area. The Las Virgenes Gateway Master Plan is hereby incorporated by reference and is available for review at the City of Calabasas Planning and Building Services Department located at 26135 Mureau Road, Calabasas, California.

The following sections provide a brief description of the components of the Plan, focusing on those elements that have the potential to result in physical effects on the environment. The Plan contains ten chapters, including the following:

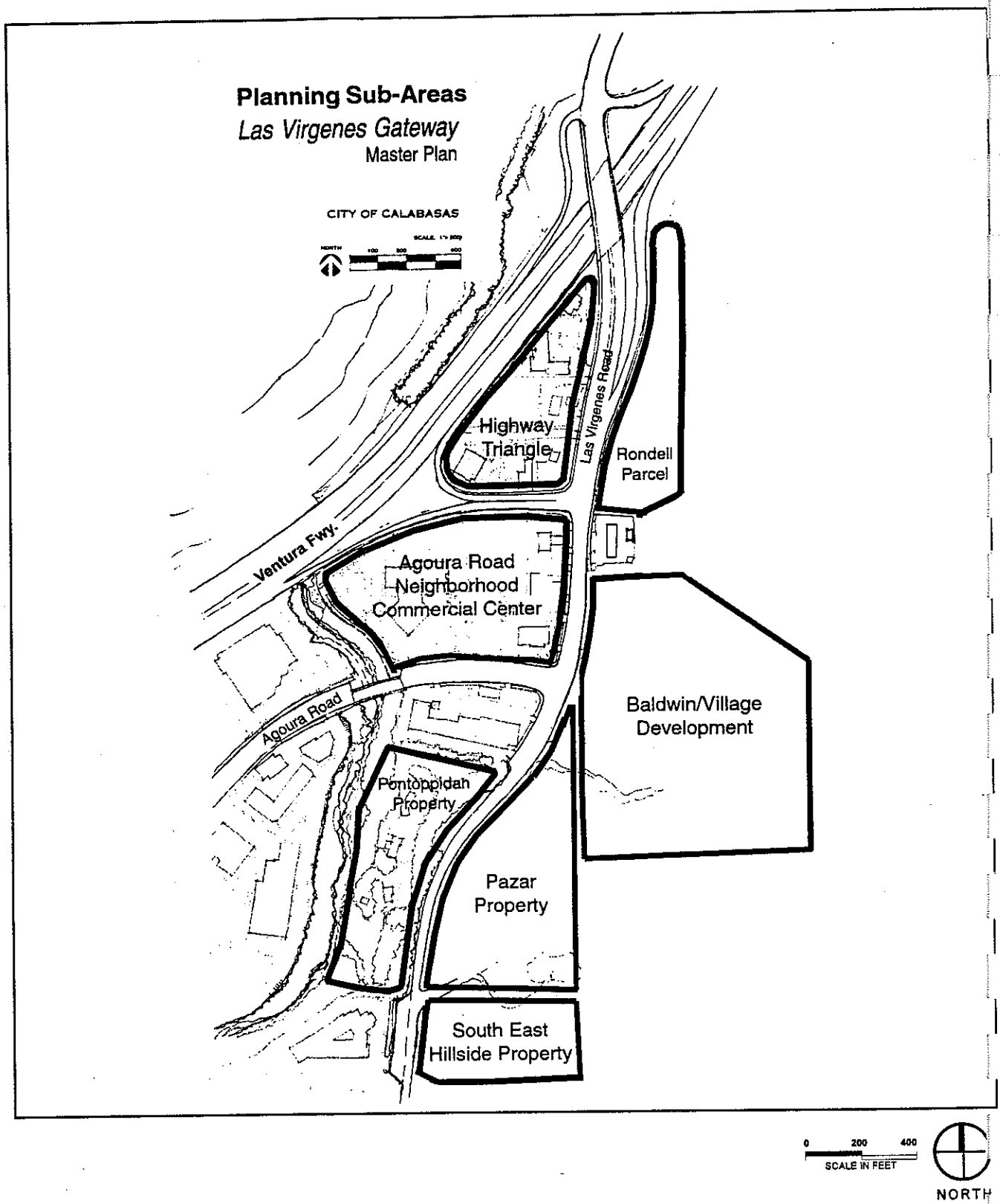
Chapter 1 - Introduction
Chapter 2 - Vision and Theme
Chapter 3 - Master Plan Goals
Chapter 4 - Land Use Plan
Chapter 5 - Conceptual Images for Master plan Components
Chapter 6 – Las Virgenes Creek Reclamation Plan
Chapter 7 - Design Standards
Chapter 8 - Circulation
Chapter 9 - Public Improvements
Chapter 10 - Implementation

Figure 4 is an Illustrative Plan for the Las Virgenes Gateway Area that shows the ultimate vision for the area.

Change in Buildout Potential With Plan Implementation. Because the Plan involves changes to existing land use designations contained in the City's General Plan, it requires an amendment to the City's General Plan. While adoption of the Plan itself does not involve specific

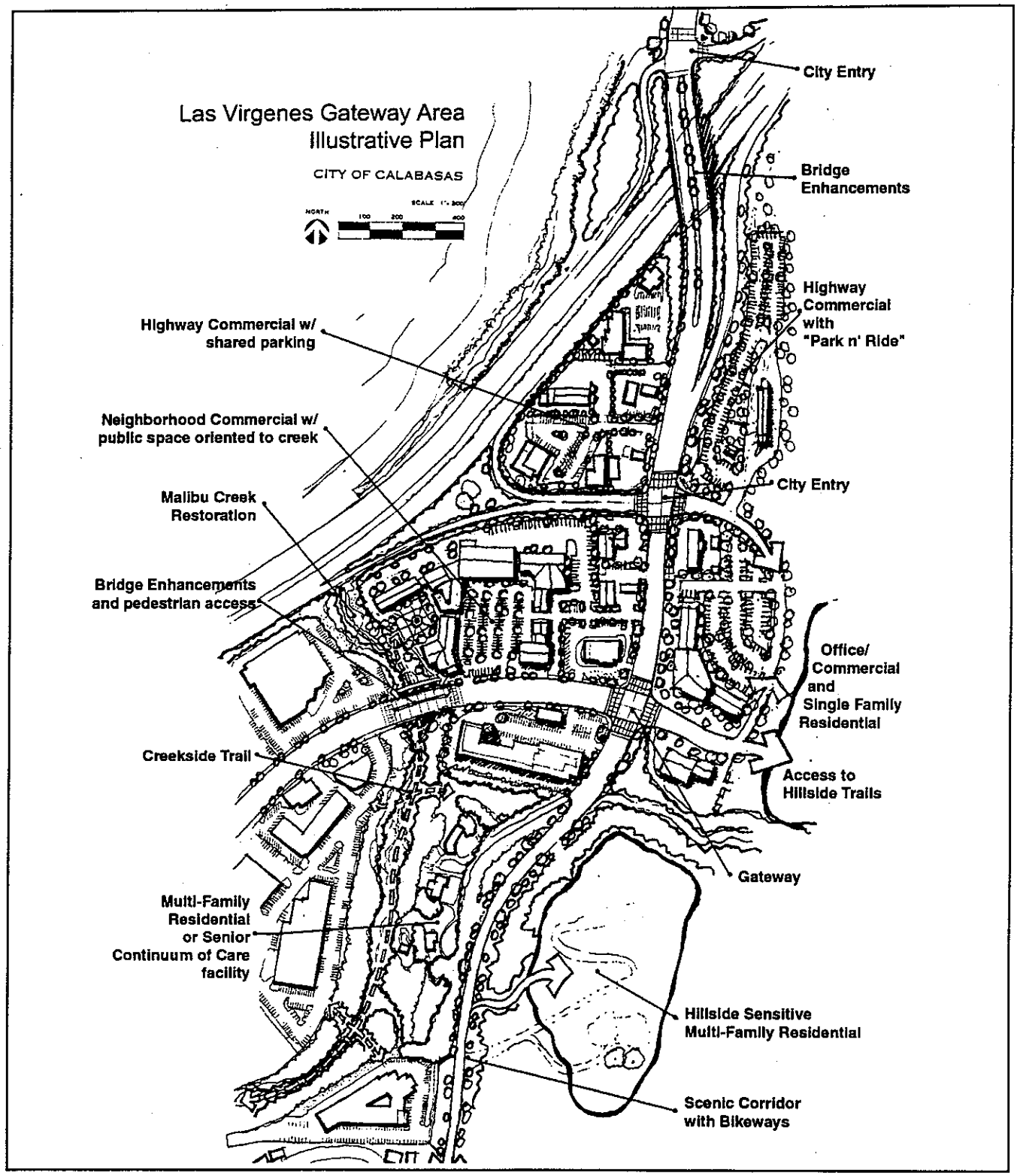
Table 1 – Land Use Change and Buildout Forecast

Property (acreage)	Existing GP/Zoning Designation	Existing Buildout Potential	Proposed GP/Zoning Designation	Proposed Buildout Potential	Increase in Development Capacity	Decrease in Development Capacity
Rondell (4.5 ac.)	GP: Hillside Mountainous Zoning: Hillside Mountainous	1 SFD	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	39,000 sq. ft. Hwy, Comm. Park and Ride or Transit Center	39,000 sq. ft. Hwy. Comm. Park and Ride or Transit Center	1 SFD
Baldwin/Village (51.4 ac. Commercial and 30 ac. Residential)	GP: Business-Retail with Urban Hillside Overlay; and Rural Residential with Urban Hillside Overlay Zoning: Commercial-Retail; Planned Development; and Residential-Rural; Planned Development	200,000 sq. ft. Commercial Retail	GP: Business-Retail Zoning: Commercial-Retail; Planned Development; and Residential-Rural; Planned Development; LV Overlay	50,000 sq. ft. Office Commercial 50,000 sq. ft. Institutional 30 SFD	50,000 sq. ft. Commercial Retail 50,000 sq. ft. Institutional 30 SFD	200,000 sq. ft Commercial Retail
Pazar Parcel (12 ac.)	GP: Business-Retail with Urban Hillside Overlay Zoning: Commercial-Retail Planned Development	190,000 sq. ft. Commercial	GP: Residential-Multiple Family Zoning: Residential-Multiple Family; Planned Development (12-16 DU/acre)	144 market rate MF units or 192 affordable or senior MF units	144 market rate MF units or 192 affordable or senior MF units	190,000 sq. ft. Commercial
South East Parcels (19.64 ac.)	GP: Business-Limited Intensity Zoning: Commercial-Limited	171,100 sq. ft. of Commercial (at FAR 0.2)	GP: Residential- Single Family Zoning: Residential-Single Family (2-6 DU/Acre)	40 Market Rate SFD or 50 Affordable SFD	40-50 SFD	171,100 sq. ft. Commercial
Pontoppidan Property (7.58 ac.)	GP: Residential-Single Family Zoning: Residential-Single Family (2-6 DU/acre)	15-37 SFD (Plus 25% Affordability Bonus)	GP: Residential-Single Family Zoning: Residential-Single Family (2-6 DU/acre); LV Overlay	15-37 SFD (Plus 25% Affordability Bonus)	No Change	No Change
Agoura Road Neighborhood Center (7.36 ac.)	GP: Business-Retail Zoning: Commercial -Retail	128,240 sq. ft. Commercial - Retail	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	96,180 sq. ft. Commercial-Retail		32,060 sq. ft. Commercial-Retail
Highway Triangle (1.3 ac.)	GP: Business-Retail Zoning: Commercial-Retail	22,651 sq. ft. Hwy. Comm.	GP: Business-Retail Zoning: Commercial-Retail; LV Overlay	16,980 sq. ft. Hwy. Comm.		5,671 sq. ft. Hwy. Comm.



Subarea Map

Figure 3



Illustrative Plan

Figure 4

development, the physical effects associated with Plan buildout are required to be analyzed. Table 1 provides a subarea by subarea comparison of the existing development potential for private properties that would be affected by the proposed land use changes to potential buildout under the new land use designations. Table 2 provides a summary of the anticipated land use changes and buildout potential associated with the Plan. It should be noted that there are several vested projects within the City of Calabasas that could affect these proposed land use changes and the buildout potential of the area. However, this table represents the City's best available information as to the ultimate buildout potential for the project area.

Table 2 - Summary of Land Use Changes and Buildout Potential

Land Use	Increase w/Plan	Decrease w/Plan	Net Increase	Net Decrease
Institutional	50,000 sq. ft.		50,000 sq. ft.	
Commercial	50,000 sq. ft. Commercial-Retail 39,000 sq. ft. Hwy. Commercial Park and Ride or Transit Center	232,060 sq. ft Commercial-Retail 5,671 sq. ft. Hwy. Commercial 361,100 sq. ft. Commercial	33,329 sq. ft. Hwy Commercial Park and Ride or Transit Center	182,060 sq. ft Commercial-Retail 361,000 sq. ft. Commercial
Residential	80 SFD 192 MFD	1 SFD	79 SFD 192 MFD	

The proposed General Plan land use changes would result in a net decrease of 361,000 square feet of general commercial and 182,060 square feet of commercial retail uses within the area. The changes would result in a net increase of 50,000 square feet of institutional uses, 33,329 square feet of highway commercial uses, a park and ride or transit stop facility, 79 single family dwelling units, and 192 multi-family dwelling units for the area. Thus, the overall change in land use character is from a commercially dominated area to a more integrated mix of commercial, institutional, and residential uses.

This increment of change is important since it shows the project's deviation form the existing General Plan buildout projection for the area. To the extent that buildout potential or land use intensity is reduced, the impacts of the proposed Plan would be less than those previously addressed in the City's Final Environmental Impact Report for the City's General Plan. In areas where buildout potential is increased, the environmental analysis will focus on the significance of the change and determine whether any new mitigation measures, not already included in the City of Calabasas General Plan EIR, would be necessary.

Relationship to Existing General Plan. While the proposed project would include amendments to the City's General Plan, the Plan's primary purpose is to augment, refine, and implement the intent of the General Plan for the project area. The following dominant themes expressed in the City's General Plan are reinforced in the Las Virgenes Gateway Master Plan:

Environmental Responsibility - Preserving the area's remaining natural environment and living within the limits imposed by available resources. The Master Plan sets forth standards for preservation of open space, hillsides, and creek areas. Also, traffic and circulation safety issues are addressed.

Local Management and Control - Accepting responsibility for managing Calabasas' affairs and its future in accordance with local values. The Master Plan establishes a vision and a clear set of rules by which development proposals will be reviewed.

Community Image - Protecting Calabasas' distinctive image. The Master Plan addresses the degradation that has occurred along this roadway through a proliferation of commercial signs, nondescript architecture, and minimal landscaping. The Plan aims to enhance the natural beauty and improve the built environment along this scenic corridor.

Planning Issues and Community Input. This Master Plan was created from an open public forum using many public outreach opportunities. The Project Team held two public workshops that encouraged community interactions and "brainstorming" sessions for creative solutions. Four public hearings were held by decision-makers: two by the Planning Commission and two by the City Council. The City also mailed a survey to over 11,000 property owners and residents in the City. Over 630 survey forms were returned and the results were used in the land use planning process. The major land use and design issues raised during the community workshop and public hearings and through mail-in surveys are described in the Plan.

Master Plan Goals and Objectives. The Master Plan has four key goals and various objectives that provide the policy framework for the Plan. The Goals are general statements that promote the Plan vision. Objectives provide specific direction for accomplishing the goal. These objectives were defined in the community workshops and have been refined by City decision-makers in their public hearings. The following is a summary of the Master Plan Goals and Objectives.

Goal 1 - Enhance the aesthetics of the Las Virgenes Gateway area and promote the community's rural character.

Objective 1.1 - Provide a unified rural vision and theme for the architecture of private development and for private property landscaping.

Objective 1.2 - Provide design standards for private property to carry out and enforce the community's rural vision and theme.

Objective 1.3 - Integrate the design elements with the Las Virgenes Corridor Plan, the General Plan and the Scenic Corridor Ordinance.

Objective 1.4 - Provide a plan for "gateway" monumentation.

Objective 1.5 - Provide sign standards consistent with the rural theme to control signage and create an aesthetic gateway.

Objective 1.6 - Provide for the removal of existing non-conforming freeway-oriented pole signs.

Objective 1.7 - Require a component of new development on the former auto dealership property to orient to the creek. Wood decking with seating, a plaza area, and pedestrian paths should be included in the development plans.

Goal 2 - Preserve the environmental integrity of natural features and prevent significant environmental impacts.

Objective 2.1 - Provide special development standards to protect and enhance natural features, including the hillsides and Las Virgenes Creek.

Objective 2.2 - Integrate development standards of the General Plan, the Development Code and the Scenic Corridor Ordinance into Master Plan standards.

Objective 2.3 - Tailor established development standards for protection of hillside view corridors to meet Las Virgenes Gateway needs.

Objective 2.4 - Provide a plan for safe and efficient vehicle access and parking.

Objective 2.5 - Provide a plan for enhanced pedestrian access.

Objective 2.6 - Provide a plan for restoring Las Virgenes Creek to a more natural form.

Goal 3 - Provide a land use plan that maintains a balance of uses, compatible with the existing surrounding neighborhoods.

Objective 3.1 - Address the appropriate land use for parcels with approved or pending projects that have conflicts with the General Plan, Zoning, or adjacent land uses.

Objective 3.2 - Establish specialized land uses designations and development standards to address hillside lands.

Objective 3.3 - Establish specialized land uses designations and development standards for a neighborhood-serving village center.

Objective 3.4 - Establish specialized land uses designations and development standards to address highway-oriented land uses.

Objective 3.5 - If the neighborhood serving commercial center has not developed within five years of Plan adoption, the City should perform an economic/marketing study for the area. The findings of this study should be considered for determining if modifications to the land use plan and development standards are appropriate.

Goal 4 - Provide an implementation plan to carry out the land use plan, the design standards and the public improvements.

Objective 4.1 - Identify the General Plan and Zoning changes necessary to carry out the Master Plan.

Objective 4.2 - Develop the Master Plan as a marketing tool to encourage appropriate new development such as a neighborhood serving commercial center.

Objective 4.3 - Develop a creek restoration plan that can be used to secure grants for creek enhancements or other environmental and/or recreational funding opportunities.

Objective 4.4 - Develop a plan for streetscape improvements, consistent with the Las Virgenes Corridor Plan.

Objective 4.5 - Address methods to provide landscaping along freeway edges.

Objective 4.6 - Develop and adopt architectural and landscape design standards for use in the development review process.

Objective 4.7 - Develop and adopt sign standards for use in the development review process

Land Use Plan. The Land Use Plan contained in this Master Plan addresses permitted, non permitted and encouraged land uses within the planning area. To implement the Land Use Plan, General Plan Amendments are being adopted concurrent with Plan adoption. Furthermore, Development Code amendments will be required prior to the granting of specific project approvals.

It should be noted that several approved but not built developments on the east hillsides predate adoption of the City's General Plan and this Master Plan. The City acknowledges its legal responsibility to recognize valid development agreements and permits. However, the City also recognizes that, given current market demands and project status, such development may not occur. In formulating the Master Plan, the City defined land uses and development intensities that reflect a compromise that is consistent with the Master Plan goals. When carrying out the Land Use Plan, the following objectives shall be pursued for each of the subareas within the Master Plan.

The Highway Triangle. This area includes all properties along the west side of Las Virgenes Road from the freeway to the southbound freeway off ramp.

In this area, highway/auto-oriented uses shall be allowed, consistent with the General Plan Business Retail designation and the Commercial, Retail zone designation. All ground floor uses in this area shall be highway/auto-oriented uses, such as auto service, gas stations, mini-marts, fast food convenience stores, and restaurants. Upper floors can be any use allowed under the Commercial, Retail zone designation. Development intensity shall be limited to a Floor/Area Ratio of 0.3.

The Rondell Parcel. This 4.5-acre parcel located on the east side of Las Virgenes Road on the north side of the Mobil gas station is currently designated Urban Hillside, but due to its proximity to Las Virgenes Road and its moderate topography, could be developed with highway oriented uses. A General Plan Amendment and Zone change to Business-Retail will be necessary to implement this portion of the Land Use Plan.

A limited highway/auto oriented development shall be allowed, consistent with the General Plan Business-Retail designation and the Commercial, Retail zone designation. Development intensity shall be limited to a Floor/Area Ratio of 0.2. All uses in this area shall be highway/auto-oriented uses, such as auto service, gas stations, mini-marts, fast food, convenience stores, and restaurants.

A park and ride or mini- transit center shall be examined as an additional use to any new commercial development.

The Baldwin/Village Development. This land encompasses 138.37 acres on the east side of Las Virgenes Road starting at the Las Virgenes/Agoura Road intersection and encompassing the hillside area to the east. These lands are currently designated Business-Retail and Rural Residential with an Urban Hillside Overlay. A General Plan and Zone amendment may be necessary for this property, if the location of proposed development does not coincide with the existing General Plan and Zone boundary lines. If an agreement is reached for an exchange of Conservancy Open Space lands for Rural Residential lands with development constraints, a General Plan and Zoning change shall be processed.

An office/commercial development shall be allowed, located at the east extension of Agoura Road, consistent with the General Plan designation of Business Retail and the zone designation of Commercial, Retail. Development intensity shall not exceed a Floor/Area Ratio of 0.2 or 50,000 square feet, whichever is less. In this area, office use shall encompass up to 75% of the buildings' floor area. This FAR is lower than that currently allowed for this site and is intended to minimize development in this hillside area and provide a transition to residential and open space uses.

A park visitor center and staging area for access to open space/protected lands shall be provided in any new commercial development, if feasible. Lands for a church, child care center, and/or school shall also be provided, if feasible.

Clustered single family residences at a density of 2 - 6 dwelling units per acre or senior housing or affordable housing at a density of 12 dwelling units per acre shall be allowed, consistent with the General Plan Rural Residential-Single Family designation and the Rural Residential, Planned Development zone district. Residential density shall be calculated on the lands not developed for commercial/public or institutional uses.

The Pazar Property. This subarea encompasses 12 acres on the east side of Las Virgenes Road just south of the end of Agoura Road. This area is currently designated Business-Retail, with an Urban Hillside Overlay. A General Plan Amendment and Zone change to Residential Multiple-Family Planned Development will be necessary for this property.

Clustered single family or multi-family residences shall be allowed at a density of 12 units per acre, consistent with the General Plan Residential Multiple-Family designation and the Residential, Multi-Family, Planned Development zone designation. Senior or affordable housing may also be provided at an overall density of up to 16 units per acre.

The Pontoppidan Property. This property includes 7.58 acres on the west side of Las Virgenes Road south of Agoura Road. This land is currently designated for Single Family Residential uses. No General Plan Land Use Amendment is proposed for this property.

Single family residences shall be allowed at a density of 6 units per acre. Affordable or senior housing may also be provided with a 25% density bonus.

South East Parcels. This area includes 19.64 acres between the Pazar Property and the Water District headquarters. This land is currently designated Business-Retail with an Urban Hillside Overlay and zoned Commercial-Limited. A General Plan Amendment and Zone change to

Residential Single-Family Planned Development will be necessary for this property.

Single family residences shall be allowed at a density of 2 units per acre, consistent with the General Plan Residential Single-Family designation and the Residential, Single-Family zone designation. Senior or affordable housing may also be provided with a 25% density bonus.

The Agoura Road Neighborhood Center. This district encompasses the parcels bordering the west side of Las Virgenes Road between the southbound freeway off-ramp and Agoura Road as well as the 7.36-acre vacant auto dealership parcel (parcels on both sides of Agoura Road, east of Las Virgenes Creek are within this district).

To create a neighborhood center with a lively environment for eating, shopping, and socializing, a neighborhood commercial center shall be allowed, consistent with the General Plan designation of Business-Retail and the Commercial, Retail zone designation. All uses in this area shall be neighborhood-serving uses, including the following preferred uses: grocery store, pharmacy, bookstore, coffee shop, ice cream/yogurt shop, library annex, restaurants, deli, medi-center, community center, and day care.

Required Regulatory Measures. The City can enforce elements of the Master Plan, through land use and development controls. To implement the regulatory measures in the Master Plan, the following requirements were identified in the Plan:

- *General Plan Text Amendments and General Plan Land Use Map, which will be adopted concurrent with Plan adoption.*
- *Development Code Amendment - Adopt the Las Virgenes Gateway Overlay Zone.*
- *Zone Map Amendments.*
- *Architectural and Landscape Design Standards - Adopt the Master Plan standards by resolution.*
- *Sign Standards - Adopt the Master Plan standards by ordinance.*

Public Improvements. The Master Plan's goal is to provide public improvements in addition to those outlined in the Circulation and Parking chapter. The objective can be accomplished through landscaping, controlled circulation, unified street furnishings, signage and encouragement of pedestrian and bike travel. The intent is to create a village environment with broad arching street trees, detailed fencing, light posts, banners, colorful landscaping and enhanced pedestrian movement. The streetscape design elements include the following:

- *Landscaped medians with river rock centers and textured concrete detail on noses.*
- *Special paving at pedestrian street crossings.*
- *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 the back of sidewalks.*
- *Site furnishings: benches, trash receptacles, planters, bike racks.*
- *Undergrounding utility lines.*

Master Plan Circulation and Parking Objectives. The following statements reflect the circulation/parking plan objectives of the Las Virgenes Gateway Master Plan:

- *Accommodate a large through-traffic volume as well as local residential, office, commercial and school traffic. Provide for this activity while calming traffic and creating a village center, especially at Agoura Road between the existing mixed use development and the proposed neighborhood commercial center at the old auto dealership site.*
- *Provide a landscaped median along the entire length of Las Virgenes Road in the Master Plan area.*
- *Provide striping and signalization enhancements as recommended in the Las Virgenes Road Corridor Design Plan.*
- *Provide a bicycle lane along the length of Las Virgenes Road.*
- *Provide enhanced crosswalk paving at all intersections and at the Calabasas Creek bridge to enhance pedestrian circulation.*
- *Provide for an extension of Agoura Road east of Las Virgenes Road. This extension should be designed as a local street.*
- *There should not be an east/west connector road from Las Virgenes Road to the Lost Hills area.*
- *Thousand Oaks Boulevard should not be extended to the west, beyond Las Virgenes Road.*
- *The main entrance for the neighborhood commercial center shall be on Agoura Road. Secondary or internal access to the commercial center is encouraged to be provided from properties on Las Virgenes Road.*
- *Require reciprocal access and parking agreements for adjacent parcels, whenever feasible to reduce the number of driveways and to promote internal circulation.*
- *Parking areas shall be designed to promote pedestrian circulation on the site and between adjacent sites, and to allow generous landscaping.*
- *A hiking and riding trail (the Las Virgenes Trail) shall be provided along Las Virgenes Creek from the Ventura Freeway south to the end of the planning area. A hiking and riding trail (Calabasas-Cold Creek Trail) shall also be provided from the Agoura Road/Las Virgenes Road intersection eastward to the Conservancy open space lands on the east hillsides. A pedestrian connection shall be provided between these two trails.*

The Master Plan circulation components are illustrated in the Circulation Plan component of the Master Plan and in the *Las Virgenes Road Corridor Design Plan*.

2.13.2 Las Virgenes Road Corridor Design Plan

The Las Virgenes Road Corridor Design Plan is a long-range planning document, which the City is considering adopting, that contains recommendations for streetscape enhancement, roadway beautification, and circulation and traffic improvements for Las Virgenes Road. This document is hereby incorporated by reference and is available for review at the City of Calabasas Planning and Building Services Department located at 26135 Mureau Road, Calabasas, California.

The planning area includes the entire roadway corridor within Las Virgenes Road from Mulholland Highway on the south to the Ventura County Line on the north. Improvements to circulation and streetscape setting are outlined in detail for each segment in Appendix 1 of the Plan. Recommendations on the following topics were prepared for each zone within the planning area.

Landscaping
Street trees
Fencing
Paving Materials

Road widening and striping
Intersection configurations
Signalization
Medians
Signage
Street furniture
Transit stops
Bike lanes
Consolidation of access points
Identification of Neighborhoods

Project Objectives. The basic objective of the project is to transform the character, circulation, and appearance of the Las Virgenes Corridor to provide support for the aesthetic enhancement of residential areas and support of investment in commercial areas. To meet this objective, the Plan includes:

- *Creation of a unified landscape plan that will address signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements that will help to establish the suitable character for various zones within the corridor.*
- *Proposing recommendations for traffic and circulation, striping, lane configurations, intersections.*
- *Providing a plan for consolidation of multiple access points and driveways.*
- *Identification of primary entrances into residential areas, commercial areas, and other facilities.*
- *Study of locations for public transit stops, bus shelters, and the provision of pedestrian, bicycle and other non-vehicular transportation.*
- *Proposing recommendations for undergrounding of overhead utility lines.*
- *Coordination of streetscape and traffic circulation design with adjacent existing and proposed development projects.*
- *Preparation of a comprehensive master plan that will initiate unifying the corridor by 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.*

Plan Components. The proposed Las Virgenes Corridor Plan contains the following basic design elements:

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

Transit Plan: This portion of the Plan 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 improvement projects.

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

signalization. It also includes graphic illustrations of proposed design elements and reductions of the full size design plans for reference.

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, potential funding sources are listed, as are projections of total project costs, time frames, the affected agencies, and a listing of the project components.

Land Use Planning and Design Issues. The Las Virgenes Road Corridor Design Plan contains an overview of the key planning and design issues that have the potential to result in environmental consequences. These issues are summarized below.

Land Use Issues.

- *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, and others needs 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.*

Traffic and Circulation Issues

- *Regional through traffic conflicts with local traffic. Regional and local traffic overloads Lost Hills and Las Virgenes Roads and creates an unfriendly "freeway-like" condition.*
- *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.*
- *Peak hour trips related to school dropoff are problematic both at A. E. Wright Elementary and Lupine Hills Elementary.*
- *Consolidation of entrances and exits from driveways and intersections along the corridor needs to be addressed. Designation of primary residential and commercial entries and the use of intersection treatment identification should be employed.*
- *Lack of pedestrian circulation and pedestrian safety is a major concern between A. E. Wright Elementary and the residential and commercial areas to the north.*
- *A comprehensive bikeway system needs to be identified along Las Virgenes Road.*
- *Roads linking park sites, residential areas, schools, and other commercial destinations within the area.*
- *Bike-pedestrian-equestrian links to new City DeAnza Park, State Park, and the Santa Monica Mountains recreational area need to be created.*
- *Transit stops and bus shelters need to be located at strategic points throughout the corridor to make it easy to use and ultimately increase 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/Mulholland for access to the Santa Monica Mountains recreation area should be provided.*

Streetscape Enhancement. Streetscape enhancement objectives include the following:

- *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 that unify, make it pedestrian friendly and provide a more rural image.*
- *Integrate the City's urban forest program with the corridor design plan utilizing landscape materials that are indigenous and representative of the area.*
- *Support the "Last of the Old West" image, unifying Calabasas as a City. Utilization of rustic fences and informal tree plantings, signage, transit shelters, and other furnishing should be designed in conformance with this character.*
- *Beautify the 101 freeway interchange area and establish this area as western gateway to the City is important.*
- *Locate City entry monuments that define this portion of community.*
- *Develop comprehensive sign ordinance and guidelines to reduce visual clutter and attain conformance with a more calm rural atmosphere. The historical context of the area should be maintained and enhanced.*
- *Preserve and accentuate views to the Santa Monica Mountains, open spaces, and other hillsides.*

Utilities. The plan encourages reduction of visual clutter resulting from overhead wires and utility poles within the corridor. Recommended actions include:

- *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.*
- *Utilization of reclaimed water for irrigation of new landscaped areas.*
- *Relocation of power poles away from the pavement edge for health and safety issues as necessary.*
- *Design of drainage facilities with grease and heavy metal traps that will reduce pollutants and discharge, conforming with NPDES standards. Road widening west of Lost Hills Road may be complicated due to the location of reclaimed water mainlines, forced sewer sludge mainlines, and irrigation turnouts.*

2.14 SURROUNDING LAND USES AND SETTING:

The proposed planning area spans an area of intensive automobile-related commercial uses that are concentrated in the vicinity of the Las Virgenes Interchange of Highway 101. The present pattern of ownership and land use in this corridor has not benefited from coordinated circulation or land use planning and several major facilities along Las Virgenes Road near the Agoura Road intersection have been abandoned or are presently not occupied. The appearance of the project

vicinity has been degraded by the following land use trends and conditions:

- *A lack of coordinated circulation planning,*
- *The presence of highly visible large utility poles and powerlines,*
- *Inadequate and poorly coordinated landscaping,*
- *Excessive and uncoordinated signage (including pole signs), and*
- *The presence of abandoned and poorly maintained buildings.*

The general condition of the area suggests that a certain level of disinvestment has occurred, which has the potential to adversely affect adjacent businesses. The general aesthetic quality of the interchange commercial environment is unnecessarily poor. The City initiated the Las Virgenes Corridor Design Plan and the Las Virgenes Gateway Master Plan studies to derive a coordinated circulation, landscape, streetscape, and land use plan for this District. The Las Virgenes Corridor, in addition to being an important entrance into the City, provides access to the scenic recreational opportunities within the City's sphere and serves as a major staging point for traffic proceeding to the City of Malibu and the adjacent coastline. For these reasons, achieving improved traffic circulation and aesthetics in this corridor is an important planning objective.

In general, the Las Virgenes Road corridor is dominated by automobile-related uses that are centered south of U.S. Highway 101. Throughout the corridor, no coordinated circulation, signage, architectural, landscaping, or pedestrian use patterns have been planned and the appearance of the corridor reflects this lack of planning. The planning for this area by the County of Los Angeles was not guided by any consistent vision, technical approach to circulation planning, or any form of aesthetic guidelines. Therefore, the existing development pattern has resulted in land use and circulation conflicts, uncoordinated multiple adjacent driveways, and other problems, some of which have consequences for pedestrian and automobile safety. The parking supply for some uses in the commercial portions of the corridor is clearly inadequate.

2.15 OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

California Department of Transportation (freeway right of way improvements)
Los Angeles County Local Agency Formation Commission (annexation)
US Army Corps of Engineers (Las Virgenes Creek Restoration)
California Department of Fish and Game (Las Virgenes Creek Restoration)
California Regional Water Quality Control Board (Las Virgenes Creek Restoration)

3.0. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☒ Biological Resources
- ☒ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☒ Public Services
- ☒ Utilities / Service Systems
- ☐ Agriculture Resources
- ☒ Cultural Resources
- ☒ Hydrology / Water Quality
- ☒ Noise
- ☒ Recreation
- ☒ Air Quality
- ☒ Geology / Soils
- ☒ Land Use / Planning
- ☒ Population / Housing
- ☒ Transportation/Traffic

4.0 DETERMINATION

On the basis of this initial evaluation:

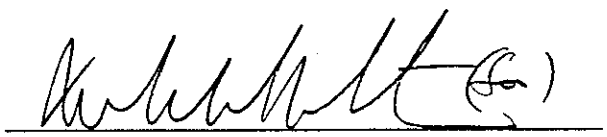
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

November 24, 1998
Date

Mark Persico, AICP
Printed Name

City of Calabasas
For

5.0 EVALUATION OF ENVIRONMENTAL IMPACTS

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?		X		
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Impact Significance Threshold

Assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Viewers react to viewsheds and aesthetic conditions differently. Because there is no specific development proposed at this time, the analysis focuses on the nature of the proposed land use changes that would occur with implementation of the proposed plans.

An impact is considered significant if it can be reasonably argued that (a) the change would adversely affect a viewshed from a public viewing area; (b) an existing identified visual resource is obstructed; (c) a City-identified primary or secondary ridgeline is modified so as to alter its significance; or (d) a new light and glare source or sources are introduced that substantially alter the nighttime lighting character of the area. In this analysis, modifications to the viewshed were considered less than significant if the modification is unnoticeable or visually subordinate to the overall viewshed. A modification that is visually dominant or one that adversely modifies the existing view adversely is considered a significant impact.

Las Virgenes Gateway Master Plan

The City of Calabasas General Plan recognizes Las Virgenes Road as a designated Scenic Corridor. One of the purposes of the Las Virgenes Gateway Master Plan is to "enhance the natural beauty and improve the built environment along this scenic corridor." The Plan provides concepts for streetscape refurbishment and façade renovations and reinforces existing standards for new urban development that is currently envisioned within the City's General Plan.

The Plan involves a proposed change in land use designation for four of the seven subareas identified in the Plan. In general, the proposed land use changes would result in a reduction in overall land use intensity for the area, with the principal changes occurring east of Las Virgenes Road. Proposed land use changes and a comparison of the ultimate buildout potential are shown in Tables 1 and 2. The proposed land use changes would result in a net decrease of about 538,700 square feet of commercial development and a net increase of 271 residential units (192 multifamily and 79 single-family), and 50,000 square feet of institutional uses. Existing General Plan policies, performance standards, Scenic Corridor Ordinance and Development Code standards would apply to any new development that would occur in the project area. In addition, the Plan calls for the establishment of the Las Virgenes Gateway Overlay Zone (LV Overlay Zone). The LV Overlay Zone would provide additional guidance for development and new land uses over and above the standards and regulations presently contained in the City's Development Code.

While implementation of the Master Plan would change the planned urban character of the area from commercial to mixed commercial, residential, and institutional, the proposed project is not expected to adversely

affect the visual character of the area. The resultant urban development in the project area would be required to incorporate design elements of the Plan, thereby creating a uniform, coordinated visual character for the area. In addition, all mitigation measures contained in existing planning programs would be required to be implemented prior to the construction of planned new development. Implementation of existing visual resources protection programs that are incorporated into the Plan and other Planning policies and programs that would apply to the project area would reduce visual impacts to a less than significant impact.

Creation of a uniform design theme and more focused development requirements through implementation of the Las Virgenes Gateway Master Plan and Las Virgenes Gateway Overlay Zone (including implementation of additional required findings to be made for new development within the planning area), would improve the visual continuity of the area and would have a beneficial effect as compared to existing land use planning programs for the area.

The visual effects of roadway design elements are further discussed below.

Las Virgenes Road Corridor Design Plan

The proposed project will result in the implementation of public streetscape improvements to the aesthetic environment along Las Virgenes Road from Mulholland Highway on the south to the Ventura County line on the north. These public improvements include landscaping, street furniture, and streetscape architectural features including boulevard monumentation lighting and landscape features, and related amenities. The proposed landscaping includes the installation of street trees along the entire corridor.

The primary objective of the Corridor Plan is to transform the visual character of Las Virgenes Road into an attractive, memorable, and spacious pedestrian environment that will, in turn, strengthen the Corridor as a commercial destination, assuring its economic revitalization. The proposed street modifications will also improve traffic flow along the corridor by reducing parallel parking movements and uncontrolled pedestrian crossings.

The design program proposed for this corridor includes:

- transforming the entire Las Virgenes streetscape between Mullholland and the Ventura County line through the installation of street landscaping, lighting, bowouts, street furniture, and landscaped medians;
- distinguishing the Las Virgenes Corridor from adjacent areas through the use of more intensive landscaping, lighting, street furniture, reduced crosswalk intervals, and other features:
- modifying parking along the Corridor by deleting some street parking areas and by providing coordinated parking opportunities in business areas (including the development of a park and ride lot);
- providing for the future development of signalized pedestrian mid-block crossings in the commercial core (between Agoura Road and the Interchange);
- selectively widening and improving the existing traffic lanes and installing landscaped medians; and
- creating a sense of a primary residential and commercial boulevard along Las Virgenes Road.

The design would enhance the corridor with a boulevard treatment ranging from naturally planted zones (adjacent to the State Park) to regularly spaced canopy specimen trees, ornamental streetlights, entry monuments, and traffic signals. For pedestrians, the widened sidewalks would create promenades with pedestrian-scaled lighting, ornamental trees, flower beds and planters, seating, directory kiosks, and space for outdoor cafes and other activities.

The proposed streetscape project will involve modifications to the existing lighting in the Las Virgenes Corridor.

Decorative lighting along pedestrian ways and the street system will be provided that currently does not exist. In addition, the mast-arm lighting along the corridor will be revised. Other lighting features within the streetscape area will be placed at or along street monuments, in pedestrian assembly areas, and along business frontages.

The proposed lighting concept program has been designed to improve the business setting along Las Virgenes Road. The lighting program will meet all state and local standards regarding street and intersection illumination while also providing an improved aesthetic setting in the City's business core. The effects of the project related to light and glare will be beneficial.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?				X

Impact Significance Threshold

According to the *CEQA Guidelines* the development on or removal of state-classified prime soil is an unavoidable adverse impact. Agricultural impacts can also relate to the conversion of productive farmland, the alteration of greenbelt agreements, and land use conflicts related to agricultural operations. For this analysis, the removal of land under agricultural production is considered a significant impact. Any actions that would infringe on established greenbelts, or result in conflicts between existing agriculture and proposed urban uses, would also be considered significant. Finally, it is assumed that significant impacts could occur where agricultural operations abut urban uses.

Las Virgenes Gateway Master Plan

The project area does not contain prime soils that are suitable for future agricultural production or properties that are presently in or eligible for Williamson Act Contracts. In addition, while there is some livestock grazing that occurs on properties east of Las Virgenes Road, this area is not designated to be preserved for agricultural use and is not considered to be a significant agricultural resource. Therefore, conversion of the project area to urban use is not expected to significantly affect agricultural resources. Prior to approval of discretionary actions on properties that are adjacent to grazing lands, measures to ensure long term land use compatibility should be incorporated in to project design.

Las Virgenes Road Corridor Design Plan

Implementation of the proposed streetscape improvements associated with the Las Virgenes Road Corridor Design Plan would be completed within the existing road right-of-way or in its immediate vicinity. Therefore, these improvements would not result in any significant impacts to agricultural operations or prime agricultural soils.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?			X	
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?			X	
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?			X	
e) Expose sensitive receptors to substantial pollutant concentrations?			X	
f) Create objectionable odors affecting a substantial number of people?			X	

Impact Significance Threshold

The SCAQMD has not developed significance thresholds for environmental review of planning programs. Instead significance is determined on a project by project basis. The following impact thresholds have been established by the South Coast Air Quality Management District (SCAQMD) for evaluating the significance of individual projects.

- *55 pounds per day of ROC*
- *55 pounds per day of NOx*
- *550 pounds per day of CO*
- *150 pounds per day of PM10*
- *150 pounds per day of SOx*

The SCAQMD also has established impact thresholds for temporary construction activities. Impacts relating to construction activities are considered significant if emissions are projected to exceed the SCAQMD daily significance thresholds for individual development projects, which are:

- *75 pounds per day for ROC*
- *100 pounds per day for NO_x*
- *550 pounds per day for CO*
- *150 pounds per day for PM_{10} or SO_x.*

In addition, the project is considered potentially significant if it conflicts with the objectives of the Air Quality Management Plan (AQMP)..

Las Virgenes Gateway Master Plan

The project area is located in the South coast Air Basin, which does not conform to State and federal air quality standards for ozone, carbon monoxide, nitrogen dioxide, and suspended particulates. The City is located in Source/Receptor Area No. 6, for which ambient air quality is monitored at the SCAQMD Monitoring Station in Reseda. A summary of the air pollutant data for the Reseda Air Monitoring Station is included in Table IV-20 of

the City's General Plan EIR.

Since the proposed project is a Master Plan, the SCAQMD impact thresholds for individual projects are not applicable. However, each discretionary project that could be implemented within the planning area would be required to assess its air quality impacts against current impact thresholds. For projects that exceed impact thresholds mitigation measures would be required. Such measures may include transportation demand management, energy conservation, and/or other measures as deemed necessary. Table IV-22 of the City's General Plan EIR outlines appropriate measures for mitigating air pollutant emissions for various project types. Air pollutant reduction objectives contained in the City's General Plan EIR are as follows:

Residential

1-50 units	10%
51-100 units	15%
101 or more units	20%

Commercial/Business Park

Less than 100,000 sq. ft.	10%
100,000-500,000 sq. ft.	15%
Over 500,000 sq. ft.	20%

Retail

Less than 100,000 sq. ft.	10%
100,000-149,999 sq. ft.	15%
Over 150,000 sq. ft.	20%

Since the project is an area planning program its significance is based on the programs' consistency with the objectives of the AQMP. The projected land use changes would result in the redesignation of a primarily commercially designated area to allow mixed commercial, residential, and institutional uses. In addition, the Master Plan calls for the redesignation of an existing residential parcel to allow future development of highway commercial uses and a park and ride or transit center. This site is located immediately adjacent to U.S. Highway 101.

The proposed land use changes are expected to result in about a 64% decrease in the average daily traffic generated by uses within the area (24,870 ADT under the current designation vs. 8,900 ADT under the proposed designation). This reduction in trip generation would result in a substantial reduction in locally generated air emissions. In addition, the introduction of mixed uses, including retail commercial and neighborhood shopping uses along with enhancement of bicycle and pedestrian opportunities, would further be expected to reduce the number of trips in the area and the overall length of the trips generated. This would also reduce the air emissions generated by local mobile sources.

The proposed conversion of commercial to mixed commercial, residential, and institutional uses would increase the number of permanent residents in the area by 663 and would reduce the number of employment opportunities by about 1,207. This would result in a change in the jobs to housing ratio within the City from 1.4 to 1.3, which is considered to be a more balanced ratio (note: Southern California Association of Governments considers a ratio of 1.2 to be balanced). Given this improved jobs/housing ratio, the project is expected to reduce overall home to work commute distances and thus have beneficial effects on local air quality.

Given the above factors, the project is considered consistent with the planning objectives of the South Coast AQMP and therefore, is not expected to have a significant long-term impact on air quality.

Further, the City's discretionary review process for individual projects incorporates specific measures to minimize both operational as well as short-term construction impacts. Implementation of these measures would

be expected to reduce the impacts of individual projects to less than significant.

Las Virgenes Road Corridor Design Plan

The proposed project will not generate any new operational emissions since the undertaking does not involve the construction of new commercial, residential, institutional, or industrial development. The project is limited to streetscape improvements, modifications to on-street parking, installation of landscaping, and the creation of aesthetic amenities along the Las Virgenes Road Corridor. Other modifications in street geometrics may result in minor changes to the operating capacity of several intersections but these changes will not result in significant air quality impacts.

A carbon monoxide screening analysis for the project was determined to be unnecessary. This determination was based on the fact that the project will not significantly affect intersection capacities and because the anticipated peak hour traffic volumes and location of sensitive receptors in the project area are such that they would preclude creation of impacts associated with a CO hotspot. Therefore, potential impacts associated with peak hour generation of carbon monoxide are considered insignificant.

Construction activities have the potential to generate both mobile source as well as dust emissions. Earth disturbance and grading necessary to install the streetscape improvements would generate a relatively small volume of total suspended particulates. The California Air Resources Board estimates that heavy equipment grading activities generate up to 80 pounds of particulate matter per acre per day. Based on the estimated construction time frame, the grading program (and related activities) will require a total of about 40 working days of continuous heavy equipment operation and 60 working days of lighter equipment. During this peak construction activity, grading would generate a total particulate load about 480 pounds per day (6 acres x 80 pounds). Assuming that PM10 is 30% of total suspended particulates, PM10 emissions would be 144 pounds per day, which is less than the 150 pound per day SCAOMD construction emission threshold. The total project construction emissions would be expected to be well below the three-month threshold values.

Further, given the low level of anticipated construction effects, PM10 emissions generated during the grading and construction phase are not anticipated to exceed the State 24-hour standard of 50 ug/m3 (micrograms per cubic meter), even for short periods of time in proximity to the construction area. In addition, impacts from particulates may cause nuisance effects to adjoining land uses during the construction period. To reduce nuisance effects and ensure compliance with State standards, implementation of dust suppression measures during construction is recommended. With implementation of dust control measures, construction related fugitive dust emissions are considered less than significant.

In addition to fugitive dust emissions, construction equipment used for waterline excavation, asphalt resurfacing, and the installation of landscaping would also generate various types of combustion emissions (ROC, NOx, CO, and PM). Street excavation, storm drain, and water line installation related equipment emissions would also be considered short-term impacts. Information regarding the exact number of construction related vehicles and the specific type of fuel to be used is necessary for precise calculation of this impact. Although the composition of the construction vehicle force necessary for the implementation of the streetscape improvement program is unknown at this time, given the relatively short duration of construction and very limited grading and earthwork proposed, combustion related emissions are not anticipated to exceed thresholds. Short-term combustion emissions were determined to be less than significant.

Odors are not anticipated to be a significant problem.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (§670.2 or 670.5) or in Title 50, Code of Federal Regulations (§17.11 or 17.12)?		X		
b) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?		X		
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?		X		
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?			X	

Impact Significance Threshold

Project impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened or endangered species. Chapter 1, Section 21001 (c) of CEQA states that it is the policy of the State of California to: "prevent the elimination of fish and wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..." Environmental impacts relative to biological resources may be assessed using impact significance criteria encompassing the CEQA Guidelines and federal, state and local plans, regulations, and ordinances.

Significant impacts to biological resources may occur if a project action would:

- *Conflict with local or regional conservation plans or state goals (CEQA, Appendix G(a);*
- *Substantially affect rare, threatened or endangered species (App. G(c);*
- *Interfere substantially with the movement of any resident or migratory fish or wildlife species (App. G(d);*
- *Substantially diminish habitat for fish, wildlife or plants (App. G(t);*
- *Involve the use, production or disposal of materials which pose a hazard to animal or plant populations in the area affected (App. G(v); or*
- *Have impacts which are individually limited, but cumulatively considerable (App. F, XXI(c); or involve the*

alteration or conversion of biological resources (locally important species or locally important communities) identified as significant within the county or region.

When assessing or applying these threshold guidelines, plants and animals may be considered locally important if any of the following criteria are met:

- *The species, subspecies or variety is limited in distribution in the county or region, and endemic (limited to a specific area) in the region;*
- *The species population is at the extreme limit of its overall distribution or is distinct from the known overall range;*
- *The species potentially affected by project actions has habitat requirements or limitations that make it susceptible to local extirpation as a consequence of those actions, the introduction of barriers or restrictions to movement, changes in ambient conditions, or increases in human activity;*
- *Populations that exhibit unusual localized adaptations, or are high quality examples of the species overall;*
- *Taxa that are considered sensitive by recognized biological experts and monitoring groups, such as the California Native Plant Society and Audubon Society.*

Plant communities or series may be considered locally important (usually at the discretion of the affected jurisdiction) if they meet any of the following criteria:

- *Formations or habitat types of singular or limited occurrence within the jurisdictional boundaries;*
- *Formations or habitat types that provide critical or essential support resources for rare, threatened or endangered or locally important species;*
- *Formations, habitat types or geographic areas that serve as wildlife movement routes or habitat linkages between substantial, intact open space areas;*
- *Formations or habitat types that are recognized or designated as pristine or highest quality examples of a particular type within a jurisdiction;*
- *Specific sites that are type localities for plant or animal species;*
- *Formations or habitat types considered sensitive by recognized biological experts and monitoring groups, such as the California Native Plant Society, California Natural Diversity Data Base, The Nature Conservancy, or Department of Fish and Game;*
- *Ephemeral or perennial wetlands that have been defined as areas that sporadically, seasonally or perennially serve to transmit, conduct or impound water, making it available for use by wildlife and/or dependent associations of plants and animals (such as vernal pools).*

Las Virgenes Gateway Master Plan

The project area encompasses the generally developed right-of-way of Las Virgenes Road and about 191 acres of private land south of U.S. Highway 101. According to Figure IV-5 of the City of Calabasas General Plan EIR, the area located east of and adjacent to Las Virgenes Road, south of US Highway 101 is identified as a "Wildlife Linkage/Corridor". In addition, a portion of this area is identified as a Los Angeles County Designated Significant Ecological Area (SEA 12). Future development within this area has the potential to result in significant adverse impacts to biological resources, unless mitigation measures are implemented.

While the proposed Master Plan calls for changes in land use designations on specific properties within the study area, the overall change in use is generally consistent with the urban buildout intensities already permitted in the City's General Plan. The proposed change from predominantly commercial uses to mixed residential, commercial, and institutional uses would involve a slightly greater resident population for the area but buildout densities would be somewhat reduced. Further, the project would be required to meet all existing development performance standards identified in the City's General Plan and for the area. As such, implementation of the proposed Master Plan is not expected to generate any new impacts not already addressed as part of the General Plan environmental review process.

To mitigate the potentially adverse impacts of future development within these areas, the City's General Plan

EIR contains several mitigation measures that are required to minimize project-specific impacts on biological resources. All of these measures are hereby incorporated by reference. In general, these measures include review of individual projects to determine the presence, extent, and sensitivity of biological resources. Mitigation measures include preservation of specific species and habitat areas, buffer zones to minimize adverse effects of urban encroachment into sensitive biological areas, replacement of specific plant species such that no net reduction in the number of plants occurs, among other measures.

In addition to land use changes and streetscape improvements, the proposed Master Plan includes a Reclamation Plan for the portion of Las Virgenes Creek that is within the project area. The primary objective of the restoration plan is to reestablish a native creekside habitat to enhance the biological environment and the aesthetics of the Master Plan area. Because the existing channel is concrete lined in the area proposed for restoration, construction activities will involve removal and overexcavation of the existing channel. The plan calls for placement of large riprap along the slopes and channel bottom and jetting of soil into the riprap to form a solid foundation for planting native vegetation and to stabilize the stream banks. Alternatively, substitution of the large riprap with interconnected concrete blocks would be considered to stabilize the channel and provide a base for planting native vegetation. The restoration program would be subject to review and approval of several regulatory agencies including but not limited to the US Army Corps of Engineers, California Department of Fish and Game, US Fish and Wildlife Service, California Regional Water Quality Control Board and the Los Angeles County Flood Control District.

Implementation of the restoration plan has the potential to result in short term-construction impacts on on-site and nearby biological habitat areas but would result in a long-term benefit to the ecological make up of the area. Anticipated short-term impacts include direct impacts associated with removal of the existing concrete lined channel and indirect impacts that could be associated with increased sedimentation until the native plants become established. These impacts would be mitigated by permit conditions that would be required by the resource permitting agencies. Such measures may include avoidance of sensitive habitat areas adjacent to the existing channel, construction during the summer period when erosion and sedimentation would be minimal, use of stabilizers to control bank erosion, selection of construction staging areas that would minimize the impact to existing habitat areas, and other measures as determined necessary based on more detailed review of project-specific design.

Las Virgenes Road Corridor Design Plan

The proposed project is a streetscape enhancement program within an established urban area and, with very limited exceptions, a developed right-of-way. Therefore, the proposed construction, development, infrastructure extension, or other potential disturbances will not occur in areas of native plant communities or habitats. Based on data contained in the City's General Plan EIR, the proposed project will not result in either direct or indirect environmental effects on special interest, rare, or endangered plants. No aspects of the project have the potential to result in either direct or indirect environmental effects on botanical resources, plant communities, or special interest plants. Impacts to wildlife and biological communities were determined to be insignificant and no mitigation measures were required. The proposed enhancement program will actually result in a net benefit to habitat through improvement of the tree canopy and provision of enhanced landscape areas.

The proposed project is a streetscape enhancement program within an established urban area and, with limited exceptions, a developed right-of-way. Therefore, the proposed construction, development, infrastructure extension, or other potential disturbances will not occur in areas of wildlife assembly, roosting, foraging, or travel. The proposed project will not result in either direct or indirect effects on special interest, rare, or endangered plants. No aspects of the project have the potential to result in either direct or indirect effects to botanical resources, plant communities, or special interest plants. Impacts to wildlife that use these communities for forage, roosting, or breeding were determined to be insignificant and no mitigation measures were required. The project will actually enhance the urban forest canopy and improve wildlife opportunities.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?		X		
b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?		X		
c) Disturb or destroy a unique paleontological resource or site?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Impact Significance Threshold

The determination of archaeological significance follows the criteria established in the *CEQA Guidelines* Appendix K. An impact to cultural resources is considered to be significant if the project would result in the direct or indirect disturbance or damage to important cultural resources. For the purposes of CEQA an "important cultural resource is one that:

- *Is associated with an event or person of:*
  - *Recognized significance in California or American History, or*
  - *Recognized scientific importance in prehistory.*
- *Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;*
- *Has special or particular quality such as oldest, best example, largest, or last surviving example of its kind;*
- *Is at least 100 years old and poses substantial stratigraphic integrity; or*
- *Involves important questions that historical research has shown can be answered only with archaeological methods.*

Las Virgenes Gateway Master Plan

The Las Virgenes Gateway Master Plan provides the land use planning and development vision for the Las Virgenes Gateway Planning area. This area encompasses the Las Virgenes Road corridor from its northern terminus at the Ventura County line to Mulholland Highway, on the south. The planning area also includes about 191 acres located south of the U.S. Highway 101.

The proposed plan calls for redesignation of several properties in this area and would generally involve a reduction in the overall urban land use intensity. The proposed land use changes detailed in Tables 1 and 2 primarily involve a conversion of this area from commercially designated land to an area of mixed commercial, residential, and institutional use. To accomplish this objective, specific land use changes generally involve redesignation of existing commercially designated land to residential or reduced density commercial uses. Roadway improvements planned along the Las Virgenes Road Corridor include landscaping, undergrounding of

utilities, signage and other beautification and design elements.

The proposed master plan does not involve specific construction activities at this time. Instead, the plan is intended to supplement existing General Plan policies that guide and control future development within the project area. The physical effects of plan implementation will depend upon the specific design of future projects and the timing for their implementation.

According to Figure IV-6, Archaeological Resources Sensitivity, of the City of Calabasas General Plan EIR, the portion of the project area south of U.S. Highway 101, is identified as an area of potential historic sensitivity. As such, future development within this area has the potential to significantly affect cultural resources unless mitigation measures are implemented. Cultural and historical resources mitigation measures identified in the City's General Plan EIR are designed to reduce potential impacts to such resources to a less than significant level and are hereby incorporated by reference.

These measures require that prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review cultural resources' sensitivity and implement a range of assessment and mitigation measures necessary to ensure that potential impacts to cultural resources are minimized. With implementation of the mitigation measures identified in the City's General Plan EIR, impacts to cultural resources will be less than significant.

Las Virgenes Road Corridor Design Plan

Similar to the discussion for the Las Virgenes Gateway Master Plan, potentially sensitive cultural resources may be present in the project area, particularly the area south of U.S. Highway 101. However, the proposed streetscape and other roadway improvements would occur within the existing roadway right-of-way, an area that has been subject to previous disturbance. Since archaeological deposits are typically found in the upper three feet of soil, if archaeological remains were once present in the corridor, it is likely that these resources would have been destroyed or significantly disturbed by construction of the existing roadway. Therefore, if any cultural resource materials are present within the corridor and are uncovered during construction, it is unlikely that such resources would be sufficiently intact to meet the significant thresholds provided in Appendix K of the *CEQA Guidelines*. Based on a field inspection performed by City staff, it was concluded that it is unlikely that sensitive intact cultural resources are present within the project corridor. Therefore, impacts to cultural resources would not be significant and no cultural resource mitigation measures are necessary.

While the proposed project is not expected to significantly affect cultural resources, it is recommended that if any cultural resources are encountered during construction, then procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Inundation by seiche, tsunami, or mudflow?				X
v) Landslides?		X		
vi) Flooding, including flooding as a result of the failure of a levee or dam?		X		
b) Would the project result in substantial soil erosion or the loss of topsoil?		X		
c) Would the project result in the loss of a unique geologic feature?				X
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
e) Is the project located on expansive soil creating substantial risks to life or property?			X	
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?				X

Impact Significance Threshold

The presence of any of the following conditions constitute a geologic hazard that has the potential to significantly affect planned infrastructure unless appropriate design and construction practices are followed:

- Active or potentially active faults;
- Soils with the potential for liquefaction;
- Seismic ground shaking that could activate landslides, debris flows, or other large; scale mass wasting event;
- Improper fill subject to compaction;
- Improperly engineered cut or fill slopes;
- Undercutting bedrock in a manner that destabilizes the slope; and
- Removal of vegetation from areas, increasing erosion potential.

Las Virgenes Gateway Master Plan

The project area is within a seismically active region of Southern California. While there are no known active faults within the Calabasas General Plan study area boundaries, several faults in the region are capable of causing substantial ground acceleration within the project area. Therefore, seismic induced hazards have the potential to adversely affect new development within the study area. The two fault systems closest to the City that are capable of producing moderate to large earthquakes are the Simi fault zone to the north and the Malibu Coast fault to the south.

In addition to seismic activity, the General Plan EIR indicates that various locations within the General Plan study

area are susceptible to landslide activity. Most commonly, deep-seated landslides are in the north and east-facing slopes. Landslides could adversely affect the project area, particularly in the hillside area east of Las Virgenes Road.

To mitigate the potential impacts associated with geologic hazards in the area, the City has developed Seismic and Geologic Hazards Management Performance Standards. These standards require that site-specific soils reports be submitted with each new development application to determine on-site soil and geologic conditions and to define site-specific measures needed to reduce project impacts to a less than significant level. In addition, the performance standards require that new development meet a factor of safety of 1.5 against shear failure and 1.1 against seismically induced slope failure.

The proposed land use changes identified in the Las Virgenes Gateway Master Plan would result in the conversion of the area from commercial to mixed commercial, residential, and institutional uses. Implementation of the proposed uses may involve significant landform modification, particularly in the areas east of Las Virgenes Road. All new development would be subject to the City's Hillside Development Performance Standards that limit the extent and nature of grading activities. Provided that appropriate mitigation measures are implemented as a condition of the planning and construction of new development, this land use change is not expected to result in significant geologic impacts.

Las Virgenes Road Corridor Design Plan

The proposed project is not situated within any known fault hazard zones. Development of the proposed improvement program will require only a minimal amount of soil and landform modification within or adjacent to existing public rights-of-way along Las Virgenes Road between the Ventura County line and Mullholland Highway. In the future, as implementation programs are developed and decided upon, the existing, previously graded and developed public right-of-way within the project area will be demolished, regraded, and in part, resurfaced. A program to consolidate utilities along the eastern side of the road will be followed in the future as funding permits, undergrounding of major utility lines. Other utilities to be installed include storm drain improvements and parallel water mains. The present project design represents a minimum grading impact concept for the scale and size of the proposed undertaking.

While no detailed geologic testing has been done for the proposed project, the absence of slopes within the corridor project area, the fully built out nature of the right-of-way, the absence of surface landslides or slope failures, and the quality of on-site soils indicate that the proposed grading can be accomplished without significant impacts. It does not appear that special remedial geotechnical measures will be required to implement the grading design.

The project will need to comply with all NPDES storm water requirements and mitigation measures will be required during the grading and site development process to assure that sediment transport is minimized. Mitigation measures discussed in Section VIII, Hydrology and Water Quality address these potential impacts.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?			X	
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		X		

Impact Significance Threshold

Impacts are considered significant if project activities are anticipated to result in the exposure of people to significant hazardous conditions or if contaminated conditions could adversely affect future development as a result of costly assessment and/or remediation.

Las Virgenes Gateway Master Plan

The principal potential hazards in the project area include those associated with wildfires and the potential presence of subsurface contamination associated with unauthorized releases from underground storage tanks or other commercial support facilities in the project area.

The hillside portions of the project area are characterized as having a high wildfire hazard area. The General Plan Consistency review program includes Fire Management Performance Standards that would be required for any new development within the area. These performance standards address issues such as emergency response times, circulation system requirements, fire flow water system requirements, specifications for building materials, setbacks and landscaping. In addition, the performance standards require review of new development projects by the County of Los Angeles Consolidated Fire Districts to determine appropriate fire hazard management requirements for each project. These fire hazard management requirements would be

included as conditions of individual project development.

The proposed land use changes associated with the proposed Master Plan are not expected to significantly increase potential fire hazards within the project area. While the change from predominantly commercial use to mixed commercial, residential, and institutional uses will change the land use orientation of the area, adherence to fire hazard management performance standards will be required of all new development.

Land uses allowed under the Proposed Master Plan are not expected to use or generate significant quantities of hazardous materials and are thus not expected to result in significant environmental or human health hazards. Nevertheless, several commercial uses such as dry cleaner facilities, gasoline service stations, automotive repair facilities, among other uses, have the potential to use, store, or generate hazardous materials. While the improper use of these materials could result in adverse environmental effects, these impacts can be mitigated by proper site design and monitoring. Such uses would be required to comply with all regulations related to proper handling, storage and disposal of these materials.

The existing gasoline service stations and former automobile dealership in the project area have the potential to have released gasoline or other contaminants into the subsurface. The presence of such materials has the potential to result in environmental clean up liabilities and may cause human health hazards to construction workers if appropriate health and safety measures are not implemented. Prior to acquisition of or construction on these properties, proper environmental due diligence should be performed. If subsurface contamination is identified, appropriate remediation measures shall be identified and implemented. In addition, measures to protect worker safety may be required in these areas. All remedial measures shall be performed under the direction of the appropriate governmental oversight agency to ensure compliance with acceptable protocols and cleanup standards.

Proposed impacts related to streetscape improvements are discussed below.

The proposed project would not interfere with any emergency response plan or emergency response capabilities in the area. In addition, the proposed project is not within two miles of any airport facility and is not expected to adversely affect any airport land use or safety plans.

Las Virgenes Road Corridor Design Plan

Implementation of the proposed Corridor Plan is not expected to result in any significant long-term hazards to human health and safety. However, construction activities have the potential to result in short-term disruption to traffic flow that could impede emergency vehicle access. Preparation of a construction management program, and particularly coordination with emergency service providers as identified above, would minimize potential short-term impacts related to the disruption of emergency services. With this measure, this impact would be reduced to a less than significant level.

Excavations that would be associated with undergrounding of utilities and implementation of streetscape improvements could result in the unanticipated discovery of subsurface contamination, particularly on or adjacent to gasoline service station sites along the corridor. Performance of an environmental due diligence evaluation is recommended to identify the possible presence of subsurface contaminants in these areas and to determine the appropriate measures needed to mitigate potential impacts. Implementation of recommended remedial activities prior to construction will mitigate potential impacts to worker safety and other owner/operator environmental liabilities that could be associated with these conditions.

No other human health and safety or other hazardous conditions are anticipated as a result of implementation of the proposed Corridor Plan.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?			X	
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
g) Place within a 100-year floodplain structures which would impede or redirect flood flows?				X

Impact Significance Threshold

Appendix G of the State CEQA Guidelines indicates that drainage impacts are significant if storm water runoff exceeds the design capacity of drainage works and flows cannot be accommodated by planned drainage facilities. In addition, the project is considered to have a significant impact on surface and/or groundwater resources if it would degrade water quality to below levels considered acceptable by the California Regional Water Quality Control Board.

Las Virgenes Gateway Master Plan

The planning area is located within the Las Virgenes Creek Watershed. Flooding and stormwater management impacts associated with buildout of the Las Virgenes Gateway Master Plan area are addressed in the City's General Plan EIR. Buildout of the project area will increase the amount of impervious surfaces, thereby increasing the amount of runoff and the potential for flooding impacts within the area. Further, as urban runoff increases, the potential for water quality impacts will also increase.

Land use changes associated with the proposed Las Virgenes Master Plan involve conversion of the project area from a predominantly commercial area to mixed commercial, residential and institutional uses. These land use changes are not expected to significantly change the runoff or water quality characteristics as compared to that envisioned in the current General Plan. Similar to the impacts discussed in the General Plan, buildout of the project area would potentially affect runoff characteristics, thereby resulting in flooding and water quality impacts unless appropriate mitigation measures are implemented prior to new development.

These measures include adherence to the City's General Plan Consistency Review Program Stormwater Management and Flooding Performance Standards and other measures identified in the City's General Plan EIR such as:

- all discretionary development projects shall be required to submit an erosion control plan prior to the issuance of a grading permit;
- all discretionary projects shall be required to implement requirements identified in the Los Angeles County National Pollution Discharge Elimination System (NPDES) permit;
- all new development shall implement Best Management Practices (BMPs) to minimize construction and urban pollutants in storm water runoff;
- all discretionary development projects shall be required to install reclaimed water systems for irrigation, if such reclaimed water is or can be made available within five years of the irrigation system construction; and
- water conservation measures, including drought resistant landscaping, shall be incorporated into final site design and layout.

The City's Stormwater Management and Flooding Performance Standards are intended to avoid any adverse downstream flooding impacts that may be associated with new development.

Implementation of the Las Virgenes Creek restoration project is not expected to reduce the hydraulic capacity of the creek and is not expected to cause any significant flooding impacts. In the long term, the restoration project would improve the water quality of the creek by reestablishing native vegetation that serves as a natural filtering system for urban pollutants. In the short term, the restoration project has the potential to increase sedimentation, until such time that natural vegetation becomes established, and could result in construction impacts if appropriate erosion control measures are not implemented. Section 404 and Section 401 approvals will be required from the US Army Corps of Engineers and the California Regional Water Quality Control Board, respectively, prior to implementation of the creek restoration project. These water resource protection programs are intended to mitigate impacts to water quality. Implementation of measures required as conditions of the 404 permit and the 401 water quality certification would adequately mitigate short-term impacts associated with creek restoration. These measures will likely include use of Best Management Practices during construction, avoidance of sensitive habitat areas, and/or limitation of construction activities to low flow, low rainfall periods.

Potential impacts associated with proposed streetscape improvements are discussed below.

With implementation of existing water resources management practices and mitigation measures identified above, the proposed project is not expected to significantly affect water resources in the project area. The proposed land use changes would involve a net reduction in water use for the project area as compared to the uses currently allowed under the City's General Plan. This is considered a beneficial effect of the proposed land use changes.

Las Virgenes Road Corridor Design Plan

The proposed project has the potential to affect water resources as a result of the long-term modifications to the corridor as well as during construction.

Nearly all of the proposed streetscape improvements would occur within the existing right of way of Las Virgenes Road. Given the developed nature of the existing corridor, the project will not significantly affect the quantity or flow of storm water runoff. This finding will need to be confirmed by a preconstruction hydraulic analysis to be completed under the supervision of the City, prior to project implementation. In addition, there are areas within the project corridor where existing drainage systems are not adequate to accommodate existing uses. In these areas, the proposed project will require modifications to the existing flood and stormwater collection structures to correct existing drainage problems. The hydraulic analysis of final project design should incorporate measures to alleviate existing drainage deficiencies within the area.

The use of appropriate best management practices to intercept oil and gas residues from the right-of-way,

parking areas, and related structures should prevent any downstream contamination in the regional storm drain system. As long as on-site drainage is appropriately captured and disposed of, the potential for changing stream gradients or impacting downstream areas is not significant. Impacts related to surface water flow, dispersion runoff, and related effects would be less than significant.

Project implementation will require the reconstruction of portions of the Las Virgenes Road right-of-way. In general, this reconstruction will involve landscaping and the conversion of currently impervious paved surfaces to pervious landscaped areas. During construction, the project has the potential to result in short-term impacts associated with erosion and sedimentation. However, given the limited scale and short-term nature of proposed construction, sedimentation is not expected to be significant. Nevertheless, use of Best Management Practices to control sedimentation during construction shall be required.

The consumptive use of water for the project will be low since the project incorporates the use of drought tolerant landscaping and plants. However, to further reduce the project's demands on limited regional water supplies, the City shall explore the feasibility of using reclaimed wastewater for irrigation purposes. If reclaimed water is available, or is anticipated to be available within five years of project construction, it should be used for irrigation.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?			X	

Impact Significance Threshold

The assessment of land use impacts considers: (1) compatibility of land use that would be accommodated by the proposed project with existing uses; and (2) consistency of the project with regional and local land use policies. Impacts related to land use compatibility are considered significant if the project would cause a land use incompatibility such as those related to traffic, noise, air quality, or hazards. Impacts related to policy consistency are considered significant if development that would be accommodated by project buildout would be inconsistent with policies contained in the City's General Plan or other applicable regional plans or policies.

Las Virgenes Gateway Master Plan

The proposed Las Virgenes Gateway Master Plan has four principal goals, as follows:

- *Enhance the aesthetics of the Las Virgenes Gateway area and promote the community's rural character.*
- *Preserve the environmental integrity of natural features and prevent significant environmental impacts*
- *Provide a land use plan that maintains a balance of uses, compatible with existing surrounding neighborhoods.*
- *Provide an implementation guide to carry out the land use plan, design standards, and public improvements.*

To implement these goals, the Plan contains several objectives intended to enhance the overall land use compatibility of the project area. Specifically, the Plan identifies objectives to establish specialized land use designations and development standards to address the unique needs of this corridor area. The Plan includes implementation of a new Las Virgenes Gateway Overlay Zone to provide additional guidance for new development in addition to the existing standards and regulations established in the underlying zone district as established in the City's Development Code. The Las Virgenes Gateway Master Plan would serve to implement existing City policies and standards, including those contained in the City's General Plan policies, the City's General Plan Consistency Review Program, the Scenic Corridor Ordinance, and development standards contained in the Calabasas Land Use and Development Code. In this regard, the proposed Master Plan is expected to improve the overall visual and land use compatibility of the area and is consistent with the greater vision and goals of the City's General Plan.

The proposed project includes changes in land use designations for several properties within the project area. The changes primarily involve conversion of land currently designated for commercial use to provide a mix of commercial, residential and institutional uses. The plan also evaluates a new park and ride or transit facility to be located adjacent to US Highway 101. Proposed land use changes and maximum buildout under the proposed land use designations are identified in Tables 1 and 2. As shown in Table 2, the land use changes would result in a net decrease of 182,060 square feet of commercial retail uses and 361,000 square feet of general commercial uses and a net increase of 79 single family units, 192 multiple family units, 50,000 square feet of institutional use, 33,329 square feet of highway commercial use and a park and ride or transit center. In

general, these changes will result in a reduction in the overall urban intensity of the area. A majority of these changes would occur within the Baldwin, Pazar, and Southeast Hillside subareas located on the east side of Las Virgenes Road. These proposed changes are expected to reinforce the rural nature of the area, with land use intensity increasing along the corridor as Las Virgenes Road approaches the freeway. The mixed use nature of the proposed land uses, including the establishment of the Agoura Road Neighborhood Commercial Center, enhanced streetscape and pedestrian/trail improvements, and the park and ride/transit center would encourage reduced automobile usage over the existing land use pattern.

The principal area where the land use changes could result in increased land use compatibility impacts is in the area of noise. Proposed residential uses along Las Virgenes Road would be more noise sensitive to noise than the existing proposed commercial uses. However, potential noise impacts could be mitigated through site design measures that would be required in order to meet the City's noise management performance standards contained in the City's General Plan Consistency Review Program. This issue is discussed further in section XI, Noise.

The proposed change in land use would result in an increase in resident population for the area and a net reduction in the number of employment opportunities. As indicated in the Population section of this analysis, the resultant jobs/housing ratio at full buildout of the City's General Plan would change from 1.4 to 1.3 with the proposed project. This change would improve the City's jobs housing balance (note that SCAG considers a ratio of 1.2 as balanced).

Given the above factors, the proposed project, including the related General Plan Amendments and zoning overlay district, is not expected to result in any land use conflicts or inconsistencies with existing land use plans or policies.

Potential land use impacts associated with the streetscape and infrastructure improvements along the corridor are described below.

Las Virgenes Road Corridor Design Plan

The proposed project is consistent with the proposed surrounding land uses identified to be appropriate in the existing City of Calabasas General Plan, as amended by the Las Virgenes Gateway Master Plan, and Scenic Corridor Ordinance. The proposed streetscape improvement project is a permitted use compatible with existing zoning and land use designations. The proposed adjacent and surrounding commercial land uses situated in close proximity to the proposed project would not be adversely affected by the proposed improvements. Therefore, no significant land use inconsistencies are anticipated.

Implementation of the Corridor Plan is designed to. encourage movement to the commercial core along Las Virgenes Road, and to increase local revenues and business opportunities. Controlled population growth and enhancement of local economic opportunities are viewed as favorable, desirable objectives for the Corridor Plan. The negative aspects of growth - unplanned expansion, land use compatibility problems, population density increases that exceed available resource constraints, and adverse community aesthetic impacts have all been considered in the definition of the revitalization concepts included in the Plan. Growth inducing issues are those aspects of a project that tend to encourage population and/or economic growth. Economic inducements to growth include short-term construction employment opportunities and permanent professional and support service employment opportunities in the local economy.

The proposed Corridor Plan will not modify the land uses that exist along the Las Virgenes Corridor. Implementation of the proposed Corridor Plan would not result in any net increase in housing units, visitor serving units, or any change in retail commercial or office space. Changes proposed to the City's circulation system will be beneficial and will not alter land uses. The project does not involve any changes In land use; therefore, the current balance of jobs and housing would not be altered.

The SCAQMD considers the type of development proposed in the Corridor Plan as "population responsive", meaning that the project is designed to meet the needs of existing residents. Therefore, the project is not

expected to stimulate substantial population growth in the area.

The direct economic impact of the proposed Plan would include short-term employment of construction labor and provision of an environment that would foster long-term employment opportunities for professional and support services. Implementation of the Corridor Plan will not increase employment in the professional, skilled and support services sector of the local economy.

Nearly any level of streetscape improvement will result in at least some minor inconvenience and the typical disturbances associated with construction in retail areas. These effects include noise, dust generation, pedestrian inconvenience and business interference. Streetscape improvements do not in themselves create any substantially unique or atypical construction problems; however, the streetscape upgrading process, as it will be implemented in the future, will be potentially disruptive for a short period of time. Construction in an urban setting is not an unusual occurrence. Safety, dust suppression and inconvenience reduction programs in downtown areas are familiar to most contractors with expertise in streetscape construction.

Most of the construction activities involved in streetscape project will involve one of the following: assembly of metal frameworks, landscaping installation, street overlays, waterline installation, and cement work. The use of large dumpsters for any demolished material, the storage of landscaping materials, assembly of metal ornamentation, and other additives along primary business corridors may be a minor problem of short duration along the Las Virgenes corridor. Along most of the corridor, because of the design of the proposed improvement program, business interference will be very minimal. To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program will stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.

Pedestrian movements would potentially be temporarily disrupted during the demolition and materials delivery phases of construction; however, these disruptions do not involve significant risks. Along the Las Virgenes Corridor (within commercial and residential areas), temporary inconvenience may result from:

dumpster storage,
materials delivery,
displacement of parking,
sidewalk closures,
traffic diversion (short-term), and
pedestrian movement restrictions.

Pedestrian risks, inconveniences, and adverse construction effects on business activities would be relatively minor for most businesses for two reasons: (1) nearly all businesses have rear entrances that could be used temporarily as primary entrances and (2) only a relatively small portion of the existing businesses in the area of construction impact depend primarily on pedestrian traffic.

For these reasons, these construction effects would only be a minor source of short-term inconvenience. Construction related issues concerning maintaining businesses during the construction process have been determined to be insignificant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Impact Significance Threshold

Impacts to energy or mineral resources are considered significant if project buildout would result in the wasteful or inefficient use of nonrenewable energy or mineral resources or would be in conflict with mineral resource protection policies.

Las Virgenes Gateway Master Plan

The proposed land use changes associated with the Las Virgenes Gateway Master Plan will result in a change in land use character for the area by converting predominantly commercially designated areas to allow mixed commercial, residential, and institutional uses. Buildout of the project area will result in the use of nonrenewable mineral resources and future occupants of the area will use nonrenewable energy resources for transportation and heating and cooling. However, policies contained in the City's General Plan prohibit the wasteful or inefficient use of such resources. Therefore, the proposed project is not expected to adversely impact existing energy or mineral resources.

Policy J.1 of the General Plan policy document is intended to "prohibit the establishment of mineral extraction operations that could result in significant biological, traffic, air quality, hillside preservation, or quality of life impacts". Adherence to this policy would avoid any potential land use conflicts that could result between the extraction of mineral resources and other urban uses.

According to the City's General Plan, there are no areas within the General Plan Study area that have been determined to either contain significant mineral resources, as defined by the Surface Mining and Reclamation Act, or that would be appropriate for mineral extraction if significant resources are found at some future date. Therefore, the proposed project is not expected to adversely affect mineral resources or mineral resource production.

Las Virgenes Road Corridor Design Plan

Other than consumption of energy for the construction and operational phases of the project, the undertaking will not result in the wasteful or inefficient use of any natural resources. The proposed project's energy demands can be met within the existing energy resources of the region. Impacts on energy and mineral resources would be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				X

Impact Significance Threshold

To determine the potential noise impacts of the project, a significance threshold was established using state and local noise compatibility criteria. An impact is considered significant if the proposed project would:

- *Substantially increase the ambient noise levels for adjoining areas;*
- *Exceed the traffic noise-related standards contained in the City's General Plan EIR;*
- *In conjunction with other cumulative development, increase the noise levels at existing sensitive receptors (residences, hospitals, churches, schools or parks) by 3 dB; or*
- *Result in project construction activities occurring outside the hours of 7am to 6pm Monday through Saturday and 9am to 6pm on Sunday.*

Las Virgenes Gateway Master Plan

The principal noise source in the project area is traffic noise associated with U.S. Highway 101, Las Virgenes Road, Agoura Road, and Lost Hills Road, and to a lesser extent other collector streets in the area. According to noise measurements taken for the City's General Plan EIR noise levels along these routes range from over 80 dBA in the immediate vicinity of U. S. Highway 101 to about 60 dBA on Agoura Road west of Las Virgenes Road. Depending upon the type of use and its proximity to the noise source, these noise levels have the potential to adversely affect new development that is planned in the area. The City's General Plan EIR establishes 65 dBA (Leq) as the maximum exterior noise level for urban single family and multi-family uses. The maximum exterior standard for rural residential uses is 60dBA (Leq).

The General Plan EIR establishes mitigation measures that are required to reduce noise impacts to a less than significant level. In addition, the City's General Plan Consistency Review Program has Noise Management Performance Standards that apply to all new development projects. These measures include but are not limited to the following:

- *Orient buildings for use in buffering or attenuating noise*
- *Place the highest noise sources sufficiently far from sensitive uses*
- *Provide sound attenuation walls or open space buffers*

- *For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.*
- *Provide sound rated windows, additional insulation in exterior walls and roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation systems.*

According to Table IV–27 in the City of Calabasas General Plan EIR, at full buildout of the City's General Plan noise levels at 100 feet from the centerline of Las Virgenes Road are forecasted to increase up to 2.4 dBA compared to existing levels. This increase is below the significance threshold (3 dBA increase) and is considered less than significant.

Implementation of the proposed Master Plan involves a General Plan amendment that will change the land use for several properties within the project area. The general nature of the change is from predominantly commercial uses to mixed commercial, residential and institutional uses. Based on the cumulative traffic assessment prepared for the proposed project, full buildout of the proposed land uses within the project area will generate about 8,900 average daily trips per day. This compares to about 24,800 average daily trips that would be anticipated to be generated by existing land uses identified in the City's General Plan. Therefore, the proposed land use changes would have a net beneficial effect by reducing the overall traffic noise in the project area. However, it is noted that even with these substantial project area trip reductions, the forecasted noise levels at full buildout of the City and surrounding area would not be significantly reduced by these trip reductions. This is due to the fact that the reductions represent a relatively small percentage of the overall traffic using these area roadways, subject to projects with vested rights.

The proposed change in land use would also change the proposed land uses on the Baldwin, Pazar, and South East Hillside properties from their current commercial designations to mixed residential, commercial and institutional uses. These changes involve conversion of noise tolerant commercial uses to more noise sensitive residential and institutional uses. Depending upon the ultimate site design for these properties, noise mitigation measures may be necessary. However, adherence to the City's Noise Management Performance Standards and other measures identified in the City's General Plan EIR, will reduce these potential impacts to less than significant.

Another source of noise associated with buildout of the Master Plan will be construction noise. The amount and duration of construction noise will depend upon the type of project and its construction schedule. Construction noise impacts will depend upon these factors as well as the proximity of the construction activity to noise sensitive land uses. While construction noise has been identified in the City's General Plan EIR as adverse, the impacts would be short-term and are considered less than significant. As part of the new development review process, the effect of construction noise should be evaluated and measures to avoid or lessen potential impacts should be implemented as conditions of development. Mitigation measures shall include limitations on construction hours and the routing of construction traffic away from sensitive uses, as applicable.

Las Virgenes Road Corridor Design Plan

The Las Virgenes Road Corridor Design Plan project will not generate any substantial new traffic volumes in the vicinity of sensitive receptors or residential areas. Therefore, the project is not expected to result in any significant change to the noise environment of the area. In addition, the operation of vehicles associated with construction of the streetscape improvements will not significantly contribute to existing traffic-related noise in the vicinity. Given the high existing ambient noise levels resulting from vehicle movement along Las Virgenes Road, measurable change in the CNEL contours in vicinity that would be attributable to the project are predicted to be either unmeasurable or very minor since the ambient noise levels of the area surrounding the project are dominated by existing traffic noise attributable to the local street system and US Highway 101. Impacts from project related noise sources were determined to be insignificant.

Construction noise has the potential to result in short term nuisance effects, but these impacts are considered to be less than significant. Sources of potential noise that will be generated by the project include hammering, a range of concrete demolition activities, drilling, welding, the use of pneumatic tools, sandblasting, cement

fabrication or guniting, and other activities typical of building construction. The anticipated construction noise effects for the proposed project are typical of public works projects. Once any cement demolition is completed, the noise levels experienced should be considerably less intense and of shorter duration than new commercial building construction.

To reduce potential nuisance effects on sensitive uses along the corridor, the timing of construction activities in the vicinity of sensitive land uses shall be limited to between the hours of 7 AM and 6 PM, Monday through Saturday.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Impact Significance Threshold

According to the *CEQA Guidelines*, impacts related to population are significant if population growth were to exceed projections for the area and result in a demand for housing that exceeds supply in either the short or long term. Housing impacts are also considered significant if buildout of the proposed project would result in the loss of a substantial amount of existing housing. A project is also considered to have a significant effect if it adversely affects the jobs/housing balance of an area.

Las Virgenes Gateway Master Plan

The proposed land use changes associated with the proposed Las Virgenes Gateway Master Plan involve an increase of up to 192 multiple family units and 79 single family units in the project area as well as an increase of 50,000 square feet of institution uses and 33,329 square feet of highway commercial uses over that presently envisioned in the City's General Plan. The project would also involve the reduction of about 182,060 square feet of commercial retail uses and 361,000 square feet of commercial uses within the project area as compared to the City's existing General Plan.

The addition of 271 new housing units would generate a new resident population estimated at 663. This represents a 2.2% increase in the total number of housing units presently allowed under the City's General Plan and a 2.5% increase in the forecasted resident population. The proposed project would enhance housing opportunities within the City and would not result in a substantial reduction of existing or proposed housing facilities. In addition, the proposed land use changes provide for development of both single and multi-family unit types, which would facilitate development of a broad range of housing opportunities. There would be no displacement of existing residential uses.

The proposed land use changes would result in a net reduction of about 543,000 square feet of commercial development or approximately 6.8 percent of the total commercial square footage identified in the City's existing General Plan, at full buildout. Assuming an employment ratio of 1 employee for every 450 square foot of commercial or commercial retail development, the proposed land use changes would reduce the number of employment opportunities by about 1,207 as compared to full buildout at existing General Plan land use designations. This change in land use would result in a net reduction in the jobs/housing ratio forecasted at full buildout of the City's General Plan from about 1.4 jobs/dwelling unit to 1.3 jobs/dwelling unit (assumes 1 employee per 450 square foot and full buildout of commercially designated land within the City). According to SCAG, a balance of housing and jobs occurs when the ratio of jobs to housing units is 1.2. Therefore, the proposed land use changes are not expected to adversely affect the jobs/housing balance within the City.

With regard to proposed design and streetscape improvements, the proposed Las Virgenes Gateway Master Plan is not expected to result in a significant number of new long-term employment opportunities.

Las Virgenes Road Corridor Design Plan

The proposed project will not generate significant new employment opportunities, nor will the project serve as an aftractor for additional growth in the local area or region.

The duration of the construction period is such that there would be no potential to induce new construction workers to move into the area. Some specialized construction skills required for the project may not be available in the local labor pool but this problem would probably be solved through employment of subcontractors from surrounding communities. Thus, growth inducement from the short-term construction phase of the project is expected to be less than significant.

The proposed project will not directly generate significant long-term employment opportunities. The proposed project will not generate new housing opportunities and will not serve as a major attractor of additional housing growth in the local area or region. Proposed improvements to streetscape facilities will require an incremental increase in the need for maintenance personnel. However, these employees are anticipated to be drawn from the existing labor force in the area. Growth related housing demand related impacts associated with the project would be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?		X		
Police protection?		X		
Schools?		X		
Parks?		X		
Other public facilities?			X	

Impact Significance Threshold

Project impacts related to police and fire protection services are considered significant if proposed development would substantially reduce the level of service or substantially increasing emergency response times. The City's General Plan Performance Objectives establish five minutes as the maximum response time for fire and emergency medical services and a seven minute average response time for police emergency response calls within urban areas and an average of nine minutes for police emergency calls within rural areas.

The project will have a significant impact on school facilities if it would substantially interfere with the operation of an existing school facility, or would put additional demands on a school district that is currently overcrowded for which monetary mitigation measures, as allowed by State law, would not reduce the impacts to an insignificant level.

The project will have a significant impact on parks and other public facilities and services if it would substantially interfere with the operation of existing facilities, or would put additional demands on a facility that is currently overcrowded.

Las Virgenes Gateway Master Plan

Land use changes proposed as part of the Las Virgenes Gateway Master Plan would change the type of demand for emergency services by converting commercially designated areas to mixed commercial, residential, and institutional uses. However, the overall need for emergency services associated with this proposed land use change is not expected to be substantially different from that envisioned in the City's General Plan.

As indicated in the General Plan, future development in the City has the potential to adversely affect the provision of emergency services unless appropriate mitigation measures are implemented. Future development projects shall be required to examine the potential increase in demand for emergency services and to implement those measures necessary to ensure that potential impacts to emergency services are reduced to a less than significant level. Mitigation measures contained in the City's General Plan EIR would apply and shall be implemented for the proposed project. These measures require that development projects in the City of Calabasas implement the following:

- *Construct and/or pay for the new on-site capital improvements that are required to support the project*
- *Ensure that all new off-site capital improvements that are required by the project are available prior to issuance of the certificates of occupancy*
- *Phase development so as to ensure that the capital facilities that will be used by the new development*

are available prior to the issuance of certificates of occupancy

- *Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development*

In addition, prior to approval of any new development, the applicant shall review the proposed project with service provider representatives to determine measures needed to minimize project impacts and to determine whether all needed facilities and services to support the project will be provided in a timely manner. Mitigation measures may include the requirement of security features in proposed new structures, provision of adequate emergency access, use of fire retardant building materials and landscaping, implementation of appropriate brush clearance and setbacks, and other measures deemed necessary by emergency response agencies.

The change in land use designations from commercial to commercial, residential, and institutional will result in the generation of new demand for educational services. Based on student generation rates identified in the General Plan EIR, the increase of 79 single family units and 192 multiple family units will generate 92 new students in grades K-5; 25 students in grades 6-8; and 33 students in grades 9-12. This increase in student generation, together with other buildout in the City has the potential to adversely impact existing school facilities. To mitigate the potential effects of cumulative buildout on school facilities, the City's General Plan requires that discretionary development projects, subject to General Plan consistency findings, shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Specifically, new development projects in the City shall be required to establish or expand school facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students form a development, implementation of appropriate funding mechanisms will be required to the extent permitted by law.

For a discussion of project effects on parks and recreational services see the discussion for section XIV, Recreation.

Las Virgenes Road Corridor Design Plan

The proposed project will not generate significant additional demands on any public services, infrastructure, or related facilities. Minor impacts to service levels will result from the addition of landscape materials in medians and along sidewalks and from the need to maintain improved public areas. Impacts on related municipal services and infrastructure are not anticipated to be significant. Comments were solicited from responsible agencies during development review and responses were received indicating that the proposed project will not create demands for additional fire, police, or other governmental services. The location of the proposed bus stops has been coordinated with and approved by local transportation planning agencies.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION -				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	X

Impact Significance Threshold

The City's General Plan specifies a park and open space standard to be used in determining park/open space land requirements adequate to serve Calabasas residents. The standard contained in the City's General Plan requires that new development provide "active parks at a rate of 3.0 acres of public parks and recreational areas per 1,000 residents". The proposed project would have a significant effect if it did not meet this standard or if specific project features adversely affected existing or proposed park and recreational facilities.

Las Virgenes Gateway Master Plan

Land use changes associated with implementation of the Las Virgenes Gateway Master Plan involve conversion of existing commercially designated land to mixed commercial, residential, and institutional uses. Specifically, the Plan would involve an increase 79 new single family dwelling units, 192 multiple family dwelling units, 33,329 square feet of highway commercial uses, a park and ride or transit center, and 50,000 square feet of institutional uses and the decrease of about 182,000 square feet of commercial retail and 361,000 square feet of general commercial space, as compared to that envisioned in the City's General Plan. Based on a household size factor of 2.8 persons per household for single family uses and 2.3 persons per household for multiple family uses, the project would involve a population increase of about 663 over that envisioned in the City's General Plan and addressed in the General Plan EIR. This increase in population would require about 2 acres of additional park or recreational area in order to meet the City's parkland to population ratio requirements.

Discretionary projects subject to the General Plan consistency findings would be required to demonstrate that they meet the City's parkland and recreational performance standards. Provided that individual projects meet City parks and recreation performance standards, the proposed project is not expected to adversely affect park and recreational facilities within the City. These performance standards also include provisions for review and approval of new commercial development that could occur in the project area. New development on commercially designated property could be required to provide trail of access easements and/or the payment of development impact fees to offset the potential effects of such uses.

Several elements of the Plan are intended to enhance recreational and open space opportunities in the project area. These include:

Bikeways along Las Virgenes Road
Access to hillside trails
Implementation of public opens space within the Neighborhood Commercial area next to Las Virgenes Creek
Implementation of a Creekside trail
Las Virgenes Creek restoration
Pedestrian and circulation system enhancements

It is anticipated that these features would have a net beneficial effect on recreational opportunities in the area.

Las Virgenes Road Corridor Design Plan

Implementation of the Las Virgenes Corridor Design Plan will not result in any significant demand for new recreational facilities. The proposed streetscape improvements, including landscaped medians, bikeways and enhanced pedestrian facilities, will have a beneficial effect on recreational opportunities from both a local and regional perspective. It is anticipated that the corridor has the potential to become a commercial and possibly recreational destination. As such, impacts to recreational facilities would be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards to a design feature(e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Impact Significance Threshold

The City's General Plan guidelines were used to determine the significance of traffic impacts generated by the proposed land use planning projects. The City's General Plan indicates that the minimum acceptable LOS shall be "C" in urban areas, whenever it is feasible to provide roadway facilities that would operate at such levels in a manner consistent with the non-transportation (i.e. resources protection, community design, etc.) provisions of the General Plan. Consequently, mitigation is normally required for operations at LOS D or worse. For the cumulative full buildout condition, the project was considered to be significant if it would result in a demonstrable deterioration in the overall traffic flows within the area.

Las Virgenes Gateway Master Plan

Two principal components of the proposed Las Virgenes Gateway Master Plan have the potential to adversely affect traffic and circulation systems along the project corridor. These include: 1) potential impacts associated with the proposed land use changes that would occur with the proposed project, and 2) impacts associated with the streetscape improvement program that is incorporated from the Las Virgenes Road Corridor Design Plan. To address these issues, the City retained Associated Transportation Engineers, Inc. (ATE) experts in the area of traffic and circulation analysis and traffic flow conditions in the project area. The following discussion is based on the ATE traffic and circulation study, a copy of which is included as Appendix 1.

Affect of Proposed Land Use Changes on Trip Generation. The proposed Las Virgenes Gateway Master Plan involves land use changes for the area that would result in a reduction of commercial uses and an increase in residential and institutional uses for the area. Based on traffic generation estimates, full buildout of the proposed land uses within the project area would generate about 8,900 average daily trips per day (see Table 2 in Appendix 1). This compares to about 24,800 average daily trips that would be expected to be generated by existing land uses identified in the City's General Plan. This represents an approximate 64% reduction in the overall traffic generated by planned development within the plan area. As such, this proposed land use changes are expected to have a net beneficial effect on the overall traffic volumes projected for the project area. In addition, the project would improve the jobs/housing balance for the area and would allow for the development of a neighborhood shopping center in the area. These changes would be expected to further reduce the number of trips and the overall trip length of existing and future locally generated traffic. The effect of these changes would

also be beneficial for the project area.

In addition, the project identifies improvements to pedestrian facilities, including trail linkages, improvements to bicycle facilities, and provides for a park and ride or transit facility in the immediate vicinity of U.S. Highway 101. These facilities would facilitate the use of alternative transportation modes and are consistent with the City's General Plan policies that encourage the use of alternative transportation.

The Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area and improved traffic flow. For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.

Since land use changes identified in the Las Virgenes Gateway Master Plan would result in a net reduction in the overall traffic generation for the project area as compared to the buildout forecasts analyzed in the City's General Plan EIR, traffic and circulation impacts associated with the project would be less than those described in the General Plan EIR provided that the General Plan roadway system was built and required mitigation measures implemented.

However, because the Las Virgenes Road Corridor Design Plan, a component of the Las Virgenes Gateway Master Plan, includes streetscape and road system design modifications, a comprehensive analysis of the suggested improvements was performed in the traffic analysis to assess their effect on long-term traffic flow characteristics in the area. A summary of forecasted cumulative traffic flow characteristics and suggested mitigation measures to improve traffic flow characteristics is included below.

Las Virgenes Road Corridor Design Plan

In order to assess the effects of proposed streetscape and roadway improvements identified in the Las Virgenes Road Corridor Design Plan, ATE conducted a detailed assessment of full buildout traffic conditions assuming the planned roadway configurations identified in the Plan. In addition, based on preliminary analysis of operational conditions, ATE developed mitigation measures to optimize the future level of service at those locations forecasted to exceed the City's LOS C guideline.

The traffic study included the following tasks:

- performing traffic counts along the Las Virgenes Corridor including cumulative projects,
- distribution of future traffic onto the local street system,
- calculation of the future traffic flow conditions with and without recommended mitigation, and
- a comparison of operational conditions under the street configuration assumed in the Ahmanson Ranch Project EIR and that proposed as part of the Las Virgenes Road Corridor Design Plan

Projected Traffic Flow Conditions and Recommended Mitigation Measures. Based on the traffic analysis, it was forecasted that five of the study-area intersections would operate in the LOS E-F range with full cumulative buildout and the geometrics proposed in the LVRCDP. Therefore the following striping modifications were recommended to improve the operation of these intersections. Figure 6 of the traffic report provides a schematic comparison of the LVRCDP improvements and the ATE recommendations at the U.S. 101/Las Virgenes Road interchange (including Agoura Road).

- **Las Virgenes Road/Mureau Road.** Cumulative traffic volumes indicate that a second westbound left-turn lane would be required. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane. Implementation of this improvement would provide for LOS C (ICU 0.79) at the intersection during the P.M. peak hour period.

- **Las Virgenes Road/U.S. Highway 101 NB Ramps.** This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.

- **Las Virgenes Road/U.S. Highway 101 SB Ramps.** This intersection is forecast to operate in the LOS F range assuming full cumulative buildout traffic volumes during the A.M. and P.M. peak hours. The following text discusses improvements which could be implemented at this intersection:

  - The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.

  - In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.

  - The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.

  Implementation of these restriping modifications would improve the intersection to LOS C (ICU 0.74) during the A.M. peak hour period.

- **Las Virgenes Road/Agoura Road.** This intersection is forecast to operate at LOS F with cumulative buildout traffic volumes during the P.M. peak hour. The forecast volumes indicate that the intersection would operate more efficiently if a second through lane were added on the northbound approach. The LVRCDP currently proposes one left-turn lane, one through lane and one right-turn lane on the northbound approach. The additional through lane could be provided by restriping the northbound right-turn lane to provide a through-right lane. Implementation of this striping improvement would provide for LOS C (ICU 0.74) at the intersection during the P.M. peak hour period.

Based on the traffic report, with the exception of Las Virgenes Road/U.S. 101 NB Ramps and Las Virgenes Road/U.S. 101 SB Ramps, all of the project area intersections and roadways would operate in an acceptable manner (i.e. within the City's LOS C guidelines) with the implementation of the proposed mitigation measures identified above. At forecasted full buildout of the area, the Las Virgenes Road/U.S. 101 NB Ramps would operate at LOS C during the P.M. peak hour and LOS D during the A.M. peak hour. The intersection at Las Virgenes Road/U.S. 101 SB Ramps would operate at LOS C during the P.M. peak hour and LOS D during the A.M. peak hour at full buildout. These levels of service are better than those forecasted to occur at full buildout under the existing geometrics of these intersections. Therefore, the anticipated trip reductions associated with the Las Virgenes Gateway Master Plan together with the roadway improvements outlined in the Las Virgenes Road Corridor Design Plan, as modified by ATE's recommendations in the Traffic Report, are expected to result in a net beneficial effect on the local circulation network.

It is noted that traffic conditions and trip generation and distribution characteristics may change over time. In addition, the final design and timing of new development will determine the ultimate circulation improvements needs and their timing. While the above analysis is intended to represent a worst case condition, ultimate traffic flow conditions will depend upon a number of factors, some of which are unknown at this time. In recognition of this potential for changes in traffic flow characteristics, the City's General Plan EIR included a mitigation monitoring provision that requires the City to monitor Citywide traffic flow conditions annually and to implement measures deemed necessary to achieve acceptable traffic flows in the City. None of the proposed improvements would preclude implementation of additional traffic control measures in the future.

Because the project would not adversely affect traffic flows in the area, it is not expected to adversely affect emergency vehicle access along the corridor.

Similar to the Las Virgenes Gateway Master Plan, the Los Virgenes Road Corridor Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area. For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety. In addition, the project identifies improvements to pedestrian and bicycle facilities. These facilities would facilitate the use of alternative transportation modes and are consistent with the City's General Plan policies that encourage the use of alternative transportation.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

Impact Significance Threshold

The proposed project would have a significant impact on utility services if demand exceeds the capacity of service providers, thereby causing service deficiencies during average or peak demand periods either within the project area or the region. The project would also have a significant impact if the local utility suppliers' current or proposed supply and storage facilities, such as pipelines, hydrants or booster stations, were not adequate to serve the project area.

Las Virgenes Gateway Master Plan

Land use changes that are proposed as part of the Las Virgenes Gateway Master Plan would change the utility demands for the project area. The following tables assess the change in utility demands for water, sewer, electricity, natural gas, and solid waste services. As shown in these tables, water, wastewater, electricity, and solid waste demand would be reduced with the proposed land use changes and demand for natural gas would increase. Therefore, because the projected buildout of the proposed uses is within the capacities of service providers (see General Plan EIR) the proposed project is not expected to adversely affect existing water, wastewater, electrical, or solid waste disposal services. The increase in natural gas service demand may require additional new facilities, such as new distribution pipelines, but the incremental increased demand for service is not expected to significantly affect existing or projected future service capabilities. While no significant impacts are anticipated, mitigation measures contained in the City's General Plan EIR are intended to ensure that necessary improvements are in place to serve individual projects. These measures require that prior to the approval of any new development, a project applicant shall review the project with representatives of the individual service provider to determine that all needed services and facilities needed to support the project will be provided in a timely manner. The mitigation measures contained in the General Plan EIR also require that discretionary development projects shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development.

Similar to the above infrastructure service issues, provision of stromwater facilities for individual projects will be subject to mitigation requirements that ensure that adequate infrastructure is in place to accommodate individual

project demands. The proposed Las Virgenes Creek Reclamation Plan would modify the existing creek channel in the project area by replacing an existing concrete-lined channel with an alternative design that is intended to accomplish flood control objectives as well as restoring habitat. Implementation of this drainage modification has the potential to adversely affect drainage in the area of Las Virgenes Creek by altering the stormwater carrying capacity of the channel. However, implementation of this restoration project will require review and approval by several regulatory agencies including Los Angeles County Flood Control District. Project-specific measures that will be implemented as part of this review process are expected to avoid any potential flooding impacts that could be associated with this component of the proposed Master Plan.

Las Virgenes Road Corridor Design Plan

The Las Virgenes Corridor Design Plan identifies a range of streetscape and other improvements for the Las Virgenes Road Corridor. A majority of these improvements, such as the provision of bike lanes, fencing, uniform pavement materials, street furniture and transit stops, road widening and striping etc., are not expected to generate new demands for utility services. Project features that would involve utility requirements include street lighting (electricity), signalization (electricity), and tree planing and other landscaping (water). However, the project will not result in any new or unanticipated demands on existing utilities or public infrastructure. The development is consistent with the available energy supplies in the local and regional grid. The City domestic water system has the capacity to provide required landscaping water supplies. Therefore impacts on utilities and infrastructure would be less than significant.

Table XVI-1 Comparison of Water and Wastewater Demands

Proposed Use	Demand Factor (gallons/day per 1,000 sq. ft. or dwelling unit)*	Water Demand (million gallons/day)	Wastewater Demand (80% of Water Demand)
Increase			
50,000 sq. ft. Institutional	3,800	0.19	0.15
33,329 sq. ft. Hwy Commercial	3,800	0.13	0.10
79 SFD	995	0.08	0.064
192 MFD	436	0.08	0.064
Decrease			
182,060 sq. ft. Com.-Retail	3,800	(0.69)	(0.55)
361,000 sq. ft. Commercial	3,800	(1.37)	(1.09)
NET CHANGE (parentheses indicate reduction in demand)		**(1.58)**	**(1.26)**

*Source: City of Calabasas General Plan EIR, 1995

Table XVI-2 Comparison of Electrical and Natural Gas Demand

Proposed Use	Electrical Demand Factor (kwh/yr per sq ft. or dwelling unit)*	Electrical Demand (kwh/yr)	Natural Gas Demand Factor (cu ft./yr per 1,000 sq ft. pr dwelling unit)	Natural Gas Demand (cu ft./yr)
Increase				
50,000 sq. ft. Institutional	16.8	840,000	34.8	1,740
33,329 sq. ft. Hwy Commercial	16.8	560,000	34.8	1,160
79 SFD	6,081	480,399	79,980	6,318,420
192 MFD	6,081	1,167,553	47,016	9,027,072
Decrease				
182,060 sq. ft. Com.-Retail	16.8	(3,057,000)	34.8	(6,334)
361,000 sq. ft. Commercial	16.8	(6,065,000)	34.8	(12,563)
TOTAL CHANGE (parenthesis indicate reduction in demand)		**(6,074,108)**		**15,329,495**

*Source: City of Calabasas General Plan EIR, 1995

Table XVI-3 Comparison of Solid Waste Generation

Proposed Use	Solid Waste Generation Factor (lbs/day per 1,000 sq. ft. or dwelling unit)*	Solid Waste Generation (lbs/day)
Increase		
50,000 sq. ft. Institutional	7.0	350
33,329 sq. ft. Hwy Commercial	7.0	233
79 SFD	8.5	671
192 MFD	8.5	1,632
Decrease		
182,060 sq. ft. Com.-Retail	7.0	(1,274)
361,000 sq. ft. Commercial	7.0	(2,527)
NET CHANGE (parentheses indicate reduction in demand)		**(915)**

*Source: City of Calabasas General Plan EIR, 1995

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X	
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X	

Based on the analysis contained herein, it has been determined that the proposed Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan projects will not result in any significant unavoidable adverse environmental impacts provided that the recommended mitigation measures are implemented. Tables XVII-1 and XVII-2 provide a listing of the recommended mitigation measures for the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, respectively.

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

Aesthetics

The resultant urban development in the project area shall be required to incorporate design elements of the Plan, thereby creating a uniform, coordinated visual character for the area. In addition, all mitigation measures contained in existing planning programs would be required to be implemented prior to the construction of planned new development. Implementation of existing visual resources protection programs that are incorporated into the Plan and other City planning policies and programs shall be required.

Agricultural Resources

None Necessary

Air Quality

Further, the City's discretionary review process for individual projects incorporates specific measures to minimize both operational as well as short-term construction impacts. Implementation of these measures would be expected to reduce the impacts of individual projects to less than significant.

Biological Resources

To mitigate the potentially adverse impacts of future development within these areas, the City's General Plan EIR contains several mitigation measures that are required to minimize project-specific impacts on biological resources. All of these measures are hereby incorporated by reference. In general, these measures include review of individual projects to determine the presence, extent, and sensitivity of biological resources. Mitigation measures include preservation of specific species and habitat areas, buffer zones to minimize adverse effects of urban encroachment into sensitive biological areas, replacement of specific plant species such that no net reduction in the number of plants occurs, among other measures.

The restoration program shall be subject to review and approval of several regulatory agencies including but not limited to the US Army Corps of Engineers, California Department of Fish and Game, US Fish and Wildlife Service, California Regional Water Quality Control Board and the Los Angeles County Flood Control District.

Anticipated short-term impacts include direct impacts associated with removal of the existing concrete lined channel and indirect impacts that could be associated with increased sedimentation until the native plants become established. These impacts shall be mitigated by permit conditions that would be required by the resource permitting agencies. Such measures may include avoidance of sensitive habitat areas adjacent to the existing channel, construction during the summer period when erosion and sedimentation would be minimal, use of stabilizers to control bank erosion, selection of construction staging areas that would minimize the impact to existing habitat areas, and other measures as determined necessary based on more detailed review of project-specific design.

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

Cultural Resources

Cultural and historical resources mitigation measures identified in the City's General Plan EIR shall be implemented.

These measures require that prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review cultural resources' sensitivity and implement a range of assessment and mitigation measures necessary to ensure that potential impacts to cultural resources are minimized.

Geology and Soils

To mitigate the potential impacts associated with geologic hazards in the area, the City has developed Seismic and Geologic Hazards Management Performance Standards. These standards require that site-specific soils reports be submitted with each new development application to determine on-site soil and geologic conditions and to define site-specific measures needed to reduce project impacts to a less than significant level. In addition, the performance standards require that new development meet a factor of safety of 1.5 against shear failure and 1.1 against seismically induced slope failure.

All new development would be subject to the City's Hillside Development Performance Standards that limit the extent and nature of grading activities. Provided that appropriate mitigation measures are implemented as a condition of the planning and construction of new development, this land use change is not expected to result in significant geologic impacts.

Hazards and Hazardous Materials

The General Plan Consistency review program includes Fire Management Performance Standards that would be required for any new development within the area. These performance standards address issues such as emergency response times, circulation system requirements, fire flow water system requirements, specifications for building materials, setbacks and landscaping. In addition, the performance standards require review of new development projects by the County of Los Angeles Consolidated Fire Districts to determine appropriate fire hazard management requirements for each project. These fire hazard management requirements shall be included as conditions of individual project development.

Adherence to fire hazard management performance standards shall be required of all new development.

Proper environmental due diligence should be performed prior to the implementation of any new projects. If subsurface contamination is identified, appropriate remediation measures shall be identified and implemented. In addition, measures to protect worker safety may be required in these areas. All remedial measures shall be performed under the direction of the appropriate governmental oversight agency to ensure compliance with acceptable protocols and cleanup standards.

Hydrology and Water Quality

Buildout of the project area would potentially affect runoff characteristics, thereby resulting in flooding and water quality impacts unless appropriate mitigation measures are implemented prior to new development.

These measures include adherence to the City's General Plan Consistency Review Program Stormwater

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

Management and Flooding Performance Standards and other measures identified in the City's General Plan EIR such as:

- all discretionary development projects shall be required to submit an erosion control plan prior to the issuance of a grading permit;
- all discretionary projects shall be required to implement requirements identified in the Los Angeles County National Pollution Discharge Elimination System (NPDES) permit;
- all new development shall implement Best Management Practices (BMPs) to minimize construction and urban pollutants in storm water runoff;
- all discretionary development projects shall be required to install reclaimed water systems for irrigation, if such reclaimed water is or can be made available within five years of the irrigation system construction; and
- water conservation measures, including drought resistant landscaping, shall be incorporated into final site design and layout.

The City's Stormwater Management and Flooding Performance Standards are intended to avoid any adverse downstream flooding impacts that may be associated with new development.
Section 404 and Section 401 approvals will be required from the US Army Corps of Engineers and the California Regional Water Quality Control Board, respectively, prior to implementation of the creek restoration project. These water resource protection programs are intended to mitigate impacts to water quality. Implementation of measures required as conditions of the 404 permit and the 401 water quality certification would adequately mitigate short-term impacts associated with creek restoration. These measures will likely include use of BMPs during construction, avoidance of sensitive habitat areas, and/or limitation of construction activities to low flow, low rainfall periods.

A hydraulic analysis of final project design shall performed and measures to alleviate existing drainage deficiencies within the area. shall be implemented.

Best management practices shall be implemented to intercept oil and gas residues from the right-of-way, parking areas, and related structures should prevent any downstream contamination in the regional storm drain system.

Land Use and Planning

To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.

Mineral Resources

None Necessary

Noise

The General Plan EIR establishes mitigation measures that are required to reduce noise impacts to a less than significant level. In addition, the City's General Plan Consistency Review Program has Noise

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

Management Performance Standards that apply to all new development projects. These measures include but are not limited to the following:

- *Orient buildings for use in buffering or attenuating noise*
- *Place the highest noise sources sufficiently far from sensitive uses*
- *Provide sound attenuation walls or open space buffers*
- *For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.*
- *Provide sound rated windows, additional insulation in exterior walls and roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation systems.*

As part of the new development review process, the effect of construction noise should be evaluated and measures to avoid or lessen potential impacts should be implemented as conditions of development. Mitigation measures shall include limitations on construction hours and the routing of construction traffic away from sensitive uses, as applicable.

Population and Housing

None Necessary

Public Services

Mitigation measures contained in the City's General Plan EIR would apply and shall be implemented for the proposed project. These measures require that development projects in the City of Calabasas implement the following:

- *Construct and/or pay for the new on-site capital improvements that are required to support the project*
- *Ensure that all new off-site capital improvements that are required by the project are available prior to issuance of the certificates of occupancy*
- *Phase development so as to ensure that the capital facilities that will be used by the new development are available prior to the issuance of certificates of occupancy*
- *Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development*

In addition, prior to approval of any new development, the applicant shall review the proposed project with service provider representatives to determine measures needed to minimize project impacts and to determine whether all needed facilities and services to support the project will be provided in a timely manner. Mitigation measures may include the requirement of security features in proposed new structures, provision of adequate emergency access, use of fire retardant building materials and landscaping, implementation of appropriate brush clearance and setbacks, and other measures deemed necessary by emergency response agencies.

To mitigate the potential effects of cumulative buildout on school facilities, the City's General Plan requires that discretionary development projects, subject to General Plan consistency findings, shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Specifically, new development projects in the City shall be required to establish or expand school facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students form a development, implementation of appropriate funding mechanisms will be

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

required to the extent permitted by law.

Recreation

Discretionary projects subject to the General Plan consistency findings would be required to demonstrate that they meet the City's parkland and recreational performance standards. These performance standards also include provisions for review and approval of new commercial development that could occur in the project area. New development on commercially designated property could be required to provide trail of access easements and/or the payment of development impact fees to offset the potential effects of such uses.

Transportation/Traffic

The following striping modifications are recommended to improve the operation of key intersections in the project area. Figure 11 of the traffic report is a schematic that shows these improvements.

- **Las Virgenes Road/Mureau Road.** The forecasted cumulative traffic volumes indicate that a second westbound left-turn lane would be required at this intersection. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane.

- **Las Virgenes Road/U.S. Highway 101 NB Ramps.** This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.

- **Las Virgenes Road/U.S. Highway 101 SB Ramps.** The following improvements shall be implemented at this intersection:

  - The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.

  - In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.

  - The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.

Las Virgenes Road/Agoura Road. The forecasted cumulative traffic volumes indicate that the intersection would operate more efficiently if a second through lane were added on the northbound approach. The LVRCDP currently proposes one left-turn lane, one through lane and one right-turn lane on the northbound approach. The additional through lane could be provided by restriping the northbound right-turn lane to provide a through-right lane.

Table XVII-1 Summary of Recommended Mitigation Measures for the Las Virgenes Gateway Master Plan

Utilities and Service Systems

All mitigation measures contained in the City's General Plan EIR intended to ensure that necessary improvements are in place to serve individual projects shall be implemented prior to the construction of new development. These measures require that prior to the approval of any new development, a project applicant shall review the project with representatives of the individual service provider to determine that all needed services and facilities needed to support the project will be provided in a timely manner. The mitigation measures contained in the General Plan EIR also require that discretionary development projects shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development.

Individual projects will also be required to provide necessary stromwater facilities and to ensure that adequate infrastructure is in place to accommodate individual project demands.

The proposed Las Virgenes Creek Reclamation Plan would modify the existing creek channel in the project area by replacing an existing concrete-lined channel with an alternative design that is intended to accomplish flood control objectives as well as restoring habitat. Implementation of this drainage modification has the potential to adversely affect drainage in the area of Las Virgenes Creek by altering the stormwater carrying capacity of the channel. This restoration project will require review and approval by several regulatory agencies including Los Angeles County Flood Control District. Project-specific measures shall be implemented, as necessary to avoid any potential flooding impacts that could be associated with this component of the proposed Master Plan.

Table XVII-2 Summary of Recommended Mitigation Measures for the Las Virgenes Road Corridor Design Plan

Aesthetics The proposed lighting concept program has been designed to improve the business setting along Las Virgenes Road. The lighting program shall meet all state and local standards regarding street and intersection illumination while also providing an improved aesthetic setting in the City's business core.
Agricultural Resources None Necessary
Air Quality To reduce nuisance effects and ensure compliance with State standards, implementation of dust suppression measures during construction is recommended.
Biological Resources None Necessary
Cultural Resources If any cultural resources are encountered during construction, then procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.
Geology and Soils It does not appear that special remedial geotechnical measures will be required to implement the grading design. Final design plans shall be approved by the City Engineer prior to implementation. The project will need to comply with all NPDES storm water requirements and mitigation measures will be required during the grading and site development process to assure that sediment transport is minimized. Mitigation measures discussed for Hydrology and Water Quality address these potential impacts.
Hazards and Hazardous Materials A construction management program shall be prepared. The management program shall include coordination with service providers and implementation of those measures deemed necessary to minimize potential short-term impacts related to the disruption of emergency services. Excavations that would be associated with undergrounding of utilities and implementation of streetscape improvements could result in the unanticipated discovery of subsurface contamination, particularly on or adjacent to gasoline service station sites along the corridor. Performance of an environmental due diligence evaluation is recommended to identify the possible presence of subsurface contaminants in these

Table XVII-2 Summary of Recommended Mitigation Measures for the Las Virgenes Road Corridor Design Plan

areas and to determine the appropriate measures needed to mitigate potential impacts. If necessary, remedial activities shall be implemented, prior to construction.
Hydrology and Water Quality A hydraulic analysis of final project design shall performed and measures to alleviate existing drainage deficiencies within the area. shall be implemented. Best management practices to intercept oil and gas residues from the right-of-way, parking areas, and related structures shall be implemented to prevent downstream contamination in the regional storm drain system.
Land Use and Planning To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.
Mineral Resources None Necessary
Noise To reduce potential nuisance effects on sensitive uses along the corridor, the timing of construction activities in the vicinity of sensitive land uses shall be limited to between the hours of 7 AM and 6 PM, Monday through Saturday.
Population and Housing None Necessary
Public Services None Necessary
Recreation None Necessary
Transportation/Traffic The following striping modifications shall be implemented as part of the Las Virgenes Road Corridor Design Plan. Figure 11 of the traffic report provides a schematic showing these recommended configurations. • **Las Virgenes Road/Mureau Road.** Cumulative traffic volumes indicate that a second westbound

Table XVII-2 Summary of Recommended Mitigation Measures for the Las Virgenes Road Corridor Design Plan

left-turn lane would be required at this intersection. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane.

- **Las Virgenes Road/U.S. Highway 101 NB Ramps.** This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.

- **Las Virgenes Road/U.S. Highway 101 SB Ramps.** The following improvements shall be implemented at this intersection:

  - The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.

  - In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.

  - The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.

Consistent with the City's General Plan EIR, the City shall monitor Citywide traffic flow conditions annually and implement measures deemed necessary to achieve acceptable traffic flows in the City.

The Los Virgenes Road Corridor Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area.

For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.

Utilities and Service Systems

None Necessary

6.0 REFERENCES

Associated Transportation Engineers, *Traffic and Circulation Study, Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan* – City of Calabasas, California, October 19, 1998.

City of Calabasas, *City of Calabasas General Plan Consistency Review Program*, September 1995.

City of Calabasas, *City of Calabasas General Plan, Environmental Impact Report*, September 1995.

City of Calabasas, *City of Calabasas General Plan, Implementation Guide*, April 1995.

City of Calabasas, *Mitigated Negative Declaration – Las Virgenes Road Corridor Design Plan*, Adopted October 1997.

City of Calabasas, *City of Calabasas General Plan, Agenda for the 21st Century*, September 1995.

Harris, C.M., *Handbook of Noise Control*, Second Edition. 1979.

Institute of Transportation Engineers, *Trip Generation* 6th Edition, 1997.

South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993.

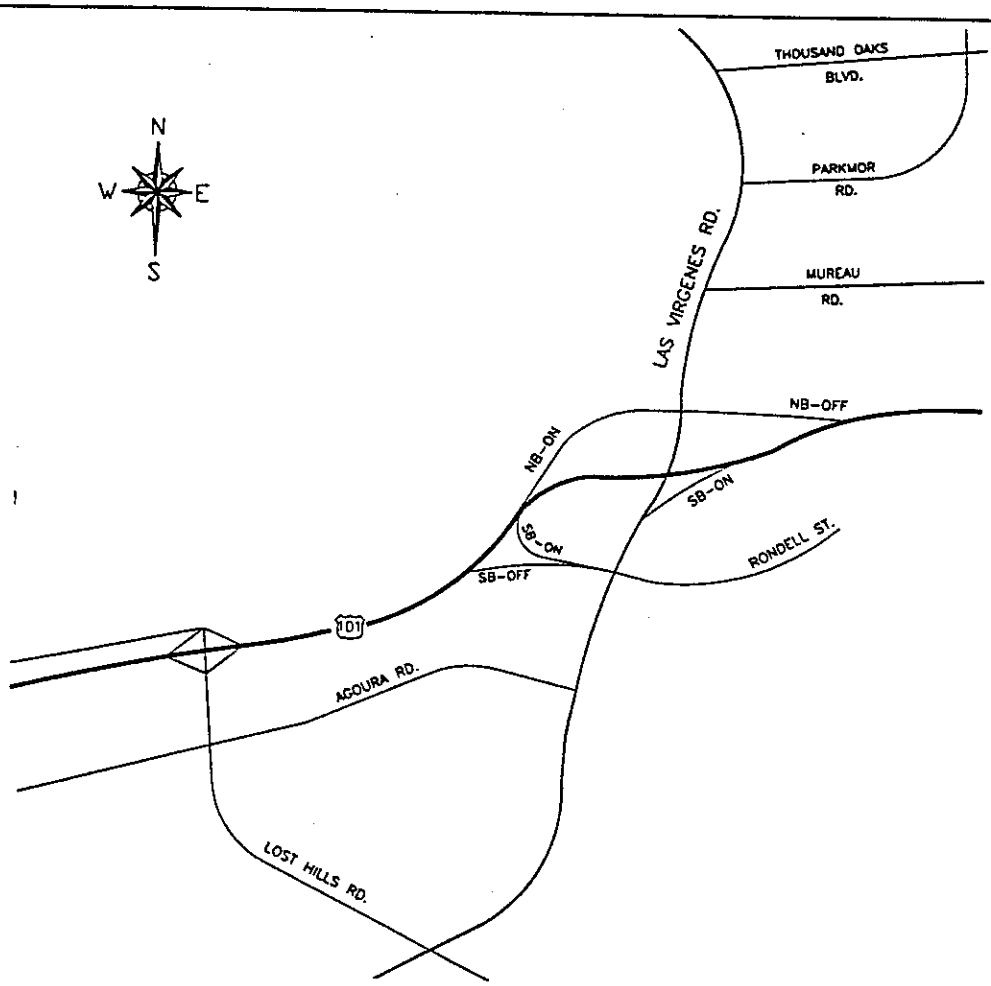
United States Environmental Protection Agency, *AP-42*, Washington D.C. Updated 1996.

APPENDIX 1

TRAFFIC REPORT

LAS VIRGENES GATEWAY MASTER PLAN AND LAS VIRGENES ROAD CORRIDOR DESIGN PLAN

TRAFFIC AND CIRCULATION STUDY



October 19, 1998

ATE Project 98115

Prepared for:

City of Calabasas
26135 Mureau Road, Suite 200
Calabasas, CA 91302

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • FAX (805) 682-8509 • (805) 687-4418

Maynard Keith Franklin, P.E.
Robert L. Faris, P.E.
Richard L. Pool, P.E.
Scott A. Schell, AICP

October 19, 1998

Mark Persico
City of Calabasas
26135 Mureau Road, Suite 200
Calabasas, CA 91302

TRAFFIC STUDY FOR THE LAS VIRGENES GATEWAY MASTER PLAN AND LAS VIRGENES ROAD CORRIDOR DESIGN PLAN, CITY OF CALABASAS, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic study for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan, located in the City of Calabasas. The report examines existing and buildout traffic conditions along the corridor, addresses the land use changes proposed as part of the Gateway Master Plan, and evaluates the adequacy of the roadway and intersection improvements currently proposed in the design plan. It is our understanding that the results of this study will be incorporated in the Mitigated Negative Declaration (MND) which is being prepared for the two projects.

We appreciate the opportunity to assist you with this project. Please contact our office if you have any questions or comments regarding the contents of the study.

Associated Transportation Engineers

Scott A. Schell, AICP
Vice President

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

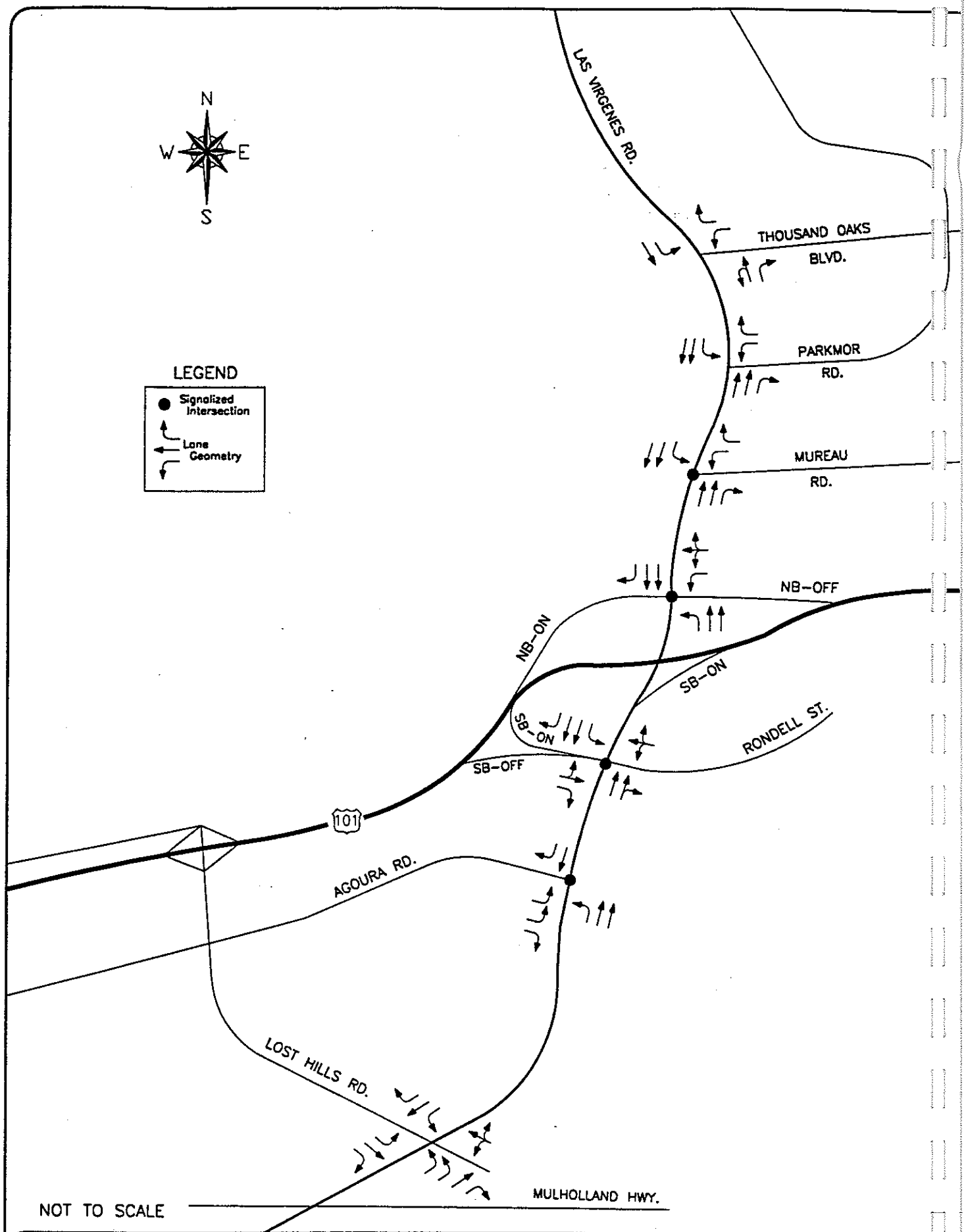
The following report presents the results of the traffic and circulation study completed by Associated Transportation Engineers (ATE) for the Las Virgenes Gateway Master Plan (Master Plan) and the Las Virgenes Road Corridor Design Plan (LVRCDP). The Master Plan includes several land use designation amendments within the corridor that are in keeping with the overall vision and policies of the City's General Plan. The LVRCDP is a long-range plan that has been developed to provide beautification and roadway and intersection improvements needed to accommodate future traffic volumes within the Las Virgenes Road corridor north and south of U.S. Highway 101. The scope of the design plan extends from just south of the Ventura County limits on the north to Mulholland Highway on the south. This study addresses the land use changes proposed in the Master Plan, reviews the adequacy of the roadway and intersection improvements proposed as part of the LVRCDP, and includes recommendations for improvements beyond those proposed in the existing design plan. This study has been prepared to assist in the preparation of the MND for the two projects.

EXISTING STREET NETWORK

The segment of Las Virgenes Road which is included in the LVRCDP extends from just south of the Ventura County limits on the north to Mulholland Highway on the south. Within this area, Las Virgenes Road is currently a two- to four-lane roadway which provides a connection to U.S. Highway 101 via a full-access interchange. This roadway also connects with several other arterial and collector streets north and south of the freeway. The primary components of the street system in the Las Virgenes Road area are illustrated in Figure 1 and described below.

U.S. Highway 101 extends along the Pacific Coast between Los Angeles and San Francisco. Within the City of Calabasas the freeway is six-lanes wide and provides the principal route between Calabasas and the Cities of Thousand Oaks, Camarillo and Ventura to the north; and the San Fernando Valley and Los Angeles to the south. Access between U.S. Highway 101 and Las Virgenes Road is provided by a modified diamond interchange which is currently controlled by traffic signals at the westbound and eastbound ramp terminals.

Las Virgenes Road is a north-south road which connects Calabasas to the Malibu area via its junction with Malibu Canyon Road. South of the U.S. Highway 101, Las Virgenes Road is four lanes wide until its intersection with Agoura Road, where it becomes a two-lane facility. North of U.S. Highway 101, Las Virgenes Road extends to its terminus just south of the Ventura County limits. Within the study area Las Virgenes Road is controlled by traffic signals at the intersections of Mureau Road, the U.S. Highway 101 Northbound (Westbound) and Southbound (Eastbound) ramps, Agoura Road and Lost Hills Road. The intersections at Thousand Oaks Boulevard and Parkmor Road are currently controlled by stop-signs, and traffic signals have been planned by the City for both of these intersections.



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK

FIGURE

Thousand Oak Boulevard extends easterly from Las Virgenes Road, serving the residential community located in the north-eastern area of the City. Thousand Oaks Boulevard currently extends northerly to its terminus adjacent to the Ventura County limits.

Parkmor Road is a north-south 2-lane roadway which parallels east side of Las Virgenes Road. This roadway serves the residential uses located in this area.

Mureau Road is a 2-lane roadway which extends easterly from Las Virgenes Road, connecting to the private residential community of Hidden Hills as well as the overcrossing at U.S. 101 which in turn connects to Calabasas Road. Mureau Road also serves the office uses located in the corridor immediately east of Las Virgenes Road.

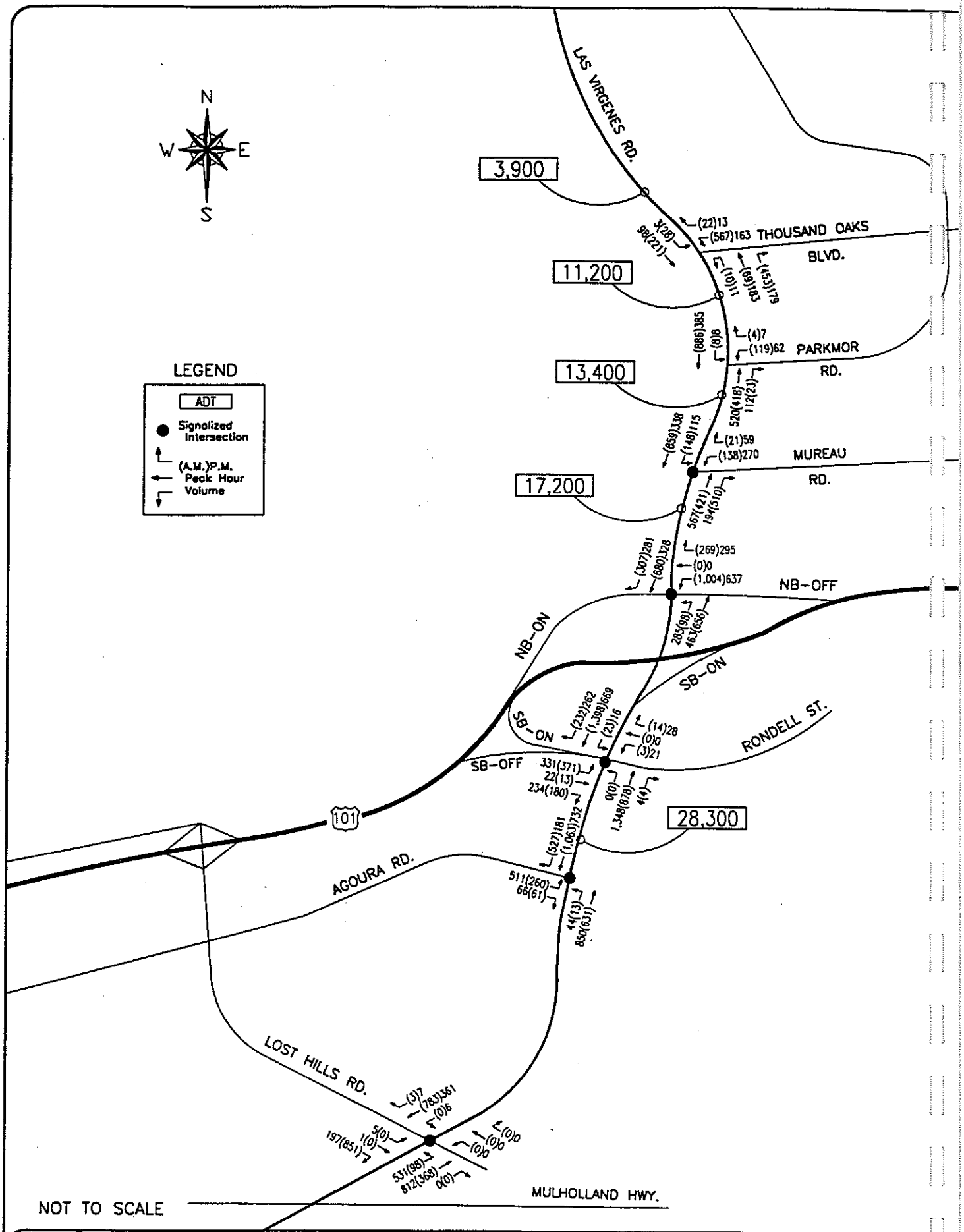
Agoura Road is a four-lane east-west roadway which extends westerly from its terminates at Las Virgenes Road to the Lost Hills Road area and beyond to the communities of Agoura Hills and Westlake Village. This roadway currently provides a cut-through route for local and freeway traffic destined for the Lost Hills Road area which is diverting because of the heavy congestion currently experienced at the Lost Hills Road/U.S. 101 interchange.

1998 TRAFFIC VOLUMES AND LEVELS OF SERVICE

Existing average daily, A.M. peak hour and P.M. peak hour traffic volumes for the study-area roadway segments and intersections are illustrated in Figure 2. The average daily, A.M and P.M. peak hour traffic volumes were collected by ATE in September of 1998.

In analyzing the study-area intersections, "Levels of Service" (LOS) A through F are used to rate traffic operations, with LOS A indicating very good operations and LOS F indicating poor operations (more complete definitions of levels of service are contained in the Technical Appendix). City policies state that LOS C is acceptable for intersections.

Table 1 lists the 1998 A.M. and P.M. peak hour levels of service for each of the study-area intersections. Levels of service for signalized intersections were calculated using the Intersection Capacity Utilization (ICU) methodology, as outlined in the City Circulation Element. The ICU methodology adopted as part of the Los Angeles County Congestion Management Plan was used for this analysis. It is noted that this methodology uses a lane capacity of 1,600 vehicles per hour with a conservative "lost-time" factor of 0.10, thus presenting a "worst-case" analysis of future traffic conditions. Level of service calculation worksheets are included in the Technical Appendix for reference.



ASSOCIATED TRANSPORTATION ENGINEERS

1998 TRAFFIC VOLUMES

FIGURE

Table 1
Existing 1998 Levels of Service

Intersection	Control Type	A.M. Peak Hour ICU/LOS	P.M. Peak Hour ICU/LOS
1. Las Virgenes Rd./Thousand Oaks Blvd.	STOP	56.5 sec./F	1.9 sec./A
2. Las Virgenes Rd./Parkmor Rd.	STOP	19.8 sec./C	1.2 sec./A
3. Las Virgenes Rd./Mureau Rd.	Signal	0.45/A	0.52/A
4. Las Virgenes Rd./U.S. 101 NB Ramps	Signal	0.69/B	0.58/A
5. Las Virgenes Rd./U.S. 101 SB Ramps	Signal	0.79/C	0.79/C
6. Las Virgenes Rd./Agoura Rd.	Signal	**0.85/D**	0.61/B
7. Las Virgenes Rd./Lost Hills Rd.[a]	Signal	**1.09/F**	0.61/B

[a] Traffic Volumes derived from Lost Hills Corridor Study, ATE, 1997.

The data presented in Table 1 indicate that most of the study-area intersections operate at LOS C or better during the A.M. and P.M. peak hour periods. The Las Virgenes Road/Thousand Oaks Boulevard intersection currently experiences heavy delays for side street traffic during A.M. peak period. The Las Virgenes Road/Agoura Road intersection currently operates in the mid LOS D range and the Las Virgenes Road/Lost Hills Road intersections operates in the LOS F range during the A.M. period.

GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

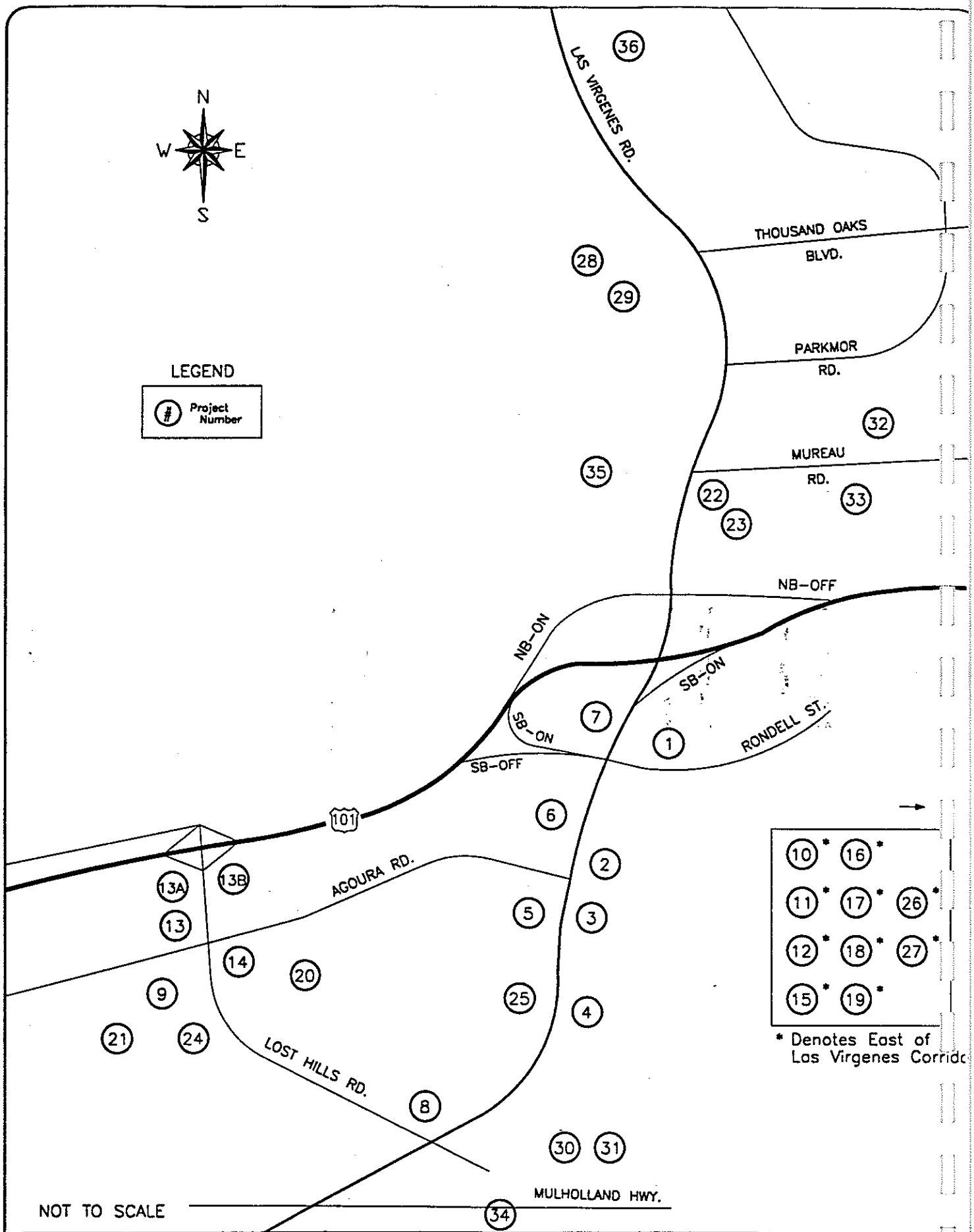
This section analyzes the traffic conditions expected to occur with buildout of the Las Virgenes corridor area as well as the adjacent areas of the City and the County. The buildout analysis was developed based on the City of Calabasas General Plan as well as the land uses amendments delineated in the Las Virgenes Gateway Master Plan. The change in land uses proposed in the Master Plan will result in a significant decrease in traffic generation within the Las Virgenes Road corridor. Buildout for this study assumes the development of all of the approved and pending commercial and residential developments within the City and County areas which would affect the Las Virgenes Road corridor.

Buildout Trip Generation

Traffic volumes were estimated for buildout projects based on a list of development projects provided by City staff. Brief project descriptions and trip generation estimates for the developments are shown in Table 2, while Figure 3 shows the approximate location of each project. The trip generation estimates for the buildout projects were obtained by applying the standard rates published in the Institute of Transportation Engineers trip generation manual,[1] the 1998 San Diego Traffic Generators Report as well as information from previously approved traffic studies. The buildout traffic volume forecasts also considered traffic which would be generated by developments located in the Lost Hills Road and Calabasas Road corridors which would travel through the Las Virgenes Road corridor.

---

[1] Trip Generation, Institute of Transportation Engineers, 6th Edition, November 1997.



ASSOCIATED TRANSPORTATION ENGINEERS

BUILDOUT PROJECTS LOCATION MAP

FIGURE 3

Table 2
Buildout Projects Trip Generation

Project List		Project Name	Land Use	S.F./Units	Trip Generation				
						AM Peak		PM Peak	
					ADT	Enter	Exit	Enter	Exit
Las Virgenes Gateway Master Plan	1.	Rondell Property	Highway Commercial	39,000 S.F.	1,348	20	14	60	60
	2.	Baldwin Village Property	Office	50,000 S.F.	779	95	13	23	113
			Church	50,000 S.F.	525	76	10	14	81
			Single Family	30 D.U.	287	6	17	20	11
	3.	Pazar Parcel	Multi-Family	167 D.U.	1,107	13	72	70	33
	4.	South East Parcels	Single Family	50 D.U.	479	10	28	33	18
	5.	Pontoppidan Property	Single Family	15 D.U.	144	3	8	10	5
	6.	Agoura Road Neighborhood Center	Neighborhood Commercial	96,160 S.F.	3,656	52	34	161	175
	7.	Highway Triangle	Highway Commercial	16,980 S.F.	587	11	7	16	21
City of Calabasas	8.	RCS - Condos.	Single Family	43 D.U.	252	3	16	15	8
	9.	RCS - Self Storage	Mini Storage	850 units	221	9	9	13	13
	10.	Spindler Engineering	Single Family	2 D.U.	19	1	1	1	1
	11.	Kilroy Park Center	Office	310,000 S.F.	3,639	502	62	68	415
	12.	Calabasas City Hall/Library	Govt. Office	50,000 S.F.	780	95	13	23	113
	13a.	Cypress Corp. Center	Office/Warehouse	110,000 S.F.	962	170	21	27	155
	13b.	Cypress Corp. Center	Office/Warehouse	110,000 S.F.	962	170	21	27	155
	14.	Cypress Land Company	R & D Office	99,000 S.F.	1,014	112	23	20	112
	15.	Texaco	Commercial	1,760 S.F.	912	10	10	16	17
	16.	Phillips	Single Family	2 D.U.	19	1	1	1	1
	17.	Caruso Park Centre	Commercial	200,000 S.F.	6,919	96	61	309	335
	18.	Calmont School	School	375 Students	525	76	10	14	81
	19.	Marlin Development	Single Family	550 D.U.	5,264	105	308	358	198
	20.	Cardservice	Office/Phone Bank	39,168 S.F.	682	79	10	14	81
	21.	Agoura Hills/Calabasas Community Center	Community Center	30,027 S.F.	687	26	14	18	35
	22.	Calabasas Commerce Center	Office	87,683 S.F.	1,200	148	20	30	147
	23.	Commerce Center Restaurant	Restaurant	5,800 S.F	756	28	26	38	25
	24.	RCS Development	Single Family	37 D.U.	217	3	14	3	7
	25.	MWH Builders	Multi-Family	27 D.U.	178	2	10	10	5
	26.	Crubaugh	Single Family	2 D.U.	19	1	1	1	1
	27.	Homestead Village	Hotel	140 Rooms	1,249	55	39	49	50
City of Calabasas Sphere Area Projects	28.	Malibu Terrace	Retail/Commercial	110,000 S.F.	2,505	80	54	68	91
	29.	Malibu Terrace	Single Family	110 D.U.	1,053	21	62	72	40
	30.	Stokes Canyon Subdivision #1	Single Family	12 D.U.	115	2	7	8	4
	31.	Stokes Canyon Subdivision #2	Single Family	82 D.U.	785	16	46	53	30
	32.	Meslvta School	School	150 Students	300	23	15	15	23
	33.	Mureau Road Subdivision	Single Family	11 D.U.	105	2	6	7	4
	34.	SOKA University	University	450,000 S.F.	818	55	11	25	55
	35.	Continental Communities	Commercial	75,000 S.F.	1,525	55	37	42	55
	36.	Ahmanson Ranch	P.U.D.	2,800 Acres	37,540	1,265	1,365	1,810	1,710
Totals					**80,134**	**3,497**	**2,496**	**3,562**	**4,484**

The data presented in Table 2 indicate that the buildout developments would generate 80,134 ADT, 5,993 A.M. peak hour trips, and 8,046 P.M. peak hour trips. It is noted that the trip generation estimates shown in the table are the total number of driveway trips at each development, and there will be trips occurring between some of the developments. These trips were accounted for when distributing trips to the study-area roadways and intersections.

Buildout Projects Trip Distribution/Assignment

The traffic volumes generated by the corridor developments were distributed and assigned to the Las Virgenes Road Corridor. The volumes were then added to the 1998 traffic volumes to produce the Buildout traffic forecasts.

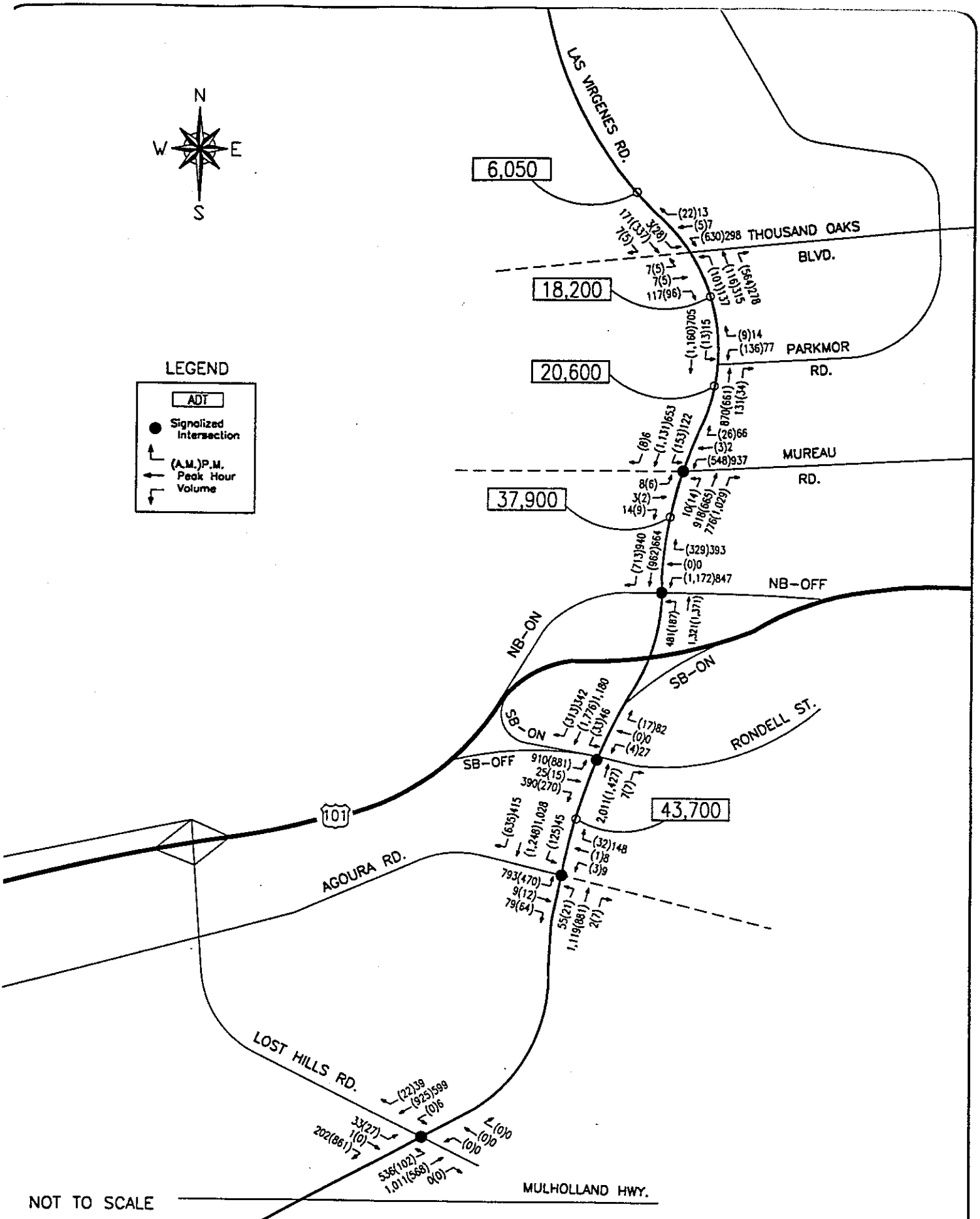
The buildout analysis also assumed completion of the interchange improvements planned by the City at the Lost Hills Road/U.S. Highway 101 interchange. As reviewed previously in this report (see Existing Traffic Conditions), the connection of Agoura Road between Las Virgenes Road and Lost Hill Road is currently being used as a significant cut-through route for local and freeway traffic avoiding the congested operations currently experienced at the Lost Hills Road/U.S. 101 interchange, which is operating in the LOS F range during the A.M. and P.M. peak hour periods. Review of the traffic flows shows that over 500 vehicles are using this cut-through route in the A.M. and P.M. peak hours.

The City has programmed several improvements for the Lost Hills Road/U.S. 101 interchange, including installation of traffic signals and lane additions. These improvements are funded and scheduled to be implemented within the next year. It is anticipated that a significant number of vehicles will divert to the Lost Hills Road/U.S. 101 interchange after the improvements are installed, thus reducing traffic flows within the Las Virgenes Road corridor between the U.S. 101 ramps and Agoura Road. In order to account for this scheduled improvement, ATE assumed that 40% of the traffic using the Agoura Road cut-through route would divert to the improved interchange.

Figure 4 illustrates the 1998 + Buildout traffic volumes within the Las Virgenes Road Corridor.

Buildout Intersection Levels of Service

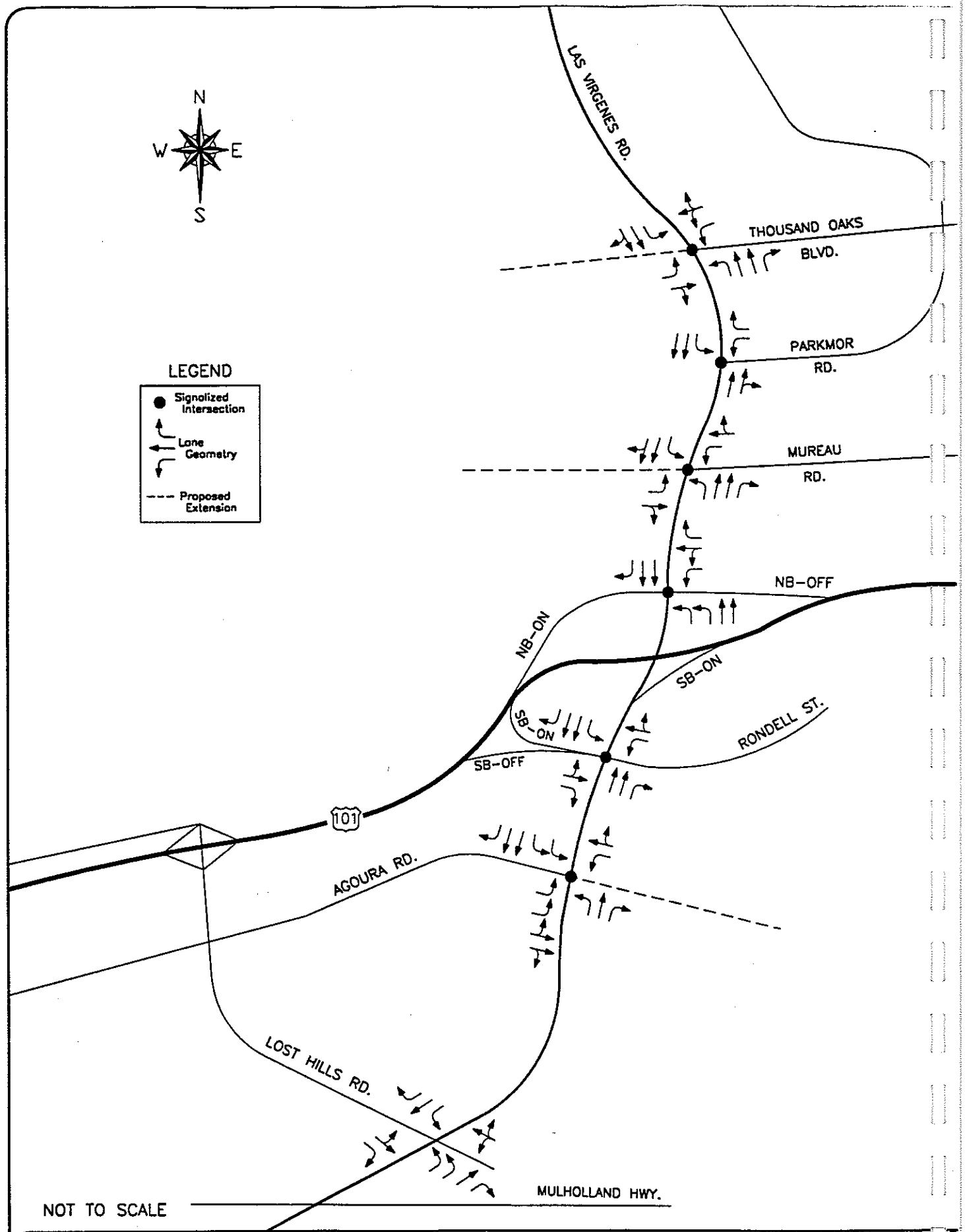
Intersection levels of service were calculated assuming the Buildout A.M and P.M. peak hour volumes, which are illustrated in Figure 4. The intersection levels of service were calculated based on existing geometrics as well as the geometrics proposed as part of the Las Virgenes Road Corridor Design Plan geometrics, which are illustrated in Figure 5. The calculations also assume that traffic signals would be installed at the Thousand Oaks Boulevard and Parkmor Road intersections. Table 3 lists the results of the level of service calculations.



ASSOCIATED TRANSPORTATION ENGINEERS

1998 + BUILDOUT TRAFFIC VOLUMES

FIGURE 4



Associated Transportation Engineers

LAS VIRGINES ROAD CORRIDOR
DESIGN PLAN GEOMETRY

FIGURE

Table 3
Buildout Levels of Service

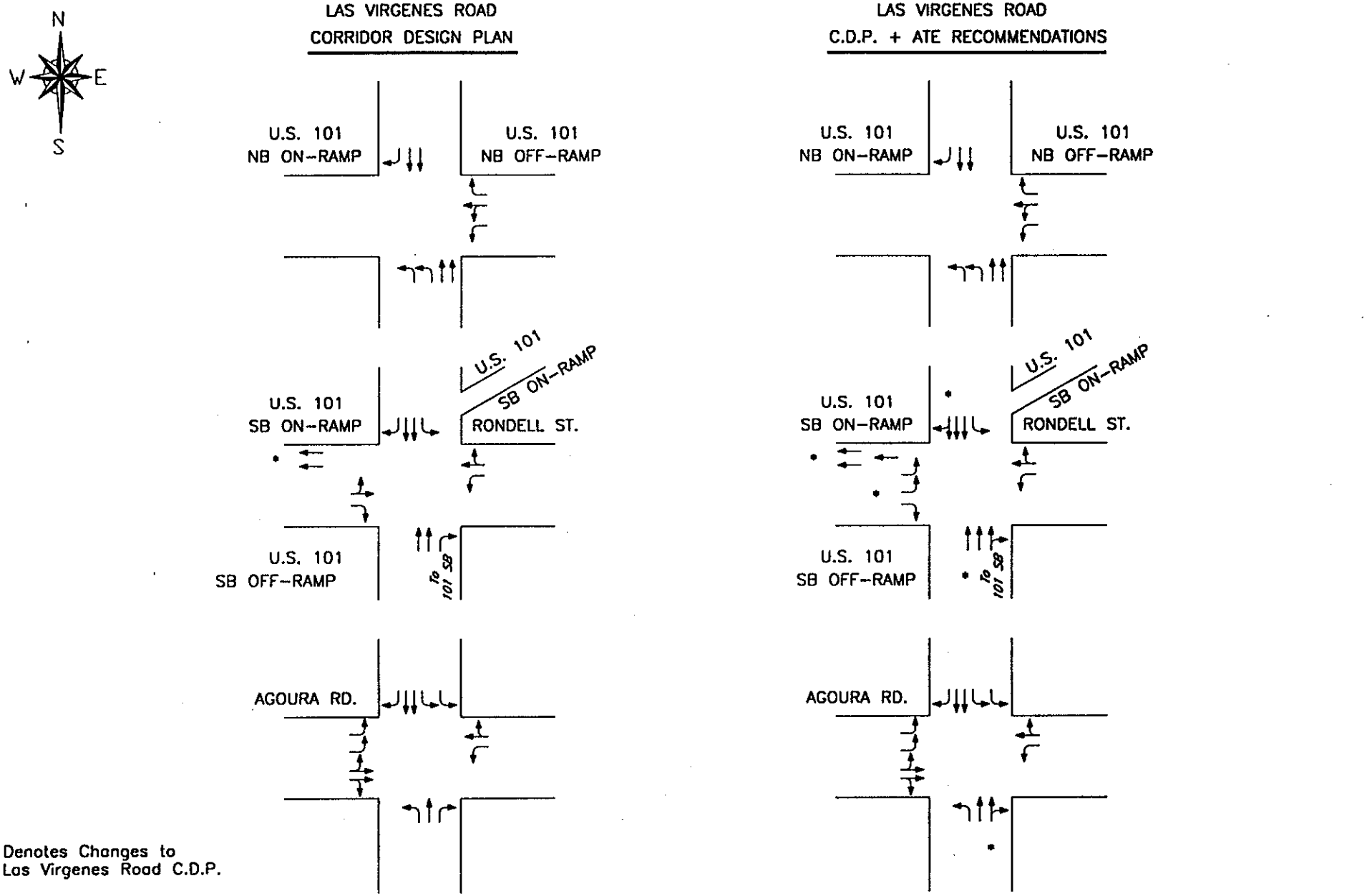
Intersection	ICU / LOS			
	A.M. Peak		P.M. Peak	
	Existing Geometrics	LVRCDP Geometrics	Existing Geometrics	LVRCDP Geometrics
1. Las Virgenes Rd./Thousand Oaks Blvd.	0.60/A	0.60/A	0.44/A	0.44/A
2. Las Virgenes Rd./Parkmor Rd.	0.55/A	0.55/A	0.47/A	0.47/A
3. Las Virgenes Rd./Mureau Rd.	0.80/C	**0.82/D**	**1.05/F**	**1.06/F**
4. Las Virgenes Rd./U.S. 101 NB Ramps	**1.10/F**	**0.90/D**	**0.87/D**	0.78/C
5. Las Virgenes Rd./U.S. 101 SB Ramps	**1.24/F**	**1.24/F**	**1.36/F**	**1.35/F**
6. Las Virgenes Rd./Agoura Rd.	**1.12/F**	0.80/C	**1.15/F**	**1.08/F**
7. Las Virgenes Rd./Lost Hills Rd.	**1.18/F**	0.73/C	0.75/C	0.75/C

The results listed in Table 3 indicate that 5 locations within the Las Virgenes Road corridor would operate in the LOS D-F during the A.M. and/or the P.M. peak hour periods with existing geometrics and buildout traffic volumes. Implementation of the LVRCDP geometrics would improve the operation of two of these locations to LOS C or better. Striping and other geometric modifications which could be implemented in addition to the improvements proposed as part of the Las Virgenes Gateway Master Plan and the LVRCDP are discussed in the following section of this report.

ATE IMPROVEMENT RECOMMENDATIONS

As reviewed in the preceding sections, several of the study-area intersections are forecast to operate in the LOS D-F range with Buildout traffic volumes and the geometrics proposed in the LVRCDP. The following text reviews several striping modifications which could be incorporated in the LVRCDP to improve the operation of these intersections. Figure 6 provides a schematic comparison of the LVRCDP improvements and the ATE recommendations at the Las Virgenes Road/U.S. 101 interchange and the Las Virgenes/Agoura Road intersection. Table 4 shows the levels of service which would be achieved with the improvements.

Las Virgenes Road/Mureau Road. This intersection is forecast to operate in the LOS F with Buildout traffic volumes. The westbound left-turn volumes would increase significantly as a result of buildout traffic. The volumes indicate that a second westbound left-turn lane will required. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane. Implementation of this improvement would provide for LOS C (ICU 0.79) at the intersection during the P.M. peak hour period.



ASSOCIATED TRANSPORTATION ENGINEERS

ATE RECOMMENDATIONS OF INTERSECTION GEOMETRICS

FIGURE 6

Las Virgenes Road/U.S. Highway 101 NB Ramps. This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.

Las Virgenes Road/U.S. Highway 101 SB Ramps. This intersection is forecast to operate in the LOS F range with Buildout traffic volumes during the A.M. and P.M. peak hours. The following text discusses improvements which could be implemented at this intersection:

- The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.

- In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.

- The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.

Implementation of these restriping modifications would improve the intersection to LOS C (ICU 0.74) during the A.M. peak hour period.

Las Virgenes Road/Agoura Road. This intersection is forecast to operate at LOS F with Buildout traffic volumes during the P.M. peak hour. The forecast volumes indicate that the intersection would operate more efficiently if a second through lane were added on the northbound approach. The LVRCDP currently proposes one left-turn lane, one through lane and one right-turn lane on the northbound approach. The additional through lane could be provided by restriping the northbound right-turn lane to provide a through-right lane. Implementation of this striping improvement would provide for LOS C (ICU 0.74) at the intersection during the P.M. peak hour period.

Table 4
Buildout Levels of Service
With ATE Recommended Improvements

Intersection	LVRCDP Geometrics		With ATE Recommendations	
	A.M.Peak ICU/LOS	P.M. Peak ICU/LOS	A.M. Peak ICU/LOS	P.M. Peak ICU/LOS
Las Virgenes Road/Mureau Road	**0.82/D**	**1.06/F**	0.65/B	0.79/C
Las Virgenes Road/U.S. Highway 101 NB Ramps	**0.90/D**	0.78/C	**0.90/D**	0.78/C
Las Virgenes Road/U.S. Highway 101 SB Ramps	**1.24/F**	**1.35/F**	0.74/C	**0.84/D**
Las Virgenes Road/Agoura Road	0.80/C	**1.08/F**	0.62/B	0.74/C

The data presented in Table 4 indicate that the Las Virgenes Road/Mureau Road and Las Virgenes Road/Agoura Road intersections would operate in the LOS B-C range with implementation of the ATE recommendations. The Las Virgenes Road/Southbound Ramps and Las Virgenes Road/Northbound Ramps would operate in the LOS D range with buildout traffic volumes. These levels of service are significantly better than would be experienced with the existing intersection geometrics or with implementation of the LVRCDP as currently proposed without the additional ATE recommendations.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

ATE Participants

Scott Schell, AICP, Vice President
Darryl Nelson, Transportation Planner
Dan Dawson, Senior Transportation Planner
Keith Bazzell, Traffic Technician

References

1997 Traffic Volumes on California State Highways, California Department of Transportation, July 1998.

Trip Generation, Institute of Transportation Engineers, Sixth Edition, Washington D.C., January 1997.

Ahmanson Ranch Area Plan, Specific Plan, and General Plan Amendment 3GP-8607, August 1992.

Ahmanson Ranch Traffic Analysis, Technical Appendix, Penfield & Smith.

Draft Las Virgenes Gateway Master Plan, Mainstreet Architects & Planners, Inc., July 1998.

Las Virgenes Road Corridor Design Plan, RRM Design Group, January 1998.

Soka University Master Plan, Draft EIR Appendices Volume III, July 1996.

Lost Hills Road Corridor Revised Traffic and Circulation Study, Associated Transportation Engineers, December 1996.

Persons Contacted

Craig, Steve, City of Calabasas
Persico, Mark, City of Calabasas
Yalda, Robert, City of Calabasas

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

LEVEL OF SERVICE CALCULATION PROCEDURES

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Las Virgenes Road/Thousand Oaks Boulevard
Reference 2 - Las Virgenes Road/Parkmor Road
Reference 3 - Las Virgenes Road/Mureau Road
Reference 4 - Las Virgenes Road/U.S. Highway 101 NB Ramps
Reference 5 - Las Virgenes Road/U.S. Highway 101 SB Ramps
Reference 6 - Las Virgenes Road/Agoura Road
Reference 7 - Las Virgenes Road/Lost Hills Road

Associated Transportation Engineers
100 N. Hope Avenue, Suite 4
Santa Barbara, CA 93110-1686
Ph: (805) 687-4418

Streets: (N-S) Las Virgenes Road (E-W) Thousand Oaks Blvd.

Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... D. Nelson
Date of Analysis..... 9/29/98
Other Information.....Existing A.M. Peak Hour Conditions
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	10	69	453	28	221					567		22
PHF	.95	.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	73	
Potential Capacity: (pcph)	1272	
Movement Capacity: (pcph)	1272	
Prob. of Queue-Free State:	0.98	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	550	233
Potential Capacity: (pcph)	938	1328
Movement Capacity: (pcph)	938	1328
Prob. of Queue-Free State:	0.97	0.99
TH Saturation Flow Rate: (pcphpl)		1700
Major LT Shared Lane Prob. of Queue-Free State:		0.99

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	346	
Potential Capacity: (pcph)	668	
Major LT, Minor TH Impedance Factor:	0.96	
Adjusted Impedance Factor:	0.96	
Capacity Adjustment Factor due to Impeding Movements	0.96	
Movement Capacity: (pcph)	639	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	657	639		136.2	34.7	F	131.2
WB	R	25	1272		2.9	0.0	A	
NB	L	12	1328		2.7	0.0	A	0.1
SB	L	32	938		4.0	0.0	A	0.4

Intersection Delay = 56.5 sec/veh

Associated Transportation Engineers
100 N. Hope Avenue, Suite 4
Santa Barbara, CA 93110-1686
Ph: (805) 687-4418

Streets: (N-S) Las Virgenes Road (E-W) Thousand Oaks Blvd.

Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... D. Nelson
Date of Analysis..... 9/29/98
Other Information.....Existing P.M. Peak Hour Conditions
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	11	183	179	3	98					163		13
PHF	.95	.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	193	
Potential Capacity: (pcph)	1105	
Movement Capacity: (pcph)	1105	
Prob. of Queue-Free State:	0.99	

Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	381	103
Potential Capacity: (pcph)	1129	1531
Movement Capacity: (pcph)	1129	1531
Prob. of Queue-Free State:	1.00	0.99
TH Saturation Flow Rate: (pcphpl)		1700
Major LT Shared Lane Prob. of Queue-Free State:		0.99

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	311	
Potential Capacity: (pcph)	699	
Major LT, Minor TH Impedance Factor:	0.99	
Adjusted Impedance Factor:	0.99	
Capacity Adjustment Factor due to Impeding Movements	0.99	
Movement Capacity: (pcph)	690	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB L	189	690		7.2	1.3	B	6.9
WB R	15	1105		3.3	0.0	A	
NB L	13	1531		2.4	0.0	A	0.1
SB L	3	1129		3.2	0.0	A	0.1

Intersection Delay = 1.9 sec/veh

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #01**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: THOUSAND OAKS BOULEVARD

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	10	69	453	28	221	0	0	0	0	567	0	22
(D) BUILDOUT	101	116	564	28	337	5	5	5	96	630	5	22

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LVRCDP GEOMETRICS	L TT R	L TTR	L TR	L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	10			101				0.063	*	
NBT	2	3200	69			116				0.036		
NBR	1	1600	453			145				0.091		
SBL	1	1600	28			28				0.018		
SBT	2	3200	221			337				0.107	*	
SBR	0	0	0			5				-		
EBL	1	1600	0			5				0.003		
EBT	1	1600	0			5				0.063	*	
EBR	0	0	0			96				-		
WBL	1.5	2400	567			630				0.263	*	
WBT	0.5	800	0			5				0.034		
WBR	0	0	22			22				-		
										0.10	*	
			INTERSECTION CAPACITY UTILIZATION:							0.60		
			SCENARIO LEVEL OF SERVICE:							A		

NOTES: provide an exclusive left-turn lane with a left/through/right-turn lane on the westbound approach
northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #01**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: THOUSAND OAKS BOULEVARD

CONTROL TYPE: SIGNAL

With Las Virgenes Road Corridor Design Plan

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	11	183	179	3	98	0	0	0	0	163	0	13
(D) BUILDOUT	137	315	278	3	171	7	7	7	117	298	7	13

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
AHMANSON GEOMETRICS	L TT R	L TTR	LT R	L LTR

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	11			137				0.086	*	
NBT	2	3200	183			315				0.098		
NBR	1	1600	179			79				0.049		
SBL	1	1600	3			3				0.002		
SBT	2	3200	98			171				0.056	*	
SBR	0	0	0			7				-		
EBL	1	1600	0			7				0.004		
EBT	1	1600	0			7				0.078	*	
EBR	0	0	0			117				-		
WBL	1.5	2400	163			298				0.124	*	
WBT	0.5	800	0			7				0.025		
WBR	0	0	13			13				-		
										0.10	*	
			INTERSECTION CAPACITY UTILIZATION:							0.44		
			SCENARIO LEVEL OF SERVICE:							A		

NOTES: provide an exclusive left-turn lane with a left/through/right-turn lane on the westbound approach
northbound right-turn overlap with westbound left-turn

10/19/98

Associated Transportation Engineers
100 N. Hope Avenue, Suite 4
Santa Barbara, CA 93110-1686
Ph: (805) 687-4418

Streets: (N-S) Las Virgenes Road (E-W) Parkmor Road
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... D. Nelson
Date of Analysis..... 9/29/98
Other Information.....Existing A.M. Peak Hour Conditions
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		418	23	8	886					119		4
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	220	
Potential Capacity: (pcph)	1071	
Movement Capacity: (pcph)	1071	
Prob. of Queue-Free State:	1.00	
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	464	
Potential Capacity: (pcph)	966	
Movement Capacity: (pcph)	966	
Prob. of Queue-Free State:	0.99	
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	1381	
Potential Capacity: (pcph)	139	
Major LT, Minor TH Impedance Factor:	0.99	
Adjusted Impedance Factor:	0.99	
Capacity Adjustment Factor due to Impeding Movements	0.99	
Movement Capacity: (pcph)	138	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	138	138		242.8	13.2	F	235.0
WB	R	4	1071		3.4	0.0	A	
SB	L	9	966		3.8	0.0	A	0.0

Intersection Delay = 19.8 sec/veh

Associated Transportation Engineers
100 N. Hope Avenue, Suite 4
Santa Barbara, CA 93110-1686
Ph: (805) 687-4418

Streets: (N-S) Las Virgenes Road (E-W) Parkmor Road
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... D. Nelson
Date of Analysis..... 9/29/98
Other Information.....Existing P.M. Peak Hour Conditions
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		520	112	8	385					62		7
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	274	
Potential Capacity: (pcph)	1006	
Movement Capacity: (pcph)	1006	
Prob. of Queue-Free State:	0.99	
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	665	
Potential Capacity: (pcph)	754	
Movement Capacity: (pcph)	754	
Prob. of Queue-Free State:	0.99	
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	960	
Potential Capacity: (pcph)	258	
Major LT, Minor TH Impedance Factor:	0.99	
Adjusted Impedance Factor:	0.99	
Capacity Adjustment Factor due to Impeding Movements	0.99	
Movement Capacity: (pcph)	255	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB L	72	255		19.6	1.3	C	18.0
WB R	8	1006		3.6	0.0	A	
SB L	9	754		4.8	0.0	A	0.1

Intersection Delay = 1.2 sec/veh

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #02**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: PARKMOR ROAD

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	418	23	8	886	0	0	0	0	119	0	4
(D) BUILDOUT	0	661	34	13	1160	0	0	0	0	136	0	9

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LVRCDP GEOMETRICS	TTR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0			0				-		
NBT	2	3200	418			661				0.217		
NBR	0	0	23			34				-		
SBL	1	1600	8			13				0.008		
SBT	2	3200	886			1160				0.363 *		
SBR	0	0	0			0				-		
EBL	0	0	0			0				-		
EBT	0	0	0			0				-		
EBR	0	0	0			0				-		
WBL	1	1600	119			136				0.085 *		
WBT	0	0	0			0				-		
WBR	1	1600	4			9				0.006		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.55		
			SCENARIO LEVEL OF SERVICE:							A		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #02**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: PARKMOR ROAD

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	520	112	8	385	0	0	0	0	62	0	7
(D) BUILDOUT	0	870	131	15	705	0	0	0	0	73	0	14

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LVRCDP GEOMETRICS	TTR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0			0				-		
NBT	2	3200	520			870				0.313 *		
NBR	0	0	112			131				-		
SBL	1	1600	8			15				0.009 *		
SBT	2	3200	385			705				0.220		
SBR	0	0	0			0				-		
EBL	0	0	0			0				-		
EBT	0	0	0			0				-		
EBR	0	0	0			0				-		
WBL	1	1600	62			73				0.046 *		
WBT	0	0	0			0				-		
WBR	1	1600	7			14				0.009		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.47		
			SCENARIO LEVEL OF SERVICE:							A		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #03**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	421	510	148	859	0	0	0	0	138	0	21
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-					
NBT	2	3200	421	0	0	0	0.132					
NBR	1	1600	372	0	0	0	0.233					
SBL	1	1600	148	0	0	0	0.093					
SBT	2	3200	859	0	0	0	0.268 *					
SBR	0	0	0	0	0	0	-					
EBL	0	0	0	0	0	0	-					
EBT	0	0	0	0	0	0	-					
EBR	0	0	0	0	0	0	-					
WBL	1	1600	138	0	0	0	0.086 *					
WBT	0	0	0	0	0	0	-					
WBR	1	1600	21	0	0	0	0.013					
							0.10 *					
			INTERSECTION CAPACITY UTILIZATION:				**0.45**					
			SCENARIO LEVEL OF SERVICE:				**A**					

NOTES: northbound right-turn overlap with westbound left-turn

10/20/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #03

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	567	194	115	338	0	0	0	0	270	0	59
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-			
NBT	2	3200	567	0	0	0	0.177 *			
NBR	1	1600	0	0	0	0	0.000			
SBL	1	1600	115	0	0	0	0.072 *			
SBT	2	3200	338	0	0	0	0.106			
SBR	0	0	0	0	0	0	-			
EBL	0	0	0	0	0	0	-			
EBT	0	0	0	0	0	0	-			
EBR	0	0	0	0	0	0	-			
WBL	1	1600	270	0	0	0	0.169 *			
WBT	0	0	0	0	0	0	-			
WBR	1	1600	59	0	0	0	0.037			
							0.10 *			
			INTERSECTION CAPACITY UTILIZATION:				0.52			
			SCENARIO LEVEL OF SERVICE:				A			

NOTES: northbound right-turn overlap with westbound left-turn

10/20/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #03

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	421	510	148	859	0	0	0	0	138	0	21
(B) BUILDOUT	14	665	1029	153	1131	8	6	2	9	548	3	26
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	14	0	0	-	-		
NBT	2	3200	421	665	0	0	0.132	0.21		
NBR	1	1600	372	481	0	0	0.233	0.30		
SBL	1	1600	148	153	0	0	0.093	0.10		
SBT	2	3200	859	1131	0	0	0.268 *	0.36 *		
SBR	0	0	0	8	0	0	-	-		
EBL	0	0	0	6	0	0	-	-		
EBT	0	0	0	2	0	0	-	-		
EBR	0	0	0	9	0	0	-	-		
WBL	1	1600	138	548	0	0	0.086 *	0.34 *		
WBT	0	0	0	3	0	0	-	-		
WBR	1	1600	21	26	0	0	0.013	0.02		
							0.10 **	0.10 *		
			PROJECT-ADDED CRITICAL TRIPS:							
			INTERSECTION CAPACITY UTILIZATION:				**0.35**	**0.80**		
			SCENARIO LEVEL OF SERVICE:				**A**	**C**		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #03

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	567	194	115	338	0	0	0	0	270	0	59
(B) BUILDOUT	10	918	776	122	653	6	8	3	14	937	2	66
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	10	0	0	-	-		
NBT	2	3200	567	918	0	0	0.177 *	0.29 *		
NBR	1	1600	0	0	0	0	0.000	0.00		
SBL	1	1600	115	122	0	0	0.072 *	0.08 *		
SBT	2	3200	338	653	0	0	0.106	0.21		
SBR	0	0	0	6	0	0	-	-		
EBL	0	0	0	8	0	0	-	-		
EBT	0	0	0	3	0	0	-	-		
EBR	0	0	0	14	0	0	-	-		
WBL	1	1600	270	937	0	0	0.169 *	0.59 *		
WBT	0	0	0	2	0	0	-	-		
WBR	1	1600	59	66	0	0	0.037	0.04		
							0.10 *	0.10 *		
						INTERSECTION CAPACITY UTILIZATION:	0.52	1.05		
						SCENARIO LEVEL OF SERVICE:	A	F		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #03**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	421	510	148	859	0	0	0	0	138	0	21
(D) BUILDOUT	14	665	1029	153	1131	8	6	2	9	548	3	26

GEOMETRICS

LVRCDP GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TTR	L TR	L TR

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	0			14				0.009 *		
NBT	2	3200	421			665				0.208		
NBR	1	1600	510			483				0.302		
SBL	1	1600	148			153				0.096		
SBT	2	3200	859			1131				0.356 *		
SBR	0	0	0			8				-		
EBL	1	1600	0			6				0.004		
EBT	1	1600	0			2				0.007 *		
EBR	0	0	0			9				-		
WBL	1	1600	138			548				0.343 *		
WBT	1	1600	0			3				0.018		
WBR	0	0	21			26				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.82		
			SCENARIO LEVEL OF SERVICE:							D		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #03**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL

With Las Virgenes Road Corridor Plan Design Plan

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	567	194	115	338	0	0	0	0	270	0	59
(D) BUILDOUT	10	918	776	122	653	6	8	3	14	937	2	66

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LVRCDP GEOMETRICS	L TT R	L TTR	L TR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	0			10				0.006		
NBT	2	3200	567			918				0.287	*	
NBR	1	1600	194			0				0.000		
SBL	1	1600	115			122				0.076	*	
SBT	2	3200	338			653				0.206		
SBR	0	0	0			6				-		
EBL	1	1600	0			8				0.005		
EBT	1	1600	0			3				0.011	*	
EBR	0	0	0			14				-		
WBL	1	1600	270			937				0.586	*	
WBT	1	1600	0			2				0.043		
WBR	0	0	59			66				-		
										0.10	*	
			INTERSECTION CAPACITY UTILIZATION:							1.06		
			SCENARIO LEVEL OF SERVICE:							F		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #03**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL **With ATE geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	421	510	148	859	0	0	0	0	138	0	21
(D) BUILDOUT	14	665	1029	153	1131	8	6	2	9	548	3	26

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TTR	L TR	L LTR

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	0			14				0.009	*	
NBT	2	3200	421			665				0.208		
NBR	1	1600	510			756				0.473		
SBL	1	1600	148			153				0.096		
SBT	2	3200	859			1131				0.356	*	
SBR	0	0	0			8				-		
EBL	1	1600	0			6				0.004		
EBT	1	1600	0			2				0.007	*	
EBR	0	0	0			9				-		
WBL	0	0	138			548				-		
WBT	2	3200	0			3				0.180	*	
WBR	0	0	21			26				-		
										0.10	*	
			INTERSECTION CAPACITY UTILIZATION:							0.65		
			SCENARIO LEVEL OF SERVICE:							B		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #03**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: MUREAU ROAD

CONTROL TYPE: SIGNAL **With ATE geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	567	194	115	338	0	0	0	0	270	0	59
(D) BUILDOUT	10	918	776	122	653	6	8	3	14	937	2	66

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TTR	L TR	L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	0			10				0.006		
NBT	2	3200	567			918				0.287 *		
NBR	1	1600	194			307				0.192		
SBL	1	1600	115			122				0.076 *		
SBT	2	3200	338			653				0.206		
SBR	0	0	0			6				-		
EBL	1	1600	0			8				0.005		
EBT	1	1600	0			3				0.011 *		
EBR	0	0	0			14				-		
WBL	0	0	270			937				-		
WBT	2	3200	0			2				0.314 *		
WBR	0	0	59			66				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.79		
			SCENARIO LEVEL OF SERVICE:							C		

NOTES: northbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #04

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	98	656	0	0	680	307	0	0	0	1004	0	269
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	98	0	0	0	0.061 *			
NBT	2	3200	656	0	0	0	0.205			
NBR	0	0	0	0	0	0	-			
SBL	0	0	0	0	0	0	-			
SBT	2	3200	680	0	0	0	0.213 *			
SBR	1	1600	0	0	0	0	0.000			
EBL	0	0	0	0	0	0	-			
EBT	0	0	0	0	0	0	-			
EBR	0	0	0	0	0	0	-			
WBL	2	3200	1004	0	0	0	0.314 *			
WBT	0	0	0	0	0	0	-			
WBR	1	1600	269	0	0	0	0.168			
							0.10 *			
			INTERSECTION CAPACITY UTILIZATION:				0.69			
			SCENARIO LEVEL OF SERVICE:				B			

NOTES: southbound right-turn overlap with westbound left-turn

10/20/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #04**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	285	463	0	0	328	281	0	0	0	637	0	295
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BUILDOUT (B)
SCENARIO 3: BUILDOUT + AHMANSON (C)
SCENARIO 4: BUILDOUT + AHMANSON (D)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	285	0	0	0	0.178 *			
NBT	2	3200	463	0	0	0	0.145			
NBR	0	0	0	0	0	0	-			
SBL	0	0	0	0	0	0	-			
SBT	2	3200	328	0	0	0	0.103 *			
SBR	1	1600	0	0	0	0	0.000			
EBL	0	0	0	0	0	0	-			
EBT	0	0	0	0	0	0	-			
EBR	0	0	0	0	0	0	-			
WBL	2	3200	637	0	0	0	0.199 *			
WBT	0	0	0	0	0	0	-			
WBR	1	1600	295	0	0	0	0.184			
							0.10 *			
							INTERSECTION CAPACITY UTILIZATION: 0.58			
							SCENARIO LEVEL OF SERVICE: A			

NOTES: sothbound right-turn overlap with westbound left-turn

10/20/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #04**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	98	656	0	0	680	307	0	0	0	1004	0	269
(B) BUILDOUT	187	1371	0	0	962	713	0	0	0	1192	0	329
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	98	187	0	0	0.061 *	0.12		
NBT	2	3200	656	1371	0	0	0.205	0.43 *		
NBR	0	0	0	0	0	0	-	-		
SBL	0	0	0	0	0	0	-	-		
SBT	2	3200	680	962	0	0	0.213 *	0.30 *		
SBR	1	1600	0	713	0	0	0.000	0.45		
EBL	0	0	0	0	0	0	-	-		
EBT	0	0	0	0	0	0	-	-		
EBR	0	0	0	0	0	0	-	-		
WBL	2	3200	1004	1192	0	0	0.314 *	0.37 *		
WBT	2	3200	0	0	0	0	0.000	0.00		
WBR	1	1600	269	329	0	0	0.168	0.21		
							0.10 *	0.10		
			INTERSECTION CAPACITY UTILIZATION:				0.69	1.10		
			SCENARIO LEVEL OF SERVICE:				B	F		

NOTES: southbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #04

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL — **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	285	463	0	0	328	281	0	0	0	637	0	295
(B) BUILDOUT	481	1321	0	0	664	940	0	0	0	847	0	393
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	285	481	0	0	0.178 *	0.30 *		
NBT	2	3200	463	1321	0	0	0.145	0.41		
NBR	0	0	0	0	0	0	-	-		
SBL	0	0	0	0	0	0	-	-		
SBT	2	3200	328	664	0	0	0.103 *	0.21 *		
SBR	1	1600	0	940	0	0	0.000	0.59		
EBL	0	0	0	0	0	0	-	-		
EBT	0	0	0	0	0	0	-	-		
EBR	0	0	0	0	0	0	-	-		
WBL	2	3200	637	847	0	0	0.199 *	0.27 *		
WBT	2	3200	0	0	0	0	0.000	0.00		
WBR	1	1600	295	393	0	0	0.184	0.25		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.58	0.87		
			SCENARIO LEVEL OF SERVICE:				A	D		

NOTES: sothbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #04**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	98	656	0	0	680	307	0	0	0	793	0	269
(D) BUILDOUT	187	1371	0	0	962	713	0	0	0	1192	0	329

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND LL TT	SOUTH BOUND TT R	EAST BOUND	WEST BOUND L LT R

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	98			187				0.058		
NBT	2	3200	656			1371				0.428 *		
NBR	0	0	0			0				-		
SBL	0	0	0			0				-		
SBT	2	3200	680			962				0.301		
SBR	1	1600	0			23				0.014		
EBL	0	0	0			0				-		
EBT	0	0	0			0				-		
EBR	0	0	0			0				-		
WBL	2	3200	793			1192				0.373 *		
WBT	0	0	0			0				-		
WBR	1	1600	269			329				0.206		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.90		
			SCENARIO LEVEL OF SERVICE:							D		

NOTES: southbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #04**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	285	463	0	0	328	261	0	0	0	565	0	295
(D)	BUILDOUT	481	1321	0	0	664	940	0	0	0	847	0	393

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	285			481				0.150		
NBT	2	3200	463			1321				0.413 *		
NBR	0	0	0			0				-		
SBL	0	0	0			0				-		
SBT	2	3200	328			664				0.208		
SBR	1	1600	0			940				0.588		
EBL	0	0	0			0				-		
EBT	0	0	0			0				-		
EBR	0	0	0			0				-		
WBL	2	3200	565			847				0.265 *		
WBT	0	0	0			0				-		
WBR	1	1600	295			393				0.246		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.78		
			SCENARIO LEVEL OF SERVICE:							C		

NOTES: southbound right-turn overlap with westbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	878	4	23	1398	232	371	13	180	3	0	14
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTR	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-			
NBT	2	3200	878	0	0	0	0.276			
NBR	0	0	4	0	0	0	-			
SBL	1	1600	23	0	0	0	0.014			
SBT	2	3200	1398	0	0	0	0.437 *			
SBR	1	1600	232	0	0	0	0.145			
EBL	0	0	371	0	0	0	-			
EBT	1	1600	13	0	0	0	0.240 *			
EBR	1	1600	180	0	0	0	0.113			
WBL	0	0	3	0	0	0	-			
WBT	1	1600	0	0	0	0	0.011 *			
WBR	0	0	14	0	0	0	-			
							0.10 *			
			INTERSECTION CAPACITY UTILIZATION:				0.79			
			SCENARIO LEVEL OF SERVICE:				C			

NOTES:

10/20/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1348	4	16	669	262	331	22	234	21	0	28
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-			
NBT	2	3200	1348	0	0	0	0.423 *			
NBR	0	0	4	0	0	0	-			
SBL	1	1600	16	0	0	0	0.010 *			
SBT	2	3200	669	0	0	0	0.209			
SBR	1	1600	262	0	0	0	0.164			
EBL	0	0	331	0	0	0	-			
EBT	1	1600	22	0	0	0	0.221 *			
EBR	1	1600	234	0	0	0	0.146			
WBL	0	0	21	0	0	0	-			
WBT	1	1600	0	0	0	0	0.031 *			
WBR	0	0	28	0	0	0	-			
							0.10 *			
			INTERSECTION CAPACITY UTILIZATION:				**0.79**			
			SCENARIO LEVEL OF SERVICE:				**C**			

NOTES:

10/20/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL Existing Geometrics

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	878	4	23	1398	232	371	13	180	3	0	14
(B) BUILDOUT	0	1427	6	31	1776	313	881	24	265	4	1	32
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTR	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-		
NBT	2	3200	878	1427	0	0	0.276	0.45		
NBR	0	0	4	6	0	0	-	-		
SBL	1	1600	23	31	0	0	0.014	0.02		
SBT	2	3200	1398	1776	0	0	0.437 *	0.56 *		
SBR	1	1600	232	313	0	0	0.145	0.20		
EBL	0	0	371	881	0	0	-	-		
EBT	1	1600	13	24	0	0	0.240 *	0.57 *		
EBR	1	1600	180	265	0	0	0.113	0.17		
WBL	0	0	3	4	0	0	-	-		
WBT	1	1600	0	1	0	0	0.011 *	0.02 *		
WBR	0	0	14	32	0	0	-	-		
							0.10 *	0.10		
			INTERSECTION CAPACITY UTILIZATION:				0.79	1.24		
			SCENARIO LEVEL OF SERVICE:				C	F		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115

REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL

Existing Geometrics

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1348	4	16	669	262	331	22	234	21	0	28
(B) BUILDOUT	0	1817	7	43	1180	342	910	46	390	25	2	82
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-		
NBT	2	3200	1348	1817	0	0	0.423 *	0.570 *		
NBR	0	0	4	7	0	0	-	-		
SBL	1	1600	16	43	0	0	0.010 *	0.027 *		
SBT	2	3200	669	1180	0	0	0.209	0.369		
SBR	1	1600	262	342	0	0	0.164	0.214		
EBL	0	0	331	910	0	0	-	-		
EBT	1	1600	22	46	0	0	0.221 *	0.598 *		
EBR	1	1600	234	390	0	0	0.148	0.244		
WBL	0	0	21	25	0	0	-	-		
WBT	1	1600	0	2	0	0	0.031 *	0.068 *		
WBR	0	0	28	82	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.79	1.38		
			SCENARIO LEVEL OF SERVICE:				C	F		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #05**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	774	4	23	1187	232	371	13	180	3	0	14
(D) BUILDOUT	0	1427	6	31	1776	313	881	24	265	4	1	32

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT R	LT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0			0				-		
NBT	2	3200	774			1427				0.446		
NBR	1	1600	4			6				0.004		
SBL	1	1600	23			31				0.019		
SBT	2	3200	1187			1776				0.555 *		
SBR	1	1600	232			313				0.196		
EBL	0	0	371			881				-		
EBT	1	1600	13			24				0.566 *		
EBR	1	1600	180			265				0.166		
WBL	1	1600	3			4				0.003		
WBT	1	1600	0			1				0.021 *		
WBR	0	0	14			32				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							1.24		
			SCENARIO LEVEL OF SERVICE:							F		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL — **With Las Virgenes Road Corridor Design Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1348	4	16	669	262	331	22	234	21	0	28
(D) BUILDOUT	0	1817	7	43	1180	342	910	46	390	25	2	82

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT R	LT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0			0				-		
NBT	2	3200	1348			1817				0.568 *		
NBR	1	1600	4			7				0.004		
SBL	1	1600	16			43				0.027 *		
SBT	2	3200	669			1180				0.369		
SBR	1	1600	262			342				0.214		
EBL	0	0	331			910				-		
EBT	1	1600	22			46				0.598 *		
EBR	1	1600	234			390				0.244		
WBL	1	1600	21			25				0.016		
WBT	1	1600	0			2				0.053 *		
WBR	0	0	28			82				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							1.35		
			SCENARIO LEVEL OF SERVICE:							F		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #05

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL **With ATE geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	774	4	23	1187	232	371	13	180	3	0	14
(D) BUILDOUT	0	1427	6	31	1776	313	881	24	265	4	1	32

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTTR	L TTTR	LL TR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0			0				-
NBT	3	4800	774			1427				0.299
NBR	0	0	4			6				-
SBL	1	1600	23			31				0.019
SBT	3	4800	1187			1776				0.435 *
SBR	0	0	232			313				-
EBL	2	3200	371			881				0.275
EBT	1	1600	13			24				0.181 *
EBR	0	0	180			265				-
WBL	1	1600	3			4				0.003
WBT	1	1600	0			1				0.021 *
WBR	0	0	14			32				-
										0.10 *
			INTERSECTION CAPACITY UTILIZATION:							0.74
			SCENARIO LEVEL OF SERVICE:							C

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #05**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL **With ATE Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1348	4	16	669	262	331	22	234	21	0	28
(D) BUILDOUT	0	1817	7	43	1180	342	910	46	390	25	2	82

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTTR	L TTTR	LL TR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0			0				-		
NBT	3	4800	1348			1817				0.380 *		
NBR	0	0	4			7				-		
SBL	1	1600	16			43				0.027 *		
SBT	3	4800	669			1180				0.317		
SBR	0	0	262			342				-		
EBL	2	3200	331			910				0.284 *		
EBT	1	1600	22			46				0.273		
EBR	0	0	234			390				-		
WBL	1	1600	21			25				0.016		
WBT	1	1600	0			2				0.053 *		
WBR	0	0	28			82				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.84		
			SCENARIO LEVEL OF SERVICE:							D		

NOTES:

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #06**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	13	631	0	0	1063	527	260	0	61	0	0	0
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T R	LL R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	13	0	0	0	0.008 *					
NBT	2	3200	631	0	0	0	0.197					
NBR	0	0	0	0	0	0	-					
SBL	0	0	0	0	0	0	-					
SBT	1	1600	1063	0	0	0	0.664 *					
SBR	1	1600	397	0	0	0	0.248					
EBL	2	3200	260	0	0	0	0.081 *					
EBT	0	0	0	0	0	0	-					
EBR	1	1600	61	0	0	0	0.038					
WBL	0	0	0	0	0	0	-					
WBT	0	0	0	0	0	0	-					
WBR	0	0	0	0	0	0	-					
							0.10 *					
			INTERSECTION CAPACITY UTILIZATION:				0.85					
			SCENARIO LEVEL OF SERVICE:				D					

NOTES: southbound right-turn overlap with eastbound left-turn lane

10/20/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #06

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	44	850	0	0	732	181	66	0	511	0	0	0
(B)	0	0	0	0	0	0	0	0	0	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	L T	LL R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	44	0	0	0	0.028 *			
NBT	2	3200	850	0	0	0	0.266			
NBR	0	0	0	0	0	0	-			
SBL	0	0	0	0	0	0	-			
SBT	1	1600	732	0	0	0	0.458 *			
SBR	1	1600	148	0	0	0	0.093			
EBL	2	3200	66	0	0	0	0.021 *			
EBT	0	0	0	0	0	0	-			
EBR	1	1600	511	0	0	0	0.319			
WBL	0	0	0	0	0	0	-			
WBT	0	0	0	0	0	0	-			
WBR	0	0	0	0	0	0	-			
							0.10 *			
			INTERSECTION CAPACITY UTILIZATION:				0.61			
			SCENARIO LEVEL OF SERVICE:				B			

NOTES: southbound right-turn overlap with eastbound left-turn

10/20/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #06

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	13	631	0	0	1063	527	260	0	61	0	0	0
(B) BUILDOUT	21	881	7	91	1248	635	470	12	64	2	1	32
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T R	LL R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	13	21	0	0	0.008 *	0.013 *		
NBT	2	3200	631	881	0	0	0.197	0.278		
NBR	0	0	0	7	0	0	-	-		
SBL	0	0	0	91	0	0	-	-		
SBT	1	1600	1063	1248	0	0	0.664 *	0.837 *		
SBR	1	1600	397	635	0	0	0.248	0.397		
EBL	2	3200	260	470	0	0	0.081 *	0.147 *		
EBT	0	0	0	12	0	0	-	-		
EBR	1	1600	61	64	0	0	0.038	0.040		
WBL	1	1600	0	2	0	0	0.000	0.001		
WBT	1	1600	0	1	0	0	0.000	0.021 *		
WBR	0	0	0	32	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.85	1.12		
			SCENARIO LEVEL OF SERVICE:				D	F		

NOTES: southbound right-turn overlap with eastbound left-turn lane

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #06**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL **Existing Geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	44	850	0	0	732	181	307	0	66	0	0	0
(B) BUILDOUT	55	1119	2	45	1028	414	793	9	79	9	8	148
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	L T	LL R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	44	55	0	0	0.028 *	0.034 *		
NBT	2	3200	850	1119	0	0	0.266	0.350		
NBR	0	0	0	2	0	0	-	-		
SBL	0	0	0	45	0	0	-	-		
SBT	1	1600	732	1028	0	0	0.458 *	0.671 *		
SBR	1	1600	148	414	0	0	0.093	0.259		
EBL	2	3200	307	793	0	0	0.096 *	0.248 *		
EBT	0	0	0	9	0	0	-	-		
EBR	1	1600	68	79	0	0	0.041	0.049		
WBL	1	1600	0	9	0	0	0.000	0.006		
WBT	1	1600	0	8	0	0	0.000	0.098 *		
WBR	0	0	0	148	0	0	-	-		
							0.10 *	0.10 *		
							0.68	**1.15**		
							B	**F**		

INTERSECTION CAPACITY UTILIZATION:
SCENARIO LEVEL OF SERVICE:

NOTES: southbound right-turn overlap with eastbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 REFERENCE #06

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL With Las Virgenes Road Corridor Design Plan

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	13	631	0	0	1063	316	156	0	61	0	0	0
(D) BUILDOUT	21	881	7	91	1248	635	470	12	64	2	1	32

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND LL TT R	EAST BOUND LL LT TR	WEST BOUND L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	13			21				0.013		
NBT	1	1600	631			881				0.555 *		
NBR	0	0	0			7				-		
SBL	2	3200	0			91				0.028 *		
SBT	2	3200	1063			1248				0.390		
SBR	1	1600	316			478				0.299		
EBL	3	4800	156			470				0.098 *		
EBT	1	1600	0			12				0.048		
EBR	0	0	61			64				-		
WBL	1	1600	0			2				0.001		
WBT	1	1600	0			1				0.021 *		
WBR	0	0	0			32				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.80		
			SCENARIO LEVEL OF SERVICE:							C		

NOTES: southbound right-turn overlap with eastbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #06**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL **With Las Virgenes Road Design Corridor Plan**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	44	850	0	0	732	109	307	0	66	0	0	0
(D) BUILDOUT	55	1119	2	45	1028	414	793	9	79	9	8	148

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND LL TT R	EAST BOUND LL LT TR	WEST BOUND L TR

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	44			55				0.034		
NBT	1	1600	850			1119				0.699 *		
NBR	1	1600	0			2				0.001		
SBL	2	3200	0			45				0.014 *		
SBT	2	3200	732			1028				0.321		
SBR	1	1600	109			150				0.094		
EBL	3	4800	307			793				0.165 *		
EBT	1	1600	0			9				0.055		
EBR	0	0	66			79				-		
WBL	1	1600	0			9				0.006		
WBT	1	1600	0			8				0.098 *		
WBR	0	0	0			148				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							1.08		
			SCENARIO LEVEL OF SERVICE:							F		

NOTES: southbound right-turn overlap with eastbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #06**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL **With ATE geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	13	631	0	0	1063	316	156	0	61	0	0	0
(D) BUILDOUT	21	881	7	91	1248	635	470	12	64	2	1	32

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
ATE GEOMETRICS	L TTR	L TT R	LL LT TR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	13			21				0.013 *		
NBT	2	3200	631			881				0.278		
NBR	0	0	0			7				-		
SBL	1	1600	0			91				0.057		
SBT	2	3200	1063			1248				0.390 *		
SBR	1	1600	316			478				0.299		
EBL	3	4800	156			470				0.098 *		
EBT	1	1600	0			12				0.048		
EBR	0	0	61			64				-		
WBL	1	1600	0			2				0.001		
WBT	1	1600	0			1				0.021 *		
WBR	0	0	0			32				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.52		
			SCENARIO LEVEL OF SERVICE:							B		

NOTES: southbound right-turn overlap with eastbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #06**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: AGOURA ROAD

CONTROL TYPE: SIGNAL **With ATE geometrics**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	44	850	0	0	732	109	307	0	66	0	0	0
(D) BUILDOUT	55	1119	2	45	1028	414	793	9	79	9	8	148

GEOMETRICS

ATE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TTR	L TT R	LL LT TR	L TR

TRAFFIC SCENARIOS

SCENARIO 4: BUILDOUT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	44			55				0.034		
NBT	2	3200	850			1119				0.350 *		
NBR	0	0	0			2				-		
SBL	1	1600	0			45				0.028 *		
SBT	2	3200	732			1028				0.321		
SBR	1	1600	109			150				0.094		
EBL	3	4800	307			793				0.165 *		
EBT	1	1600	0			9				0.055		
EBR	0	0	66			79				-		
WBL	1	1600	0			9				0.006		
WBT	1	1600	0			8				0.098 *		
WBR	0	0	0			148				-		
										0.10 *		
			INTERSECTION CAPACITY UTILIZATION:							0.74		
			SCENARIO LEVEL OF SERVICE:							C		

NOTES: southbound right-turn overlap with eastbound left-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #07**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: LOST HILLS ROAD

CONTROL TYPE: SIGNAL Existing Geometrics

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	98	368	0	0	783	3	0	0	851	0	0	0
(B) BUILDOUT	102	568	0	0	925	22	27	0	861	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND
EXISTING GEOMETRICS	LL	T	R	L	T	R	LT		R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	98	102	0	0	0.031 *	0.032 *		
NBT	1	1600	368	568	0	0	0.230	0.355		
NBR	1	1600	0	0	0	0	0.000	0.000		
SBL	1	1600	0	0	0	0	0.000	0.000		
SBT	1	1600	783	925	0	0	0.489 *	0.578 *		
SBR	1	1600	2	22	0	0	0.001	0.014		
EBL	0	0	0	27	0	0	-	-		
EBT	1	1600	0	0	0	0	0.000	0.017		
EBR	1	1600	753	759	0	0	0.471 *	0.474 *		
WBL	0	0	0	0	0	0	-	-		
WBT	0	0	0	0	0	0	-	-		
WBR	0	0	0	0	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				1.09	1.18		
			SCENARIO LEVEL OF SERVICE:				F	F		

NOTES: eastbound right-turn overlap with northbound left-turn lane

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #07**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: LOST HILLS ROAD

CONTROL TYPE: SIGNAL Existing Geometrics

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	536	812	0	0	361	7	5	1	197	0	0	0
(B) BUILDOUT	536	1011	0	0	599	39	33	1	202	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T R	L T R	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	536	536	0	0	0.168	0.168		
NBT	1	1600	812	1011	0	0	0.508 *	0.632 *		
NBR	1	1600	0	0	0	0	0.000	0.000		
SBL	1	1600	0	0	0	0	0.000	0.000		
SBT	1	1600	361	599	0	0	0.226	0.374		
SBR	1	1600	5	39	0	0	0.003	0.024		
EBL	0	0	5	33	0	0	-	-		
EBT	1	1600	1	1	0	0	0.004 *	0.021 *		
EBR	1	1600	0	0	0	0	0.000	0.000		
WBL	0	0	0	0	0	0	-	-		
WBT	0	0	0	0	0	0	-	-		
WBR	0	0	0	0	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.61	0.75		
			SCENARIO LEVEL OF SERVICE:				B	C		

*NOTES: **eastbound right-turn overlap with northbound left-turn lane***

10/19/98

LAS VIRGENES CORRIDOR - 98115 — REFERENCE #07

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 1998*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: LAS VIRGENES ROAD

E/W STREET: LOST HILLS ROAD

CONTROL TYPE: SIGNAL — Las Virgenes Road Corridor

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	98	368	0	0	783	3	0	0	851	0	0	0
(B) BUILDOUT	102	568	0	0	925	22	27	0	861	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LVRDP GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T R	L T R	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	98	102	0	0	0.031 *	0.032 *		
NBT	1	1600	368	568	0	0	0.230	0.355		
NBR	1	1600	0	0	0	0	0.000	0.000		
SBL	1	1600	0	0	0	0	0.000	0.000		
SBT	1	1600	783	925	0	0	0.489 *	0.578 *		
SBR	1	1600	2	22	0	0	0.001	0.014		
EBL	0	0	0	27	0	0	-	-		
EBT	1	1600	0	0	0	0	0.000 *	0.017 *		
EBR (a)	f	0	851	861	0	0	-	-		
WBL	0	0	0	0	0	0	-	-		
WBT	0	0	0	0	0	0	-	-		
WBR	0	0	0	0	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.62	0.73		
			SCENARIO LEVEL OF SERVICE:				B	C		

NOTES: eastbound right-turn overlap with northbound left-turn lane

(a) free right-turn

10/19/98

LAS VIRGENES CORRIDOR - 98115 **REFERENCE #07**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***SEPTEMBER 1998***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: LAS VIRGENES ROAD

E/W STREET: LOST HILLS ROAD

CONTROL TYPE: SIGNAL Las Virgenes Road Corridor

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	536	812	0	0	361	7	5	1	197	0	0	0
(B) BUILDOUT	536	1011	0	0	599	39	33	1	197	0	0	0
(C)	0	0	0	0	0	0	0	0	0	0	0	0
(D)	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LVRCDP GEOMETRICS	LL T R	L T R	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	536	536	0	0	0.168	0.168		
NBT	1	1600	812	1011	0	0	0.508 *	0.632 *		
NBR	1	1600	0	0	0	0	0.000	0.000		
SBL	1	1600	0	0	0	0	0.000	0.000		
SBT	1	1600	361	599	0	0	0.226	0.374		
SBR	1	1600	5	39	0	0	0.003	0.024		
EBL	0	0	5	33	0	0	-	-		
EBT	1	1600	1	1	0	0	0.004 *	0.021 *		
EBR (a)	1	0	197	197	0	0	-	-		
WBL	0	0	0	0	0	0	-	-		
WBT	0	0	0	0	0	0	-	-		
WBR	0	0	0	0	0	0	-	-		
							0.10 *	0.10 *		
			INTERSECTION CAPACITY UTILIZATION:				0.61	0.75		
			SCENARIO LEVEL OF SERVICE:				B	C		

NOTES: eastbound right-turn overlap with northbound left-turn lane

(a) free right-turn

10/19/98

APPENDIX 2

MITIGATION MONITORING PLANS

Final
Mitigation Monitoring and Reporting Program

for

Las Virgenes Road Corridor Design Plan

Prepared for:

City of Calabasas
Planning & Building Services Department
26135 Mureau Road
Calabasas, California 93302

Prepared by:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

November 24, 1998

rincon

Mitigation Monitoring and Reporting Program

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the City of Calabasas Las Virgenes Road Corridor Design Plan. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid significant impacts that have been identified in a mitigated negative declaration. The purpose of the MMRP is to ensure that required mitigation measures, identified in the mitigated negative declaration are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during the project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the Mitigated Negative Declaration for the Las Virgenes Road Corridor Design Plan. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. These columns would be filled out by the monitoring agency or party and would document monitoring compliance.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
Aesthetics							
The lighting program shall meet all state and local standards regarding street and intersection illumination while also providing an improved aesthetic setting in the City's business core.	Lighting plan shall be submitted and approved by the City	Prior to final design review	Once	CPW			
Air Quality							
To reduce nuisance effects and ensure compliance with State standards, implementation of dust suppression measures during construction is recommended.	Contractor specifications shall include dust control measures	Prior to selection of construction contractor	Once	CP&BD			
	The construction contractor shall provide maintenance records for construction vehicles	Prior to selection of construction contractor	Once	CP&BD			
	Field verification of dust control and other measures	During construction	Periodically	CP&BD			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
Cultural Resources							
If any cultural resources are encountered during construction, then procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.	Field verification	During grading	Periodically during grading	CPW			
Geology and Soils							
Final design plans shall be reviewed and approved by the City Engineer to identify the need for any geotechnical mitigation measures.	Review and approval of final design plans to determine if any special geotechnical studies or measures are needed	Prior to issuance of construction contract	Once	CPW			
The project will need to comply with all NPDES storm water requirements and mitigation measures will be required	Preparation of storm water pollution	Storm water pollution prevention plan to	Once for plan development and	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
during the grading and site development process to assure that sediment transport is minimized.	prevention plan and implementation of measures identified in the plan	be reviewed as part of final design; monitoring of mitigation measures to occur during construction	periodically during construction				
Hazards and Hazardous Materials							
A construction management plan shall be prepared. The management program shall include coordination with service providers and implementation of those measures deemed necessary to minimize potential short-term impacts related to the disruption of emergency services.	Preparation of construction management plan	Prior to approval of final design	Once	CP&BD			
Excavations that would be associated with undergrounding of utilities and implementation of streetscape improvements could result in the unanticipated discovery of subsurface contamination, particularly on or adjacent to gasoline service station sites along the corridor. Performance of an environmental due diligence evaluation is recommended to identify the possible	Perform due diligence investigation, as necessary, to identify possible presence of contamination within construction area; implementation of	Prior to approval of final design and during construction if mitigation measures are identified	Once for plan development. Periodically, if construction monitoring measures are recommended	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
presence of subsurface contaminants in these areas and to determine the appropriate measures needed to mitigate potential impacts. If necessary, remedial activities shall be implemented, prior to construction.	recommended measures, if any, needed to ensure worker health and safety						
Hydrology and Water Quality							
A hydraulic analysis of final project design shall performed and measures to alleviate existing drainage deficiencies within the area shall be implemented.	Perform hydraulic analysis to determine drainage facility requirements	Prior to approval of final design	Once	CPW			
Best management practices (BMPs) shall be implemented to intercept oil and gas residues from the right-of-way, parking areas, and related structures shall be implemented to prevent downstream contamination in the regional storm drain system.	Develop and implement BMPs	BMPs to be developed prior to final design; implementation of BMPs to be monitored during construction	Once prior to approval of final design and periodically during construction	CPW			
Land Use and Planning							
To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project	Prepare construction management plan	Prior to approval of final design plans	Once	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.							
Noise							
To reduce potential nuisance effects on sensitive uses along the corridor, the timing of construction activities in the vicinity of sensitive land uses shall be limited to between the hours of 7 AM and 6 PM, Monday through Saturday.	Limit timing of construction activities	During construction	Periodically, during construction	CPW			
Transportation/Traffic							
The following striping modifications shall be implemented as part of the Las Virgenes Road Corridor Design Plan (Note that Figure 11 of the traffic report provides a schematic showing these recommended configurations). • **Las Virgenes Road/Mureau Road.** Cumulative traffic volumes indicate	Incorporation of recommended measures into final project design	Prior to final approval of final project design	Once	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
that a second westbound left-turn lane would be required at this intersection. The approach should be restriped to provide a left-turn lane and shared left-through-right lane. • **Las Virgenes Road/U.S. Highway 101 SB Ramps.** The following improvements shall be implemented at this intersection: – The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The additional left-turn lane should be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet. – The northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-							

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane. – The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.							
Consistent with the City's General Plan EIR, the City shall monitor Citywide traffic flow conditions annually and implement measures deemed necessary to achieve acceptable traffic flows in the City.	Periodic monitoring of traffic flow conditions	Not less than annually	Annually	CPW			
The Los Virgenes Road Corridor Plan has provisions that discourage the	Review of individual projects	Prior to individual project approval	Minimum of once for each	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (City and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area.	as they are proposed		project				
For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.	Review of individual projects as they are proposed	Prior to individual project approval	Minimum of once for each project	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Final
Mitigation Monitoring and Reporting Program

for

Las Virgenes Gateway Master Plan

Prepared for:

City of Calabasas
Planning & Building Services Department
26135 Mureau Road
Calabasas, California 93302

Prepared by:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

November 24, 1998

rincon

Mitigation Monitoring and Reporting Program

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the City of Calabasas Las Virgenes Gateway Master Plan. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid significant impacts that have been identified in a mitigated negative declaration. The purpose of the MMRP is to ensure that required mitigation measures, identified in the mitigated negative declaration are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during the project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the Mitigated Negative Declaration for the Las Virgenes Gateway Master Plan. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. These columns would be filled out by the monitoring agency or party and would document monitoring compliance.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Aesthetics							
Urban development in the project area shall be required to incorporate design elements of the Plan, thereby creating a uniform, coordinated visual character for the area. In addition, all mitigation measures contained in existing planning programs would be required to be implemented prior to the construction of planned new development. Implementation of existing visual resources protection programs that are incorporated into the Plan and other City planning policies and programs shall be required.	Review of individual projects to ensure that Plan elements and other City requirements are implemented	Prior to approval of individual projects	Once	CP&BD			
Air Quality							
The City's discretionary review process for individual projects incorporates specific measures to minimize both operational as well as short-term construction impacts. Implementation of these measures would be expected to reduce the impacts of individual projects to less than significant.	Review of individual projects to identify project-specific air quality mitigation measures	Prior to approval of individual projects	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD			
Biological Resources							
To mitigate the potentially adverse impacts of future development within these areas, the City's General Plan EIR contains	Review of individual projects to identify project-	Prior to approval of individual projects	Once, although additional monitoring may	CP&BD			

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
several mitigation measures that are required to minimize project-specific impacts on biological resources. These measures include review of individual projects to determine the presence, extent, and sensitivity of biological resources. Mitigation measures include preservation of specific species and habitat areas, buffer zones to minimize adverse effects of urban encroachment into sensitive biological areas, replacement of specific plant species such that no net reduction in the number of plants occurs, among other measures. The creek restoration program included in the Plan will be subject to review and approval by several regulatory agencies including but not limited to the US Army Corps of Engineers, California Department of Fish and Game, US Fish and Wildlife Service, California Regional Water Quality Control Board and the Los Angeles County Flood Control District. Anticipated short-term impacts of restoration include direct impacts associated with removal of the existing concrete lined channel and indirect impacts that could be associated with	specific biological resource mitigation measures		be needed to verify implementation of project-specific measures				

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
increased sedimentation until the native plants become established. These impacts shall be mitigated by permit conditions that would be required by the resource permitting agencies. Such measures may include avoidance of sensitive habitat areas adjacent to the existing channel, construction during the summer period when erosion and sedimentation would be minimal, use of stabilizers to control bank erosion, selection of construction staging areas that would minimize the impact to existing habitat areas, and other measures as determined necessary based on more detailed review of project-specific design.							
Cultural Resources							
Cultural and historical resources mitigation measures identified in the City's General Plan EIR shall be implemented. These measures require that prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review cultural resources' sensitivity and implement a range of assessment and mitigation measures necessary to ensure that potential impacts to cultural resources	Review of individual projects to identify project-specific cultural resource mitigation measures	Prior to approval of individual projects	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
are minimized.							
Geology and Soils							
To mitigate the potential impacts associated with geologic hazards in the area, the City has developed Seismic and Geologic Hazards Management Performance Standards. These standards require that site-specific soils reports be submitted with each new development application to determine on-site soil and geologic conditions and to define site-specific measures needed to reduce project impacts to a less than significant level. In addition, the performance standards require that new development meet a factor of safety of 1.5 against shear failure and 1.1 against seismically induced slope failure. All new development would be subject to the City's Hillside Development Performance Standards that limit the extent and nature of grading activities. Provided that appropriate mitigation measures are implemented as a condition of the planning and construction of new development, this land use change is not expected to result in significant geologic impacts.	Review of individual projects to identify project-specific geologic hazards and required mitigation measures	Prior to approval of individual projects	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Hazards and Hazardous Materials							
The General Plan Consistency review program includes Fire Management Performance Standards that would be required for any new development within the area. These performance standards address issues such as emergency response times, circulation system requirements, fire flow water system requirements, specifications for building materials, setbacks and landscaping. In addition, the performance standards require review of new development projects by the County of Los Angeles Consolidated Fire Districts to determine appropriate fire hazard management requirements for each project. These fire hazard management requirements shall be included as conditions of individual project development. Adherence to fire hazard management performance standards shall be required of all new development. Proper environmental due diligence should be performed prior to the implementation of any new projects. If subsurface contamination is identified, appropriate	Review of individual projects to identify project-specific hazards, including the possible presence of hazardous materials, and required mitigation measures	Prior to approval of individual projects	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
remediation measures shall be identified and implemented. In addition, measures to protect worker safety may be required in these areas. All remedial measures shall be performed under the direction of the appropriate governmental oversight agency to ensure compliance with acceptable protocols and cleanup standards.							
Hydrology and Water Quality							
Buildout of the project area would potentially affect runoff characteristics, thereby resulting in flooding and water quality impacts unless appropriate mitigation measures are implemented prior to new development. These measures include adherence to the City's General Plan Consistency Review Program Stormwater Management and Flooding Performance Standards and other measures identified in the City's General Plan EIR such as: • all discretionary development projects shall be required to submit an erosion control plan prior to the issuance of a grading permit; • all discretionary projects shall be	Review of individual projects to identify project-specific hydrologic characteristics and potential flooding and water quality impacts and required mitigation measures	Prior to approval of individual projects	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
required to implement requirements identified in the Los Angeles County National Pollution Discharge Elimination System (NPDES) permit; • all new development shall implement Best Management Practices (BMPs) to minimize construction and urban pollutants in storm water runoff; • all discretionary development projects shall be required to install reclaimed water systems for irrigation, if such reclaimed water is or can be made available within five years of the irrigation system construction; and • water conservation measures, including drought resistant landscaping, shall be incorporated into final site design and layout. The City's Stormwater Management and Flooding Performance Standards are intended to avoid any adverse downstream flooding impacts that may be associated with new development. Section 404 and Section 401 approvals will be required from the US Army Corps of Engineers and the California Regional Water Quality Control Board, respectively, prior to implementation of the creek							

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
restoration project. These water resource protection programs are intended to mitigate impacts to water quality. Implementation of measures required as conditions of the 404 permit and the 401 water quality certification would adequately mitigate short-term impacts associated with creek restoration. These measures will likely include use of BMPs during construction, avoidance of sensitive habitat areas, and/or limitation of construction activities to low flow, low rainfall periods. A hydraulic analysis of final project design shall be performed and measures to alleviate existing drainage deficiencies within the area. Shall be implemented. Best management practices shall be implemented to intercept oil and gas residues from the right-of-way, parking areas, and related structures should prevent any downstream contamination in the regional storm drain system.							
Land Use and Planning							
To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction of the streetscape	Prepare construction management plan for streetscape	Prior to approval of final streetscape design plans	Once	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
improvements within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.	improvements						
Noise							
The General Plan EIR establishes mitigation measures that are required to reduce noise impacts to a less than significant level. In addition, the City's General Plan Consistency Review Program has Noise Management Performance Standards that apply to all new development projects. These measures include but are not limited to the following: • *Orient buildings for use in buffering or attenuating noise* • *Place the highest noise sources sufficiently far from sensitive uses* • *Provide sound attenuation walls or open space buffers* • *For commercial, office, and business park uses, place rooftop equipment at*	Review of individual projects to identify project-specific noise characteristics, impacts, and required mitigation measures	Prior to individual project approval	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential. • *Provide sound rated windows, additional insulation in exterior walls and roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation systems.* As part of the new development review process, the effect of construction noise should be evaluated and measures to avoid or lessen potential impacts should be implemented as conditions of development. Mitigation measures shall include limitations on construction hours and the routing of construction traffic away from sensitive uses, as applicable.							
Public Services							
Mitigation measures contained in the City's General Plan EIR would apply and shall be implemented. These measures require that development projects in the City of Calabasas implement the following: • *Construct and/or pay for the new on-site capital improvements that are*	Review of individual projects to identify project-specific infrastructure demands, impacts, and required mitigation	Prior to individual project approval	Once, although additional monitoring may be needed to verify implementation of project-specific	CP&BD and CPW			

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
required to support the project • *Ensure that all new off-site capital improvements that are required by the project are available prior to issuance of the certificates of occupancy* • *Phase development so as to ensure that the capital facilities that will be used by the new development are available prior to the issuance of certificates of occupancy* • *Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development* In addition, prior to approval of any new development, the applicant shall review the proposed project with service provider representatives to determine measures needed to minimize project impacts and to determine whether all needed facilities and services to support the project will be provided in a timely manner. Mitigation measures may include the requirement of security features in proposed new structures, provision of adequate emergency access, use of fire retardant building materials and landscaping,	measures		measures				

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
implementation of appropriate brush clearance and setbacks, and other measures deemed necessary by emergency response agencies. To mitigate the potential effects of cumulative buildout on school facilities, the City's General Plan requires that discretionary development projects, subject to General Plan consistency findings, shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Specifically, new development projects in the City shall be required to establish or expand school facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students from a development; implementation of appropriate funding mechanisms will be required to the extent permitted by law.							
Recreation							
Discretionary projects subject to the General Plan consistency findings would be required to demonstrate that they meet the City's parkland and recreational performance standards. These performance standards also include provisions for review and approval of new	Review of individual projects to identify project-specific recreational facility demands, impacts, and required	Prior to individual project approval	Once, although additional monitoring may be needed to verify implementation of project-	CP&BD			

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
commercial development that could occur in the project area. New development on commercially designated property could be required to provide trail of access easements and/or the payment of development impact fees to offset the potential effects of such uses.	mitigation measures		specific measures				
Transportation/Traffic							
The following striping modifications shall be implemented as part of the Las Virgenes Road Corridor Design Plan (Note that Figure 11 of the traffic report provides a schematic showing these recommended configurations). • **Las Virgenes Road/Mureau Road.** Cumulative traffic volumes indicate that a second westbound left-turn lane would be required at this intersection. The approach should be restriped to provide a left-turn lane and shared left-through-right lane. • **Las Virgenes Road/U.S. Highway 101 SB Ramps.** The following improvements shall be implemented at this intersection: – The forecast volumes indicate that the intersection would need a second left-	Incorporation of recommended measures into final project design	Prior to final approval of final project design	Once	CPW			

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
turn lane on the U.S. 101 SB off-ramp (eastbound approach). The additional left-turn lane should be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet. – The northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane. – The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.							
Consistent with the City's General Plan EIR, the City shall monitor Citywide traffic	Periodic monitoring of traffic flow	Not less than annually	Annually	CPW			

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
flow conditions annually and implement measures deemed necessary to achieve acceptable traffic flows in the City.	conditions						
The Los Virgenes Road Corridor Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area.	Review of individual projects as they are proposed	Prior to individual project approval	Minimum of once for each project	CPW			
For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.	Review of individual projects as they are proposed	Prior to individual project approval	Minimum of once for each project	CPW			
Utilities and Service Systems							
All mitigation measures contained in the City's General Plan EIR intended to ensure that necessary improvements are in place to serve individual projects shall be implemented prior to the construction of new development. These measures require that prior to the approval of any new development, a project applicant shall review the project with representatives of the individual service provider to determine	Review of individual projects to identify project-specific utility demands, impacts, and required mitigation measures	Prior to individual project approval	Once, although additional monitoring may be needed to verify implementation of project-specific measures	CP&BD and CPW			

Key: CP&BD - City of Calabasas Planning & Building Department
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
that all needed services and facilities needed to support the project will be provided in a timely manner. The mitigation measures contained in the General Plan EIR also require that discretionary development projects shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development. Individual projects will also be required to provide necessary stormwater facilities and to ensure that adequate infrastructure is in place to accommodate individual project demands. The proposed Las Virgenes Creek Reclamation Plan would modify the existing creek channel in the project area by replacing an existing concrete-lined channel with an alternative design that is intended to accomplish flood control objectives as well as restoring habitat. Implementation of this drainage modification has the potential to adversely affect drainage in the area of Las Virgenes Creek by altering the stormwater carrying capacity of the channel. This restoration project will require review and approval by several regulatory agencies including Los							

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Angeles County Flood Control District. Project-specific measures shall be implemented, as necessary to avoid any potential flooding impacts that could be associated with this component of the proposed Master Plan.							

Key: **CP&BD - City of Calabasas Planning & Building Department**
CPW - City of Calabasas Department of Public Works

APPENDIX 3

COMMENTS RECEIVED AND RESPONSE TO COMMENTS

RESPONSES TO PUBLIC COMMENTS

This section provides a summary comments received during the public review period on the Initial Study/Mitigated Negative Declaration for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Plan Projects. The public review period for this project was from October 22, 1998 to November 22, 1998. During the public review period a total of four letters were received. Section A provides a list of all written correspondence received during the public review period; Section B provides a written response to individual comments; and Section C contains a copy of each correspondence that was received.

A. AGENCIES, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT IS/MND

Letter # 1 County of Ventura, Resource Management Agency, Keith Turner, County Planning Director, November 18, 1998.
Letter # 2 Ventura County Public Works Agency, Transportation Department, Robert Brownie, Principal Engineer, November 10, 1998.
Letter # 3 McClintock/Weston, Benshoof, Rochefort, Rubalcava, MacCuish, LLP, Nicki Carlsen, November 20, 1998.
Letter # 4 California Department of Transportation, Stephen Buswell, November 23, 1998.

B. RESPONSES TO WRITTEN COMMENTS

Responses to comments submitted by the County of Ventura, Resource Management Agency Keith Turner, County Planning Director, November 18, 1998. (Letter #1).

Response to Comment No. 1A – This letter does not pertain to the adequacy of the IS/MND. Therefore no response is necessary.

Responses to comments submitted by the Ventura County Public Works Agency, Transportation Department, Robert Brownie, Principal Engineer, November 10, 1998. (Letter #2).

Response to Comment No. 2A – This letter concurs with the findings of the IS/MND that the proposed projects would not have a significant impact on the Ventura County regional road system. No further response is necessary.

Response to comments submitted by McClintock/Weston, Benshoof, Rochefort, Rubalcava, MacCuish, LLP, Nicki Carlsen, November 20, 1998 (Letter #3).

Response to Comment No. 3A – This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

Response to Comment No. 3B – Comment noted. This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

Response to Comment No. 3C – Comment noted. The Resolution adopting the Las Virgenes Corridor Design Plan will address the issue of access from Las Virgenes Road to the Ahmanson Ranch project. The Resolution states that access will be provided from Las Virgenes Road, as required. The traffic analysis provided in the IS/MND addressed the

potential cumulative effects of full areawide buildout, including the Ahmanson Ranch project. No further response is necessary.

Response to Comment No. 3D – Comment noted. See response to Comment No. 3C above. No further response is necessary.

Response to Comment No. 3E – This comment does not pertain to the adequacy of the IS/MND. Therefore, no response is necessary.

Response to comments submitted by the California Department of Transportation, Stephen Buswell, November 23, 1998 (Letter #4).

Response to Comment No. 4A - Comment noted. We agree that the U.S. Highway 101 Southbound On-Ramp needs to be designed to accommodate truck movements. This can be accomplished within the existing right-of-way adjacent to the ramp, provided that the curb-return radius from Las Virgenes Road to the on-ramps is increased as required. The final design plans developed for this intersection will accommodate truck movements.

Response to Comment No. 4B - Comment noted. We agree that Rondell Street should be striped as a right-turn lane and a left-turn lane, with through movements prohibited. The final design plans developed for this intersection will reflect this striping.

Response to Comment No. 4C - Comment noted. The buildout (estimated Year 2020) traffic volumes presented in the document show that the northbound off-ramp volumes will be near the 1500 vph threshold. The referenced improvements are currently being implemented by the City and are a part of the 1998/1999 Capital Improvement Program (CIP).

Response to Comment No. 4D - The projected volumes are for buildout of the City and the adjacent areas of the County (estimated Year 2020), which is beyond the Project + Cumulative growth to Year 2010.

Response to Comment No. 4E - The improvements for identified for Mureau Road on Page 58 are for the Mureau Road/Las Virgenes Road intersection. These improvements will be required in conjunction with those identified for the Las Virgenes Road/U.S. 101 interchange.

Response to Comment No. 4F - The purpose of the study was to determine future volumes and improvements for the Las Virgenes Road corridor. The volume forecast does however, include cumulative traffic generated in the Los Hills and Calabasas Road areas.

C. LETTERS RECEIVED

Copies of the four (4) letters that were received during the public review period follow this section.

Letter #1

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division

Keith A. Turner
Director

NOV 18 1998

Mark Persico
Calabasas, CA 91302

FAX #: 818 878-4215

Subject: Las Virgenes Gateway/Corridor Plan

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

1A Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,

Keith Turner
County Planning Director

KT:nf/1J75-7.98

Attachment

County RMA Reference Number 98-122

Letter #2

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration

MEMORANDUM
November 10, 1998

TO: Resource Management Agency, Planning Division
Attention: Joseph Eisenhut

FROM: Robert B. Brownie, Principal Engineer RBB

SUBJECT: Review of Document 98-122
Draft Initial Study and Mitigated Negative Declaration
Las Virgenes Gateway Master Plan
Las Virgenes Road Corridor Design Plan
Lead Agency: The City of **CALABASAS**

The Transportation Department has reviewed the subject Draft Initial Study and Mitigated Negative Declaration. The Las Virgenes Gateway Master Plan is a land use plan that is intended change the overall land use character from a commercially dominated area to a more integrated mix of commercial, institutional, and residential uses. The basic objective of the Las Virgenes Road Corridor Design Plan is to transform the character, circulation and appearance of the Las Virgenes Corridor to provide support for the aesthetic enhancement of residential areas and support of investment in commercial areas. According to the Draft Initial Study and Mitigated Negative Declaration, this project would provide a net decrease in the average daily traffic generated from the project area. We offer the following observations: 2A

1) This project will not have a significant adverse impact on the Counties Regional Road Network. Therefore, it is consistent with the Ventura County General Plan transportation policies.

2) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 with questions.

c: Richard Herrera
Duane Flaten
Carole Trigg

RBB/RH/DRF:aar
f:\common\transpor\wpwin\memos\98-122.mem

Letter #3

McCLINTOCK | WESTON
BENSHOOF | ROCHEFORT
RUBALCAVA | MACCUISH LLP
ATTORNEYS AT LAW

ncarlsen@mcclintock.com

November 20, 1998

VIA FACSIMILE and HAND DELIVERY

Mark H. Persico
Planning and Building Services Director
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Re: Las Virgenes Gateway Master Plan/Las Virgenes Road Corridor Design Plan

Dear Mr. Persico:

3A We represent Ahmanson Land Company ("Ahmanson") with respect to the Ahmanson Ranch Project, and we have reviewed the proposal of the City of Calabasas ("City") for the Las Virgenes Gateway Master Plan and the Las Virgenes Corridor Design Plan, and the related Initial Study/Mitigated Negative Declaration. We submit the following comments.

3B As the City knows, on September 23, 1998, Ahmanson completed the transfer of several open space parcels to the Mountains Recreation and Conservation Authority, and the Ahmanson Ranch Specific Plan for the Ahmanson Ranch Project is now fully operative. The Ahmanson Ranch Project has three access routes, one of which is Las Virgenes Road. The Las Virgenes Road access route to the Project is a two-lane gated access route. Approximately two years ago, Ahmanson extended Las Virgenes Road approximately 15 feet from its terminus in the City of Calabasas to the Ahmanson Ranch property in the County of Ventura. This road will be completed in the County of Ventura as a part of the development of the Ahmanson Ranch Project.

3C We are writing to ensure that the City considers the Ahmanson Ranch Project and the existence of the extension of Las Virgenes Road in reviewing the Las Virgenes Gateway Master Plan, the Las Virgenes Corridor Design Plan and the Initial Study/Mitigated Negative Declaration. The Las Virgenes Corridor Design Plan was first circulated several

444 South Flower Street Forty Third Floor Los Angeles California 90071 Tel 213 623 2322 Fax 213 623 0824

years ago, and this plan contains an obsolete design proposal for the terminus of Las Virgenes Road at the Ventura County line because it depicts the terminus of Las Virgenes Road as a cul-de-sac. Given that Las Virgenes Road has already been extended to the Ventura County line to provide access to the Ahmanson Ranch Project, this design proposal is no longer applicable.

3C cont.

In order to confirm Ahmanson's understanding, Guy Gniadek, Vice President of Ahmanson, spoke with you regarding the City's proposal to consider the Las Virgenes Corridor Design Plan. Based on conversations Mr. Gniadek had with you regarding the City's proposals, it is Ahmanson's understanding that the City intends on recognizing the fact that the terminus of Las Virgenes Road will not be a cul-de-sac and that the road will provide access to the Ahmanson Ranch Project. It is also Ahmanson's understanding that the Las Virgenes Corridor Design Plan will be modified to reflect this fact.

3D

If, for whatever reason, the City needs additional information regarding Las Virgenes Road or the Ahmanson Ranch Project, or if Ahmanson's understanding regarding the Las Virgenes Corridor Design Plan is inaccurate, please let me know.

3E

Very truly yours,

Nicki Carlsen
McCLINTOCK, WESTON, BENSHOOF,
ROCHEFORT, RUBALCAVA & MacCUISH LLP

NC

Letter #4

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606

IGR/CEQA/FSEIR/CP/#981062
Las Virgenes Gateway Master Plan &
Las Virgenes Road Corridor Design Plan
Initial Study and Mitigated Negative Declaratio
Vic: LA-101-032.080-LA-101-30.934

November 23, 1998

Mr. Mark H. Persico, AICP
Planning and Building Services Director
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Persico:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Las Virgenes Gateway Master Plan and Las Virgenes Road Corrido Design Plan.

Based on our review of the information received we have the following comments:

4A 1. ***Las Virgenes Road @ Southbound Rte. 101 on/off- ramps located at the westerly side of Las Virgenes Road.*** The proposed mitigation measure reducing the two-lane on-ramp to one lane to accommodate the increased off-ramp traffic is not recommended. The existing on-ramp width is needed to accommodate truck traffic. The existing two-lane width is already the allowable minimum.

4B 2. ***Westbound traffic on Rondell Street across from S/B on/off –ramps.*** For safety reasons, we recommend that traffic be limited to left or right turns only, with no through traffic.

4C 3. ***Las Virgenes Road @ Northbound Rte. 101 off-ramp.*** Mitigation measures are needed to accommodate increased off-ramp traffic. The existing one-lane off-ramp needs to be widened to two-lanes to accommodate projected 1500 vehicles during the A.M. peak hour. Caltrans recommends the N/B Rte. 101 off-ramp be widened to two lanes to avoid back-up on the freeway.

Our review also indicates additional information is needed to assist us in completely evaluating the proposed improvements. We recommend that additional traffic analysis be prepared that includes the following information:

4D 1. Project + cumulative growth to the Year 2010.

4E 2. Proposed Mureau Rd./Rte. 101 improvements (Page 58) will not effectively mitigate project generated impacts to Las Virgenes Rd./Rte. 101 Interchange. Traffic analysis needs to include discussion of additional appropriate mitigation measures.

4F 3. Trip distribution to include Lost Hills and Calabasas Road Interchange with Rte. 101.

If you have any questions regarding this response please reference IGR/CEQA #981062 and call me at (213) 897-4429 or Cheryl Powell the IGR/CEQA Coordinator for the project at (213) 897-3747.

Sincerely,

STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Transportation Planning Office

cc: DeLicia Wynn
State Clearinghouse