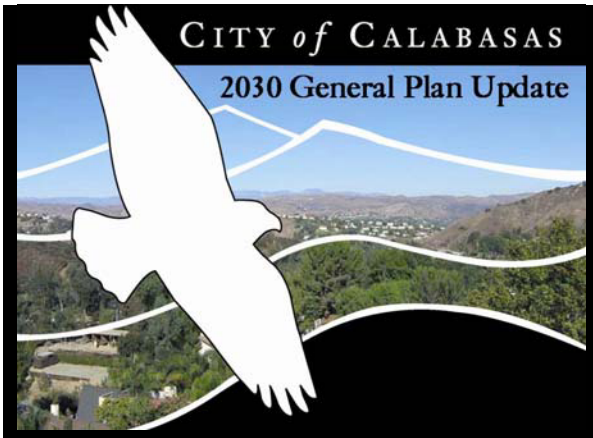
# Appendix A

*Notice of Preparation and NOP Responses*




# 2030 General Plan

# Notice of Preparation of a Draft Environmental Impact Report

The City of Calabasas will be the Lead Agency for the preparation of an environmental impact report (EIR) for a proposed update to the Calabasas General Plan. The proposed project involves the update of the 1995 General Plan, which currently serves as the blueprint for the development of the City. Each of the General Plan elements will be updated with goals, objectives, and policies that reflect the current needs and preferences of the community. The land use map will also be updated. The draft 2030 General Plan includes the following elements:

- Land Use
- Open Space
- Conservation
- Housing
- Circulation
- Safety
- Noise
- Community Design
- Parks, Recreation & Trails
- Cultural Resources
- Services, Infrastructure & Technology

For the most part, the goals, objectives, and policies of the updated General Plan will be similar to those of the 1995 General Plan, with only minor revisions to reflect current conditions in and around Calabasas. The General Plan land use map (see attached map and associated descriptions of land use designations depicted on the map) is also substantially similar to the map contained in the 1995 General Plan. The plan area for the City would be reduced as compared to that shown in the 1995 General Plan, eliminating much of the area south of the City from the City's plan area. However, within the City, land use designations would remain unchanged on approximately 98% of the land. In addition, no land use designation changes that would facilitate development within areas currently designated for open space use are proposed.

The most substantive changes to the land use map involve the re-designation of four separate areas within and adjacent to the City that are currently designated for business and business park uses as "mixed use" districts. The mixed use designations would accommodate a mix of retail, office, and residential uses at somewhat higher intensities than allowed under the current business/business park designations. One of the mixed use districts – known as Craftsman's Corner (north of the Ventura Freeway and generally east of Parkway Calabasas) – is outside the current City limits within unincorporated Los Angeles County. The City is interested in annexing this area into Calabasas to accommodate its redevelopment with mixed uses, possibly including performing arts facilities and similar uses.

Another notable change involves the creation of a "Planned Development" designation that would apply to two areas along Las Virgenes Road (an approximately 7.5-acre area on the west side of Las Virgenes Road known as Las Virgenes 1 and an approximately 20-acre area along the east side of Las Virgenes Road near the Las Virgenes Road/Agoura Road intersection known as Las Virgenes 2). This designation denotes areas under single or common ownership that warrant detailed planning because of the presence of unique features, environmental conditions, or development constraints. Under the Planned Development designation, the Las Virgenes 1 area would accommodate a mix of single and multiple family housing and a 2.5-acre park, while the Las Virgenes 2 area would accommodate a mix of office, retail, and single or multiple family residential uses.

The draft Circulation Element is substantially similar to the Transportation chapter of the current General Plan. However, the underlying data and information have been updated to reflect current conditions and validate the appropriateness of retaining circulation policies. In addition, traffic level of service (LOS) standards have been revised in some locations to better reflect current and projected future traffic conditions. Finally, policies relating to pedestrians and transit have been added.

The draft Housing Element is also similar in intent to the Housing Improvement Program of the current General Plan. However, similar to the draft Circulation Element, data and information have been updated to reflect current conditions. In addition, new programs have been identified to implement the City's housing objectives and policies.

The Draft EIR will be a program EIR. Per the *CEQA Guidelines*, a program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project. The purpose of a program EIR is to allow the lead agency to consider broad policy alternatives and programwide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

The EIR will examine each of the issue areas on the City's environmental checklist; therefore, preparation of an initial study was not warranted. Issues to be discussed include:

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

In addition to the CEQA-required "no project" alternative, the Draft will examine a range of land use scenarios that address one or more potential environmental effects. These will likely include, but are not limited to, alternatives that: (1) facilitate multiple family residential development at a density of 20 units/acre in order to meet the State Housing and Community Development Department requirements pertaining to facilitating the development of affordable housing; (2) reduce allowable development intensities within mixed use areas in order to reduce traffic and other identified significant impacts; and (3) retain the current Residential-Single Family (R-SF) designation on the Las Virgenes 1 site (which, as discussed above, is proposed to be re-designated to "Planned Development").

The City of Calabasas would like to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Calabasas when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Isidro Figueroa, Planner, at

City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, California 91302

Mr. Figueroa can be reached at (818) 878-4225. Mr. Figueroa's email address is ifigueroa@cityofcalabasas.com. Please provide the name for a contact person in your agency.

The City will hold an EIR scoping meeting on the General Plan update on Thursday, May 1 in the City Council Chambers at Calabasas City Hall, 26135 Mureau Drive, Calabasas, California. The meeting will begin at 6 PM. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

Project Title: City of Calabasas 2030 General Plan

Project Sponsor: City of Calabasas

Date April 4, 2008

Signature

Title Principal, Rincon Consultants
(consultant to the City of Calabasas)

Telephone (805) 641- 1000 x 12

STATE OF CALIFORNIA

# GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

## STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

**Notice of Preparation**



April 7, 2008

To: Reviewing Agencies

Re: 2030 General Plan
SCH# 2008041030

Attached for your review and comment is the Notice of Preparation (NOP) for the 2030 General Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Isidro Figueroa**
**City of Calabasas**
**26135 Mureau Road**
**Calabasas, CA 91302-3172**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# Document Details Report
# State Clearinghouse Data Base

**SCH#** 2008041030
**Project Title** 2030 General Plan
**Lead Agency** Calabasas, City of

**Type** NOP Notice of Preparation

**Description** The proposed project involves a comprehensive update of the of Calabasas General Plan, which was adopted in 1995. The General Plan update will largely reflect the land use patterns and goals, objectives, and policies of the current plan. However, each of the General Plan elements will be updated to reflect current physical and regulatory conditions as well as the current needs and preferences of the community.

## Lead Agency Contact

**Name** Isidro Figueroa
**Agency** City of Calabasas
**Phone** (818) 878-4225 **Fax**
**email**
**Address** 26135 Mureau Road
**City** Calabasas **State** CA **Zip** 91302-3172

## Project Location

**County** Los Angeles
**City** Calabasas
**Region**
**Cross Streets**
**Parcel No.**
**Township** **Range** **Section** **Base**

## Proximity to:

**Highways** 101
**Airports**
**Railways**
**Waterways**
**Schools**
**Land Use**

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Native American Heritage Commission; Regional Water Quality Control Board, Region 4; Department of Housing and Community Development; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7

**Date Received** 04/07/2008 **Start of Review** 04/07/2008 **End of Review** 05/06/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Los Angeles

SCH# 2008041030

## Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  David Johnson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [x] **Dept. of Conservation**
  Sharon Howell
- [ ] **California Energy Commission**
  Dale Edwards
- [ ] **Cal Fire**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Wayne Donaldson
- [x] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Central Valley Flood Protection Board**
  Mark Herald
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

## ish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Game Region 2**
  Jeff Drongesen
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [x] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

## Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [ ] **Dept. of Health Services**
  Veronica Malloy
  Dept. of Health/Drinking Water

## Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

## Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [x] **California Highway Patrol**
  Shirley Kelly
  Office of Special Projects
- [x] **Housing & Community Development**
  Lisa Nichols
  Housing Policy Division

## Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Jeff Pulverman
- [ ] **Caltrans, District 4**
  Tim Sable
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Moses Stites
- [x] **Caltrans, District 7**
  Vin Kumar
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Ryan P. Chamberlain

## Cal EPA

**Air Resources Board**

- [ ] Airport Projects
  Jim Lerner
  - [ ] Transportation Projects
    Ravi Ramalingam
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**

## Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [x] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

Last Updated on 03/03/2008

**NATIVE AMERICAN HERITAGE COMMISSION**
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



April 15, 2008

Mr. Isidro Figueroa
**CITY OF CALABASAS**
26135 Mureau Road
Calabasas, CA 91302-3172

Re: SCH# 2008041030; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the City of Calabasas 2030 General Plan Update; Los Angeles County, California

Dear Mr. Figueroa:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f)of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

# Native American Contacts
# Los Angeles County
# April 15, 2008

Charles Cooke
32835 Santiago Road
Acton , CA 93510
(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
(805) 558-1154 - cell
805 492-7255

Chumash
Tataviam
Fe†rnandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
William Gonzalaes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
ndnrandy@hotmail.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native American with regard to cultural resources for the proposed, SCH#2008041030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the City of Calabasas 2030 General Plan Update; Los Angeles County, California.**

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

April 16, 2008



Mr. Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

**Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the 2030 General Plan**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

**Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

**Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Gordon Mize, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3302 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK
LAC080409-02AK
Control Number

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov



April 23, 2008

Mr. Isidro Figueroa, Planner
City of Calabasas, Planning Division
26135 Mureau Rd.
Calabasas, CA 91302
(818) 878-4225, ifigueroa@cityofcalabasas.com

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of Calabasas 2030 General Plan Update - SCAG No. I20080201**

Dear Mr. Figueroa,

Thank you for submitting the **Notice of Preparation (NOP) of a Draft Environmental Impact Report for the City of Calabasas 2030 General Plan Update - SCAG No. I20080201**, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project is a general plan update for the City of Calabasas. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

DOCS#145621

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF CALABASAS 2030 GENERAL PLAN UPDATE - SCAG NO. I20080201**

## PROJECT DESCRIPTION

The proposed project involves the update of the 1995 General Plan. Each of the General Plan elements will be updated with goals, objectives, and policies that reflect the current needs and preferences of the community. For the most part, the updated General Plan will be similar to the 1995 General Plan with only minor revisions. A selection of substantive changes includes the following:

- The plan area for the city would be reduced, as compared to the 1995 General Plan, eliminating much of the area south of the City from the City's plan area.
- Land use designations will be changed including the re-designation of areas currently designated for business/business park use to mixed-use and creation of a "Planned Development" residential community. However, 98% of the designations will remain unchanged and no land use designation changes would facilitate development within areas currently designated for open space use.
- The annexation of a portion of unincorporated Los Angeles County will be added.
- New policies relating to pedestrians and transit will be added to the Circulation Element.

The city is located at the southwestern edge of the San Fernando Valley and comprises a portion of the Santa Monica Mountains. It is bordered by the Woodland Hills area of Los Angeles to the northeast, Topanga to the southeast, Malibu to the south, Agoura Hills to the west, and Hidden Hills to the north. The historic El Camino Real runs east-west through Calabasas as U.S. Route 101.

## CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the draft EIR.

### Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

**Adopted SCAG Regionwide Forecasts[1]**

| | 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|
| Population | 19,208,661 | 20,191,117 | 21,137,519 | 22,035,416 | 22,890,797 |
| Households | 6,072,578 | 6,463,402 | 6,865,355 | 7,263,519 | 7,660,107 |
| Employment | 8,729,192 | 9,198,618 | 9,659,847 | 10,100,776 | 10,527,202 |

**Adopted LV-M COG Forecasts[1]**

| | 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|
| Population | 101,949 | 108,068 | 114,567 | 120,595 | 125,899 |
| Households | 35,114 | 37,850 | 40,602 | 43,329 | 45,835 |
| Employment | 51,732 | 53,579 | 55,324 | 56,901 | 58,328 |

**Adopted LV-M COG Unincorporated Area Forecasts[1]**

| | 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|
| Population | 31,296 | 35,566 | 40,217 | 44,399 | 47,899 |
| Households | 10,281 | 12,138 | 14,012 | 15,856 | 17,500 |
| Employment | 9,342 | 9,598 | 9,841 | 10,059 | 10,257 |

**Adopted City of Calabasas Forecasts [1]**

| | 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|
| Population | 23,223 | 24,222 | 25,224 | 26,222 | 27,200 |
| Households | 8,043 | 8,483 | 8,921 | 9,362 | 9,800 |
| Employment | 10,841 | 11,243 | 11,622 | 11,965 | 12,270 |

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with any Project Forecasts. The following 2035 forecasts are provided for your reference for the City of Calabasas, Las Virgenes-Malibu subregion (Unincorporated and COG), and SCAG Region. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

| 2035 Forecasts[1] | Population | Households | Employees |
|---|---|---|---|
| City of Calabasas | 28,471 | 10,150 | 16,928 |
| LV-M COG Unincorporated Area | 32,888 | 10,447 | 18,126 |
| LV-M COG | 113,960 | 38,874 | 69,179 |
| SCAG Region | 24,056,000 | 7,710,000 | 10,287,000 |

1. Source: Draft 2008 RTP Baseline Growth Forecast (http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls )

***3.01*** *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

## GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

***3.04*** *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

***3.05*** *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

***3.06*** *Support public education efforts regarding the costs of various alternative types of growth and development.*

***3.09*** *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of*

*services.*

***3.10*** *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

***3.11*** *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

***3.12*** *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

***3.13*** *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

***3.14*** *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

***3.15*** *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*

***3.16*** *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

***3.17*** *Support and encourage settlement patterns, which contain a range of urban densities.*

***3.18*** *Encourage planned development in locations least likely to cause adverse environmental impact.*

***3.19*** *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*

***3.20*** *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

***3.21*** *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

***3.22*** *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

***3.23*** *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY**

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

***3.24*** *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

***3.27*** *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

**AIR QUALITY CHAPTER**

The **Air Quality Chapter** core actions related to the proposed project include:

**5.07** *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*

**5.11** *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts*

**OPEN SPACE AND CONSERVATION CHAPTER**

The **Open Space and Conservation Chapter** goals related to the proposed project include:

***9.01*** *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region.*

***9.02*** *Increase the accessibility to open space lands for outdoor recreation.*

***9.03*** *Promote self-sustaining regional recreation resources and facilities.*

***9.04*** *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*

***9.05*** *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*

***9.08*** *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

**WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS**

The **Water Quality Chapter** goals related to the proposed project include:

***11.02*** *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*

***11.07*** *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

**REGIONAL TRANSPORTATION PLAN**

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in

implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

***Regional Transportation Plan Goals:***

***RTP G1*** *Maximize mobility and accessibility for all people and goods in the region.*
***RTP G2*** *Ensure travel safety and reliability for all people and goods in the region.*
***RTP G3*** *Preserve and ensure a sustainable regional transportation system.*
***RTP G4*** *Maximize the productivity of our transportation system.*
***RTP G5*** *Protect the environment, improve air quality and promote energy efficiency.*
***RTP G6*** *Encourage land use and growth patterns that complement our transportation investments.*

## GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. More information and maps can be found at http://www.compassblueprint.org/2percent/areas.

***Principle 1: Improve mobility for all residents.***

***GV P1.1*** *Encourage transportation investments and land use decisions that are mutually supportive.*
***GV P1.2*** *Locate new housing near existing jobs and new jobs near existing housing.*
***GV P1.3*** *Encourage transit-oriented development.*
***GV P1.4*** *Promote a variety of travel choices*

***Principle 2: Foster livability in all communities.***

***GV P2.1*** *Promote infill development and redevelopment to revitalize existing communities.*
***GV P2.2*** *Promote developments, which provide a mix of uses.*
***GV P2.3*** *Promote "people scaled," walkable communities.*
***GV P2.4*** *Support the preservation of stable, single-family neighborhoods.*

***Principle 3: Enable prosperity for all people.***

***GV P3.1*** *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
***GV P3.2*** *Support educational opportunities that promote balanced growth.*
***GV P3.3*** *Ensure environmental justice regardless of race, ethnicity or income class.*
***GV P3.4*** *Support local and state fiscal policies that encourage balanced growth*
***GV P3.5*** *Encourage civic engagement.*

***Principle 4: Promote sustainability for future generations.***

***GV P4.1*** *Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
***GV P4.2*** *Focus development in urban centers and existing cities.*
***GV P4.3*** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
***GV P4.4*** *Utilize "green" development techniques*

## CONCLUSION

**All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.**

**SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

**The complete table can be found at: *http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillinTable.doc***

| SCAG RCPG (RTP and/or CGV) Policies | | |
|---|---|---|
| Growth Management Chapter | | |
| **Policy Number** | **Policy Text** | **Statement of Consistency, Non-Consistency, or Not Applicable** |
| 3.01 | The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review. | Consistent: Statement as to why<br>Not-Consistent: Statement as to why<br>Not Applicable: Statement as to why |
| 3.02 | In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals. | Consistent: Statement as to why<br>Not-Consistent: Statement as to why<br>Not Applicable: Statement as to why |
| 3.03 | The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies. | Consistent: Statement as to why<br>Not-Consistent: Statement as to why<br>Not Applicable: Statement as to why |
| Etc. | Etc. | Etc. |

**COUNTY OF LOS ANGELES**

**DEPARTMENT OF PARKS AND RECREATION**

*"Creating Community Through People, Parks and Programs"*

Russ Guiney, Director

May 6, 2008

Mr. Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

**NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT**
**PROPOSED UPDATE TO THE CALABASAS GENERAL PLAN**

The Notice of Preparation for the proposed update to the Calabasas General Plan has been reviewed for potential impacts on the facilities under the jurisdiction of this Department. With respect to parks and recreation, the Draft Environmental Impact Report should consider any potential impacts of the project on existing and proposed County trails in the area. These trails include (but are not limited to) the following:

- Calabasas/Cold Creek Lateral Trail
- Calabasas/Topanga Connector Trail
- Las Virgenes Creek Trail
- Malibu Creek Lateral Trail
- Topanga/Henry Ridge Lateral Trail
- Valley Circle Scenic Corridor Trail

For specific questions concerning County trails, please contact Mr. Robert Ettleman, Park Planner, at (213) 351-5134 or rettleman@parks.lacounty.gov.

Thank you for the opportunity to participate in this environmental review process. If we may be of further assistance, please feel free to contact me at (213) 351-5127 or clau@parks.lacounty.gov.

Sincerely,

Clement Lau, AICP
Park Planner

RESOURCE CONSERVATION DISTRICT
OF THE
SANTA MONICA MOUNTAINS

30000 MULHOLLAND HIGHWAY, AGOURA HILLS, CALIFORNIA 91301
MAIL: P.O. BOX 638, AGOURA HILLS, CALIFORNIA 91376-0638
(818) 597-8627 FAX (818) 597-8630

A Political Subdivision of the
State of California



May 21, 2008

Isidro Figueroa, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

**RE: NOP for EIR - City of Calabasas 2030 General Plan Update**

Mr. Figueroa,

These comments on the Notice of Preparation of a Draft EIR for the City of Calabasas 2030 General Plan are provided on behalf of the Resource Conservation District of the Santa Monica Mountains. We thank the City of Calabasas for the opportunity to comment on this significant update to the General Plan.

After reviewing the Draft General Plan update, our primary concern is the creation of a "Planned Development" designation that would apply to two areas along Las Virgenes Road, Las Virgenes 1 and Las Virgenes 2. Las Virgenes 1 (LV 1) is an approximately 7.5 acre area on the west side of Las Virgenes Road and Las Virgenes 2 (LV 2) is an approximately 20-acre site along the east side of Las Virgenes Road. We are particularly concerned with the revised Land Use designation for the LV 2 site due its location in a biologically sensitive area.

## Wildlife Corridor

Figure IV-I of the Draft General Plan (GP), which shows the sensitive biological resources in and around Calabasas, identifies the proposed LV 2 site as within, and adjacent to, a wildlife linkage and corridor. Although the development on this site may not cause a total loss of a habitat linkage, it may have harmful edge effects on the remaining wildlife linkage to the east, which could eventually lead to local extinction of species. Edge effects refer to changes in the biological and physical changes that occur at an ecosystem boundary due to disturbance.

The policies of the Draft GP are that the City will "promote clustered development to preserve large, unbroken blocks of open space within critical habitat areas, and protect the integrity of habitat linkages." However, the Housing Element of the Plan specifies that up to 160 multiple family units would be built on a portion of the 20-acre LV 2 site; the mere location of the development would not support the integrity of the existing wildlife linkage.

**Hillside Management**

An additional concern with the proposed development on the LV2 site is its close proximity to a significant ridgeline to the northeast, as identified on Figure III-4: Significant Ridgelines. The GP Open Space Element policy III-14 requires the preservation of all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Improper hillside development can cause erosion, degradation of water quality, increased downstream runoff and slope failures. Every attempt should be made to maintain the natural topography of hillside areas.

**Water Quality**

The proposed LV 1 site would abut the section of Las Virgenes Creek just south of Agoura Road, which flows approximately 3 miles through dense residential and commercial uses before passing south into the Malibu Creek State Park. Within this reach, the creek has a natural soft bottom with pockets of native riparian vegetation including mulefat and willows.

From Figure IX-2 of the GP, it is apparent that the increased runoff from the single and multi-family residential use and community park at this site would drain directly into Las Virgenes Creek, which would eventually enter Malibu Creek further south, an already impaired water body on the Regional Water Quality Control Board's 303(d) list.

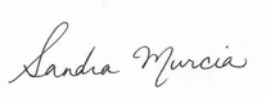
Should the "Planned Development" land use designation for the LV1 and LV2 sites be incorporated into the 2030 General Plan for the City, specific design considerations and mitigation measures would have to be implemented in order to minimize the impacts on sensitive biological resources to less than significant, as defined by CEQA thresholds of significance.

**Oak Reforestation Fund**

Section XIII.A of the Draft GP states that the City will pursue establishment of an oak tree reforestation fund, which project applicants would pay into when on-site oak preservation is not possible. Funding for such a program should be used to maintain oaks on public lands, purchase prime oak woodlands, purchase oaks of cultural significance, or plant new trees on public lands or areas of open space, as designated by the City's GP.

Thank you for the opportunity to comment on this project.

Sincerely,



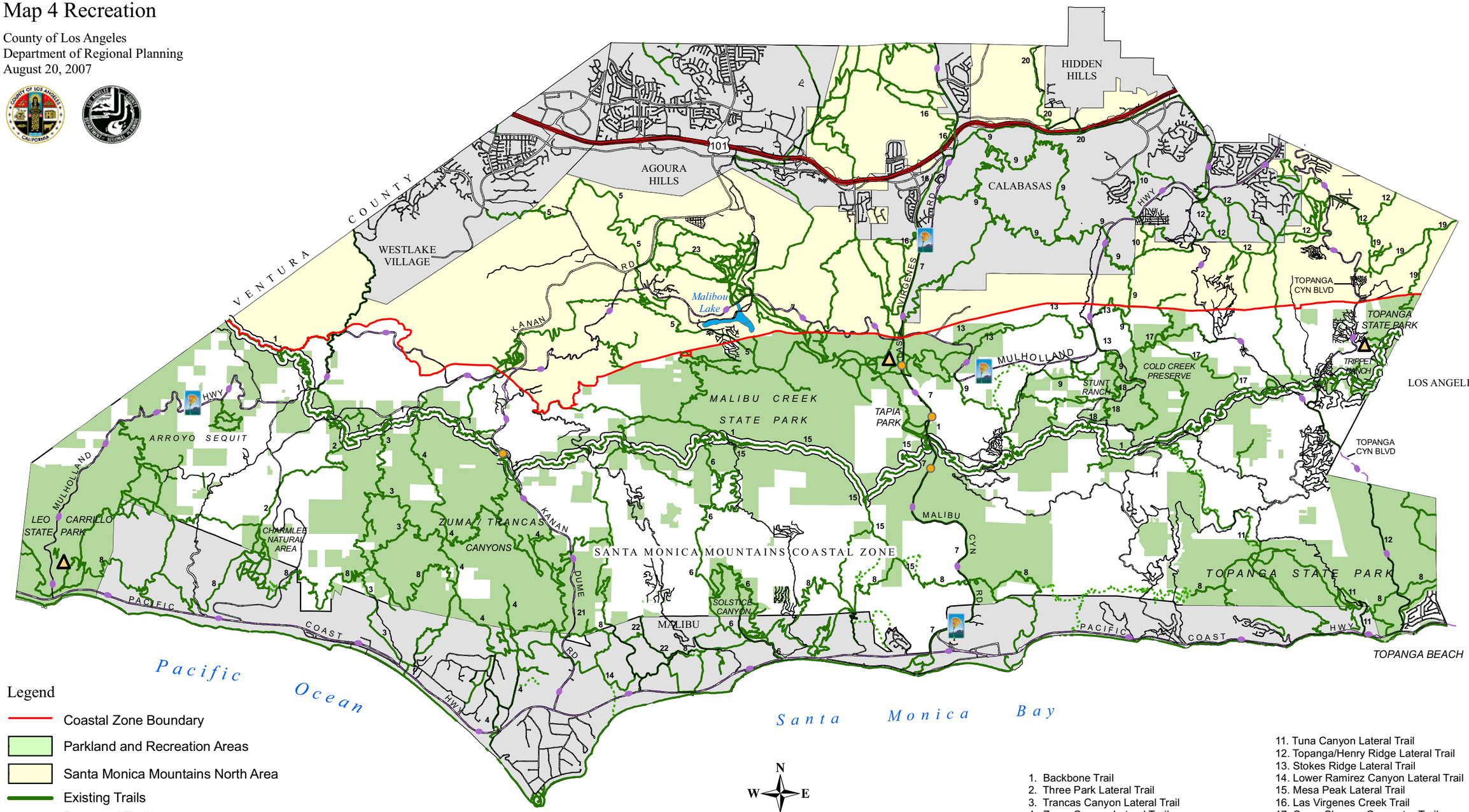
Sandra Murcia
Conservation Biologist
Resource Conservation District of the Santa Monica Mountains

CC: Rosi Dagit, Senior Conservation Biologist

# SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

## Map 4 Recreation

County of Los Angeles
Department of Regional Planning
August 20, 2007




### Legend

- Coastal Zone Boundary
- Parkland and Recreation Areas
- Santa Monica Mountains North Area
- Existing Trails
- Proposed Trails
- Backbone Trail System
- Bikeways
- NPS ParkLINK Shuttle Stops
- Public Camping
- County Scenic Highway
- Incorporated Cities

N W E S

0 4,150 8,300 16,600 24,900 33,200 Feet

1. Backbone Trail
2. Three Park Lateral Trail
3. Trancas Canyon Lateral Trail
4. Zuma Canyon Lateral Trail
5. Triunfo Canyon Lateral Trail
6. Solstice Canyon Lateral Trail
7. Malibu Creek Lateral Trail
8. Coastal Slope Lateral Trail
9. Calabasas/Cold Creek Lateral Trail
10. Calabasas/Topanga Connector Lateral Trail
11. Tuna Canyon Lateral Trail
12. Topanga/Henry Ridge Lateral Trail
13. Stokes Ridge Lateral Trail
14. Lower Ramirez Canyon Lateral Trail
15. Mesa Peak Lateral Trail
16. Las Virgenes Creek Trail
17. Camp Slausen Connector Trail
18. Stunt High Lateral Trail
19. Topanga/Santa Maria Canyon Lateral Trail
20. Valley Circle Scenic Corridor Trail
21. Ramirez Canyon Connector
22. Escondido Falls Lateral Trail
23. Reagan Ranch Connector

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337

*Flex your power!*
*Be energy efficient!*



May 22, 2008

IGR/CEQA NOP CS/080453
City of Calabasas 2030 General Plan Update
Vic. LA-101-VAR, SCH# 2008041030

Mr. Isidro Figueroa
City of Calabasas
Planning Department
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Figueroa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the City of Calabasas 2030 General Plan. Based on the information received, we have the following comments:

The City of Calabasas 2030 General Plan Update should identify current and future needs in respect to Land Use, Housing, and Transportation/Traffic needs. We invite the City's planning department and traffic engineers along with consultants preparing the 2030 General Plan Update to meet with Caltrans to discuss traffic and circulation issues that apply to the State Transportation System. The US-101 Ventura Freeway is the principle arterial facility that runs through the City of Calabasas and provides north south access to and from Los Angeles and Ventura Counties.

TRANSPORTATION/TRAFFIC ELEMENT

Southern California freeways are heavily congested especially during morning and evening peak periods. To improve mobility, capacity-enhancing projects will be needed as well as other innovative transportation alternatives. Since new development is expected to continue to increase the use of local and regional roadways, we ask that the Land Use and Circulation Element identify strategies that the City will pursue to maintain a good level-of-service for State transportation facilities. We also request that the General Plan Update include a policy whereby during the environmental review process, new projects in the City are required to evaluate project and cumulative traffic impacts to the State transportation facilities including freeway ramps, freeway interchanges, mainline freeway facility and conventional State highways. In those instances where significant impacts are identified, we ask that local development projects be required to make a fair-share contribution for mitigation. The City may want to consider developing a traffic mitigation fee and/or a funding program for State transportation facilities. The City may also want to identify traffic impacts at General Plan buildout and then identify desired mitigation measures especially for State facilities, which would make it easier to assess fair-share mitigation contributions.

Consultation with Caltrans may be needed to determine the appropriate scope of Traffic Impact Studies. The boundaries for the Traffic Study should include expanded areas of the City's sphere of influence and anticipated annexations. The US-101 Ventura Freeway mainline facility and freeway on/off-ramps including future planned improvements will need to be included in the traffic study.

To assist us in evaluating impacts to the State highway system from new development, we request that traffic studies be prepared and include an analysis of the nearest State highway facilities. For State thresholds and guidance on the preparation of acceptable traffic studies and analyses of State highway facilities, we recommend that the lead agency refer to the Caltrans Guide for the Preparation of Traffic Impact Studies on the Internet at:

www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

We look forward to being a part of the environmental review process for projects that have the potential to significantly impact traffic conditions on State highways. If significant impacts were anticipated on the State highway system, the Department would like to work with the City and local development applicants to identify appropriate traffic mitigation measures early in the planning process.

We encourage the City to consider Transportation Demand Management (TDM) strategies to reduce the use of single occupancy vehicles/drive alone trips. These TDM measures should include incentives for commuters to use transit, i.e. park and ride lots, discounts on monthly bus and rail passes, vanpools, etc. Other TDM strategies may include transit-oriented developments (TODs).

Buildout of the General Plan should indicate anticipated trips to buildout year. The 2030 General Plan Update should include changes to the Land Use Element and Traffic/Circulation Element representative of forecasted 2030 conditions. An analysis of non-motorized transportation including pedestrian and bicycle facilities as well as all transit operations will need to be evaluated.

Proposed mitigation measures for State highways will need to be reviewed and approved by Caltrans. The primary purpose of traffic mitigation measures is to reduce the project impacts to a level of insignificance. Caltrans may accept the following mitigation strategies: local development fair-share contributions for traffic improvements measures, City traffic impact fees, Bridge and Thoroughfare Assessment Districts, and supporting a Countywide Congestion Mitigation Fee Program.

We are aware that the City of Calabasas has a traffic impact fee program that collects funds for future improvements to the US-101 Ventura Freeway Las Virgenes Road and Lost Hills Road interchanges. It would be helpful to know whether the City is considering other regional transportation improvements and whether future developments would be contributing their fair share to fund those projects.

A traffic study will be needed to evaluate the General Plan at build-out. The traffic study should include, but not be limited to:

- Trip generation, trip distribution, mode choice, and trip assignment.
- Traffic volumes and level-of-service calculations will be needed for major intersections and for affected freeway on/off-ramps. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis. Future year, 2030, traffic projections along with level-of-service calculations for the mainline US-101 Ventura Freeway and all freeway on/off-ramps will be needed. HCM 2000 methodology should be used for calculating the level-of-service at signalized intersections.

- An operational analysis of the mainline freeway facility, ramp and ramp intersection analysis, and ramp queue length storage analysis will need to reflect future conditions. The use of the HCM methodology will be needed for freeway operational analysis. We recommend the use of HCM 2000 methodology in calculating level-of-service (LOS) for signalized intersections.

Any Transportation Travel Demand Models used for modeling the City of Calabasas 2030 General Plan should include the most current land use scenarios and traffic conditions, planned transportation improvements, and future land use scenarios and forecasted traffic conditions. The model outputs should be consistent with SCAG's Travel Demand Model for the US-101 Ventura Freeway corridor. In lieu of a transportation model, historical growth rates reflecting local conditions and trends may be substituted to predict future traffic conditions.

LAND USE ELEMENT

As you are aware, there is a critical relationship between land use and transportation. The optimal performance of the State transportation system can affect the quality and operation of the local circulation system. We ask that special attention be given to implementing the jobs-housing balance concept and smart growth strategies. Communities with General Plans that typically show a predominance of residential allocation should be encouraged to set aside areas for office/commercial/retail and open space uses. The City in developing its Land Use scenarios for the Calabasas General Plan Update should refer to SCAG's 2% Regional Blueprint Planning, part of SCAG's Compass Growth Visioning to encourage development within a 2% opportunity area. Balanced communities result in a reduction of long morning and evening commute trips on State highways. Shorter trips would also reduce the consumption of fuel and reduce air pollutants.

HOUSING ELEMENT

For large residential developments, we ask that efforts be made to provide affordable housing for young workers and seniors to ensure that substantial numbers of employees can afford to purchase homes and live in the proposed residential developments. We also ask that project proponents be encouraged to provide job information along with the housing development.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080453/CS.

Sincerely,

Elmer Alvarez

ELMER ALVAREZ
IGR/CEQA Program Manager
*Office of Regional Planning*

cc: Scott Morgan, State Clearinghouse

# Appendix B

*Project Description Information*

**M E M O R A N D U M**

| | | | |
|---|---|---|---|
| **TO:** | Joe Power, AICP<br>Rincon Consultants | **DATE:** | March 17, 2008 |
| **FROM:** | The Natelson Dale Group, Inc. (TNDG) | **FILE:** | #3886 |

**SUBJECT: CALABASAS BUILDOUT ANALYSIS**

Per your request, TNDG has completed an analysis of the amounts of new retail and office development that will potentially occur in Calabasas between now and buildout. For purposes of our analysis, we have assumed buildout would occur in 2030. Our buildout evaluation has included the following steps:

1. Develop extended market demand forecasts for retail and office/business park development in Calabasas. Whereas our original forecasts (prepared for the General Plan "issues papers") covered only a 5-year horizon, the extended forecasts project demand through 2030.

2. Estimate the portion of land within the proposed mixed-use development areas that would likely be redeveloped (i.e., intensified) by 2030.

3. In conjunction with Rincon, prepare "maximum" and "reduced" buildout scenarios for purposes of the General Plan traffic analysis. The "maximum" scenario assumes 100% of land within the proposed mixed-use areas would be redeveloped by 2030. The "reduced" buildout scenario – reflecting the likelihood that some property owners will not choose to redevelop their properties within this timeframe – assumes that 50% of land in these areas will be redeveloped by 2030.

TNDG's major findings relative to the buildout analysis are summarized below. As appropriate, the detailed spreadsheet analyses (from which the summary findings are derived) can also be provided to Rincon and the City.

## Market Demand Forecasts

TNDG's 2030 market demand forecasts are based on the following inputs:

- The preliminary 2035 population, housing and employment forecasts recently released by the Southern California Association of Governments (SCAG);

- Existing commercial building inventories and historic (1996-2007) absorption rates for Calabasas and the surrounding San Fernando Valley and Conejo Valley market areas; and

- TNDG's retail and office demand forecasting models.

It should be emphasized that long-range (22-year) forecasts are analytically challenging and should therefore be regarded as general rather than definitive. In this regard, TNDG has not attempted to pinpoint precise demand numbers for 2030, but has instead expressed the forecasts in terms of a range of possible outcomes. The low end of the range reflects more conservative assumptions, while the high end reflects more aggressive assumptions.

24835 E. La Palma Ave., Suite I . Yorba Linda, California 92887
Phone: (714) 692-9596 . Fax: (714) 692-9597

TNDG's 2030 forecasts for incremental development demand in the City are as follows:

| | |
|---|---|
| Retail: | 600,000 to 800,000 square feet |
| Office/Business Park: | 1,000,000 to 2,000,000 square feet |

The above numbers reflect demand for "net new" development over and above the existing base. As a point of reference, the existing inventory of retail space in City is estimated at just over 1 million square feet and the existing inventory of office/industrial space is estimated at approximately 3.8 million square feet[1].

The above projections describe "unconstrained" demand, i.e., they do not take into account the availability of land for new development. As described below, the next step in TNDG's buildout analysis involved "factoring-down" the gross demand projections to reflect more realistic development potentials given the City's land constraints.

**Redevelopment Potential within Proposed Mixed-Use Areas**

As part of the General Plan update process, Calabasas' General Plan Advisory Committee (GPAC) has identified four areas totaling 204.32 acres for possible intensification with mixed-use development:

- West Village (79.9 acres);
- Las Virgenes/Mureau (27.97 acres);
- East Village – North of Calabasas Road (31.83 acres); and
- East Village – Craftsman's Corner (64.62 acres).

The above areas are largely developed with existing office/business park space (at an average FAR in the range of 0.4 to 0.5). There is also a very limited amount of existing retail space in the East Village areas. Under the proposed mixed-use designation, the allowable FARs in the area would increase to 0.75 to 1.0.

The potential development "yield" in the mixed-use areas would depend upon the number of property owners that decide to redevelop their properties to take advantage of the increase in allowable intensity. In order to gauge this redevelopment potential, TNDG evaluated the age distribution of existing office and industrial buildings in Calabasas and then projected the ages of the existing buildings in 2030.

Depending on the assumed "functional life" of an office or industrial building, the portion of Calabasas parcels that would be ready for redevelopment in 2030 varies considerably. For example, if we assume that all buildings over 40 years old are functionally obsolete, 74% of office buildings and 55% of industrial buildings would be prime candidates for redevelopment by 2030. However, if we assume a functional life of 45 years, the numbers drop off dramatically; based on the 45-year criterion, only 25% of office buildings and 27% of industrial buildings would be ready for redevelopment by 2030. Based on these ranges, TNDG believes that 50%

[1] These estimates are based on data from CoStar Group.

is a reasonable overall assumption for the portion of land within the mixed-use areas that would be redeveloped by 2030.

**Development Scenarios**

Based on the above, TNDG recommends that the General Plan environmental and traffic analysis consider two development scenarios:

1. A maximum buildout scenario that (probably unrealistically) assumes that 100% of parcels within the mixed-use areas would be redeveloped by 2030; and

2. A reduced buildout scenario that assumes 50% of the mixed-use areas would be redeveloped by 2030.

For purposes of defining the above scenarios, the follow allocation has been assumed for the total floor area of building space:

- Multi-family residential – 20%
- Office/business park – 70%
- Retail – 10%

The above allocation has been defined to generally correspond to the proportions of office and retail projected for 2030. However, even under the "maximum" buildout scenario, the physical capacity for future development would be within the high end of the "unconstrained" demand projections summarized above.

Please feel free to contact us if you have any questions or would like to discuss our analysis further.

Roger Dale
Managing Principal

# Projected General Plan Buildout – Maximum Buildout

| Development Area | Acres/ *Parcels* | FAR [a] | Floor Area at Buildout (sf)[b] | Existing Office/ BP Development (sf) | Existing Retail Development | Potential Development at Buildout (square feet)[b] | | | | | Net Increase | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Residential[c] (units) | | | Office/ Business Park (sf) | Retail (sf) | Residential (units) | | | Office/ Business Park (sf) | Retail (sf) |
| | | | | | | SFR | MFR | Sr.MFR | | | | | | | |
| *Approved/Pending Development* | | | | | | | | | | | | | | | |
| Standard Pacific | | | | | | | 86 | | | | | 86 | | | |
| Malibu Hills Road Senior Housing | | | | | | | | 60 | | | | | 60 | | |
| Calabasas Inn | | | | | | | 79 | | | | | 79 | | | |
| Farmer Property (Safran Senior Housing) | | | | | | | | 75 | | | | | 75 | | |
| Dollinger (The Summit) | | | | | | | | | | 70,100 | | | | | 70,100 |
| **Sub Total** | | | | | | | **165** | **135** | **0** | **70,100** | | **165** | **135** | **0** | **70,100** |
| *Other Vacant Residential* | | | | | | | | | | | | | | | |
| Highlands[d] (RC)[e] | *97* | | | | | 97 | | | | | 97 | | | | |
| Parkville Road (SFR) | 2.2 | | | | | 13 | | | | | 13 | | | | |
| Rancho Pet Kennel (MFR)[g] | 6.6 | | | | | | 106 | | | | | 106 | | | |
| Mahin Tract (RR)[h] | 14 | | | | | 14 | | | | | 14 | | | | |
| West of Headwaters Corner (RR) | 16.2 | | | | | 8 | | | | | 8 | | | | |
| L. Pollock Lots (RR) | 8.2 | | | | | 3 | | | | | 3 | | | | |
| A. Howard Parcels (RR) | *2* | | | | | 2 | | | | | 2 | | | | |

# Projected General Plan Buildout – Maximum Buildout

| Development Area | Acres/ *Parcels* | FAR [a] | Floor Area at Buildout (sf)[b] | Existing Office/ BP Development (sf) | Existing Retail Development | Potential Development at Buildout (square feet)[b] | | | | | Net Increase | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Residential[c] (units) | | | Office/ Business Park (sf) | Retail (sf) | Residential (units) | | | Office/ Business Park (sf) | Retail (sf) |
| | | | | | | SFR | MFR | Sr.MFR | | | | | | | |
| Wilson Parcels (RR) | *2* | | | | | 2 | | | | | 2 | | | | |
| Dry Canyon Tract – East (RR) | 16.2 | | | | | 9 | | | | | 9 | | | | |
| Vacant (HM)[i] | 1,900 | 0.2 | | | | 37 | | | | | 37 | | | | |
| **Sub Total** | **1,253/** ***101*** | | | | | **185** | **132** | | | | **185** | **132** | | | |
| ***Planned Development*** | | | | | | | | | | | | | | | |
| Las Virgenes 1[j] | 7.5 | | | | | 30 | | | | | 30 | | | | |
| Las Virgenes 2 | 16 | | | | | | 160 | | 150,000 | 25,000 | | 160 | | 150,000 | 25,000 |
| **Sub Total** | **23.5** | | | | | **30** | **160** | | **150,000** | **25,000** | **30** | **160** | | **150,000** | **25,000** |
| ***Business Park (BP)*** | | | | | | | | | | | | | | | |
| Vacant BP | 1.2 | 0.6 | | | | | | | 31,363 | | | | | 31,363 | |
| ***Business Limited-Intensity (BLI)*** | | | | | | | | | | | | | | | |
| Vacant BLI | 23.91 | 0.2 | | | | | | | 106,643 | 41,661 | | | | 166,643 | 41,661 |
| ***Proposed Mixed-Use Development[k]*** | | | | | | | | | | | | | | | |
| West Village | 79.9 | 0.75[l] | 2,062,043 | 1,225,023 | -- | | 229 | | 1,443,430 | 206,204 | | 229 | | 218,407 | 206,204 |
| Las Virgenes/ Mureau | 27.97 | 0.75 | 731,024 | 361,132 | -- | | 81 | | 511,717 | 73,102 | | 81 | | 150,585 | 73,102 |

# Projected General Plan Buildout – Maximum Buildout

| Development Area | Acres/ *Parcels* | FAR [a] | Floor Area at Buildout (sf)[b] | Existing Office/ BP Development (sf) | Existing Retail Development | Potential Development at Buildout (square feet)[b] | | | | | Net Increase | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Residential[c] (units) | | | Office/ Business Park (sf) | Retail (sf) | Residential (units) | | | Office/ Business Park (sf) | Retail (sf) |
| | | | | | | SFR | MFR | Sr.MFR | | | | | | | |
| East Village | | | | | | | | | | | | | | | |
| North of Calabasas Road | 31.83 | 1.0 | 1,109,212 | 548,020 | 25,891 | | 123 | | 776,448 | 110,921 | | 123 | | 228,428 | 85,030 |
| South of Calabasas Road[m] | 49.30 | 1.0 | 1,718,006 | 263,993 | 108,698 | | 191 | | 1,202,604 | 171,801 | | 191 | | 938,611 | 63,103 |
| Craftsman's Corner | 64.62 | 1.0 | 2,251,878 | 1,015,821 | 8,574 | | 250 | | 1,576,315 | 225,188 | | 250 | | 560,494 | 216,614 |
| **Sub Total** | **253** | | **7,872,163** | **3,413,989** | **143,163** | **0** | **875** | **0** | **5,510,514** | **787,216** | **0** | **875** | **0** | **2,096,525** | **644,053** |
| **Total** | **1,556/ *101*** | | | | | **215** | **1,332** | **135** | **5,858,520** | **923,977** | **215** | **1,322** | **135** | **2,444,531** | **780,814** |

*Notes:*

*[a] FAR = Floor to area ratio*

*[b] Assumes that roads/sidewalks would account for approximately 20% of the total acreage; therefore, floor area at buildout is based on 80% of the total acreage [c] Average multi-family residential unit = 1,800 square feet*

*[C] single-family/multi-family/senior multi family*

*[d] 76.89 acres have a FAR of 0.75 and 3.01 acres have a FAR of 0.5*

*[e] Each parcel measures approximately 2,000 sf*

*[f] RC = Rural Community land use designation*

*[g] MFR = Multi-family land use designation*

*[h] RR = Rural Residential land use designation*

*[i] HM = Hillside Mountainous land use designation*

*[J] Also includes 2.5 acres of community park*

*[k] Assumes 25% residential, 7% retail and 68% office uses; Average multi-family residential unit = 1,800 square feet*

*[l] 76.89 acres have a FAR of 0.75 and 3.01 acres have a FAR of 0.5*

*[m] Existing development also includes a 23,733 square foot library and assembly hall as part of the new Civic Center development*

# Appendix C

*Air Quality Data*

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Lost Hills Road/US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | .5 M/S | Z0= | 100. CM | ALT= | 796. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 10. M | AMB= | 5.0 PPM | | |
| SIGTH= | 10. DEGREES | TEMP= | 12.8 DEGREE (C) | | |

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. Link A | 747 | 600 | 747 | 750 | AG | 160 | 4.6 | .0 | 12.6 |
| B. Link B | 753 | 600 | 753 | 750 | AG | 230 | 4.6 | .0 | 12.6 |
| C. Link C | 750 | 600 | 900 | 600 | AG | 335 | 4.6 | .0 | 13.2 |
| D. Link D | 753 | 600 | 753 | 450 | BG | 1204 | 4.6 | 6.6 | 13.2 |
| E. Link E | 747 | 600 | 747 | 450 | BG | 324 | 4.6 | 6.6 | 13.2 |
| F. Link F | 750 | 600 | 600 | 600 | AG | 1095 | 4.6 | .0 | 13.2 |
| G. Link G | 600 | 566 | 900 | 566 | DP | 13600 | 1.5 | -6.6 | 20.4 |
| H. Link H | 600 | 546 | 900 | 546 | DP | 13600 | 1.5 | -6.6 | 20.4 |

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Recpt 1 | 600 | 630 | 1.8 |
| 2. Recpt 2 | 698 | 669 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Recpt 1 | 110. | 8.7 | .0 | .0 | .0 | .2 | .0 | .4 | 1.7 | 1.4 |
| 2. Recpt 2 | 131. | 7.0 | .0 | .0 | .0 | .0 | .0 | .0 | .9 | .9 |

□□

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Lost Hills Rd / Las Virgenes R
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | .5 M/S | Z0= | 100. CM | ALT= | 796. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 10. M | AMB= | 5.0 PPM | | |
| SIGTH= | 10. DEGREES | TEMP= | 12.8 DEGREE (C) | | |

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. Link A | 747 | 600 | 747 | 750 | AG | 904 | 4.6 | .0 | 30.0 |
| B. Link B | 753 | 600 | 753 | 750 | AG | 322 | 4.6 | .0 | 30.0 |
| C. Link C | 750 | 603 | 900 | 603 | AG | 46 | 4.6 | .0 | 23.1 |
| D. Link D | 750 | 597 | 900 | 597 | AG | 340 | 4.6 | .0 | 23.1 |
| E. Link E | 753 | 600 | 753 | 570 | AG | 29 | 4.6 | .0 | 13.2 |
| F. Link F | 747 | 600 | 747 | 570 | AG | 50 | 4.6 | .0 | 13.2 |
| G. Link G | 750 | 597 | 600 | 597 | AG | 532 | 4.6 | .0 | 28.5 |
| H. Link H | 750 | 603 | 600 | 603 | AG | 1731 | 4.6 | .0 | 28.5 |

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Recpt 1 | 789 | 636 | 1.8 |
| 2. Recpt 2 | 705 | 728 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Recpt 1 | 253. | 6.1 | .1 | .0 | .0 | .0 | .0 | .0 | .2 | .7 |
| 2. Recpt 2 | 160. | 5.4 | .2 | .0 | .0 | .0 | .0 | .0 | .0 | .1 |

□□

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Las Virgenes Road / US 101 SB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | .5 M/S | Z0= | 100. CM | ALT= | 796. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 10. M | AMB= | 5.0 PPM | | |
| SIGTH= | 10. DEGREES | TEMP= | 12.8 DEGREE (C) | | |

II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A. Link A | * | 747 | 600 | 747 | 750 | * | AG | 1419 | 4.6 | .0 | 28.2 |
| B. Link B | * | 753 | 600 | 753 | 750 | * | AG | 2761 | 4.6 | .0 | 28.2 |
| C. Link C | * | 750 | 603 | 780 | 603 | * | AG | 149 | 4.6 | .0 | 19.2 |
| D. Link D | * | 750 | 597 | 780 | 597 | * | AG | 61 | 4.6 | .0 | 19.2 |
| E. Link E | * | 753 | 600 | 753 | 450 | * | AG | 2130 | 4.6 | .0 | 27.6 |
| F. Link F | * | 747 | 600 | 747 | 450 | * | AG | 1380 | 4.6 | .0 | 27.6 |
| G. Link G | * | 750 | 597 | 630 | 597 | * | AG | 799 | 4.6 | .0 | 26.4 |
| H. Link H | * | 750 | 603 | 630 | 603 | * | AG | 295 | 4.6 | .0 | 26.4 |

III. RECEPTOR LOCATIONS

| RECEPTOR | * | COORDINATES (M) X | Y | Z |
|---|---|---|---|---|
| 1. Recpt 1 | * | 724 | 623 | 1.8 |
| 2. Recpt 2 | * | 724 | 574 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | * | BRG (DEG) | * | PRED CONC (PPM) | * | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Recpt 1 | * | 165. | * | 6.7 | * | .0 | .0 | .0 | .0 | .9 | .6 | .1 | .0 |
| 2. Recpt 2 | * | 14. | * | 7.0 | * | .7 | 1.2 | .0 | .0 | .0 | .0 | .1 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Calabasas Valley Circle / US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | .5 M/S | Z0= | 100. CM | ALT= | 796. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 10. M | AMB= | 5.0 PPM | | |
| SIGTH= | 10. DEGREES | TEMP= | 12.8 DEGREE (C) | | |

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. Link A | 747 | 600 | 747 | 750 | AG | 1872 | 4.6 | .0 | 32.7 |
| B. Link B | 753 | 600 | 753 | 750 | AG | 734 | 4.6 | .0 | 32.7 |
| C. Link C | 750 | 600 | 900 | 600 | AG | 1125 | 4.6 | .0 | 50.4 |
| D. Link D | 753 | 600 | 753 | 450 | BG | 1040 | 4.6 | 6.6 | 27.6 |
| E. Link E | 747 | 600 | 747 | 450 | BG | 2071 | 4.6 | 6.6 | 27.6 |
| F. Link F | 750 | 603 | 600 | 603 | AG | 82 | 4.6 | .0 | 24.0 |
| G. Link G | 750 | 597 | 600 | 597 | AG | 1314 | 4.6 | .0 | 24.0 |
| H. Link H | 600 | 548 | 900 | 548 | DP | 16200 | 1.5 | -6.6 | 20.4 |
| I. Link I | 600 | 533 | 900 | 533 | DP | 16200 | 1.5 | -6.6 | 20.4 |

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Recpt 1 | 656 | 645 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Recpt 1 | 121. | 8.5 | .0 | .0 | .0 | .1 | .3 | .0 | .2 | 1.4 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Calabasas Valley Circle / US 101 NB
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

| RECEPTOR | (PPM) I |
|---|---|
| 1. Recpt 1 | 1.2 |

***Caline 4 Composite Emission Factor Estimation***

Year: 2030 Winter emissions factors from EMFAC72007
Region = Los Angeles County
Speed = .5 mph
Temperature = 50 F
Humidity = 50%

| Hot Stabilized Composite Emissions | g/mi/type | Local %vehicle mix | Factor contrib |
|---|---|---|---|
| LDA | 0.418 | 60.3 | 0.25 |
| LDT | 0.765 | 33.3 | 0.25 |
| MDT | 0.89 | 2.1 | 0.02 |
| HDT | 1.41 | 2 | 0.03 |
| UBUS | 3.02 | 0 | 0.00 |
| MCY | 39.528 | 2.3 | 0.91 |
| | | *Total:* | *1.46 g/mi* |

Final Composite EF= Hot stabilized + additional Cold Start emissions
Average Cold Start = 3.45 g/mi (per CO average cold start for all vehicles Year 2014)
Assume % in Cold start: 50.00%
**Final Composite EF= 3.2 g/mi**

***Caline 4 Composite Emission Factor Estimation***

Year: 2030 Winter emissions factors from EMFAC72007
Region = Los Angeles County
Speed = 60 mph
Temperature = 50 F
Humidity = 50%

| Hot Stabilized Composite Emissions | g/mi/type | Local %vehicle mix | Factor contrib |
|---|---|---|---|
| LDA | 0.418 | 60.3 | 0.25 |
| LDT | 0.765 | 33.3 | 0.25 |
| MDT | 0.89 | 2.1 | 0.02 |
| HDT | 1.41 | 2 | 0.03 |
| UBUS | 3.02 | 0 | 0.00 |
| MCY | 39.528 | 2.3 | 0.91 |
| | | *Total:* | *1.46 g/mi* |

Final Composite EF= Hot stabilized + additional Cold Start emissions
Average Cold Start = 3.45 g/mi (per CO average cold start for all vehicles Year 2014)
Assume % in Cold start: 0.00%
**Final Composite EF= 1.5 g/mi**

# Appendix D

*Taxonomic Index*

# Taxonomic Index To Common Names For Plants And Wildlife

## (listed in order as seen in text of Section 4.3, *Biological Resources*)

### Plant Species

| Common Name | Scientific Name |
|---|---|
| Willow | *Salix* sp. |
| Cottonwood | *Populus* sp. |
| Sycamore | *Platanus* sp. |
| Cattails | *Typha* sp. |
| Currants | *Ribes* sp. |
| coast live oak | *Quercus agrifolia* |
| red willow | *Salix laevigata* |
| Mulefat | *Baccharis salicifolia* |
| sandbar willow | *Salix sessilifolia* |
| California sycamore | *Platanus racemosa* |
| valley oak | *Quercus lobata* |
| Oak | *Quercus* sp. |
| California blackberry | *Rubus ursinus* |
| Monkeyflower | *Mimulus* sp. |
| hedge-nettle | *Stachys* sp. |
| California walnut | *Juglans californica* |
| Chamise | *Adenostoma fasciculatum* |
| Toyon | *Heteromeles arbutifolia* |
| Coffeeberry | *Rhamnus californica* |
| wild oats | *Avena fatua* |
| brome grass | *Bromus* sp. |
| holly-leaved cherry | *Prunus ilicifolia* |
| Ceanothus | *Ceanothus* sp. |
| scrub oak | *Quercus berbidifolia* |
| Manzanita | *Arctostaphlyos* sp. |
| sugar bush | *Rhus ovata* |
| Buckthorn | *Rhamnus* sp. |

## Plant Species

| | |
|---|---|
| Redshank | *Adenostoma sparsifolium* |
| California sagebrush | *Artemisia californica* |
| Sage | *Salvia* sp. |
| California brittlebush | *Encelia californica* |
| Buckwheat | *Eriogonum* sp. |
| black mustard | *Hirshfeldia incana* |
| baby blue eyes | *Sysyrinchium bellum* |
| Lupines | *Lupinus* sp. |
| owl's clover | *Nemophila menziensii* |
| blue dicks | *Dichelostema capitatum* |

## Wildlife Species

| Common Name | Scientific Name |
|---|---|
| red-tailed hawk | *Buteo jamaicensis* |
| red-shouldered hawk | *Buteo lineatus* |
| California slender salamander | *Batrachoseps attenuatus* |
| Western toad | *Bufo boreas* |
| pacific treefrog | *Hyla regilla* |
| western fence lizard | *Scelopouis occidentalis* |
| side-blotched lizard | *Uta stansburiana* |
| western whiptail | *Aspidoscelis tigris stejnegeri* |
| gopher snake | *Pituophis catenifer* |
| common kingsnake | *Lampropeltis getula* |
| southern Pacific rattlesnake | *Crotalus oreganus helleri* |
| Costa's hummingbird | *Calypte costae* |
| California towhee | *Pipilo crissalis* |
| Wrentit | *Chamaea fasciata* |
| Bewick's wren | *Thryomanes bewickii* |
| mourning dove | *Zenaida macroura* |
| California thrasher | *Toxostoma redivivum* |
| greater roadrunner | *Geococcyx californianus* |
| California quail | *Callipepla californica* |

## Wildlife Species

| | |
|---|---|
| turkey vulture | *Cathartes aura* |
| ground squirrel | *Spermophilus beecheyi* |
| Gopher | *Thomomys bottae* |
| Coyote | *Canis latrans* |
| pocket mouse | *Perognathus* or *Chaetodipus* sp. |
| Western harvest mouse | *Reithrodontomys megalotis* |
| Woodrat | *Neotoma* sp. |
| cottontail rabbit | *Sylvilagus audubonii* |
| Bobcat | *Lynx rufus* |
| Opossum | *Didelphis virginiana* |
| Raccoon | *Procyon lotor* |
| Skunk | *Mephitis mephitis* |
| Deer | *Odocoileus hemionus* |
| Botta's pocket gopher | *Thomomys bottae* |
| deer mouse | *Peromyscus* sp. |
| grey fox | *Urocyon cinereoargenteus* |
| Swallows | *Tachycineta* sp. |
| Swifts | *Aeronautes, Cypseloides,* or *Chaetura* sp. |
| Bats | *Myotis, Eumops, Tadarida, Lasiurus, Lasionycteris, Corynorhinus, Antrozous, Pipistrellus,* or *Eptesicus* sp. |
| mountain lion | *Puma concolor* |

# Appendix E

*Noise Data and Worksheets*

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: 101 at Las Virgenes

## ***PROJECT DATA and ASSUMPTIONS***

| | | |
|---|---|---|
| Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): | TNM | |
| Distance to Receptor: | 100 | feet |
| Site Condition (Hard or Soft): | Soft | |
| Upgrade longer than 1 mile: | 0 | % |
| Existing Total Traffic Volume (ADT): | 175,000 | vehicles |
| Ambient Growth Factor: | 0.0% | |
| Future Year : | 2030 | |
| Total Project Volume (ADT): | | vehicles |
| Total Cumulative Growth Volume (ADT): | 47,203 | vehicles |
| Source of Traffic Data: | ATE | |

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 90.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 65 | 65 | 65 |
| Medium Truck | 65 | 65 | 65 |
| Heavy Truck | 65 | 65 | 65 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 65 | 65 | 65 |
| Medium Truck | 65 | 65 | 65 |
| Heavy Truck | 65 | 65 | 65 |

Source: Assumed average speed

## ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: 101 at Las Virgenes

Vehicle Noise Emission Levels*: TNM

***RESULTS***

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 100 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 81.2 dBA | 258 | 555 | 1197 | 2578 | 5554 |
| Existing + Project | 81.2 dBA | 258 | 555 | 1197 | 2578 | 5554 |
| Future with Ambient Growth | 81.2 dBA | 258 | 555 | 1197 | 2578 | 5554 |
| Future with Ambient Growth and Project | 81.2 dBA | 258 | 555 | 1197 | 2578 | 5554 |
| Future with Ambient Growth and Cumulative Projects | 82.2 dBA | 301 | 648 | 1395 | 3006 | 6476 |
| Future with Ambient, Cumulative, and Project Growth | 82.2 dBA | 301 | 648 | 1395 | 3006 | 6476 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 100 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 81.7 dBA | 279 | 600 | 1293 | 2786 | 6002 |
| Existing + Project | 81.7 dBA | 279 | 600 | 1293 | 2786 | 6002 |
| Future with Ambient Growth | 81.7 dBA | 279 | 600 | 1293 | 2786 | 6002 |
| Future with Ambient Growth and Project | 81.7 dBA | 279 | 600 | 1293 | 2786 | 6002 |
| Future with Ambient Growth and Cumulative Projects | 82.7 dBA | 325 | 700 | 1507 | 3247 | 6996 |
| Future with Ambient, Cumulative, and Project Growth | 82.7 dBA | 325 | 700 | 1507 | 3247 | 6996 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: 101 at Parkway Calabasas

## *PROJECT DATA and ASSUMPTIONS*

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 100 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 189,000 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 50,979 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 65 | 65 | 65 |
| Medium Truck | 65 | 65 | 65 |
| Heavy Truck | 65 | 65 | 65 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 65 | 65 | 65 |
| Medium Truck | 65 | 65 | 65 |
| Heavy Truck | 65 | 65 | 65 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: 101 at Parkway Calabasas

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 100 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 81.5 dBA | 271 | 585 | 1260 | 2714 | 5847 |
| Existing + Project | 81.5 dBA | 271 | 585 | 1260 | 2714 | 5847 |
| Future with Ambient Growth | 81.5 dBA | 271 | 585 | 1260 | 2714 | 5847 |
| Future with Ambient Growth and Project | 81.5 dBA | 271 | 585 | 1260 | 2714 | 5847 |
| Future with Ambient Growth and Cumulative Projects | 82.5 dBA | 318 | 686 | 1477 | 3182 | 6856 |
| Future with Ambient, Cumulative, and Project Growth | 82.5 dBA | 318 | 686 | 1477 | 3182 | 6856 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 100 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 82.0 dBA | 293 | 632 | 1361 | 2932 | 6318 |
| Existing + Project | 82.0 dBA | 293 | 632 | 1361 | 2932 | 6318 |
| Future with Ambient Growth | 82.0 dBA | 293 | 632 | 1361 | 2932 | 6318 |
| Future with Ambient Growth and Project | 82.0 dBA | 293 | 632 | 1361 | 2932 | 6318 |
| Future with Ambient Growth and Cumulative Projects | 83.0 dBA | 344 | 741 | 1596 | 3438 | 7408 |
| Future with Ambient, Cumulative, and Project Growth | 83.0 dBA | 344 | 741 | 1596 | 3438 | 7408 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Agoura Road

## *PROJECT DATA and ASSUMPTIONS*

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 9,202 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 3757 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Agoura Road

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 65.5 dBA | #N/A | #N/A | 54 | 116 | 249 |
| Existing + Project | 65.5 dBA | #N/A | #N/A | 54 | 116 | 249 |
| Future with Ambient Growth | 65.5 dBA | #N/A | #N/A | 54 | 116 | 249 |
| Future with Ambient Growth and Project | 65.5 dBA | #N/A | #N/A | 54 | 116 | 249 |
| Future with Ambient Growth and Cumulative Projects | 67.0 dBA | #N/A | 25 | 67 | 145 | 313 |
| Future with Ambient, Cumulative, and Project Growth | 67.0 dBA | #N/A | 25 | 67 | 145 | 313 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.5 dBA |
| Due to All Future Growth | 1.5 dBA |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 65.9 dBA | #N/A | 19 | 57 | 124 | 267 |
| Existing + Project | 65.9 dBA | #N/A | 19 | 57 | 124 | 267 |
| Future with Ambient Growth | 65.9 dBA | #N/A | 19 | 57 | 124 | 267 |
| Future with Ambient Growth and Project | 65.9 dBA | #N/A | 19 | 57 | 124 | 267 |
| Future with Ambient Growth and Cumulative Projects | 67.4 dBA | #N/A | 27 | 72 | 155 | 335 |
| Future with Ambient, Cumulative, and Project Growth | 67.4 dBA | #N/A | 27 | 72 | 155 | 335 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.5 dBA |
| Due to All Future Growth | 1.5 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road E of PC

## *PROJECT DATA and ASSUMPTIONS*

| | | |
|---|---|---|
| Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): | TNM | |
| Distance to Receptor: | 50 | feet |
| Site Condition (Hard or Soft): | Soft | |
| Upgrade longer than 1 mile: | 0 | % |
| Existing Total Traffic Volume (ADT): | 13,808 | vehicles |
| Ambient Growth Factor: | 0.0% | |
| Future Year : | 2030 | |
| Total Project Volume (ADT): | | vehicles |
| Total Cumulative Growth Volume (ADT): | 10,317 | vehicles |
| Source of Traffic Data: ATE | | |

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

## ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road E of PC

Vehicle Noise Emission Levels*: TNM

***RESULTS***

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.2 dBA | #N/A | 26 | 70 | 152 | 327 |
| Existing + Project | 67.2 dBA | #N/A | 26 | 70 | 152 | 327 |
| Future with Ambient Growth | 67.2 dBA | #N/A | 26 | 70 | 152 | 327 |
| Future with Ambient Growth and Project | 67.2 dBA | #N/A | 26 | 70 | 152 | 327 |
| Future with Ambient Growth and Cumulative Projects | 69.7 dBA | #N/A | 46 | 102 | 220 | 474 |
| Future with Ambient, Cumulative, and Project Growth | 69.7 dBA | #N/A | 46 | 102 | 220 | 474 |
| Change in Noise Levels | | | | | | |
| Due to Project | 0.0 dBA | | | | | |
| Due to Ambient Growth | 0.0 dBA | | | | | |
| Due to Ambient and Cumulative | 2.4 dBA | | | | | |
| Due to All Future Growth | 2.4 dBA | | | | | |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.7 dBA | #N/A | 29 | 75 | 162 | 349 |
| Existing + Project | 67.7 dBA | #N/A | 29 | 75 | 162 | 349 |
| Future with Ambient Growth | 67.7 dBA | #N/A | 29 | 75 | 162 | 349 |
| Future with Ambient Growth and Project | 67.7 dBA | #N/A | 29 | 75 | 162 | 349 |
| Future with Ambient Growth and Cumulative Projects | 70.1 dBA | #N/A | 51 | 109 | 235 | 507 |
| Future with Ambient, Cumulative, and Project Growth | 70.1 dBA | #N/A | 51 | 109 | 235 | 507 |
| Change in Noise Levels | | | | | | |
| Due to Project | 0.0 dBA | | | | | |
| Due to Ambient Growth | 0.0 dBA | | | | | |
| Due to Ambient and Cumulative | 2.4 dBA | | | | | |
| Due to All Future Growth | 2.4 dBA | | | | | |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road W of 101

## ***PROJECT DATA and ASSUMPTIONS***

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 13,196 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 3177 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road W of 101

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.0 dBA | #N/A | 25 | 68 | 147 | 317 |
| Existing + Project | 67.0 dBA | #N/A | 25 | 68 | 147 | 317 |
| Future with Ambient Growth | 67.0 dBA | #N/A | 25 | 68 | 147 | 317 |
| Future with Ambient Growth and Project | 67.0 dBA | #N/A | 25 | 68 | 147 | 317 |
| Future with Ambient Growth and Cumulative Projects | 68.0 dBA | #N/A | 31 | 79 | 170 | 366 |
| Future with Ambient, Cumulative, and Project Growth | 68.0 dBA | #N/A | 31 | 79 | 170 | 366 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 0.9 dBA |
| Due to All Future Growth | 0.9 dBA |

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.5 dBA | #N/A | 28 | 73 | 157 | 339 |
| Existing + Project | 67.5 dBA | #N/A | 28 | 73 | 157 | 339 |
| Future with Ambient Growth | 67.5 dBA | #N/A | 28 | 73 | 157 | 339 |
| Future with Ambient Growth and Project | 67.5 dBA | #N/A | 28 | 73 | 157 | 339 |
| Future with Ambient Growth and Cumulative Projects | 68.4 dBA | #N/A | 35 | 84 | 182 | 391 |
| Future with Ambient, Cumulative, and Project Growth | 68.4 dBA | #N/A | 35 | 84 | 182 | 391 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 0.9 dBA |
| Due to All Future Growth | 0.9 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Calabasas Road W of Mul

## *PROJECT DATA and ASSUMPTIONS*

| | | |
|---|---|---|
| Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): | | TNM |
| Distance to Receptor: | 50 | feet |
| Site Condition (Hard or Soft): | Soft | |
| Upgrade longer than 1 mile: | 0 | % |
| Existing Total Traffic Volume (ADT): | 33,221 | vehicles |
| Ambient Growth Factor: | 0.0% | |
| Future Year : | 2030 | |
| Total Project Volume (ADT): | | vehicles |
| Total Cumulative Growth Volume (ADT): | 11,449 | vehicles |
| Source of Traffic Data: ATE | | |

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Calabasas Road W of Mul

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 71.0 dBA | 20 | 59 | 126 | 272 | 587 |
| Existing + Project | 71.0 dBA | 20 | 59 | 126 | 272 | 587 |
| Future with Ambient Growth | 71.0 dBA | 20 | 59 | 126 | 272 | 587 |
| Future with Ambient Growth and Project | 71.0 dBA | 20 | 59 | 126 | 272 | 587 |
| Future with Ambient Growth and Cumulative Projects | 72.3 dBA | 27 | 71 | 154 | 332 | 715 |
| Future with Ambient, Cumulative, and Project Growth | 72.3 dBA | 27 | 71 | 154 | 332 | 715 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.3 dBA |
| Due to All Future Growth | 1.3 dBA |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 71.5 dBA | 22 | 63 | 135 | 291 | 627 |
| Existing + Project | 71.5 dBA | 22 | 63 | 135 | 291 | 627 |
| Future with Ambient Growth | 71.5 dBA | 22 | 63 | 135 | 291 | 627 |
| Future with Ambient Growth and Project | 71.5 dBA | 22 | 63 | 135 | 291 | 627 |
| Future with Ambient Growth and Cumulative Projects | 72.8 dBA | 30 | 76 | 165 | 355 | 764 |
| Future with Ambient, Cumulative, and Project Growth | 72.8 dBA | 30 | 76 | 165 | 355 | 764 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.3 dBA |
| Due to All Future Growth | 1.3 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Lost Hills Road US 101

## ***PROJECT DATA and ASSUMPTIONS***

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 20,538 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 6621 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 30 | 30 | 30 |
| Medium Truck | 30 | 30 | 30 |
| Heavy Truck | 30 | 30 | 30 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 30 | 30 | 30 |
| Medium Truck | 30 | 30 | 30 |
| Heavy Truck | 30 | 30 | 30 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Lost Hills Road US 101

Vehicle Noise Emission Levels*: TNM

***RESULTS***

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.5 dBA | #N/A | 28 | 73 | 158 | 339 |
| Existing + Project | 67.5 dBA | #N/A | 28 | 73 | 158 | 339 |
| Future with Ambient Growth | 67.5 dBA | #N/A | 28 | 73 | 158 | 339 |
| Future with Ambient Growth and Project | 67.5 dBA | #N/A | 28 | 73 | 158 | 339 |
| Future with Ambient Growth and Cumulative Projects | 68.7 dBA | #N/A | 37 | 88 | 190 | 409 |
| Future with Ambient, Cumulative, and Project Growth | 68.7 dBA | #N/A | 37 | 88 | 190 | 409 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 1.2 dBA
- Due to All Future Growth 1.2 dBA

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.9 dBA | #N/A | 31 | 78 | 168 | 361 |
| Existing + Project | 67.9 dBA | #N/A | 31 | 78 | 168 | 361 |
| Future with Ambient Growth | 67.9 dBA | #N/A | 31 | 78 | 168 | 361 |
| Future with Ambient Growth and Project | 67.9 dBA | #N/A | 31 | 78 | 168 | 361 |
| Future with Ambient Growth and Cumulative Projects | 69.1 dBA | #N/A | 41 | 94 | 202 | 435 |
| Future with Ambient, Cumulative, and Project Growth | 69.1 dBA | #N/A | 41 | 94 | 202 | 435 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 1.2 dBA
- Due to All Future Growth 1.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Lost Hills Road Las Virgenes

## *PROJECT DATA and ASSUMPTIONS*

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 10,512 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 2484 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

| | *Existing and Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

| | *Project* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

| | *Existing* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

| | *Future* | | |
|---|---|---|---|
| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Lost Hills Road Las Virgenes

Vehicle Noise Emission Levels*: TNM

***RESULTS***

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 66.0 dBA | #N/A | 20 | 59 | 126 | 272 |
| Existing + Project | 66.0 dBA | #N/A | 20 | 59 | 126 | 272 |
| Future with Ambient Growth | 66.0 dBA | #N/A | 20 | 59 | 126 | 272 |
| Future with Ambient Growth and Project | 66.0 dBA | #N/A | 20 | 59 | 126 | 272 |
| Future with Ambient Growth and Cumulative Projects | 67.0 dBA | #N/A | 25 | 68 | 146 | 314 |
| Future with Ambient, Cumulative, and Project Growth | 67.0 dBA | #N/A | 25 | 68 | 146 | 314 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.9 dBA
- Due to All Future Growth 0.9 dBA

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 66.5 dBA | #N/A | 22 | 63 | 135 | 291 |
| Existing + Project | 66.5 dBA | #N/A | 22 | 63 | 135 | 291 |
| Future with Ambient Growth | 66.5 dBA | #N/A | 22 | 63 | 135 | 291 |
| Future with Ambient Growth and Project | 66.5 dBA | #N/A | 22 | 63 | 135 | 291 |
| Future with Ambient Growth and Cumulative Projects | 67.4 dBA | #N/A | 27 | 72 | 156 | 336 |
| Future with Ambient, Cumulative, and Project Growth | 67.4 dBA | #N/A | 27 | 72 | 156 | 336 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.9 dBA
- Due to All Future Growth 0.9 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Las Virgenes Road Agoura

## ***PROJECT DATA and ASSUMPTIONS***

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 23,120 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 3282 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

*Existing and Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

*Project*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

*Existing*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 40 | 40 | 40 |
| Medium Truck | 40 | 40 | 40 |
| Heavy Truck | 40 | 40 | 40 |

Source: Assumed average speed

*Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 40 | 40 | 40 |
| Medium Truck | 40 | 40 | 40 |
| Heavy Truck | 40 | 40 | 40 |

Source: Assumed average speed

## ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Las Virgenes Road Agoura

Vehicle Noise Emission Levels*: TNM

***RESULTS***

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 70.9 dBA | 20 | 58 | 124 | 267 | 576 |
| Existing + Project | 70.9 dBA | 20 | 58 | 124 | 267 | 576 |
| Future with Ambient Growth | 70.9 dBA | 20 | 58 | 124 | 267 | 576 |
| Future with Ambient Growth and Project | 70.9 dBA | 20 | 58 | 124 | 267 | 576 |
| Future with Ambient Growth and Cumulative Projects | 71.5 dBA | 22 | 63 | 136 | 292 | 629 |
| Future with Ambient, Cumulative, and Project Growth | 71.5 dBA | 22 | 63 | 136 | 292 | 629 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.6 dBA
- Due to All Future Growth 0.6 dBA

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 71.4 dBA | 22 | 62 | 133 | 287 | 618 |
| Existing + Project | 71.4 dBA | 22 | 62 | 133 | 287 | 618 |
| Future with Ambient Growth | 71.4 dBA | 22 | 62 | 133 | 287 | 618 |
| Future with Ambient Growth and Project | 71.4 dBA | 22 | 62 | 133 | 287 | 618 |
| Future with Ambient Growth and Cumulative Projects | 72.0 dBA | 25 | 67 | 145 | 313 | 675 |
| Future with Ambient, Cumulative, and Project Growth | 72.0 dBA | 25 | 67 | 145 | 313 | 675 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.6 dBA
- Due to All Future Growth 0.6 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Las Virgenes Road US 101

## *PROJECT DATA and ASSUMPTIONS*

| | | |
|---|---|---|
| Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): | TNM | |
| Distance to Receptor: | 50 | feet |
| Site Condition (Hard or Soft): | Soft | |
| Upgrade longer than 1 mile: | 0 | % |
| Existing Total Traffic Volume (ADT): | 18,858 | vehicles |
| Ambient Growth Factor: | 0.0% | |
| Future Year : | 2030 | |
| Total Project Volume (ADT): | | vehicles |
| Total Cumulative Growth Volume (ADT): | 5802 | vehicles |
| Source of Traffic Data: ATE | | |

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

*Existing and Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

*Project*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

*Existing*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

*Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Las Virgenes Road US 101

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

### DAY-NIGHT AVERAGE LEVEL (Ldn)

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 68.6 dBA | #N/A | 36 | 87 | 187 | 402 |
| Existing + Project | 68.6 dBA | #N/A | 36 | 87 | 187 | 402 |
| Future with Ambient Growth | 68.6 dBA | #N/A | 36 | 87 | 187 | 402 |
| Future with Ambient Growth and Project | 68.6 dBA | #N/A | 36 | 87 | 187 | 402 |
| Future with Ambient Growth and Cumulative Projects | 69.7 dBA | #N/A | 47 | 104 | 223 | 481 |
| Future with Ambient, Cumulative, and Project Growth | 69.7 dBA | #N/A | 47 | 104 | 223 | 481 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.2 dBA |
| Due to All Future Growth | 1.2 dBA |

### COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 69.0 dBA | #N/A | 40 | 93 | 200 | 430 |
| Existing + Project | 69.0 dBA | #N/A | 40 | 93 | 200 | 430 |
| Future with Ambient Growth | 69.0 dBA | #N/A | 40 | 93 | 200 | 430 |
| Future with Ambient Growth and Project | 69.0 dBA | #N/A | 40 | 93 | 200 | 430 |
| Future with Ambient Growth and Cumulative Projects | 70.2 dBA | #N/A | 51 | 111 | 239 | 514 |
| Future with Ambient, Cumulative, and Project Growth | 70.2 dBA | #N/A | 51 | 111 | 239 | 514 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.2 dBA |
| Due to All Future Growth | 1.2 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mul Dr S of CR

## *PROJECT DATA and ASSUMPTIONS*

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 29,880 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 4948 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

*Existing and Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

*Project*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

*Existing*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

*Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mul Dr S of CR

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

**DAY-NIGHT AVERAGE LEVEL (Ldn)**

| | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 70.6 dBA | 18 | 55 | 118 | 254 | 547 |
| Existing + Project | 70.6 dBA | 18 | 55 | 118 | 254 | 547 |
| Future with Ambient Growth | 70.6 dBA | 18 | 55 | 118 | 254 | 547 |
| Future with Ambient Growth and Project | 70.6 dBA | 18 | 55 | 118 | 254 | 547 |
| Future with Ambient Growth and Cumulative Projects | 71.2 dBA | 21 | 61 | 130 | 281 | 605 |
| Future with Ambient, Cumulative, and Project Growth | 71.2 dBA | 21 | 61 | 130 | 281 | 605 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.7 dBA
- Due to All Future Growth 0.7 dBA

**COMMUNITY NOISE EXPOSURE LEVEL (CNEL)**

| | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 71.0 dBA | 20 | 58 | 126 | 271 | 585 |
| Existing + Project | 71.0 dBA | 20 | 58 | 126 | 271 | 585 |
| Future with Ambient Growth | 71.0 dBA | 20 | 58 | 126 | 271 | 585 |
| Future with Ambient Growth and Project | 71.0 dBA | 20 | 58 | 126 | 271 | 585 |
| Future with Ambient Growth and Cumulative Projects | 71.7 dBA | 23 | 65 | 139 | 300 | 647 |
| Future with Ambient, Cumulative, and Project Growth | 71.7 dBA | 23 | 65 | 139 | 300 | 647 |

Change in Noise Levels
- Due to Project 0.0 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.7 dBA
- Due to All Future Growth 0.7 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mul High W of OTCR

## *PROJECT DATA and ASSUMPTIONS*

| | | |
|---|---|---|
| Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): | TNM | |
| Distance to Receptor: | 50 | feet |
| Site Condition (Hard or Soft): | Soft | |
| Upgrade longer than 1 mile: | 0 | % |
| Existing Total Traffic Volume (ADT): | 12,036 | vehicles |
| Ambient Growth Factor: | 0.0% | |
| Future Year : | 2030 | |
| Total Project Volume (ADT): | | vehicles |
| Total Cumulative Growth Volume (ADT): | 3096 | vehicles |
| Source of Traffic Data: ATE | | |

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

*Existing and Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

*Project*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

*Existing*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

*Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 35 | 35 | 35 |
| Medium Truck | 35 | 35 | 35 |
| Heavy Truck | 35 | 35 | 35 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mul High W of OTCR

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 66.6 dBA | #N/A | 23 | 64 | 138 | 298 |
| Existing + Project | 66.6 dBA | #N/A | 23 | 64 | 138 | 298 |
| Future with Ambient Growth | 66.6 dBA | #N/A | 23 | 64 | 138 | 298 |
| Future with Ambient Growth and Project | 66.6 dBA | #N/A | 23 | 64 | 138 | 298 |
| Future with Ambient Growth and Cumulative Projects | 67.6 dBA | #N/A | 29 | 75 | 161 | 347 |
| Future with Ambient, Cumulative, and Project Growth | 67.6 dBA | #N/A | 29 | 75 | 161 | 347 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 67.1 dBA | #N/A | 25 | 69 | 148 | 319 |
| Existing + Project | 67.1 dBA | #N/A | 25 | 69 | 148 | 319 |
| Future with Ambient Growth | 67.1 dBA | #N/A | 25 | 69 | 148 | 319 |
| Future with Ambient Growth and Project | 67.1 dBA | #N/A | 25 | 69 | 148 | 319 |
| Future with Ambient Growth and Cumulative Projects | 68.1 dBA | #N/A | 32 | 80 | 172 | 371 |
| Future with Ambient, Cumulative, and Project Growth | 68.1 dBA | #N/A | 32 | 80 | 172 | 371 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 1.0 dBA |
| Due to All Future Growth | 1.0 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No.
Date: 23-Jun-08

Roadway: Mureau Road

## ***PROJECT DATA and ASSUMPTIONS***

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 6,441 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): vehicles
Total Cumulative Growth Volume (ADT): 240 vehicles
Source of Traffic Data: ATE

**Daily Vehicle Mix**

| | *Existing* | *Project* | *Future* |
|---|---|---|---|
| Automobile | 95.0% | 95.0% | 95.0% |
| Medium Truck | 3.0% | 3.0% | 3.0% |
| Heavy Truck | 2.0% | 2.0% | 2.0% |

Source: Assumed given land use and road characteristics

**Percentage of Daily Traffic**

*Existing and Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 77.5% | 12.9% | 9.6% |
| Medium Truck | 84.8% | 4.9% | 10.3% |
| Heavy Truck | 86.5% | 2.7% | 10.8% |

Source: Default Assumption

*Project*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 100.0% | 0.0% | 0.0% |
| Medium Truck | 100.0% | 0.0% | 0.0% |
| Heavy Truck | 100.0% | 0.0% | 0.0% |

Source: Default Assumption

**Average Speed**

*Existing*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 40 | 40 | 40 |
| Medium Truck | 40 | 40 | 40 |
| Heavy Truck | 40 | 40 | 40 |

Source: Assumed average speed

*Future*

| | *Day (7 am-7 pm)* | *Evening (7-10 pm)* | *Night (10 pm - 7 am)* |
|---|---|---|---|
| Automobile | 40 | 40 | 40 |
| Medium Truck | 40 | 40 | 40 |
| Heavy Truck | 40 | 40 | 40 |

Source: Assumed average speed

# ROADWAY TRAFFIC NOISE

Project: Calabasas EIR Project No. 0
Date: 23-Jun-08

Roadway: Mureau Road

Vehicle Noise Emission Levels*: TNM

## *RESULTS*

| DAY-NIGHT AVERAGE LEVEL (Ldn) | Ldn at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 65.4 dBA | #N/A | #N/A | 53 | 114 | 246 |
| Existing + Project | 65.4 dBA | #N/A | #N/A | 53 | 114 | 246 |
| Future with Ambient Growth | 65.4 dBA | #N/A | #N/A | 53 | 114 | 246 |
| Future with Ambient Growth and Project | 65.4 dBA | #N/A | #N/A | 53 | 114 | 246 |
| Future with Ambient Growth and Cumulative Projects | 65.5 dBA | #N/A | 18 | 54 | 117 | 252 |
| Future with Ambient, Cumulative, and Project Growth | 65.5 dBA | #N/A | 18 | 54 | 117 | 252 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 0.2 dBA |
| Due to All Future Growth | 0.2 dBA |

| COMMUNITY NOISE EXPOSURE LEVEL (CNEL) | CNEL at Site 50 feet from road centerline | Distance to dBA Contour Line from roadway centerline, feet 75 | 70 | 65 | 60 | 55 |
|---|---|---|---|---|---|---|
| Existing | 65.8 dBA | #N/A | 19 | 57 | 122 | 264 |
| Existing + Project | 65.8 dBA | #N/A | 19 | 57 | 122 | 264 |
| Future with Ambient Growth | 65.8 dBA | #N/A | 19 | 57 | 122 | 264 |
| Future with Ambient Growth and Project | 65.8 dBA | #N/A | 19 | 57 | 122 | 264 |
| Future with Ambient Growth and Cumulative Projects | 66.0 dBA | #N/A | 20 | 58 | 125 | 270 |
| Future with Ambient, Cumulative, and Project Growth | 66.0 dBA | #N/A | 20 | 58 | 125 | 270 |

| Change in Noise Levels | |
|---|---|
| Due to Project | 0.0 dBA |
| Due to Ambient Growth | 0.0 dBA |
| Due to Ambient and Cumulative | 0.2 dBA |
| Due to All Future Growth | 0.2 dBA |

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

# Appendix F

*Traffic Technical Appendix*

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

CITY OF CALABASAS - GENERAL PLAN MAXIMUM BUILDOUT

| | Project Name | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| Approved/Pending Development | | | | | | | | | | | | | | | | | | |
| 1. | *Standard Pacific* | Condos | 86 | 1.00 | 5.86 | 504 | 0.440 | 38 | 16% | 6 | 84% | 32 | 0.52 | 45 | 67% | 30 | 33% | 15 |
| 2. | *Malibu Hills Road* | Senior Housing | 60 | 1.00 | 3.71 | 223 | 0.200 | 12 | 42% | 5 | 58% | 7 | 0.52 | 31 | 63% | 20 | 37% | 11 |
| 3. | *Calabasas Inn* | Condos | 79 | 1.00 | 5.86 | 463 | 0.440 | 35 | 16% | 6 | 84% | 29 | 0.52 | 41 | 67% | 27 | 33% | 14 |
| 4. | *Safran* | Senior Housing | 75 | 1.00 | 3.71 | 278 | 0.200 | 15 | 42% | 6 | 58% | 9 | 0.52 | 39 | 63% | 25 | 37% | 14 |
| 5. | *Dollinger (The Summit)* | Retail | 70,100 | 0.60 | 76.90 | 3,234 | 1.800 | 76 | 61% | 46 | 39% | 30 | 7.06 | 297 | 48% | 143 | 52% | 154 |
| | | | | | | **4,702** | | **176** | | **69** | | **107** | | **453** | | **245** | | **208** |
| | | *Retail* | 300 | | | *3,234* | | *76* | | *46* | | *30* | | *297* | | *143* | | *154* |
| | | *Residential* | *70,100* | | | *1,468* | | *100* | | *23* | | *77* | | *156* | | *102* | | *54* |
| Vacant Residential | | | | | | | | | | | | | | | | | | |
| 6. | *Highlands* | Single Family Housing | 97 | 1.00 | 9.57 | 928 | 0.700 | 68 | 25% | 17 | 75% | 51 | 1.01 | 98 | 64% | 63 | 36% | 35 |
| 7. | *Parkville Road* | Single Family Housing | 13 | 1.00 | 9.57 | 124 | 0.700 | 9 | 25% | 2 | 75% | 7 | 1.01 | 13 | 64% | 8 | 36% | 5 |
| 8. | *Rancho Pet Kennel* | Condos | 132 | 1.00 | 5.86 | 774 | 0.440 | 58 | 16% | 9 | 84% | 49 | 0.52 | 69 | 67% | 46 | 33% | 23 |
| 9. | *Mahin Tract* | Single Family Housing | 14 | 1.00 | 9.57 | 134 | 0.700 | 10 | 25% | 3 | 75% | 7 | 1.01 | 14 | 64% | 9 | 36% | 5 |
| 10. | *w/o Headwaters Corner* | Single Family Housing | 8 | 1.00 | 9.57 | 77 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 8 | 64% | 5 | 36% | 3 |
| 11. | *L.Pollack Lots* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| 12. | *A.Howard Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 13. | *Wilson Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 14. | *Dry Canyon Tract -East* | Single Family Housing | 9 | 1.00 | 9.57 | 86 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 9 | 64% | 6 | 36% | 3 |
| 15. | *Vacant* | Single Family Housing | 37 | 1.00 | 9.57 | 354 | 0.700 | 26 | 25% | 7 | 75% | 19 | 1.01 | 37 | 64% | 24 | 36% | 13 |
| | ***Sub - Total:*** | | **317** | | | **2,544** | | **187** | | **43** | | **144** | | **255** | | **165** | | **90** |

Planned Development

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16. | *Las Virgenes 1* | Single Family Housing | 30 | 1.00 | 9.57 | 287 | 0.700 | 21 | 25% | 5 | 75% | 16 | 1.01 | 30 | 64% | 19 | 36% | 11 |
| | | Condos | 40 | 1.00 | 5.86 | 234 | 0.440 | 18 | 16% | 3 | 84% | 15 | 0.52 | 21 | 67% | 14 | 33% | 7 |
| 17. | *Las Virgenes 2* | Condos | 160 | 1.00 | 5.86 | 938 | 0.440 | 70 | 16% | 11 | 84% | 59 | 0.52 | 83 | 67% | 56 | 33% | 27 |
| | | Office | 150,000 | 1.00 | 12.15 | 1,823 | 1.730 | 260 | 86% | 224 | 14% | 36 | 1.65 | 248 | 14% | 35 | 86% | 213 |
| | | Retail | 25,000 | 0.66 | 44.28 | 731 | 1.330 | 22 | 61% | 13 | 39% | 9 | 3.26 | 54 | 48% | 26 | 52% | 28 |

Business Park (BP)

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18. | *Vacant Business Park* | Office | 31,363 | 1.00 | 17.42 | 546 | 2.370 | 74 | 86% | 64 | 14% | 10 | 2.52 | 79 | 14% | 11 | 86% | 68 |

Business Limited Intensity (BLI)

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19. | *Vacant BLI* | Office | 166,643 | 1.00 | 11.86 | 1,976 | 1.690 | 282 | 88% | 248 | 12% | 34 | 1.59 | 265 | 17% | 45 | 83% | 220 |
| | | Retail | 41,661 | 0.66 | 43.68 | 1,201 | 1.310 | 36 | 61% | 22 | 39% | 14 | 2.92 | 80 | 44% | 35 | 56% | 45 |
| | ***Sub - Total:*** | | | | | **7,736** | | **783** | | **590** | | **193** | | **860** | | **241** | | **619** |

Proposed Mixed-Use Development

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20. | *West Village* | Condos | 229 | 1.00 | 5.86 | 1,342 | 0.440 | 101 | 16% | 16 | 84% | 85 | 0.52 | 119 | 67% | 80 | 33% | 39 |
| | | Office (Net New) | 218,407 | 1.00 | 11.15 | 2,435 | 1.600 | 349 | 88% | 307 | 12% | 42 | 1.48 | 323 | 17% | 55 | 83% | 268 |
| | | Retail | 206,204 | 0.66 | 52.71 | 7,174 | 1.170 | 159 | 61% | 97 | 39% | 62 | 4.89 | 666 | 48% | 320 | 52% | 346 |
| 21. | *Las Virgenes/Mureau* | Condos | 61 | 1.00 | 5.86 | 475 | 0.440 | 36 | 16% | 6 | 84% | 30 | 0.52 | 42 | 67% | 28 | 33% | 14 |
| | | Office | 150,585 | 1.00 | 12.14 | 1,828 | 1.730 | 261 | 86% | 224 | 14% | 37 | 1.64 | 247 | 14% | 35 | 86% | 212 |
| | | Retail | 73,102 | 0.66 | 75.78 | 3,656 | 1.770 | 85 | 61% | 52 | 39% | 33 | 6.96 | 336 | 48% | 161 | 52% | 175 |
| | *East Village* | | | | | | | | | | | | | | | | | |
| 22. | *n/o Calabasas Road* | Condos | 123 | 1.00 | 5.86 | 721 | 0.440 | 54 | 16% | 9 | 84% | 45 | 0.52 | 64 | 67% | 43 | 33% | 21 |
| | | Office | 228,428 | 1.00 | 11.03 | 2,520 | 1.590 | 363 | 88% | 319 | 12% | 44 | 1.47 | 336 | 17% | 57 | 83% | 279 |
| | | Retail | 85,030 | 0.66 | 71.88 | 4,034 | 1.670 | 94 | 61% | 57 | 39% | 37 | 6.62 | 372 | 48% | 179 | 52% | 193 |
| 23. | *s/o Calabasas Road* | Condos | 191 | 1.00 | 5.86 | 1,119 | 0.440 | 84 | 16% | 13 | 84% | 71 | 0.52 | 99 | 67% | 66 | 33% | 33 |
| | | Office | 938,611 | 1.00 | 7.97 | 7,481 | 1.200 | 1126 | 86% | 968 | 14% | 158 | 1.20 | 1126 | 14% | 158 | 86% | 968 |
| | | Retail | 63,103 | 0.66 | 79.78 | 3,323 | 1.680 | 78 | 61% | 48 | 39% | 30 | 7.32 | 305 | 48% | 146 | 52% | 159 |
| 24. | *Craftsman Corner* | Condos | 250 | 1.00 | 5.86 | 1,465 | 0.440 | 110 | 16% | 18 | 84% | 92 | 0.52 | 130 | 67% | 87 | 33% | 43 |
| | | Office | 560,493 | 1.00 | 8.97 | 5,028 | 1.330 | 745 | 86% | 641 | 14% | 104 | 1.26 | 706 | 14% | 99 | 86% | 607 |
| | | Retail | 216,614 | 0.66 | 51.81 | 7,407 | 1.150 | 164 | 61% | 100 | 39% | 64 | 4.81 | 688 | 48% | 330 | 52% | 358 |
| | ***Sub - Total:*** | | | | | **50,008** | | **3,809** | | **2,875** | | **934** | | **5,559** | | **1,844** | | **3,715** |

| | |
|---|---|
| Total Condo units (MFR): | 1,371 Units |
| Total Single Family Units (SFR): | 215 Units |
| Total Senior Housing Units (Sr. MFR): | 135 Units |
| Total Office Development: | 2,444,530 SF |
| Total Retail Development: | 780,814 SF |

**L.A. County**

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Agoura Road* | Office | 50,000 | 1.00 | 15.65 | 783 | 2.150 | 108 | 88% | 95 | 12% | 13 | 2.23 | 112 | 17% | 19 | 83% | 93 |
| *Las Virgenes Road* | Retail | 15,620 | 0.66 | 44.25 | 456 | 1.330 | 14 | 60% | 8 | 40% | 6 | 3.24 | 33 | 44% | 15 | 56% | 18 |
| *Calabasas Road* | Office | 44,280 | 1.00 | 16.09 | 712 | 2.210 | 98 | 88% | 86 | 12% | 12 | 2.30 | 102 | 17% | 17 | 83% | 85 |
| *Mullholland n/o U.S. 101* | Restaurant | 10,000 | 1.00 | 127.15 | 1,272 | 11.520 | 115 | 52% | 60 | 48% | 55 | 10.92 | 109 | 61% | 66 | 39% | 43 |
| *Las Virgenes Road* | Single Family Housing | 81 | 1.00 | 9.57 | 775 | 0.700 | 57 | 25% | 14 | 75% | 43 | 1.01 | 82 | 64% | 52 | 36% | 30 |

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

**CITY OF CALABASAS - GENERAL PLAN PARTIAL BUILDOUT**

| | Project Name | Land Use | Size | Pass-By | ADT Rate | ADT Trips | A.M. Rate | A.M. Trips | A.M. In % | A.M. In Trips | A.M. Out % | A.M. Out Trips | P.M. Rate | P.M. Trips | P.M. In % | P.M. In Trips | P.M. Out % | P.M. Out Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approved/Pending Development | | | | | | | | | | | | | | | | | | |
| 1. | *Standard Pacific* | Condos | 86 | 1.00 | 5.86 | 504 | 0.440 | 38 | 16% | 6 | 84% | 32 | 0.52 | 45 | 67% | 30 | 33% | 15 |
| 2. | *Malibu Hills Road* | Senior Housing | 60 | 1.00 | 3.71 | 223 | 0.200 | 12 | 42% | 5 | 58% | 7 | 0.52 | 31 | 63% | 20 | 37% | 11 |
| 3. | *Calabasas Inn* | Condos | 79 | 1.00 | 5.86 | 463 | 0.440 | 35 | 16% | 6 | 84% | 29 | 0.52 | 41 | 67% | 27 | 33% | 14 |
| 4. | *Safran* | Senior Housing | 75 | 1.00 | 3.71 | 278 | 0.200 | 15 | 42% | 6 | 58% | 9 | 0.52 | 39 | 63% | 25 | 37% | 14 |
| 5. | *Dollinger (The Summit)* | Retail | 70,100 | 0.60 | 76.90 | 3,234 | 1.800 | 76 | 61% | 46 | 39% | 30 | 7.06 | 297 | 46% | 143 | 52% | 154 |
| | | | | | | **4,702** | | **176** | | **69** | | **107** | | **453** | | **245** | | **208** |
| | | *Retail* | 300 | | | *3,234* | | *76* | | *46* | | *30* | | *297* | | *143* | | *154* |
| | | *Residential* | *70,100* | | | *1,468* | | *100* | | 23 | | 77 | | *156* | | *102* | | *54* |
| Vacant Residential | | | | | | | | | | | | | | | | | | |
| 6. | *Highlands* | Single Family Housing | 97 | 1.00 | 9.57 | 928 | 0.700 | 68 | 25% | 17 | 75% | 51 | 1.01 | 98 | 64% | 63 | 36% | 35 |
| 7. | *Parkville Road* | Single Family Housing | 13 | 1.00 | 9.57 | 124 | 0.700 | 9 | 25% | 2 | 75% | 7 | 1.01 | 13 | 64% | 8 | 36% | 5 |
| 8. | *Rancho Pet Kennel* | Condos | 132 | 1.00 | 5.86 | 774 | 0.440 | 58 | 16% | 9 | 84% | 49 | 0.52 | 69 | 67% | 46 | 33% | 23 |
| 9. | *Mahin Tract* | Single Family Housing | 14 | 1.00 | 9.57 | 134 | 0.700 | 10 | 25% | 3 | 75% | 7 | 1.01 | 14 | 64% | 9 | 36% | 5 |
| 10. | *w/o Headwaters Corner* | Single Family Housing | 8 | 1.00 | 9.57 | 77 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 8 | 64% | 5 | 36% | 3 |
| 11. | *L.Pollack Lots* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| 12. | *A.Howard Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 13. | *Wilson Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 14. | *Dry Canyon Tract -East* | Single Family Housing | 9 | 1.00 | 9.57 | 86 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 9 | 64% | 6 | 36% | 3 |
| 15. | *Vacant* | Single Family Housing | 37 | 1.00 | 9.57 | 354 | 0.700 | 26 | 25% | 7 | 75% | 19 | 1.01 | 37 | 64% | 24 | 36% | 13 |
| | ***Sub - Total:*** | | **317** | | | **2,544** | | **187** | | **43** | | **144** | | **255** | | **185** | | **90** |
| Planned Development | | | | | | | | | | | | | | | | | | |
| 16. | *Las Virgenes 1* | Single Family Housing | 30 | 1.00 | 9.57 | 287 | 0.700 | 21 | 25% | 5 | 75% | 16 | 1.01 | 30 | 64% | 19 | 36% | 11 |
| | | Condos | 0 | 1.00 | 5.86 | 0 | 0.440 | 0 | 16% | 0 | 84% | 0 | 0.52 | 0 | 67% | 0 | 33% | 0 |
| 17. | *Las Virgenes 2* | Condos | 160 | 1.00 | 5.86 | 938 | 0.440 | 70 | 16% | 11 | 84% | 59 | 0.52 | 83 | 67% | 56 | 33% | 27 |
| | | Office | 150,000 | 1.00 | 12.15 | 1,823 | 1.730 | 260 | 86% | 224 | 14% | 36 | 1.65 | 248 | 14% | 35 | 86% | 213 |
| | | Retail | 25,000 | 0.66 | 44.28 | 731 | 1.330 | 22 | 61% | 13 | 39% | 9 | 3.26 | 54 | 48% | 26 | 52% | 28 |
| Business Park (BP) | | | | | | | | | | | | | | | | | | |
| 18. | *Vacant Business Park* | Office | 31,363 | 1.00 | 17.42 | 546 | 2.370 | 74 | 86% | 64 | 14% | 10 | 2.52 | 79 | 14% | 11 | 86% | 68 |
| Business Limited Intensity (BLI) | | | | | | | | | | | | | | | | | | |
| 19. | *Vacant BLI* | Office | 166,643 | 1.00 | 11.86 | 1,976 | 1.690 | 282 | 88% | 248 | 12% | 34 | 1.59 | 265 | 17% | 45 | 83% | 220 |
| | | Retail | 41,661 | 0.66 | 43.56 | 1,201 | 1.310 | 36 | 61% | 22 | 39% | 14 | 2.92 | 80 | 44% | 35 | 56% | 45 |
| | ***Sub - Total:*** | | | | | **7,502** | | **765** | | **587** | | **178** | | **839** | | **227** | | **612** |
| Proposed Mixed-Use Development | | | | | | | | | | | | | | | | | | |
| 20. | *West Village* | Condos | 115 | 1.00 | 5.86 | 674 | 0.440 | 51 | 16% | 8 | 84% | 43 | 0.52 | 60 | 67% | 40 | 33% | 20 |
| | | Office (Net New) | 109,204 | 1.00 | 11.15 | 1,218 | 1.600 | 175 | 88% | 154 | 12% | 21 | 1.48 | 162 | 17% | 28 | 83% | 134 |
| | | Retail | 103,102 | 0.66 | 52.71 | 3,587 | 1.170 | 80 | 61% | 49 | 39% | 31 | 4.89 | 333 | 48% | 160 | 52% | 173 |
| 21. | *Las Virgenes/Mureau* | Condos | 41 | 1.00 | 5.86 | 240 | 0.440 | 18 | 16% | 3 | 84% | 15 | 0.52 | 21 | 67% | 14 | 33% | 7 |
| | | Office | 75,292 | 1.00 | 12.14 | 914 | 1.730 | 130 | 86% | 112 | 14% | 18 | 1.64 | 123 | 14% | 17 | 86% | 106 |
| | | Retail | 36,551 | 0.66 | 75.78 | 1,828 | 1.770 | 43 | 61% | 26 | 39% | 17 | 6.96 | 168 | 48% | 81 | 52% | 87 |
| | *East Village* | | | | | | | | | | | | | | | | | |
| 22. | *n/o Calabasas Road* | Condos | 62 | 1.00 | 5.86 | 363 | 0.440 | 27 | 16% | 4 | 84% | 23 | 0.52 | 32 | 67% | 21 | 33% | 11 |
| | | Office | 114,214 | 1.00 | 11.03 | 2,520 | 1.590 | 182 | 88% | 160 | 12% | 22 | 1.47 | 168 | 17% | 29 | 83% | 139 |
| | | Retail | 42,515 | 0.66 | 71.88 | 2,017 | 1.670 | 47 | 61% | 29 | 39% | 18 | 6.62 | 186 | 48% | 89 | 52% | 97 |
| 23. | *s/o Calabasas Road* | Condos | 95 | 1.00 | 5.86 | 557 | 0.440 | 42 | 16% | 7 | 84% | 35 | 0.52 | 49 | 67% | 33 | 33% | 16 |
| | | Office | 469,306 | 1.00 | 7.97 | 3,740 | 1.200 | 563 | 86% | 484 | 14% | 79 | 1.20 | 563 | 14% | 79 | 86% | 484 |
| | | Retail | 31,551 | 0.66 | 79.78 | 1,661 | 1.880 | 39 | 61% | 24 | 39% | 15 | 7.32 | 152 | 48% | 73 | 52% | 79 |
| 24. | *Craftsman Corner* | Condos | 125 | 1.00 | 5.86 | 733 | 0.440 | 55 | 16% | 9 | 84% | 46 | 0.52 | 65 | 67% | 44 | 33% | 21 |
| | | Office | 280,247 | 1.00 | 8.97 | 2,514 | 1.330 | 373 | 86% | 321 | 14% | 52 | 1.26 | 353 | 14% | 49 | 86% | 304 |
| | | Retail | 108,307 | 0.66 | 51.81 | 3,704 | 1.150 | 82 | 61% | 50 | 39% | 32 | 4.81 | 344 | 48% | 165 | 52% | 179 |
| | ***Sub - Total:*** | | | | | **26,270** | | **1,067** | | **1,446** | | **467** | | **2,779** | | **922** | | **1,857** |

Total Condo units (MFR): 895 Units
Total Single Family Units (SFR): 215 Units
Total Senior Housing Units (Sr. MFR): 135 Units
Total Office Development: 1,396,269 SF
Total Retail Development: 458,787 SF

L.A. County

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Agoura Road* | Office | 50,000 | 1.00 | 15.66 | 783 | 2.150 | 108 | 88% | 95 | 12% | 13 | 2.23 | 112 | 17% | 19 | 83% | 93 |
| | *Las Virgenes Road* | Retail | 15,620 | 0.66 | 44.25 | 456 | 1.330 | 14 | 60% | 8 | 40% | 6 | 3.24 | 33 | 44% | 15 | 56% | 18 |
| | *Calabasas Road* | Office | 44,280 | 1.00 | 16.09 | 712 | 2.210 | 98 | 88% | 86 | 12% | 12 | 2.30 | 102 | 17% | 17 | 83% | 85 |
| | *Multholland n/o U.S. 101* | Restaurant | 10,000 | 1.00 | 127.15 | 1,272 | 11.520 | 115 | 52% | 60 | 48% | 55 | 10.92 | 109 | 61% | 66 | 39% | 43 |
| | *Las Virgenes Road* | Single Family Housing | 81 | 1.00 | 9.57 | 775 | 0.700 | 57 | 25% | 14 | 75% | 43 | 1.01 | 82 | 64% | 52 | 36% | 30 |

***REDUCED BUILDOUT***

West Village - Mureau/Las Virgenes N/O US 101

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 21. | *Las Virgenes/Mureau* | Condos | 41 | 1.00 | 5.86 | 240 | 0.440 | 18 | 16% | 3 | 84% | 15 | 0.52 | 21 | 67% | 14 | 33% | 7 |
| | | Office | 75,292 | 1.00 | 12.14 | 914 | 1.730 | 130 | 86% | 112 | 14% | 18 | 1.64 | 123 | 14% | 17 | 86% | 106 |
| | | Retail | 36,551 | 0.66 | 75.78 | 1,826 | 1.770 | 43 | 61% | 26 | 39% | 17 | 6.96 | 168 | 48% | 81 | 52% | 87 |
| 15. | *Vacant Residential* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| | | Total: | | | | 3,011 | | 193 | | 142 | | 51 | | 315 | | 114 | | 201 |
| | | **-20% Internal Capture** | | | | **2,409** | | **154** | | **114** | | **41** | | **252** | | **91** | | **161** |

West Village - Agoura Road

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 2. | *Malibu Hills Road* | Senior Housing | 60 | 1.00 | 3.71 | 223 | 0.200 | 12 | 42% | 5 | 58% | 7 | 0.52 | 31 | 63% | 20 | 37% | 11 |
| 5. | *Dollinger (The Summit)* | Retail | 70,100 | 0.60 | 76.99 | 3,234 | 1.800 | 76 | 61% | 46 | 39% | 30 | 7.06 | 297 | 48% | 143 | 52% | 154 |
| 18. | *Vecent Business Park* | Office | 31,363 | 1.00 | 17.42 | 546 | 2.370 | 74 | 86% | 64 | 14% | 10 | 2.52 | 79 | 14% | 11 | 86% | 68 |
| 20. | *West Village* | Condos | 115 | 1.00 | 5.86 | 674 | 0.440 | 51 | 16% | 8 | 84% | 43 | 0.52 | 60 | 67% | 40 | 33% | 20 |
| | | Office (Net New) | 109,204 | 1.00 | 11.15 | 1,218 | 1.600 | 175 | 88% | 154 | 12% | 21 | 1.48 | 162 | 17% | 28 | 83% | 134 |
| | | Retail | 103,102 | 0.66 | 52.71 | 3,587 | 1.170 | 80 | 61% | 49 | 39% | 31 | 4.89 | 333 | 48% | 160 | 52% | 173 |
| LA | *APN 2064-002-045* | Office | 50,000 | 1.00 | 15.65 | 783 | 2.150 | 108 | 88% | 95 | 12% | 13 | 2.23 | 112 | 17% | 19 | 83% | 93 |
| | | Total: | | | | 10,265 | | 576 | | 421 | | 155 | | 1,074 | | 421 | | 653 |
| | | **-20% Internal Capture** | | | | **8,212** | | **461** | | **337** | | **124** | | **859** | | **337** | | **522** |

West Village - Las Virgenes Road

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 1. | *Standard Pacific* | Condos | 86 | 1.00 | 5.86 | 504 | 0.440 | 38 | 16% | 6 | 84% | 32 | 0.52 | 45 | 67% | 30 | 33% | 15 |
| 16. | *Las Virgenes 1* | Single Family Housing | 30 | 1.00 | 9.57 | 287 | 0.700 | 21 | 25% | 5 | 75% | 16 | 1.01 | 30 | 64% | 19 | 36% | 11 |
| | | Condos | 0 | 1.00 | 5.86 | 0 | 0.440 | 0 | 16% | 0 | 84% | 0 | 0.52 | 0 | 67% | 0 | 33% | 0 |
| 17. | *Las Virgenes 2* | Condos | 160 | 1.00 | 5.86 | 938 | 0.440 | 70 | 16% | 11 | 84% | 59 | 0.52 | 83 | 67% | 56 | 33% | 27 |
| | | Office | 150,000 | 1.00 | 12.15 | 1,823 | 1.730 | 260 | 86% | 224 | 14% | 36 | 1.65 | 248 | 14% | 35 | 86% | 213 |
| | | Retail | 25,000 | 0.66 | 44.28 | 731 | 1.330 | 22 | 61% | 13 | 39% | 9 | 3.26 | 54 | 48% | 26 | 52% | 28 |
| 15. | *Vacant Residential* | Single Family Housing | 16 | 1.00 | 9.57 | 153 | 0.700 | 11 | 25% | 3 | 75% | 8 | 1.01 | 16 | 64% | 10 | 36% | 6 |
| LA | *Las Virgenes Road* | Retail | 15,620 | 0.66 | 44.25 | 456 | 1.330 | 14 | 60% | 8 | 40% | 6 | 3.24 | 33 | 44% | 15 | 56% | 18 |
| LA | *Vacant Residential* | Single Family Housing | 81 | 1.00 | 9.57 | 775 | 0.700 | 57 | 25% | 14 | 75% | 43 | 1.01 | 82 | 64% | 52 | 36% | 30 |
| | | Total: | | | | 5,667 | | 493 | | 284 | | 209 | | 591 | | 243 | | 348 |
| | | **-20% Internal Capture** | | | | **4,534** | | **394** | | **227** | | **167** | | **473** | | **194** | | **278** |

West Village - N/O US 101

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 7. | *Parkville Road* | Single Family Housing | 13 | 1.00 | 9.57 | 124 | 0.700 | 9 | 25% | 2 | 75% | 7 | 1.01 | 13 | 64% | 8 | 36% | 5 |
| 8. | *Rancho Pet Kennel* | Condos | 132 | 1.00 | 5.86 | 774 | 0.440 | 58 | 16% | 9 | 84% | 49 | 0.52 | 69 | 67% | 46 | 33% | 23 |
| | | **Total:** | | | | **898** | | **67** | | **11** | | **56** | | **82** | | **54** | | **28** |

PARTIAL BUILDOUT

East Village - Calabasas Road

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 3. *Calabasas Inn* | Condos | 79 | 1.00 | 5.86 | 463 | 0.440 | 35 | 16% | 6 | 84% | 29 | 0.52 | 41 | 67% | 27 | 33% | 14 |
| 4. *Safran* | Senior Housing | 75 | 1.00 | 3.71 | 278 | 0.200 | 15 | 42% | 6 | 58% | 9 | 0.52 | 39 | 63% | 25 | 37% | 14 |
| 22. *n/o Calabasas Road* | Condos | 62 | 1.00 | 5.86 | 363 | 0.440 | 27 | 16% | 4 | 84% | 23 | 0.52 | 32 | 67% | 21 | 33% | 11 |
| | Office | 114,214 | 1.00 | 11.03 | 2,520 | 1.590 | 182 | 88% | 160 | 12% | 22 | 1.47 | 168 | 17% | 29 | 83% | 139 |
| | Retail | 42,515 | 0.66 | 71.88 | 2,017 | 1.670 | 47 | 61% | 29 | 39% | 18 | 6.62 | 186 | 48% | 89 | 52% | 97 |
| 23. *s/o Calabasas Road* | Condos | 95 | 1.00 | 5.86 | 557 | 0.440 | 42 | 16% | 7 | 84% | 35 | 0.52 | 49 | 67% | 33 | 33% | 16 |
| | Office | 469,306 | 1.00 | 7.97 | 3,740 | 1.200 | 563 | 86% | 484 | 14% | 79 | 1.20 | 563 | 14% | 79 | 86% | 484 |
| | Retail | 31,551 | 0.66 | 79.78 | 1,661 | 1.880 | 39 | 61% | 24 | 39% | 15 | 7.32 | 152 | 48% | 73 | 52% | 79 |
| LA *Mulholland n/o U.S. 101* | Restaurant | 10,000 | 1.00 | 127.15 | 1,272 | 11.520 | 115 | 52% | 60 | 48% | 55 | 10.92 | 109 | 61% | 66 | 39% | 43 |
| | Total: | | | | 12,871 | | 1,065 | | 780 | | 285 | | 1,339 | | 442 | | 897 |
| | **-20% Internal Capture** | | | | **10,297** | | **852** | | **624** | | **228** | | **1,071** | | **354** | | **718** |

East Village - South

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 6. *Highlands* | Single Family Housing | 97 | 1.00 | 9.57 | 928 | 0.700 | 68 | 25% | 17 | 75% | 51 | 1.01 | 98 | 64% | 63 | 36% | 35 |
| 9. *Mahin Tract* | Single Family Housing | 14 | 1.00 | 9.57 | 134 | 0.700 | 10 | 25% | 3 | 75% | 7 | 1.01 | 14 | 64% | 9 | 36% | 5 |
| 10. *w/o Headwaters Corner* | Single Family Housing | 8 | 1.00 | 9.57 | 77 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 8 | 64% | 5 | 36% | 3 |
| 11. *L.Pollack Lots* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| 12. *A.Howard Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 13. *Wilson Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 14. *Dry Canyon Tract -East* | Single Family Housing | 9 | 1.00 | 9.57 | 86 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 9 | 64% | 6 | 36% | 3 |
| 15. *Vacant* | Single Family Housing | 18 | 1.00 | 9.57 | 172 | 0.700 | 13 | 25% | 3 | 75% | 10 | 1.01 | 18 | 64% | 12 | 36% | 6 |
| | Total: | | | | 1,464 | | 107 | | 28 | | 79 | | 154 | | 99 | | 55 |

East Village - E/O Mureau

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 19. *Vacant BLI* | Office | 166,643 | 1.00 | 11.86 | 1,976 | 1.690 | 282 | 88% | 248 | 12% | 34 | 1.59 | 265 | 17% | 45 | 83% | 220 |
| | Retail | 41,661 | 0.66 | 43.68 | 1,201 | 1.310 | 36 | 61% | 22 | 39% | 14 | 2.92 | 80 | 44% | 35 | 56% | 45 |
| | Total: | | | | 3,177 | | 318 | | 270 | | 48 | | 345 | | 80 | | 265 |

East Village - N/O U.S. 101

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24. *Craftsman Corner* | Condos | 125 | 1.00 | 5.86 | 733 | 0.440 | 55 | 16% | 9 | 84% | 46 | 0.52 | 65 | 67% | 44 | 33% | 21 |
| | Office | 280,247 | 1.00 | 8.97 | 2,514 | 1.330 | 373 | 86% | 321 | 14% | 52 | 1.26 | 353 | 14% | 49 | 86% | 304 |
| | Retail | 108,307 | 0.66 | 51.81 | 3,704 | 1.150 | 82 | 61% | 50 | 39% | 32 | 4.81 | 344 | 48% | 165 | 52% | 179 |
| | Total: | | | | 6,951 | | 510 | | 380 | | 130 | | 762 | | 258 | | 504 |
| | **-10% Internal Capture** | | | | **6,256** | | **459** | | **342** | | **117** | | **686** | | **232** | | **454** |

West Village - Mureau/Las Virgenes N/O US 101

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 21. | *Las Virgenes/Mureau* | Condos | 81 | 1.00 | 5.86 | 475 | 0.440 | 36 | 16% | 6 | 84% | 30 | 0.52 | 42 | 67% | 28 | 33% | 14 |
| | | Office | 150,585 | 1.00 | 12.14 | 1,828 | 1.730 | 261 | 86% | 224 | 14% | 37 | 1.64 | 247 | 14% | 35 | 86% | 212 |
| | | Retail | 73,102 | 0.66 | 75.78 | 3,656 | 1.770 | 85 | 61% | 52 | 39% | 33 | 6.96 | 336 | 48% | 161 | 52% | 175 |
| 15. | *Vacant Residential* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| | | Total: | | | | 5,988 | | 384 | | 283 | | 101 | | 628 | | 226 | | 402 |
| | | **-20% Internal Capture** | | | | **4,790** | | **307** | | **226** | | **81** | | **502** | | **181** | | **322** |

West Village - Agoura Road

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 2. | *Malibu Hills Road* | Senior Housing | 60 | 1.00 | 3.71 | 223 | 0.200 | 12 | 42% | 5 | 58% | 7 | 0.52 | 31 | 63% | 20 | 37% | 11 |
| 5. | *Dollinger (The Summit)* | Retail | 70,100 | 0.60 | 76.90 | 3,234 | 1.800 | 76 | 61% | 46 | 39% | 30 | 7.06 | 297 | 48% | 143 | 52% | 154 |
| 18. | *Vacant Business Park* | Office | 31,363 | 1.00 | 17.42 | 546 | 2.370 | 74 | 86% | 64 | 14% | 10 | 2.52 | 79 | 14% | 11 | 86% | 68 |
| 20. | *West Village* | Condos | 229 | 1.00 | 5.86 | 1,342 | 0.440 | 101 | 16% | 16 | 84% | 85 | 0.52 | 119 | 67% | 80 | 33% | 39 |
| | | Office (Net New) | 218,407 | 1.00 | 11.15 | 2,435 | 1.600 | 349 | 88% | 307 | 12% | 42 | 1.48 | 323 | 17% | 55 | 83% | 268 |
| | | Retail | 206,204 | 0.66 | 52.71 | 7,174 | 1.170 | 159 | 61% | 97 | 39% | 62 | 4.89 | 666 | 48% | 320 | 52% | 346 |
| LA | *APN 2064-002-045* | Office | 50,000 | 1.00 | 15.65 | 783 | 2.150 | 108 | 88% | 95 | 12% | 13 | 2.23 | 112 | 17% | 19 | 83% | 93 |
| | | Total: | | | | 15,737 | | 879 | | 630 | | 249 | | 1,627 | | 648 | | 979 |
| | | **-20% Internal Capture** | | | | **12,590** | | **703** | | **504** | | **199** | | **1,302** | | **518** | | **783** |

West Village - Las Virgenes Road

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 1. | *Standard Pacific* | Condos | 86 | 1.00 | 5.86 | 504 | 0.440 | 38 | 16% | 6 | 84% | 32 | 0.52 | 45 | 67% | 30 | 33% | 15 |
| 15. | *Vacant Residential* | Single Family Housing | 16 | 1.00 | 9.57 | 153 | 0.700 | 11 | 25% | 3 | 75% | 8 | 1.01 | 16 | 64% | 10 | 36% | 6 |
| LA | *Las Virgenes Road* | Retail | 15,620 | 0.66 | 44.25 | 456 | 1.330 | 14 | 60% | 8 | 40% | 6 | 3.24 | 33 | 44% | 15 | 56% | 18 |
| LA | *Vacant Residential* | Single Family Housing | 81 | 1.00 | 9.57 | 775 | 0.700 | 57 | 25% | 14 | 75% | 43 | 1.01 | 82 | 64% | 52 | 36% | 30 |
| | | Total: | | | | 1,888 | | 120 | | 31 | | 89 | | 176 | | 107 | | 69 |
| | | **-20% Internal Capture** | | | | **1,510** | | **96** | | **25** | | **71** | | **141** | | **86** | | **55** |
| 16. | *Las Virgenes 1* | Single Family Housing | 30 | 1.00 | 9.57 | 287 | 0.700 | 21 | 25% | 5 | 75% | 16 | 1.01 | 30 | 64% | 19 | 36% | 11 |
| | | Condos | 40 | 1.00 | 5.86 | 234 | 0.440 | 18 | 16% | 3 | 84% | 15 | 0.52 | 21 | 67% | 14 | 33% | 7 |
| | | TOTAL: | | | | 521 | | 39 | | 8 | | 31 | | 51 | | 33 | | 18 |
| | | **-20% Internal Capture** | | | | **417** | | **31** | | **6** | | **25** | | **41** | | **26** | | **14** |
| 17. | *Las Virgenes 2* | Condos | 160 | 1.00 | 5.86 | 938 | 0.440 | 70 | 16% | 11 | 84% | 59 | 0.52 | 83 | 67% | 56 | 33% | 27 |
| | | Office | 150,000 | 1.00 | 12.15 | 1,823 | 1.730 | 260 | 86% | 224 | 14% | 36 | 1.65 | 248 | 14% | 35 | 86% | 213 |
| | | Retail | 25,000 | 0.66 | 44.28 | 731 | 1.330 | 22 | 61% | 13 | 39% | 9 | 3.26 | 54 | 48% | 26 | 52% | 28 |
| | | TOTAL: | | | | 3,492 | | 352 | | 248 | | 104 | | 385 | | 117 | | 268 |
| | | **-20% Internal Capture** | | | | **2,794** | | **282** | | **198** | | **83** | | **308** | | **94** | | **214** |

West Village - N/O US 101

| | Project | Land Use | Size | Pass-By/Multi-Use | ADT | | A.M. | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 7. | *Parkville Road* | Single Family Housing | 13 | 1.00 | 9.57 | 124 | 0.700 | 9 | 25% | 2 | 75% | 7 | 1.01 | 13 | 64% | 8 | 36% | 5 |
| 8. | *Rancho Pet Kennel* | Condos | 132 | 1.00 | 5.86 | 774 | 0.440 | 58 | 16% | 9 | 84% | 49 | 0.52 | 69 | 67% | 46 | 33% | 23 |
| | | **Total:** | | | | **898** | | **67** | | **11** | | **56** | | **82** | | **54** | | **28** |

East Village - Calabasas Road

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 3. *Calabasas Inn* | Condos | 79 | 1.00 | 5.86 | 463 | 0.440 | 35 | 16% | 6 | 84% | 29 | 0.52 | 41 | 67% | 27 | 33% | 14 |
| 4. *Safran* | Senior Housing | 75 | 1.00 | 3.71 | 278 | 0.200 | 15 | 42% | 6 | 58% | 9 | 0.52 | 39 | 63% | 25 | 37% | 14 |
| 22. *n/o Calabasas Road* | Condos | 123 | 1.00 | 5.86 | 721 | 0.440 | 54 | 16% | 9 | 84% | 45 | 0.52 | 64 | 67% | 43 | 33% | 21 |
| | Office | 228,428 | 1.00 | 11.03 | 2,520 | 1.590 | 363 | 88% | 319 | 12% | 44 | 1.47 | 336 | 17% | 57 | 83% | 279 |
| | Retail | 85,030 | 0.66 | 71.88 | 4,034 | 1.670 | 94 | 61% | 57 | 39% | 37 | 6.62 | 372 | 48% | 179 | 52% | 193 |
| 23. *s/o Calabasas Road* | Condos | 191 | 1.00 | 5.86 | 1,119 | 0.440 | 84 | 16% | 13 | 84% | 71 | 0.52 | 99 | 67% | 66 | 33% | 33 |
| | Office | 938,611 | 1.00 | 7.97 | 7,481 | 1.200 | 1126 | 86% | 968 | 14% | 158 | 1.20 | 1126 | 14% | 158 | 86% | 968 |
| | Retail | 63,103 | 0.66 | 79.78 | 3,323 | 1.880 | 78 | 61% | 48 | 39% | 30 | 7.32 | 305 | 48% | 146 | 52% | 159 |
| LA *Mulholland n/o U.S. 101* | Restaurant | 10,000 | 1.00 | 127.15 | 1,272 | 11.520 | 115 | 52% | 60 | 48% | 55 | 10.92 | 109 | 61% | 66 | 39% | 43 |
| | Total: | | | | 21,211 | | 1,964 | | 1,485 | | 478 | | 2,491 | | 767 | | 1,724 |
| | **-20% Internal Capture** | | | | **16,969** | | **1,571** | | **1,189** | | **382** | | **1,993** | | **614** | | **1,379** |

East Village - South

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 6. *Highlands* | Single Family Housing | 97 | 1.00 | 9.57 | 928 | 0.700 | 68 | 25% | 17 | 75% | 51 | 1.01 | 98 | 64% | 63 | 36% | 35 |
| 9. *Mahin Tract* | Single Family Housing | 14 | 1.00 | 9.57 | 134 | 0.700 | 10 | 25% | 3 | 75% | 7 | 1.01 | 14 | 64% | 9 | 36% | 5 |
| 10. *w/o Headwaters Corner* | Single Family Housing | 8 | 1.00 | 9.57 | 77 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 8 | 64% | 5 | 36% | 3 |
| 11. *L.Pollack Lots* | Single Family Housing | 3 | 1.00 | 9.57 | 29 | 0.700 | 2 | 25% | 1 | 75% | 1 | 1.01 | 3 | 64% | 2 | 36% | 1 |
| 12. *A.Howard Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 13. *Wilson Parcels* | Single Family Housing | 2 | 1.00 | 9.57 | 19 | 0.700 | 1 | 25% | 0 | 75% | 1 | 1.01 | 2 | 64% | 1 | 36% | 1 |
| 14. *Dry Canyon Tract -East* | Single Family Housing | 9 | 1.00 | 9.57 | 86 | 0.700 | 6 | 25% | 2 | 75% | 4 | 1.01 | 9 | 64% | 6 | 36% | 3 |
| 15. *Vacant* | Single Family Housing | 18 | 1.00 | 9.57 | 172 | 0.700 | 13 | 25% | 3 | 75% | 10 | 1.01 | 18 | 64% | 12 | 36% | 6 |
| | Total: | | | | 1,464 | | 107 | | 28 | | 79 | | 154 | | 99 | | 55 |

East Village - E/O Mureau

| Project | Land Use | Size | Pass-By | ADT | | A.M. | | | | | | P.M. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 19. *Vacant BLI* | Office | 166,643 | 1.00 | 11.86 | 1,976 | 1.690 | 282 | 88% | 248 | 12% | 34 | 1.59 | 265 | 17% | 45 | 83% | 220 |
| | Retail | 41,661 | 0.66 | 43.68 | 1,201 | 1.310 | 36 | 61% | 22 | 39% | 14 | 2.92 | 80 | 44% | 35 | 56% | 45 |
| | Total: | | | | 3,177 | | 318 | | 270 | | 48 | | 345 | | 80 | | 265 |

East Village - N/O U.S. 101

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24. *Craftsman Corner* | Condos | 250 | 1.00 | 5.86 | 1,465 | 0.440 | 110 | 16% | 18 | 84% | 92 | 0.52 | 130 | 67% | 87 | 33% | 43 |
| | Office | 560,493 | 1.00 | 8.97 | 5,028 | 1.330 | 745 | 86% | 641 | 14% | 104 | 1.26 | 706 | 14% | 99 | 86% | 607 |
| | Retail | 215,614 | 0.66 | 51.81 | 7,407 | 1.150 | 164 | 61% | 100 | 39% | 64 | 4.81 | 688 | 48% | 330 | 52% | 358 |
| | Total: | | | | 13,900 | | 1,019 | | 759 | | 260 | | 1,524 | | 516 | | 1,008 |
| | **-10% Internal Capture** | | | | **12,510** | | **917** | | **683** | | **234** | | **1,372** | | **464** | | **907** |

**Calabasas General Plan #06135**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

**REFERENCE #01AM**

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

## TRAFFIC VOLUME SUMMARY

| VOLUMES | NORTH BOUND | | | SOUTH BOUND | | | EAST BOUND | | | WEST BOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| (A) EXISTING | 419 | 56 | 0 | 0 | 124 | 50 | 0 | 0 | 0 | 399 | 2 | 56 |
| (B) CUMULATIVE | 468 | 72 | 0 | 0 | 184 | 72 | 0 | 0 | 0 | 502 | 2 | 61 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LT | T R | | L TR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 419 | 468 | 0.000 | 0.000 |
| NBT | 1 | 1600 | 56 | 72 | 0.297 * | 0.338 * |
| NBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBT | 1 | 1600 | 124 | 184 | 0.078 * | 0.115 * |
| SBR (a) | 1 | 1600 | 28 | 40 | 0.018 | 0.025 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 1 | 1600 | 399 | 502 | 0.249 * | 0.314 * |
| WBT | 1 | 1600 | 2 | 2 | 0.020 | 0.022 |
| WBR (b) | 0 | 0 | 30 | 33 | 0.000 | 0.000 |
| | | | LOST TIME: | | 0.100 * | 0.100 * |
| | | | INTERSECTION CAPACITY UTILIZATION: | | **0.724** | **0.867** |
| | | | LEVEL OF SERVICE: | | **C** | **D** |

***NOTES:***

*(a) 44% R.T.O.R.*

*(b) 46% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #01PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 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 | 893 | 83 | 0 | 0 | 82 | 32 | 0 | 0 | 0 | 151 | 2 | 52 |
| (B) CUMULATIVE | 1050 | 154 | 0 | 0 | 117 | 43 | 0 | 0 | 0 | 277 | 2 | 76 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LT | T R | | L TR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | SCENARIO V/C RATIOS 1 | 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 893 | 1050 | 0.000 | 0.000 |
| NBT | 1 | 1600 | 83 | 154 | 0.610 * | 0.753 * |
| NBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBT | 1 | 1600 | 82 | 117 | 0.051 * | 0.073 * |
| SBR *(a)* | 1 | 1600 | 26 | 35 | 0.016 | 0.022 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 1 | 1600 | 151 | 277 | 0.094 * | 0.173 * |
| WBT | 1 | 1600 | 2 | 2 | 0.010 | 0.014 |
| WBR *(b)* | 0 | 0 | 14 | 21 | 0.000 | 0.000 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.855** | **1.099** |
| | | | LEVEL OF SERVICE: | | **D** | **F** |

***NOTES:***

*(a) 19% R.T.O.R.*

*(b) 73% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135**

REFERENCE #01AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

*With Programmed Improvements*

N/S STREET: *LOST HILLS RD.*

E/W STREET: *US101 NB RAMPS*

CONTROL TYPE: SIGNAL

## 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 | 419 | 56 | 0 | 0 | 124 | 50 | 0 | 0 | 0 | 399 | 2 | 56 |
| (B) CUMULATIVE | 468 | 72 | 0 | 0 | 184 | 72 | 0 | 0 | 0 | 502 | 2 | 61 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LL T | T R | | L LTR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 419 | 468 | 0.131 * | 0.146 * |
| NBT | 1 | 1600 | 56 | 72 | 0.035 | 0.045 |
| NBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBT | 1 | 1600 | 124 | 184 | 0.078 * | 0.115 * |
| SBR *(a)* | 1 | 1600 | 28 | 40 | 0.018 | 0.025 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 0 | 0 | 399 | 502 | 0.000 | 0.000 |
| WBT | 2 | 3200 | 2 | 2 | 0.135 * | 0.168 * |
| WBR *(b)* | 0 | 0 | 30 | 33 | 0.000 | 0.000 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | INTERSECTION CAPACITY UTILIZATION: | | 0.444 | 0.529 |
| | | | LEVEL OF SERVICE: | | A | A |

*NOTES:*

*(a) 44% R.T.O.R.*

*(b) 46% R.T.O.R.*

05/29/08

**Calabasas General Plan #06135**

**REFERENCE #01PM_imp**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

***With Programmed Improvements***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 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 | 893 | 83 | 0 | 0 | 82 | 32 | 0 | 0 | 0 | 151 | 2 | 52 |
| (B) CUMULATIVE | 1050 | 154 | 0 | 0 | 117 | 43 | 0 | 0 | 0 | 277 | 2 | 76 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LL T | SOUTH BOUND T R | EAST BOUND | WEST BOUND L LTR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | SCENARIO V/C RATIOS 1 | 2 |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 893 | 1050 | 0.279 * | 0.328 * |
| NBT | 1 | 1600 | 83 | 154 | 0.052 | 0.096 |
| NBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| SBT | 1 | 1600 | 82 | 117 | 0.051 * | 0.073 * |
| SBR *(a)* | 1 | 1600 | 26 | 35 | 0.016 | 0.022 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 0 | 0 | 151 | 277 | 0.000 | 0.000 |
| WBT | 2 | 3200 | 2 | 2 | 0.052 * | 0.094 * |
| WBR *(b)* | 0 | 0 | 14 | 21 | 0.000 | 0.000 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | INTERSECTION CAPACITY UTILIZATION: | | 0.482 | 0.595 |
| | | | LEVEL OF SERVICE: | | A | A |

***NOTES:***

*(a) 19% R.T.O.R.*

*(b) 73% R.T.O.R.*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #02AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

## 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 | 0 | 449 | 108 | 92 | 459 | 0 | 29 | 5 | 1015 | 0 | 0 | 0 |
| (B) CUMULATIVE | 0 | 510 | 150 | 117 | 597 | 0 | 33 | 5 | 1141 | 0 | 0 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | LT | LT RR | |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| NBT | 2 | 3200 | 449 | 510 | 0.140 * | 0.159 * |
| NBR *(a)* | 1 | 1600 | 38 | 53 | 0.024 | 0.033 |
| SBL | 0 | 0 | 92 | 117 | 0.000 | 0.000 |
| SBT | 1 | 1600 | 459 | 597 | 0.344 * | 0.446 * |
| SBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBL | 0 | 0 | 29 | 33 | 0.000 | 0.000 |
| EBT | 1 | 1600 | 5 | 5 | 0.021 | 0.024 |
| EBR *(b)* | 2 | 3200 | 396 | 445 | 0.124 * | 0.139 * |
| WBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.708** | **0.844** |
| | | | LEVEL OF SERVICE: | | **C** | **D** |

***NOTES:***

*(a) 65% R.T.O.R.*

*(b) 61% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135**

**REFERENCE #02PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 SB RAMPS***

CONTROL TYPE: SIGNAL

## 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 | 0 | 842 | 451 | 68 | 168 | 0 | 39 | 5 | 490 | 0 | 0 | 0 |
| (B) CUMULATIVE | 0 | 1091 | 625 | 81 | 304 | 0 | 61 | 5 | 615 | 0 | 0 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | LT | LT RR | |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 842 | 1091 | | | | 0.263 * | 0.341 * | | | |
| NBR *(a)* | 1 | 1600 | 370 | 513 | | | | 0.231 | 0.321 | | | |
| SBL | 0 | 0 | 68 | 81 | | | | 0.000 | 0.000 | | | |
| SBT | 1 | 1600 | 168 | 304 | | | | 0.148 * | 0.241 * | | | |
| SBR . | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBL | 0 | 0 | 39 | 61 | | | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 5 | 5 | | | | 0.028 * | 0.041 * | | | |
| EBR *(b)* | 2 | 3200 | 201 | 252 | | | | 0.063 | 0.079 | | | |
| WBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBT | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | | | | **0.539** | **0.723** | | | |
| | | | LEVEL OF SERVICE: | | | | | A | C | | | |

***NOTES:***

*(a) 18% R.T.O.R.*

*(b) 59% R.T.O.R.*

ADJUSTED EXISTING EB THROUGH MOVEMENT VOLUME FROM 414 TO 5 (ASSUMED INCIDENT ON 101 SB DURING PM COUNT) 05/02/08

**Calabasas General Plan #06135**

REFERENCE #02AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

***With Programmed Improvements***

N/S STREET: *LOST HILLS RD.*

E/W STREET: *US101 SB RAMPS*

CONTROL TYPE: SIGNAL

## 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 | 0 | 449 | 108 | 92 | 459 | 0 | 29 | 5 | 1015 | 0 | 0 | 0 |
| (B) CUMULATIVE | 0 | 510 | 150 | 117 | 597 | 0 | 33 | 5 | 1141 | 0 | 0 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT | LT RR | |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| NBT | 2 | 3200 | 449 | 510 | 0.140 * | 0.159 * |
| NBR *(a)* | 1 | 1600 | 38 | 53 | 0.024 | 0.033 |
| SBL | 1 | 1600 | 92 | 117 | 0.058 | 0.073 |
| SBT | 2 | 3200 | 459 | 597 | 0.143 * | 0.187 * |
| SBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBL | 0 | 0 | 29 | 33 | 0.000 | 0.000 |
| EBT | 1 | 1600 | 5 | 5 | 0.021 | 0.024 |
| EBR *(b)* | 2 | 3200 | 396 | 445 | 0.124 * | 0.139 * |
| WBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | INTERSECTION CAPACITY UTILIZATION: | | 0.507 | 0.585 |
| | | | LEVEL OF SERVICE: | | A | A |

***NOTES:***

*(a) 65% R.T.O.R.*

*(b) 61% R.T.O.R.*

05/29/08

**Calabasas General Plan #06135**

REFERENCE #02PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

***With Programmed Improvements***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***US101 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 | 842 | 451 | 68 | 168 | 0 | 39 | 5 | 490 | 0 | 0 | 0 |
| (B) CUMULATIVE | 0 | 1091 | 625 | 81 | 304 | 0 | 61 | 5 | 615 | 0 | 0 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT | LT RR | |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 842 | 1091 | | | | 0.263 * | 0.341 * | | | |
| NBR *(a)* | 1 | 1600 | 370 | 513 | | | | 0.231 | 0.321 | | | |
| SBL | 1 | 1600 | 68 | 81 | | | | 0.043 | 0.051 | | | |
| SBT | 2 | 3200 | 168 | 304 | | | | 0.053 * | 0.095 * | | | |
| SBR . | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBL | 0 | 0 | 39 | 61 | | | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 5 | 5 | | | | 0.028 * | 0.041 * | | | |
| EBR *(b)* | 2 | 3200 | 201 | 252 | | | | 0.063 | 0.079 | | | |
| WBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBT | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.444 | 0.577 | | | |
| | | | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

*(a) 18% R.T.O.R.*

*(b) 59% R.T.O.R.*

ADJUSTED EXISTING EB THROUGH MOVEMENT VOLUME FROM 414 TO 5 (ASSUMED INCIDENT ON 101 SB DURING PM COUNT) 05/29/08

**Calabasas General Plan #06135** **REFERENCE #03AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***AGOURA RD.***

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 | 46 | 443 | 65 | 328 | 840 | 271 | 31 | 138 | 23 | 52 | 134 | 87 |
| (D) CUMULATIVE | 47 | 451 | 217 | 586 | 843 | 274 | 32 | 187 | 23 | 108 | 156 | 175 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND L T TR | SOUTH BOUND L T TR | EAST BOUND L T TR | WEST BOUND L TT R |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 46 | 47 | | | | 0.029 | 0.029 | | | |
| NBT | 2 | 3200 | 443 | 451 | | | | 0.154 * | 0.192 * | | | |
| NBR *(a)* | 0 | 0 | 49 | 163 | | | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 328 | 586 | | | | 0.205 * | 0.366 * | | | |
| SBT | 2 | 3200 | 840 | 843 | | | | 0.330 | 0.332 | | | |
| SBR *(b)* | 0 | 0 | 217 | 219 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 31 | 32 | | | | 0.019 | 0.020 | | | |
| EBT | 2 | 3200 | 138 | 187 | | | | 0.047 * | 0.062 * | | | |
| EBR *(c)* | 0 | 0 | 11 | 11 | | | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 52 | 108 | | | | 0.033 * | 0.068 * | | | |
| WBT | 2 | 3200 | 134 | 156 | | | | 0.042 | 0.049 | | | |
| WBR *(d)* | 1 | 1600 | 30 | 60 | | | | 0.019 | 0.038 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.539** | **0.788** | | | |
| | | | | | | | LEVEL OF SERVICE: | A | C | | | |

***NOTES:***

*(a) 25% R.T.O.R.*

*(b) 20% R.T.O.R.*

*(c) 52% R.T.O.R.*

*(d) 66% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #03PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***AGOURA RD.***

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 | 84 | 777 | 86 | 191 | 345 | 39 | 190 | 501 | 153 | 81 | 194 | 329 |
| (B) CUMULATIVE | 85 | 799 | 213 | 450 | 346 | 40 | 193 | 548 | 153 | 317 | 264 | 661 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND L T TR | SOUTH BOUND L T TR | EAST BOUND L T TR | WEST BOUND L TT R |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 84 | 85 | | | | 0.053 | 0.053 | | | |
| NBT | 2 | 3200 | 777 | 799 | | | | 0.260 * | 0.292 * | | | |
| NBR *(a)* | 0 | 0 | 55 | 136 | | | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 191 | 450 | | | | 0.119 * | 0.281 * | | | |
| SBT | 2 | 3200 | 345 | 346 | | | | 0.118 | 0.119 | | | |
| SBR *(b)* | 0 | 0 | 34 | 35 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 190 | 193 | | | | 0.119 * | 0.121 * | | | |
| EBT | 2 | 3200 | 501 | 548 | | | | 0.183 | 0.197 | | | |
| EBR *(c)* | 0 | 0 | 83 | 83 | | | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 81 | 317 | | | | 0.051 | 0.198 | | | |
| WBT | 2 | 3200 | 194 | 264 | | | | 0.061 | 0.083 | | | |
| WBR *(d)* | 1 | 1600 | 230 | 463 | | | | 0.144 * | 0.289 * | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.742** | **1.083** | | | |
| | | | | | | | LEVEL OF SERVICE: | **C** | **F** | | | |

***NOTES:***

*(a) 36% R.T.O.R.*

*(b) 13% R.T.O.R.*

*(c) 46% R.T.O.R.*

*(d) 30% R.T.O.R. (Right-turn not critical due to overlap with SB left)*

05/02/08

Calabasas General Plan #06135 — REFERENCE #03AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *LOST HILLS RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

***With Programmed Improvements***

***Dual Southbound Left-Turn Lanes***

## 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 | 46 | 443 | 65 | 328 | 840 | 271 | 31 | 138 | 23 | 52 | 134 | 87 |
| (D) CUMULATIVE | 47 | 451 | 217 | 586 | 843 | 274 | 32 | 187 | 23 | 108 | 156 | 175 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 46 | 47 | | | | 0.029 | 0.029 | | | |
| NBT | 2 | 3200 | 443 | 451 | | | | 0.154 * | 0.192 * | | | |
| NBR *(a)* | 0 | 0 | 49 | 163 | | | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 328 | 586 | | | | 0.103 * | 0.183 * | | | |
| SBT | 2 | 3200 | 840 | 843 | | | | 0.330 | 0.332 | | | |
| SBR *(b)* | 0 | 0 | 217 | 219 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 31 | 32 | | | | 0.019 | 0.020 | | | |
| EBT | 2 | 3200 | 138 | 187 | | | | 0.047 * | 0.062 * | | | |
| EBR *(c)* | 0 | 0 | 11 | 11 | | | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 52 | 108 | | | | 0.033 * | 0.068 * | | | |
| WBT | 2 | 3200 | 134 | 156 | | | | 0.042 | 0.049 | | | |
| WBR *(d)* | 1 | 1600 | 30 | 60 | | | | 0.019 | 0.038 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.437 | 0.605 | | | |
| | | | | | | | LEVEL OF SERVICE: | A | B | | | |

***NOTES:***

*(a) 25% R.T.O.R.*

*(b) 20% R.T.O.R.*

*(c) 52% R.T.O.R.*

*(d) 66% R.T.O.R.*

05/29/08

**Calabasas General Plan #06135** REFERENCE #03PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM* *With Programmed Improvements*

N/S STREET: *LOST HILLS RD.* *Dual Southbound Left-Turn Lanes*

E/W STREET: *AGOURA RD.*

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 | 84 | 777 | 86 | 191 | 345 | 39 | 190 | 501 | 153 | 81 | 194 | 329 |
| (B) CUMULATIVE | 85 | 799 | 213 | 450 | 346 | 40 | 193 | 548 | 153 | 317 | 264 | 661 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 84 | 85 | | | | 0.053 | 0.053 | | | |
| NBT | 2 | 3200 | 777 | 799 | | | | 0.260 * | 0.292 * | | | |
| NBR *(a)* | 0 | 0 | 55 | 136 | | | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 191 | 450 | | | | 0.060 * | 0.141 * | | | |
| SBT | 2 | 3200 | 345 | 346 | | | | 0.118 | 0.119 | | | |
| SBR *(b)* | 0 | 0 | 34 | 35 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 190 | 193 | | | | 0.119 * | 0.121 * | | | |
| EBT | 2 | 3200 | 501 | 548 | | | | 0.183 | 0.197 | | | |
| EBR *(c)* | 0 | 0 | 83 | 83 | | | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 81 | 317 | | | | 0.051 | 0.198 | | | |
| WBT | 2 | 3200 | 194 | 264 | | | | 0.061 | 0.083 | | | |
| WBR *(d)* | 1 | 1600 | 230 | 463 | | | | 0.144 * | 0.289 * | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.683 | 0.943 | | | |
| | | | | | | | LEVEL OF SERVICE: | B | E | | | |

*NOTES:*

*(a) 36% R.T.O.R.*

*(b) 13% R.T.O.R.*

*(c) 46% R.T.O.R.*

*(d) 30% R.T.O.R. (Right-turn not critical due to overlap with SB left)*

05/29/08

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *04_EX* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *AM PEAK HOUR* | | |

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 82 | 0 | 16 | 0 | 0 | 0 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 8 | 449 | 0 | 0 | 675 | 50 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | LTR | | | | LT | T | T | TR |
| PHF | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Flow Rate (veh/h) | 98 | | | | 232 | 225 | 337 | 388 |
| % Heavy Vehicles | 2 | | | | 2 | 2 | 2 | 2 |
| No. Lanes | 1 | | 0 | | 2 | | 2 | |
| Geometry Group | 1 | | | | 5 | | 5 | |
| Duration, T | 0.25 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 0.8 | | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop. Right-Turns | 0.2 | | | | 0.0 | 0.0 | 0.0 | 0.1 |
| Prop. Heavy Vehicle | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | | | 0.5 | 0.5 | 0.5 | 0.5 |
| hRT-adj | -0.6 | -0.6 | | | -0.7 | -0.7 | -0.7 | -0.7 |
| hHV-adj | 1.7 | 1.7 | | | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.1 | | | | 0.1 | 0.0 | 0.0 | -0.1 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | 3.20 | | | | 3.20 | 3.20 | 3.20 | 3.20 |
| x, initial | 0.09 | | | | 0.21 | 0.20 | 0.30 | 0.34 |
| hd, final value (s) | 6.27 | | | | 5.68 | 5.67 | 5.38 | 5.29 |
| x, final value | 0.17 | | | | 0.37 | 0.35 | 0.50 | 0.57 |
| Move-up time, m (s) | 2.0 | | | | 2.3 | | 2.3 | |
| Service Time, $t_s$ (s) | 4.3 | | | | 3.4 | 3.4 | 3.1 | 3.0 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 348 | | | | 482 | 475 | 587 | 638 |
| Delay (s/veh) | 10.55 | | | | 11.63 | 11.44 | 13.42 | 14.77 |
| LOS | B | | | | B | B | B | B |
| Approach: Delay (s/veh) | 10.55 | | | | 11.54 | | 14.14 | |
| LOS | B | | | | B | | B | |
| Intersection Delay (s/veh) | 12.94 | | | | | | | |
| Intersection LOS | B | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *04_EX* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *PM PEAK HOUR* | | |

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 45 | 0 | 2 | 0 | 0 | 0 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 4 | 584 | 0 | 0 | 566 | 79 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | LTR | | | | LT | T | T | TR |
| PHF | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Flow Rate (veh/h) | 47 | | | | 296 | 292 | 283 | 362 |
| % Heavy Vehicles | 2 | | | | 2 | 2 | 2 | 2 |
| No. Lanes | 1 | | 0 | | 2 | | 2 | |
| Geometry Group | 1 | | | | 5 | | 5 | |
| Duration, T | 0.25 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 1.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop. Right-Turns | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.2 |
| Prop. Heavy Vehicle | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | | | 0.5 | 0.5 | 0.5 | 0.5 |
| hRT-adj | -0.6 | -0.6 | | | -0.7 | -0.7 | -0.7 | -0.7 |
| hHV-adj | 1.7 | 1.7 | | | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.2 | | | | 0.0 | 0.0 | 0.0 | -0.1 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | 3.20 | | | | 3.20 | 3.20 | 3.20 | 3.20 |
| x, initial | 0.04 | | | | 0.26 | 0.26 | 0.25 | 0.32 |
| hd, final value (s) | 6.40 | | | | 5.35 | 5.34 | 5.30 | 5.14 |
| x, final value | 0.08 | | | | 0.44 | 0.43 | 0.42 | 0.52 |
| Move-up time, m (s) | 2.0 | | | | 2.3 | | 2.3 | |
| Service Time, $t_s$ (s) | 4.4 | | | | 3.0 | 3.0 | 3.0 | 2.8 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 297 | | | | 546 | 542 | 533 | 612 |
| Delay (s/veh) | 9.98 | | | | 12.18 | 12.06 | 11.72 | 13.21 |
| LOS | A | | | | B | B | B | B |
| Approach: Delay (s/veh) | 9.98 | | | | 12.12 | | 12.56 | |
| LOS | A | | | | B | | B | |
| Intersection Delay (s/veh) | 12.26 | | | | | | | |
| Intersection LOS | B | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *DLH* | Intersection | *04_CU* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *AM PEAK HOUR* | | |

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | *119* | *0* | *16* | *0* | *0* | *0* |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | *8* | *538* | *0* | *0* | *705* | *62* |
| %Thrus Left Lane | *50* | | | *50* | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | *LTR* | | | | *LT* | *T* | *T* | *TR* |
| PHF | *1.00* | | | | *1.00* | *1.00* | *1.00* | *1.00* |
| Flow Rate (veh/h) | *135* | | | | *277* | *269* | *352* | *415* |
| % Heavy Vehicles | *2* | | | | *2* | *2* | *2* | *2* |
| No. Lanes | *1* | | *0* | | *2* | | *2* | |
| Geometry Group | *1* | | | | *5* | | *5* | |
| Duration, T | *0.25* | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | *0.9* | | | | *0.0* | *0.0* | *0.0* | *0.0* |
| Prop. Right-Turns | *0.1* | | | | *0.0* | *0.0* | *0.0* | *0.1* |
| Prop. Heavy Vehicle | *0.0* | | | | *0.0* | *0.0* | *0.0* | *0.0* |
| hLT-adj | *0.2* | *0.2* | | | *0.5* | *0.5* | *0.5* | *0.5* |
| hRT-adj | *-0.6* | *-0.6* | | | *-0.7* | *-0.7* | *-0.7* | *-0.7* |
| hHV-adj | *1.7* | *1.7* | | | *1.7* | *1.7* | *1.7* | *1.7* |
| hadj, computed | *0.1* | | | | *0.0* | *0.0* | *0.0* | *-0.1* |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | *3.20* | | | | *3.20* | *3.20* | *3.20* | *3.20* |
| x, initial | *0.12* | | | | *0.25* | *0.24* | *0.31* | *0.37* |
| hd, final value (s) | *6.54* | | | | *5.96* | *5.95* | *5.70* | *5.60* |
| x, final value | *0.25* | | | | *0.46* | *0.44* | *0.56* | *0.65* |
| Move-up time, m (s) | *2.0* | | | | *2.3* | | *2.3* | |
| Service Time, $t_s$ (s) | *4.5* | | | | *3.7* | *3.6* | *3.4* | *3.3* |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | *385* | | | | *527* | *519* | *602* | *636* |
| Delay (s/veh) | *11.66* | | | | *13.62* | *13.32* | *15.34* | *17.89* |
| LOS | *B* | | | | *B* | *B* | *C* | *C* |
| Approach: Delay (s/veh) | *11.66* | | | | *13.47* | | *16.72* | |
| LOS | *B* | | | | *B* | | *C* | |
| Intersection Delay (s/veh) | *15.02* | | | | | | | |
| Intersection LOS | *C* | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *04_CU* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *PM PEAK HOUR* | | |

Project ID *06112*

East/West Street: *COLD SPRINGS RD.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | *78* | *0* | *2* | *0* | *0* | *0* |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | *4* | *673* | *0* | *0* | *683* | *132* |
| %Thrus Left Lane | *50* | | | *50* | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | *LTR* | | | | *LT* | *T* | *T* | *TR* |
| PHF | *1.00* | | | | *1.00* | *1.00* | *1.00* | *1.00* |
| Flow Rate (veh/h) | *80* | | | | *340* | *337* | *341* | *474* |
| % Heavy Vehicles | *2* | | | | *2* | *2* | *2* | *2* |
| No. Lanes | *1* | | *0* | | *2* | | *2* | |
| Geometry Group | *1* | | | | *5* | | *5* | |
| Duration, T | *0.25* | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | *1.0* | | | | *0.0* | *0.0* | *0.0* | *0.0* |
| Prop. Right-Turns | *0.0* | | | | *0.0* | *0.0* | *0.0* | *0.3* |
| Prop. Heavy Vehicle | *0.0* | | | | *0.0* | *0.0* | *0.0* | *0.0* |
| hLT-adj | *0.2* | *0.2* | | | *0.5* | *0.5* | *0.5* | *0.5* |
| hRT-adj | *-0.6* | *-0.6* | | | *-0.7* | *-0.7* | *-0.7* | *-0.7* |
| hHV-adj | *1.7* | *1.7* | | | *1.7* | *1.7* | *1.7* | *1.7* |
| hadj, computed | *0.2* | | | | *0.0* | *0.0* | *0.0* | *-0.2* |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | *3.20* | | | | *3.20* | *3.20* | *3.20* | *3.20* |
| x, initial | *0.07* | | | | *0.30* | *0.30* | *0.30* | *0.42* |
| hd, final value (s) | *6.78* | | | | *5.77* | *5.77* | *5.63* | *5.43* |
| x, final value | *0.15* | | | | *0.55* | *0.54* | *0.53* | *0.72* |
| Move-up time, m (s) | *2.0* | | | | *2.3* | | *2.3* | |
| Service Time, $t_s$ (s) | *4.8* | | | | *3.5* | *3.5* | *3.3* | *3.1* |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | *330* | | | | *590* | *587* | *591* | *657* |
| Delay (s/veh) | *10.98* | | | | *15.17* | *15.02* | *14.57* | *20.57* |
| LOS | *B* | | | | *C* | *C* | *B* | *C* |
| Approach: Delay (s/veh) | *10.98* | | | | *15.10* | | *18.06* | |
| LOS | *B* | | | | *C* | | *C* | |
| Intersection Delay (s/veh) | *16.42* | | | | | | | |
| Intersection LOS | *C* | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *05_EX* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *AM PEAK* | | |

Project ID *06112*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 5 | 19 | 46 | 4 | 28 | 142 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 25 | 326 | 6 | 35 | 643 | 2 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | *LTR* | | *LTR* | | *LT* | *TR* | *LT* | *TR* |
| PHF | *1.00* | | *1.00* | | *1.00* | *1.00* | *1.00* | *1.00* |
| Flow Rate (veh/h) | *70* | | *174* | | *188* | *169* | *356* | *324* |
| % Heavy Vehicles | *2* | | *2* | | *2* | *0* | *2* | *0* |
| No. Lanes | *1* | | *1* | | *2* | | *2* | |
| Geometry Group | *2* | | *2* | | *5* | | *5* | |
| Duration, T | *0.25* | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | *0.1* | | *0.0* | | *0.1* | *0.0* | *0.1* | *0.0* |
| Prop. Right-Turns | *0.7* | | *0.8* | | *0.0* | *0.0* | *0.0* | *0.0* |
| Prop. Heavy Vehicle | *0.0* | | *0.0* | | *0.0* | *0.0* | *0.0* | *0.0* |
| hLT-adj | *0.2* | *0.2* | *0.2* | *0.2* | *0.5* | *0.5* | *0.5* | *0.5* |
| hRT-adj | *-0.6* | *-0.6* | *-0.6* | *-0.6* | *-0.7* | *-0.7* | *-0.7* | *-0.7* |
| hHV-adj | *1.7* | *1.7* | *1.7* | *1.7* | *1.7* | *1.7* | *1.7* | *1.7* |
| hadj, computed | *-0.3* | | *-0.5* | | *0.1* | *-0.0* | *0.1* | *-0.0* |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | *3.20* | | *3.20* | | *3.20* | *3.20* | *3.20* | *3.20* |
| x, initial | *0.06* | | *0.15* | | *0.17* | *0.15* | *0.32* | *0.29* |
| hd, final value (s) | *6.22* | | *5.83* | | *6.27* | *6.14* | *5.86* | *5.77* |
| x, final value | *0.12* | | *0.28* | | *0.33* | *0.29* | *0.58* | *0.52* |
| Move-up time, m (s) | *2.0* | | *2.0* | | *2.3* | | *2.3* | |
| Service Time, $t_s$ (s) | *4.2* | | *3.8* | | *4.0* | *3.8* | *3.6* | *3.5* |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | *320* | | *424* | | *438* | *419* | *605* | *574* |
| Delay (s/veh) | *10.07* | | *11.10* | | *11.99* | *11.31* | *16.30* | *14.52* |
| LOS | *B* | | *B* | | *B* | *B* | *C* | *B* |
| Approach: Delay (s/veh) | *10.07* | | *11.10* | | *11.67* | | *15.45* | |
| LOS | *B* | | *B* | | *B* | | *C* | |
| Intersection Delay (s/veh) | *13.51* | | | | | | | |
| Intersection LOS | *B* | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *05_EX* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *PM PEAK* | | |

Project ID *06112*

East/West Street: *MEADOW CREEK LN.* North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 3 | 13 | 36 | 3 | 18 | 41 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 48 | 533 | 15 | 71 | 417 | 8 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | LTR | | LTR | | LT | TR | LT | TR |
| PHF | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Flow Rate (veh/h) | 52 | | 62 | | 314 | 282 | 279 | 217 |
| % Heavy Vehicles | 2 | | 2 | | 2 | 2 | 2 | 2 |
| No. Lanes | 1 | | 1 | | 2 | | 2 | |
| Geometry Group | 2 | | 2 | | 5 | | 5 | |
| Duration, T | 0.25 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 0.1 | | 0.0 | | 0.2 | 0.0 | 0.3 | 0.0 |
| Prop. Right-Turns | 0.7 | | 0.7 | | 0.0 | 0.1 | 0.0 | 0.0 |
| Prop. Heavy Vehicle | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | 0.5 | 0.5 | 0.5 | 0.5 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | -0.7 | -0.7 | -0.7 | -0.7 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | -0.4 | | -0.4 | | 0.1 | -0.0 | 0.2 | 0.0 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | 3.20 | | 3.20 | | 3.20 | 3.20 | 3.20 | 3.20 |
| x, initial | 0.05 | | 0.06 | | 0.28 | 0.25 | 0.25 | 0.19 |
| hd, final value (s) | 5.88 | | 5.87 | | 5.52 | 5.41 | 5.68 | 5.52 |
| x, final value | 0.08 | | 0.10 | | 0.48 | 0.42 | 0.44 | 0.33 |
| Move-up time, m (s) | 2.0 | | 2.0 | | 2.3 | | 2.3 | |
| Service Time, $t_s$ (s) | 3.9 | | 3.9 | | 3.2 | 3.1 | 3.4 | 3.2 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 302 | | 312 | | 564 | 532 | 529 | 467 |
| Delay (s/veh) | 9.42 | | 9.52 | | 13.24 | 12.02 | 12.76 | 10.96 |
| LOS | A | | A | | B | B | B | B |
| Approach: Delay (s/veh) | 9.42 | | 9.52 | | 12.66 | | 11.97 | |
| LOS | A | | A | | B | | B | |
| Intersection Delay (s/veh) | 12.08 | | | | | | | |
| Intersection LOS | B | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *05_CU* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *AM PEAK* | | |

Project ID *06135 CALABASAS GENERAL PLAN*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 22 | 19 | 46 | 4 | 28 | 161 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 25 | 388 | 6 | 41 | 666 | 8 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | LTR | | LTR | | LT | TR | LT | TR |
| PHF | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Flow Rate (veh/h) | 87 | | 193 | | 219 | 200 | 374 | 341 |
| % Heavy Vehicles | 2 | | 2 | | 2 | 0 | 2 | 0 |
| No. Lanes | 1 | | 1 | | 2 | | 2 | |
| Geometry Group | 2 | | 2 | | 5 | | 5 | |
| Duration, T | 0.25 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 0.3 | | 0.0 | | 0.1 | 0.0 | 0.1 | 0.0 |
| Prop. Right-Turns | 0.5 | | 0.8 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop. Heavy Vehicle | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | 0.5 | 0.5 | 0.5 | 0.5 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | -0.7 | -0.7 | -0.7 | -0.7 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | -0.2 | | -0.5 | | 0.1 | -0.0 | 0.1 | -0.0 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | 3.20 | | 3.20 | | 3.20 | 3.20 | 3.20 | 3.20 |
| x, initial | 0.08 | | 0.17 | | 0.19 | 0.18 | 0.33 | 0.30 |
| hd, final value (s) | 6.67 | | 6.11 | | 6.54 | 6.43 | 6.17 | 6.06 |
| x, final value | 0.16 | | 0.33 | | 0.40 | 0.36 | 0.64 | 0.57 |
| Move-up time, m (s) | 2.0 | | 2.0 | | 2.3 | | 2.3 | |
| Service Time, $t_s$ (s) | 4.7 | | 4.1 | | 4.2 | 4.1 | 3.9 | 3.8 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 337 | | 443 | | 469 | 450 | 576 | 585 |
| Delay (s/veh) | 10.94 | | 12.06 | | 13.50 | 12.66 | 19.19 | 16.60 |
| LOS | B | | B | | B | B | C | C |
| Approach: Delay (s/veh) | 10.94 | | 12.06 | | 13.10 | | 17.95 | |
| LOS | B | | B | | B | | C | |
| Intersection Delay (s/veh) | 15.28 | | | | | | | |
| Intersection LOS | C | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *05_CU* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *11/20/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *PM PEAK* | | |

Project ID *06135 CALABASAS GENERAL PLAN*

East/West Street: *MEADOW CREEK LN.* | North/South Street: *LOST HILLS RD.*

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 18 | 13 | 36 | 3 | 18 | 59 |
| %Thrus Left Lane | | | | | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume (veh/h) | 48 | 580 | 15 | 99 | 498 | 35 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | LTR | | LTR | | LT | TR | LT | TR |
| PHF | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Flow Rate (veh/h) | 67 | | 80 | | 338 | 305 | 348 | 284 |
| % Heavy Vehicles | 2 | | 2 | | 2 | 2 | 2 | 2 |
| No. Lanes | 1 | | 1 | | 2 | | 2 | |
| Geometry Group | 2 | | 2 | | 5 | | 5 | |
| Duration, T | 0.25 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 0.3 | | 0.0 | | 0.1 | 0.0 | 0.3 | 0.0 |
| Prop. Right-Turns | 0.5 | | 0.7 | | 0.0 | 0.0 | 0.0 | 0.1 |
| Prop. Heavy Vehicle | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | 0.5 | 0.5 | 0.5 | 0.5 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | -0.7 | -0.7 | -0.7 | -0.7 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | -0.2 | | -0.4 | | 0.1 | -0.0 | 0.2 | -0.1 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value (s) | 3.20 | | 3.20 | | 3.20 | 3.20 | 3.20 | 3.20 |
| x, initial | 0.06 | | 0.07 | | 0.30 | 0.27 | 0.31 | 0.25 |
| hd, final value (s) | 6.41 | | 6.21 | | 5.89 | 5.78 | 5.97 | 5.74 |
| x, final value | 0.12 | | 0.14 | | 0.55 | 0.49 | 0.58 | 0.45 |
| Move-up time, m (s) | 2.0 | | 2.0 | | 2.3 | | 2.3 | |
| Service Time, $t_s$ (s) | 4.4 | | 4.2 | | 3.6 | 3.5 | 3.7 | 3.4 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 317 | | 330 | | 588 | 555 | 594 | 534 |
| Delay (s/veh) | 10.28 | | 10.20 | | 15.61 | 13.90 | 16.49 | 13.10 |
| LOS | B | | B | | C | B | C | B |
| Approach: Delay (s/veh) | 10.28 | | 10.20 | | 14.80 | | 14.96 | |
| LOS | B | | B | | B | | B | |
| Intersection Delay (s/veh) | 14.40 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Calabasas General Plan #06135** **REFERENCE #06AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

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 | 257 | 273 | 2 | 3 | 931 | 23 | 13 | 10 | 793 | 7 | 1 | 1 |
| (B) CUMULATIVE | 310 | 308 | 2 | 3 | 951 | 23 | 66 | 45 | 814 | 7 | 21 | 1 |

**GEOMETRICS**

| GEOMETRICS | NORTH BOUND LL T R | SOUTH BOUND L T R | EAST BOUND L T R | WEST BOUND LTR |
|---|---|---|---|---|

**TRAFFIC SCENARIOS**

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

**LEVEL OF SERVICE CALCULATIONS**

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 257 | 310 | | 0.080 * | 0.097 * | |
| NBT | 1 | 1600 | 273 | 308 | | 0.171 | 0.193 | |
| NBR | 1 | 1600 | 2 | 2 | | 0.001 | 0.001 | |
| SBL | 1 | 1600 | 3 | 3 | | 0.002 | 0.002 | |
| SBT | 1 | 1600 | 931 | 951 | | 0.582 * | 0.594 * | |
| SBR *(a)* | 1 | 1600 | 15 | 15 | | 0.009 | 0.009 | |
| EBL | 1 | 1600 | 13 | 66 | | 0.008 | 0.041 | |
| EBT | 1 | 1600 | 10 | 45 | | 0.006 | 0.028 | |
| EBR *(b)* | 1 | 1600 | 666 | 684 | | 0.416 * | 0.428 * | |
| WBL | 0 | 0 | 7 | 7 | | 0.000 | 0.000 | |
| WBT | 1 | 1600 | 1 | 21 | | 0.006 | 0.018 | |
| WBR | 0 | 0 | 1 | 1 | | 0.000 | 0.000 | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | | **1.178** | **1.219** | |
| | | | LEVEL OF SERVICE: | | | F | F | |

***NOTES:***

*(a) 35% R.T.O.R.*

*(b) 16% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #06PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

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 | 574 | 627 | 0 | 3 | 573 | 35 | 22 | 2 | 503 | 2 | 0 | 3 |
| (B) CUMULATIVE | 630 | 659 | 0 | 3 | 656 | 35 | 22 | 2 | 586 | 2 | 0 | 3 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LL T R | SOUTH BOUND L T R | EAST BOUND L T R | WEST BOUND LTR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 574 | 630 | | | | 0.179 * | 0.197 * | |
| NBT | 1 | 1600 | 627 | 659 | | | | 0.392 | 0.412 | |
| NBR | 1 | 1600 | 0 | 0 | | | | 0.000 | 0.000 | |
| SBL | 1 | 1600 | 3 | 3 | | | | 0.002 | 0.002 | |
| SBT | 1 | 1600 | 573 | 656 | | | | 0.358 * | 0.410 * | |
| SBR *(a)* | 1 | 1600 | 23 | 23 | | | | 0.014 | 0.014 | |
| EBL | 1 | 1600 | 22 | 22 | | | | 0.014 | 0.014 | |
| EBT | 1 | 1600 | 2 | 2 | | | | 0.001 | 0.001 | |
| EBR *(b)* | 1 | 1600 | 216 | 252 | | | | 0.135 * | 0.158 * | |
| WBL | 0 | 0 | 2 | 2 | | | | 0.000 | 0.000 | |
| WBT | 1 | 1600 | 0 | 0 | | | | 0.003 | 0.003 | |
| WBR | 0 | 0 | 3 | 3 | | | | 0.000 | 0.000 | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | | | | **0.772** | **0.865** | |
| | | | LEVEL OF SERVICE: | | | | | C | D | |

***NOTES:***

*(a) 34% R.T.O.R.*

*(b) 57% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)*

05/02/08

**Calabasas General Plan #06135** REFERENCE #06AM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM* ***WITH PROGRAMMED IMPROVEMENTS***

N/S STREET: *LOST HILLS RD.*

E/W STREET: *LAS VIRGENES RD.*

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 | 257 | 273 | 2 | 3 | 931 | 23 | 13 | 10 | 793 | 7 | 1 | 1 |
| (B) CUMULATIVE | 310 | 308 | 2 | 3 | 951 | 23 | 66 | 45 | 814 | 7 | 21 | 1 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LL T R | SOUTH BOUND L T TR | EAST BOUND LT RR | WEST BOUND LTR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 257 | 310 | | 0.080 * | 0.097 * | |
| NBT | 1 | 1600 | 273 | 308 | | 0.171 | 0.193 | |
| NBR | 1 | 1600 | 2 | 2 | | 0.001 | 0.001 | |
| SBL | 1 | 1600 | 3 | 3 | | 0.002 | 0.002 | |
| SBT | 2 | 3200 | 931 | 951 | | 0.296 * | 0.302 * | |
| SBR *(a)* | 0 | 0 | 15 | 15 | | 0.000 | 0.000 | |
| EBL | 0 | 0 | 13 | 66 | | 0.000 | 0.000 | |
| EBT | 1 | 1600 | 10 | 45 | | 0.014 | 0.069 | |
| EBR *(b)* | 2 | 3200 | 666 | 684 | | 0.208 * | 0.214 * | |
| WBL | 0 | 0 | 7 | 7 | | 0.000 | 0.000 | |
| WBT | 1 | 1600 | 1 | 21 | | 0.006 | 0.018 | |
| WBR | 0 | 0 | 1 | 1 | | 0.000 | 0.000 | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | |
| | | | | INTERSECTION CAPACITY UTILIZATION: | | 0.684 | 0.713 | |
| | | | | LEVEL OF SERVICE: | | B | C | |

*NOTES:*

*(a) 35% R.T.O.R.*

*(b) 16% R.T.O.C. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)*

05/29/08

**Calabasas General Plan #06135** REFERENCE #06PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM* ***WITH PROGRAMMED IMPROVEMENTS***

N/S STREET: ***LOST HILLS RD.***

E/W STREET: ***LAS VIRGENES RD.***

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 | 574 | 627 | 0 | 3 | 573 | 35 | 22 | 2 | 503 | 2 | 0 | 3 |
| (B) CUMULATIVE | 630 | 659 | 0 | 3 | 656 | 35 | 22 | 2 | 586 | 2 | 0 | 3 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LL T R | SOUTH BOUND L T TR | EAST BOUND LT RR | WEST BOUND LTR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 574 | 630 | | | | 0.179 * | 0.197 * | |
| NBT | 1 | 1600 | 627 | 659 | | | | 0.392 | 0.412 | |
| NBR | 1 | 1600 | 0 | 0 | | | | 0.000 | 0.000 | |
| SBL | 1 | 1600 | 3 | 3 | | | | 0.002 | 0.002 | |
| SBT | 2 | 3200 | 573 | 656 | | | | 0.186 * | 0.212 * | |
| SBR *(a)* | 0 | 0 | 23 | 23 | | | | 0.000 | 0.000 | |
| EBL | 0 | 0 | 22 | 22 | | | | 0.000 | 0.000 | |
| EBT | 1 | 1600 | 2 | 2 | | | | 0.015 | 0.015 | |
| EBR *(b)* | 2 | 3200 | 216 | 252 | | | | 0.068 * | 0.079 * | |
| WBL | 0 | 0 | 2 | 2 | | | | 0.000 | 0.000 | |
| WBT | 1 | 1600 | 0 | 0 | | | | 0.003 | 0.003 | |
| WBR | 0 | 0 | 3 | 3 | | | | 0.000 | 0.000 | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.533 | 0.588 | |
| | | | | | | | LEVEL OF SERVICE: | A | A | |

***NOTES:***

*(a) 34% R.T.O.R.*

*(b) 57% R.T.O.G. (GREEN ARROW OVERLAP W/ NB LEFT-TURN MOVEMENT)*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #07AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

## 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 | 152 | 537 | 0 | 0 | 672 | 489 | 0 | 0 | 0 | 981 | 2 | 369 |
| (B) CUMULATIVE | 235 | 688 | 0 | 0 | 806 | 597 | 0 | 0 | 0 | 1103 | 2 | 426 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L TT | TT R | | L LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 152 | 235 | | | | 0.095 * | 0.147 * | | | |
| NBT | 2 | 3200 | 537 | 688 | | | | 0.168 | 0.215 | | | |
| NBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| SBT | 2 | 3200 | 672 | 806 | | | | 0.210 * | 0.252 * | | | |
| SBR | 1 | 1600 | 489 | 597 | | | | 0.306 | 0.373 | | | |
| EBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBT | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 981 | 1103 | | | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 2 | 2 | | | | 0.307 * | 0.345 * | | | |
| WBR *(a)* | 1 | 1600 | 362 | 417 | | | | 0.226 | 0.261 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.712** | **0.844** | | | |
| | | | | | | | LEVEL OF SERVICE: | **C** | **D** | | | |

***NOTES:***

*(a) 2% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #07PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 NB RAMPS***

CONTROL TYPE: SIGNAL

## 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 | 246 | 1049 | 0 | 0 | 394 | 317 | 0 | 0 | 0 | 488 | 1 | 264 |
| (D) CUMULATIVE | 366 | 1190 | 0 | 0 | 735 | 398 | 0 | 0 | 0 | 618 | 1 | 309 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L TT | TT R | | L LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 246 | 366 | | | | 0.154 | 0.229 * | | | |
| NBT | 2 | 3200 | 1049 | 1190 | | | | 0.328 * | 0.372 | | | |
| NBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| SBT | 2 | 3200 | 394 | 735 | | | | 0.123 | 0.230 * | | | |
| SBR | 1 | 1600 | 317 | 398 | | | | 0.198 | 0.249 | | | |
| EBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBT | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| EBR | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 488 | 618 | | | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 1 | 1 | | | | 0.153 | 0.193 | | | |
| WBR *(a)* | 1 | 1600 | 259 | 303 | | | | 0.162 * | 0.189 * | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.590** | **0.748** | | | |
| | | | | | | | LEVEL OF SERVICE: | A | C | | | |

***NOTES:***

*(a) 2% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #08AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 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 | 859 | 2 | 29 | 1460 | 262 | 279 | 10 | 258 | 7 | 1 | 59 |
| (D) CUMULATIVE | 0 | 1151 | 10 | 59 | 1527 | 267 | 338 | 45 | 355 | 9 | 5 | 63 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT R | LT R | LTR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 4: CUMULATIVE (D)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 859 | 1151 | | | | 0.268 | 0.360 | | | |
| NBR *(a)* | 1 | 1600 | 1 | 5 | | | | 0.001 | 0.003 | | | |
| SBL | 1 | 1600 | 29 | 59 | | | | 0.018 | 0.037 | | | |
| SBT | 2 | 3200 | 1460 | 1527 | | | | 0.456 * | 0.477 * | | | |
| SBR *(b)* | 1 | 1600 | 236 | 240 | | | | 0.148 | 0.150 | | | |
| EBL | 0 | 0 | 279 | 338 | | | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 10 | 45 | | | | 0.181 * | 0.239 * | | | |
| EBR *(c)* | 1 | 1600 | 235 | 323 | | | | 0.147 | 0.202 | | | |
| WBL | 0 | 0 | 7 | 9 | | | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 1 | 5 | | | | 0.028 * | 0.034 * | | | |
| WBR *(d)* | 0 | 0 | 37 | 40 | | | | 0.000 | 0.000 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.765** | **0.850** | | | |
| | | | | | | | LEVEL OF SERVICE: | **C** | **D** | | | |

***NOTES:***

*(a) 50% R.T.O.R.*

*(b) 10% R.T.O.R.*

*(c) 9% R.T.O.R.*

*(d) 37% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #08PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 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 | 1698 | 1 | 37 | 720 | 185 | 481 | 8 | 145 | 10 | 0 | 67 |
| (B) CUMULATIVE | 0 | 2127 | 3 | 43 | 1110 | 266 | 537 | 15 | 247 | 23 | 29 | 97 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT R | LT R | LTR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 1698 | 2127 | | | | 0.531 * | 0.665 * | | | |
| NBR | 1 | 1600 | 1 | 3 | | | | 0.001 | 0.002 | | | |
| SBL | 1 | 1600 | 37 | 43 | | | | 0.023 * | 0.027 * | | | |
| SBT | 2 | 3200 | 720 | 1110 | | | | 0.225 | 0.347 | | | |
| SBR *(a)* | 1 | 1600 | 144 | 207 | | | | 0.090 | 0.129 | | | |
| EBL | 0 | 0 | 481 | 537 | | | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 8 | 15 | | | | 0.306 * | 0.345 * | | | |
| EBR *(b)* | 1 | 1600 | 94 | 161 | | | | 0.059 | 0.101 | | | |
| WBL | 0 | 0 | 10 | 23 | | | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 29 | | | | 0.038 | 0.079 | | | |
| WBR *(c)* | 0 | 0 | 51 | 74 | | | | 0.000 | 0.000 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.960** | **1.137** | | | |
| | | | | | | | LEVEL OF SERVICE: | E | F | | | |

***NOTES:***

*(a) 22% R.T.O.R.*

*(b) 35% R.T.O.R.*

*(c) 24% R.T.O.R.*

05/02/08

**Calabasas General Plan #06135** **REFERENCE #08AM_imp**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06*** ***With Programmed Improvements***

TIME PERIOD: ***AM*** ***(Add NB Thru Lane, WB Right-Turn Lane, & EB Left-Turn Lane)***

N/S STREET: ***LAS VIRGENES RD.***

E/W STREET: ***US101 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 | 859 | 2 | 29 | 1460 | 262 | 279 | 10 | 258 | 7 | 1 | 59 |
| (D) CUMULATIVE | 0 | 1151 | 10 | 59 | 1527 | 267 | 338 | 45 | 355 | 9 | 5 | 63 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT TR | L TT R | LT R | LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 3 | 4800 | 859 | 1151 | | | | 0.179 | 0.242 | | | |
| NBR | 0 | 0 | 2 | 10 | | | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 29 | 59 | | | | 0.018 | 0.037 | | | |
| SBT | 2 | 3200 | 1460 | 1527 | | | | 0.456 * | 0.477 * | | | |
| SBR *(a)* | 1 | 1600 | 231 | 240 | | | | 0.144 | 0.150 | | | |
| EBL | 0 | 0 | 279 | 338 | | | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 10 | 45 | | | | 0.181 * | 0.239 * | | | |
| EBR *(b)* | 1 | 1600 | 168 | 323 | | | | 0.105 | 0.202 | | | |
| WBL | 0 | 0 | 7 | 9 | | | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 1 | 5 | | | | 0.005 * | 0.009 * | | | |
| WBR *(c)* | 1 | 1600 | 45 | 40 | | | | 0.028 | 0.025 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.742 | 0.825 | | | |
| | | | | | | | LEVEL OF SERVICE: | C | D | | | |

***NOTES:***

*(a) 22% R.T.O.R.*

*(b) 35% R.T.O.R.*

*(c) 24% R.T.O.R.*

05/29/08

Calabasas General Plan #06135 — REFERENCE #08PM_imp

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: *LAS VIRGENES RD.*

E/W STREET: *US101 SB RAMPS*

CONTROL TYPE: SIGNAL

*With Programmed Improvements*

*(Add NB Thru Lane, WB Right-Turn Lane, & EB Left-Turn Lane)*

## 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 | 1698 | 1 | 37 | 720 | 185 | 481 | 8 | 145 | 10 | 0 | 67 |
| (B) CUMULATIVE | 0 | 2127 | 3 | 43 | 1110 | 266 | 537 | 15 | 247 | 23 | 29 | 97 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT TR | L TT R | L LTR | LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | | | 0.000 | 0.000 | | | |
| NBT | 3 | 4800 | 1698 | 2127 | | | | 0.354 * | 0.444 * | | | |
| NBR | 0 | 0 | 1 | 3 | | | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 37 | 43 | | | | 0.023 * | 0.027 * | | | |
| SBT | 2 | 3200 | 720 | 1110 | | | | 0.225 | 0.347 | | | |
| SBR *(a)* | 1 | 1600 | 144 | 207 | | | | 0.090 | 0.129 | | | |
| EBL | 0 | 0 | 481 | 537 | | | | 0.000 | 0.000 | | | |
| EBT | 2 | 3200 | 8 | 15 | | | | 0.182 * | 0.223 * | | | |
| EBR *(b)* | 0 | 0 | 94 | 161 | | | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 10 | 23 | | | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 29 | | | | 0.006 * | 0.033 * | | | |
| WBR *(c)* | 1 | 1600 | 51 | 74 | | | | 0.032 | 0.046 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.665 | 0.827 | | | |
| | | | | | | | LEVEL OF SERVICE: | B | D | | | |

*NOTES:*

*(a) 22% R.T.O.R.*

*(b) 35% R.T.O.R.*

*(c) 24% R.T.O.R.*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #09AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *LAS VIRGENES RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

## 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 | 113 | 607 | 0 | 0 | 930 | 612 | 202 | 0 | 156 | 0 | 0 | 0 |
| (B) CUMULATIVE | 150 | 744 | 10 | 168 | 959 | 710 | 277 | 20 | 171 | 4 | 8 | 71 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 113 | 150 | | 0.071 * | 0.094 * | | | |
| NBT | 2 | 3200 | 607 | 744 | | 0.190 | 0.233 | | | |
| NBR | 1 | 1600 | 0 | 10 | | 0.000 | 0.006 | | | |
| SBL | 1 | 1600 | 0 | 168 | | 0.000 | 0.105 | | | |
| SBT | 2 | 3200 | 930 | 959 | | 0.446 * | 0.479 * | | | |
| SBR *(a)* | 0 | 0 | 496 | 575 | | 0.000 | 0.000 | | | |
| EBL | 2 | 3200 | 202 | 277 | | 0.063 * | 0.087 * | | | |
| EBT | 1 | 1600 | 0 | 20 | | 0.000 | 0.013 | | | |
| EBR *(b)* | 1 | 1600 | 76 | 84 | | 0.048 | 0.053 | | | |
| WBL | 0 | 0 | 0 | 4 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 8 | | 0.000 | 0.008 | | | |
| WBR *(c)* | 1 | 1600 | 0 | 39 | | 0.000 | 0.024 * | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.680 | 0.784 | | | |
| | | | | | LEVEL OF SERVICE: | B | C | | | |

***NOTES:***

*(a) 19% R.T.O.R.*

*(b) 51% R.T.O.R.*

*(c) 45% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135** REFERENCE #09PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: *LAS VIRGENES RD.*

E/W STREET: *AGOURA RD.*

CONTROL TYPE: SIGNAL

## TRAFFIC VOLUME SUMMARY

| VOLUMES | NORTH BOUND | | | SOUTH BOUND | | | EAST BOUND | | | WEST BOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| (A) EXISTING | 150 | 740 | 0 | 0 | 558 | 238 | 965 | 0 | 238 | 0 | 0 | 0 |
| (B) BASELINE | 184 | 839 | 5 | 80 | 750 | 393 | 1090 | 9 | 291 | 11 | 21 | 182 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BASELINE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | 184 | | 0.094 * | 0.115 * | | | |
| NBT | 2 | 3200 | 740 | 839 | | 0.231 | 0.262 | | | |
| NBR | 1 | 1600 | 0 | 5 | | 0.000 | 0.003 | | | |
| SBL | 1 | 1600 | 0 | 80 | | 0.000 | 0.050 | | | |
| SBT | 2 | 3200 | 558 | 750 | | 0.221 * | 0.311 * | | | |
| SBR *(a)* | 0 | 0 | 148 | 244 | | 0.000 | 0.000 | | | |
| EBL | 2 | 3200 | 965 | 1090 | | 0.302 * | 0.341 * | | | |
| EBT | 1 | 1600 | 0 | 9 | | 0.000 | 0.006 | | | |
| EBR *(b)* | 1 | 1600 | 117 | 143 | | 0.073 | 0.089 | | | |
| WBL | 0 | 0 | 0 | 11 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 21 | | 0.000 | 0.020 | | | |
| WBR *(c)* | 1 | 1600 | 0 | 100 | | 0.000 | 0.063 * | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.717** | **0.930** | | | |
| | | | | LEVEL OF SERVICE: | | C | E | | | |

*NOTES:*

*(a) 38% R.T.O.R.*

*(b) 51% R.T.O.R.*

*(c) 45% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135**

COUNT DATE: *01-10-2006*
TIME PERIOD: *A.M. PEAK HOUR* *7:30 - 8:30*
N/S STREET: LAS VIRGENES ROAD
E/W STREET: MUREAU ROAD
CONTROL TYPE: SIGNAL

REF: 10_AM

## 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 | 0 | 463 | 231 | 80 | 884 | 0 | 0 | 0 | 0 | 202 | 0 | 5 |
| (B) | CUMULATIVE | 0 | 609 | 293 | 90 | 992 | 0 | 0 | 0 | 0 | 248 | 0 | 15 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT | | L R |

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| NBT | 2 | 3200 | 463 | 609 | 0.145 | 0.190 |
| NBR | 1 | 1600 | 231 | 293 | 0.144 | 0.183 |
| SBL | 1 | 1600 | 80 | 90 | 0.050 | 0.056 |
| SBT | 2 | 3200 | 884 | 992 | 0.276 * | 0.310 * |
| SBR (a) | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 1 | 1600 | 202 | 248 | 0.126 * | 0.155 * |
| WBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBR (b) | 1 | 1600 | 5 | 8 | 0.003 | 0.005 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | INTERSECTION CAPACITY UTILIZATION: | | 0.502 | 0.565 |
| | | | LEVEL OF SERVICE: | | A | A |

*NOTES:*

06/04/08

**Calabasas General Plan #06135**

COUNT DATE: *01-10-2006*
TIME PERIOD: *P.M. PEAK HOUR* *5:00 - 6:00*
N/S STREET: LAS VIRGENES ROAD
E/W STREET: MUREAU ROAD
CONTROL TYPE: SIGNAL

REF: 10_PM

## 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 | 0 | 660 | 321 | 74 | 330 | 0 | 0 | 0 | 0 | 358 | 0 | 22 |
| (B) CUMULATIVE | 0 | 790 | 377 | 84 | 625 | 0 | 0 | 0 | 0 | 485 | 0 | 32 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | TT R | L TT | | L R |

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | SCENARIO VOLUMES 2 | SCENARIO V/C RATIOS 1 | SCENARIO V/C RATIOS 2 |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| NBT | 2 | 3200 | 660 | 790 | 0.206 * | 0.247 * |
| NBR | 1 | 1600 | 321 | 377 | 0.201 | 0.236 |
| SBL | 1 | 1600 | 74 | 84 | 0.046 * | 0.053 * |
| SBT | 2 | 3200 | 330 | 625 | 0.103 | 0.195 |
| SBR (a) | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBL | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| EBR | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBL | 1 | 1600 | 358 | 485 | 0.224 * | 0.303 * |
| WBT | 0 | 0 | 0 | 0 | 0.000 | 0.000 |
| WBR (b) | 1 | 1600 | 22 | 17 | 0.014 | 0.011 |
| | | | *LOST TIME:* | | 0.100 * | 0.100 * |
| | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.576** | **0.703** |
| | | | LEVEL OF SERVICE: | | A | B |

*NOTES:*

06/04/08

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *AM_CALABASAS RD/MUREAU RD* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *3/15/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *A.M. PEAK HOUR* | Project ID | *CALABASAS GENERAL PLAN #06135* |

| | |
|---|---|
| East/West Street: *CALABASAS RD* | North/South Street: *MUREAU RD/CALABASAS RD* |
| Intersection Orientation: *North-South* | Study Period (hrs): *1.00* |

## Vehicle Volumes and Adjustments

| **Major Street** | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | *20* | *346* | *0* | *0* | *496* | *6* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *20* | *346* | *0* | *0* | *496* | *6* |
| Percent Heavy Vehicles | *4* | -- | -- | *0* | -- | -- |
| Median Type | *Undivided* | | | | | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *1* | *1* | *0* | *0* | *1* | *0* |
| Configuration | *L* | *T* | | | | *TR* |
| Upstream Signal | | *0* | | | *0* | |

| **Minor Street** | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | *0* | *0* | *0* | *3* | *0* | *7* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *0* | *0* | *0* | *3* | *0* | *7* |
| Percent Heavy Vehicles | *0* | *0* | *0* | *4* | *0* | *4* |
| Percent Grade (%) | | *0* | | | *0* | |
| Flared Approach | | *N* | | | *N* | |
| Storage | | *0* | | | *0* | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *0* | *0* | *0* | *0* | *0* | *0* |
| Configuration | | | | | *LR* | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | *L* | | | | | | *LR* | |
| v (vph) | *20* | | | | | | *10* | |
| C (m) (vph) | *1052* | | | | | | *453* | |
| v/c | *0.02* | | | | | | *0.02* | |
| 95% queue length | *0.06* | | | | | | *0.07* | |
| Control Delay | *8.5* | | | | | | *13.1* | |
| LOS | *A* | | | | | | *B* | |
| Approach Delay | -- | -- | | | | | *13.1* | |
| Approach LOS | -- | -- | | | | | *B* | |



AWD = 10.0 sec. LOS A

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *PM_CALABASAS RD/MUREAU RD* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *3/15/2006* | Analysis Year | *EXISTING CONDITIONS* |
| Analysis Time Period | *P.M. PEAK HOUR* | Project ID | *CALABASAS GENERAL PLAN #06135* |

| | |
|---|---|
| East/West Street: *CALABASAS RD* | North/South Street: *MUREAU RD/CALABASAS RD* |
| Intersection Orientation: *North-South* | Study Period (hrs): *1.00* |

## Vehicle Volumes and Adjustments

| Major Street | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | *20* | *390* | *0* | *0* | *975* | *6* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *20* | *390* | *0* | *0* | *975* | *6* |
| Percent Heavy Vehicles | *4* | -- | -- | *0* | -- | -- |
| Median Type | *Undivided* | | | | | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *1* | *1* | *0* | *0* | *1* | *0* |
| Configuration | *L* | *T* | | | | *TR* |
| Upstream Signal | | *0* | | | *0* | |

| Minor Street | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | *0* | *0* | *0* | *3* | *0* | *25* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *0* | *0* | *0* | *3* | *0* | *25* |
| Percent Heavy Vehicles | *0* | *0* | *0* | *4* | *0* | *4* |
| Percent Grade (%) | | *0* | | | *0* | |
| Flared Approach | | *N* | | | *N* | |
| Storage | | *0* | | | *0* | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *0* | *0* | *0* | *0* | *0* | *0* |
| Configuration | | | | | *LR* | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | *L* | | | | | | *LR* | |
| v (vph) | *20* | | | | | | *28* | |
| C (m) (vph) | *696* | | | | | | *271* | |
| v/c | *0.03* | | | | | | *0.10* | |
| 95% queue length | *0.09* | | | | | | *0.34* | |
| Control Delay | *10.3* | | | | | | *19.8* | |
| LOS | *B* | | | | | | *C* | |
| Approach Delay | -- | -- | | | | | *19.8* | |
| Approach LOS | -- | -- | | | | | *C* | |



AWD = 15.8 sec LOS C

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *AM_CALABASAS RD/MUREAU RD* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *3/15/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *A.M. PEAK HOUR* | Project ID | *CALABASAS GENERAL PLAN #06135* |

| | |
|---|---|
| East/West Street: *CALABASAS RD* | North/South Street: *MUREAU RD/CALABASAS RD* |
| Intersection Orientation: *North-South* | Study Period (hrs): *1.00* |

## Vehicle Volumes and Adjustments

| **Major Street** | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | *20* | *369* | *0* | *0* | *504* | *6* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *20* | *369* | *0* | *0* | *504* | *6* |
| Percent Heavy Vehicles | *4* | -- | -- | *0* | -- | -- |
| Median Type | *Undivided* | | | | | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *1* | *1* | *0* | *0* | *1* | *0* |
| Configuration | *L* | *T* | | | | *TR* |
| Upstream Signal | | *0* | | | *0* | |

| **Minor Street** | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | *0* | *0* | *0* | *3* | *0* | *7* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *0* | *0* | *0* | *3* | *0* | *7* |
| Percent Heavy Vehicles | *0* | *0* | *0* | *4* | *0* | *4* |
| Percent Grade (%) | | *0* | | | *0* | |
| Flared Approach | | *N* | | | *N* | |
| Storage | | *0* | | | *0* | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *0* | *0* | *0* | *0* | *0* | *0* |
| Configuration | | | | | *LR* | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | *L* | | | | | | *LR* | |
| v (vph) | *20* | | | | | | *10* | |
| C (m) (vph) | *1045* | | | | | | *441* | |
| v/c | *0.02* | | | | | | *0.02* | |
| 95% queue length | *0.06* | | | | | | *0.07* | |
| Control Delay | *8.5* | | | | | | *13.4* | |
| LOS | *A* | | | | | | *B* | |
| Approach Delay | -- | -- | | | | | *13.4* | |
| Approach LOS | -- | -- | | | | | *B* | |



AWD = 10.1 sec. LOS B

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *MMF* | Intersection | *PM_CALABASAS RD/MUREAU RD* |
| Agency/Co. | *ATE* | Jurisdiction | *CITY OF CALABASAS* |
| Date Performed | *3/15/2006* | Analysis Year | *CUMULATIVE* |
| Analysis Time Period | *P.M. PEAK HOUR* | Project ID | *CALABASAS GENERAL PLAN #06135* |

| | |
|---|---|
| East/West Street: *CALABASAS RD* | North/South Street: *MUREAU RD/CALABASAS RD* |
| Intersection Orientation: *North-South* | Study Period (hrs): *1.00* |

## Vehicle Volumes and Adjustments

| **Major Street** | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | *20* | *408* | *0* | *0* | *1007* | *6* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *20* | *408* | *0* | *0* | *1007* | *6* |
| Percent Heavy Vehicles | *4* | -- | -- | *0* | -- | -- |
| Median Type | *Undivided* | | | | | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *1* | *1* | *0* | *0* | *1* | *0* |
| Configuration | *L* | *T* | | | | *TR* |
| Upstream Signal | | *0* | | | *0* | |

| **Minor Street** | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | *0* | *0* | *0* | *3* | *0* | *25* |
| Peak-Hour Factor, PHF | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* | *1.00* |
| Hourly Flow Rate, HFR | *0* | *0* | *0* | *3* | *0* | *25* |
| Percent Heavy Vehicles | *0* | *0* | *0* | *4* | *0* | *4* |
| Percent Grade (%) | | *0* | | | *0* | |
| Flared Approach | | *N* | | | *N* | |
| Storage | | *0* | | | *0* | |
| RT Channelized | | | *0* | | | *0* |
| Lanes | *0* | *0* | *0* | *0* | *0* | *0* |
| Configuration | | | | | *LR* | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | *L* | | | | | | *LR* | |
| v (vph) | *20* | | | | | | *28* | |
| C (m) (vph) | *677* | | | | | | *258* | |
| v/c | *0.03* | | | | | | *0.11* | |
| 95% queue length | *0.09* | | | | | | *0.36* | |
| Control Delay | *10.5* | | | | | | *20.7* | |
| LOS | *B* | | | | | | *C* | |
| Approach Delay | -- | -- | | | | | *20.7* | |
| Approach LOS | -- | -- | | | | | *C* | |



AWD = 16.5 sec LOS C

Calabasas General Plan #06135

REFERENCE #12AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: *U.S. 101 SB RAMPS (WEST)*

E/W STREET: *CALABASAS 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 | 0 | 0 | 568 | 0 | 48 | 234 | 303 | 0 | 0 | 501 | 49 |
| (B) CUMULATIVE | 0 | 0 | 0 | 1169 | 0 | 129 | 251 | 367 | 0 | 0 | 708 | 143 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND LL R | EAST BOUND L T | WEST BOUND T R |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | 0.000 * | 0.000 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 568 | 1169 | | 0.178 * | 0.365 * | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR *(a)* | 1 | 1600 | 30 | 80 | | 0.019 | 0.050 | | | |
| EBL | 1 | 1600 | 234 | 251 | | 0.146 * | 0.157 * | | | |
| EBT | 1 | 1600 | 303 | 367 | | 0.189 | 0.229 | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 501 | 708 | | 0.313 * | 0.443 * | | | |
| WBR *(b)* | 1 | 1600 | 24 | 70 | | 0.015 | 0.044 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | INTERSECTION CAPACITY UTILIZATION: | | 0.737 | 1.065 | | | |
| | | | | LEVEL OF SERVICE: | | C | F | | | |

*NOTES:*

*(a) 38% R.T.O.R.*

*(b) 51% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135** REFERENCE #12PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: *U.S. 101 SB RAMPS (WEST)*

E/W STREET: *CALABASAS 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 | 0 | 0 | 470 | 0 | 19 | 298 | 502 | 0 | 0 | 371 | 284 |
| (B) CUMULATIVE | 0 | 0 | 0 | 886 | 0 | 43 | 391 | 621 | 0 | 0 | 552 | 647 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | | LL R | L T | T R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | 0.000 * | 0.000 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 470 | 886 | | 0.147 * | 0.277 * | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR *(a)* | 1 | 1600 | 12 | 27 | | 0.008 | 0.017 | | | |
| EBL | 1 | 1600 | 298 | 391 | | 0.186 * | 0.244 * | | | |
| EBT | 1 | 1600 | 502 | 621 | | 0.314 | 0.388 | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 371 | 552 | | 0.232 * | 0.345 * | | | |
| WBR *(b)* | 1 | 1600 | 139 | 317 | | 0.087 | 0.198 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.665** | **0.966** | | | |
| | | | | LEVEL OF SERVICE: | | B | E | | | |

*NOTES:*

*(a) 38% R.T.O.R.*

*(b) 51% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135** **REFERENCE #13AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

CONTROL TYPE: SIGNAL

## 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: | 36 | 76 | 141 | 3 | 55 | 3 | 1 | 2 | 27 | 660 | 69 | 120 |
| (B) CUMULATIVE | 36 | 117 | 509 | 3 | 78 | 3 | 1 | 2 | 27 | 1010 | 69 | 120 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LTR | LTR | L TR | LL TR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 36 | 36 | | 0.000 | 0.000 | | | |
| NBT | 1 | 1600 | 76 | 117 | | 0.096 * | 0.191 * | | | |
| NBR *(a)* | 0 | 0 | 42 | 153 | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 3 | 3 | | 0.000 | 0.000 | | | |
| SBT | 1 | 1600 | 55 | 78 | | 0.038 * | 0.052 * | | | |
| SBR *(b)* | 0 | 0 | 2 | 2 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 1 | 1 | | 0.001 | 0.001 | | | |
| EBT | 1 | 1600 | 2 | 2 | | 0.009 * | 0.009 * | | | |
| EBR *(c)* | 0 | 0 | 12 | 12 | | 0.000 | 0.000 | | | |
| WBL | 2 | 3200 | 660 | 1010 | | 0.206 * | 0.316 * | | | |
| WBT | 1 | 1600 | 69 | 69 | | 0.097 | 0.097 | | | |
| WBR *(d)* | 0 | 0 | 86 | 86 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.449 | 0.668 | | | |
| | | | | LEVEL OF SERVICE: | | A | B | | | |

***NOTES:***

*(a) 70% R.T.O.R.*

*(b) 50% R.T.O.R.*

*© 56% R.T.O.R*

*(d) 28% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135** REFERENCE #13PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

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: | 7 | 32 | 15 | 2 | 205 | 0 | 0 | 6 | 90 | 859 | 34 | 234 |
| (B) CUMULATIVE | 7 | 60 | 265 | 2 | 296 | 0 | 0 | 6 | 90 | 1727 | 34 | 234 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LTR | SOUTH BOUND LTR | EAST BOUND L TR | WEST BOUND LL TR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 7 | 7 | | 0.000 | 0.000 | | | |
| NBT | 1 | 1600 | 32 | 60 | | 0.028 * | 0.092 * | | | |
| NBR *(a)* | 0 | 0 | 5 | 80 | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 2 | 2 | | 0.000 | 0.000 | | | |
| SBT | 1 | 1600 | 205 | 296 | | 0.129 * | 0.186 * | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 6 | 6 | | 0.031 * | 0.031 * | | | |
| EBR *(b)* | 0 | 0 | 44 | 44 | | 0.000 | 0.000 | | | |
| WBL | 2 | 3200 | 859 | 1727 | | 0.268 * | 0.540 * | | | |
| WBT | 1 | 1600 | 34 | 34 | | 0.168 | 0.168 | | | |
| WBR *(C)* | 0 | 0 | 234 | 234 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.556** | **0.949** | | | |
| | | | | LEVEL OF SERVICE: | | A | E | | | |

*NOTES:*

*(a) 70% R.T.O.R.*

*(b) 56% R.T.O.R.*

© 28% R.T.O.R

06/04/08

**Calabasas General Plan #06135** REFERENCE #14AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: **US 101 NORTHBOUND OFF-RAMPS**

E/W STREET: **VENTURA BOULEVARD**

CONTROL TYPE: **SIGNAL**

## 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: | 799 | 0 | 169 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 43 | 0 |
| (B) CUMULATIVE | 936 | 0 | 442 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 256 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LL R | | T | TT |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 799 | 936 | | 0.250 * | 0.293 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR *(a)* | 1 | 1600 | 85 | 221 | | 0.053 | 0.138 | | | |
| SBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 139 | 507 | | 0.087 * | 0.317 * | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 43 | 256 | | 0.013 | 0.080 | | | |
| WBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.437** | **0.710** | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

*NOTES:*

*(a) 50%*

06/03/08

**Calabasas General Plan #06135** **REFERENCE #14PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **US 101 NORTHBOUND OFF-RAMPS**

E/W STREET: **VENTURA BOULEVARD**

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: | 637 | 0 | 45 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 24 | 0 |
| (B) CUMULATIVE | 689 | 0 | 231 | 0 | 0 | 0 | 0 | 552 | 0 | 0 | 840 | 0 |

**GEOMETRICS**

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LL R | | T | TT |

**TRAFFIC SCENARIOS**

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

**LEVEL OF SERVICE CALCULATIONS**

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 637 | 689 | | 0.199 * | 0.215 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR *(a)* | 1 | 1600 | 23 | 116 | | 0.014 | 0.073 | | | |
| SBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 302 | 552 | | 0.189 * | 0.345 * | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 24 | 840 | | 0.008 | 0.263 | | | |
| WBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.488 | 0.660 | | | |
| | | | | LEVEL OF SERVICE: | | A | B | | | |

*NOTES:*

*(a) 50%*

06/03/08

**Calabasas General Plan #06135** **REFERENCE #15AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARKWAY CALABASAS**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

## 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: | 49 | 614 | 14 | 72 | 334 | 262 | 168 | 356 | 341 | 44 | 178 | 216 |
| (B) CUMULATIVE | 91 | 692 | 14 | 199 | 357 | 451 | 407 | 733 | 390 | 132 | 266 | 389 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L TT TR | L LT T R | L TT R | L TT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 49 | 91 | | 0.031 | 0.057 | | | |
| NBT | 3 | 4800 | 614 | 692 | | 0.130 * | 0.146 * | | | |
| NBR *(a)* | 0 | 0 | 11 | 11 | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 72 | 199 | | 0.000 | 0.000 | | | |
| SBT | 3 | 4800 | 334 | 357 | | 0.085 * | 0.116 * | | | |
| SBR *(b)* | 1 | 1600 | 89 | 153 | | 0.056 | 0.096 | | | |
| EBL | 1 | 1600 | 168 | 407 | | 0.105 * | 0.254 * | | | |
| EBT | 2 | 3200 | 356 | 733 | | 0.111 | 0.229 | | | |
| EBR *(c)* | 1 | 1600 | 150 | 172 | | 0.094 | 0.108 | | | |
| WBL | 1 | 1600 | 44 | 132 | | 0.028 | 0.083 | | | |
| WBT | 2 | 3200 | 178 | 266 | | 0.056 | 0.083 | | | |
| WBR *(d)* | 1 | 1600 | 121 | 218 | | 0.076 * | 0.136 * | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.496** | **0.752** | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

***NOTES:***

*(a) 21% RTOR*

*(b) 66% RTOR*

*(c) 56% RTOR*

*(d) 44% RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #15PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: CALABASAS ROAD

CONTROL TYPE: SIGNAL

## 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: | 50 | 614 | 43 | 172 | 312 | 406 | 110 | 655 | 269 | 57 | 165 | 409 |
| (B) CUMULATIVE | 63 | 691 | 43 | 332 | 403 | 797 | 272 | 957 | 340 | 57 | 305 | 730 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L TT TR | L LT T R | L TT R | L TT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 50 | 63 | | 0.031 | 0.039 | | | |
| NBT | 3 | 4800 | 614 | 691 | | 0.137 * | 0.153 * | | | |
| NBR *(a)* | 0 | 0 | 43 | 43 | | 0.000 | 0.000 | | | |
| SBL | 0 | 0 | 172 | 332 | | 0.000 | 0.000 | | | |
| SBT | 3 | 4800 | 312 | 403 | | 0.101 * | 0.153 * | | | |
| SBR *(b)* | 1 | 1600 | 158 | 311 | | 0.099 | 0.194 | | | |
| EBL | 1 | 1600 | 110 | 272 | | 0.069 | 0.170 | | | |
| EBT | 2 | 3200 | 655 | 957 | | 0.205 * | 0.299 * | | | |
| EBR *(c)* | 1 | 1600 | 196 | 248 | | 0.123 | 0.155 | | | |
| WBL | 1 | 1600 | 57 | 57 | | 0.036 * | 0.036 * | | | |
| WBT | 2 | 3200 | 165 | 305 | | 0.052 | 0.095 | | | |
| WBR *(d)* | 1 | 1600 | 213 | 380 | | 0.133 | 0.238 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.579** | **0.741** | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

*NOTES:*

*(a) 21% RTOR*

*(b) 66% RTOR*

*(c) 56% RTOR*

*(d) 44% RTOR*

05/29/08

**Calabasas General Plan #06135** REFERENCE #16AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARKWAY CALABASAS**

E/W STREET: **PARK GRANADA**

CONTROL TYPE: **SIGNAL**

## 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: | 5 | 406 | 192 | 219 | 354 | 18 | 25 | 28 | 4 | 119 | 12 | 117 |
| (B) CUMULATIVE | 5 | 515 | 228 | 262 | 384 | 18 | 25 | 28 | 4 | 131 | 12 | 124 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L T TR | L T TR | LT TR | L T R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 5 | 5 | | 0.003 | 0.003 | | | |
| NBT | 2 | 3200 | 406 | 515 | | 0.187 * | 0.232 * | | | |
| NBR | 0 | 0 | 192 | 228 | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 219 | 262 | | 0.137 * | 0.164 * | | | |
| SBT | 2 | 3200 | 354 | 384 | | 0.116 | 0.126 | | | |
| SBR | 0 | 0 | 18 | 18 | | 0.000 | 0.000 | | | |
| EBL | 0 | 0 | 25 | 25 | | 0.000 | 0.000 | | | |
| EBT | 2 | 3200 | 28 | 28 | | 0.018 * | 0.018 * | | | |
| EBR | 0 | 0 | 4 | 4 | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 119 | 131 | | 0.074 * | 0.082 * | | | |
| WBT | 1 | 1600 | 12 | 12 | | 0.008 | 0.008 | | | |
| WBR | 1 | 1600 | 117 | 124 | | 0.073 | 0.078 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.516** | **0.596** | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #16PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: PARK GRANADA

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: | 4 | 442 | 173 | 133 | 367 | 24 | 19 | 20 | 3 | 189 | 14 | 141 |
| (B) CUMULATIVE | 4 | 500 | 193 | 332 | 403 | 24 | 19 | 20 | 3 | 232 | 14 | 168 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND L T TR | SOUTH BOUND L T TR | EAST BOUND LT TR | WEST BOUND L T R |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 4 | 4 | | 0.003 | 0.003 | | | | |
| NBT | 2 | 3200 | 442 | 500 | | 0.192 * | 0.217 * | | | | |
| NBR | 0 | 0 | 173 | 193 | | 0.000 | 0.000 | | | | |
| SBL | 1 | 1600 | 133 | 332 | | 0.083 * | 0.208 * | | | | |
| SBT | 2 | 3200 | 367 | 403 | | 0.122 | 0.133 | | | | |
| SBR | 0 | 0 | 24 | 24 | | 0.000 | 0.000 | | | | |
| EBL | 0 | 0 | 19 | 19 | | 0.000 | 0.000 | | | | |
| EBT | 2 | 3200 | 20 | 20 | | 0.013 * | 0.013 * | | | | |
| EBR | 0 | 0 | 3 | 3 | | 0.000 | 0.000 | | | | |
| WBL | 1 | 1600 | 189 | 232 | | 0.118 * | 0.145 * | | | | |
| WBT | 1 | 1600 | 14 | 14 | | 0.009 | 0.009 | | | | |
| WBR | 1 | 1600 | 141 | 168 | | 0.088 | 0.105 | | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.506** | **0.683** | | | | |
| | | | | LEVEL OF SERVICE: | | A | B | | | | |

*NOTES:*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #17AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **PARK CENTRE**

E/W STREET: **CALABASAS 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: | 15 | 0 | 13 | 0 | 0 | 0 | 39 | 319 | 16 | 97 | 358 | 0 |
| (B) CUMULATIVE | 15 | 0 | 13 | 0 | 0 | 0 | 39 | 772 | 16 | 97 | 619 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LL R | | L TT R | LL TT |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 15 | 15 | | 0.005 * | 0.005 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR *(a)* | 1 | 1600 | 13 | 13 | | 0.008 | 0.008 | | | |
| SBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 39 | 39 | | 0.024 * | 0.024 * | | | |
| EBT | 2 | 3200 | 319 | 772 | | 0.100 | 0.241 | | | |
| EBR | 1 | 1600 | 16 | 16 | | 0.010 | 0.010 | | | |
| WBL | 2 | 3200 | 97 | 97 | | 0.030 | 0.030 | | | |
| WBT | 2 | 3200 | 358 | 619 | | 0.112 * | 0.193 * | | | |
| WBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.241 | 0.322 | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #17PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***PM***

N/S STREET: **PARK CENTRE**

E/W STREET: **CALABASAS ROAD**

CONTROL TYPE: **SIGNAL**

## 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: | 44 | 0 | 75 | 0 | 0 | 0 | 10 | 575 | 19 | 55 | 530 | 0 |
| (B) CUMULATIVE | 44 | 0 | 75 | 0 | 0 | 0 | 10 | 1037 | 19 | 55 | 991 | 0 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | LL R | | L TT R | LL TT |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 44 | 44 | | 0.014 | 0.014 | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR *(a)* | 1 | 1600 | 75 | 75 | | 0.047 * | 0.047 * | | | |
| SBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 10 | 10 | | 0.006 | 0.006 | | | |
| EBT | 2 | 3200 | 575 | 1037 | | 0.180 * | 0.324 * | | | |
| EBR | 1 | 1600 | 19 | 19 | | 0.012 | 0.012 | | | |
| WBL | 2 | 3200 | 55 | 55 | | 0.017 * | 0.017 * | | | |
| WBT | 2 | 3200 | 530 | 991 | | 0.166 | 0.310 | | | |
| WBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | INTERSECTION CAPACITY UTILIZATION: | | 0.344 | 0.488 | | | |
| | | | | LEVEL OF SERVICE: | | A | A | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #18AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***11/02/06***

TIME PERIOD: ***AM***

N/S STREET: **COMMONS WAY**

E/W STREET: **CA:LABASAS 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: | 54 | 3 | 34 | 5 | 1 | 3 | 38 | 225 | 47 | 38 | 437 | 60 |
| (B) CUMULATIVE | 54 | 3 | 34 | 5 | 1 | 3 | 38 | 678 | 47 | 38 | 698 | 60 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND L LT R | SOUTH BOUND LTR | EAST BOUND L TT R | WEST BOUND L T TR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 54 | 54 | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 3 | 3 | | 0.018 * | 0.018 * | | | |
| NBR *(a)* | 1 | 1600 | 34 | 34 | | 0.021 | 0.021 | | | |
| SBL | 0 | 0 | 5 | 5 | | 0.000 | 0.000 | | | |
| SBT | 1 | 1600 | 1 | 1 | | 0.006 * | 0.006 * | | | |
| SBR | 0 | 0 | 3 | 3 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 38 | 38 | | 0.024 * | 0.024 * | | | |
| EBT | 2 | 3200 | 225 | 678 | | 0.070 | 0.212 | | | |
| EBR | 1 | 1600 | 47 | 47 | | 0.029 | 0.029 | | | |
| WBL | 1 | 1600 | 38 | 38 | | 0.024 | 0.024 | | | |
| WBT | 2 | 3200 | 437 | 698 | | 0.155 * | 0.237 * | | | |
| WBR | 0 | 0 | 60 | 60 | | 0.000 | 0.000 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.303 | 0.385 | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #18PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: **COMMONS WAY**

E/W STREET: **CALABASAS 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: | 88 | 4 | 102 | 33 | 5 | 18 | 17 | 523 | 85 | 0 | 333 | 18 |
| (B) CUMULATIVE | 88 | 4 | 102 | 33 | 5 | 18 | 17 | 985 | 85 | 0 | 794 | 18 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L LT R | LTR | L TT R | L T TR |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 88 | 88 | | 0.000 | 0.000 | | | |
| NBT | 2 | 3200 | 4 | 4 | | 0.029 | 0.029 | | | |
| NBR *(a)* | 1 | 1600 | 102 | 102 | | 0.064 * | 0.064 * | | | |
| SBL | 0 | 0 | 33 | 33 | | 0.000 | 0.000 | | | |
| SBT | 1 | 1600 | 5 | 5 | | 0.035 * | 0.035 * | | | |
| SBR | 0 | 0 | 18 | 18 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 17 | 17 | | 0.011 | 0.011 | | | |
| EBT | 2 | 3200 | 523 | 985 | | 0.163 * | 0.308 * | | | |
| EBR | 1 | 1600 | 85 | 85 | | 0.053 | 0.053 | | | |
| WBL | 1 | 1600 | 0 | 0 | | 0.000 * | 0.000 * | | | |
| WBT | 2 | 3200 | 333 | 794 | | 0.110 | 0.254 | | | |
| WBR | 0 | 0 | 18 | 18 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.362 | 0.507 | | | |
| | | | | LEVEL OF SERVICE: | | A | A | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

05/29/08

**Calabasas General Plan #06135** REFERENCE #19AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: CALABASAS ROAD

E/W STREET: PARK GRANADA

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: | 68 | 44 | 283 | 35 | 33 | 46 | 10 | 131 | 82 | 360 | 412 | 85 |
| (B) CUMULATIVE | 157 | 44 | 377 | 35 | 33 | 46 | 10 | 474 | 192 | 433 | 584 | 85 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 68 | 157 | | 0.043 | 0.098 | | | |
| NBT | 1 | 1600 | 44 | 44 | | 0.028 | 0.028 | | | |
| NBR *(a)* | 1 | 1600 | 102 | 136 | | 0.064 * | 0.085 * | | | |
| SBL | 1 | 1600 | 35 | 35 | | 0.022 * | 0.022 * | | | |
| SBT | 1 | 1600 | 33 | 33 | | 0.021 | 0.021 | | | |
| SBR | 1 | 1600 | 46 | 46 | | 0.029 | 0.029 | | | |
| EBL | 1 | 1600 | 10 | 10 | | 0.006 | 0.006 | | | |
| EBT | 2 | 3200 | 131 | 474 | | 0.067 * | 0.208 * | | | |
| EBR | 0 | 0 | 82 | 192 | | 0.000 | 0.000 | | | |
| WBL | 2 | 3200 | 360 | 433 | | 0.113 * | 0.135 * | | | |
| WBT | 2 | 3200 | 412 | 584 | | 0.129 | 0.183 | | | |
| WBR | 1 | 1600 | 85 | 85 | | 0.053 | 0.053 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.366 | 0.550 | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

*(a) 64% RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #19PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARK GRANADA

E/W STREET: CALABASAS ROAD

CONTROL TYPE: SIGNAL

## 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: | 99 | 68 | 394 | 96 | 70 | 34 | 16 | 496 | 115 | 379 | 249 | 92 |
| (B) CUMULATIVE | 218 | 68 | 456 | 96 | 70 | 34 | 16 | 794 | 279 | 494 | 591 | 92 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 99 | 218 | | 0.062 | 0.136 | | | |
| NBT | 1 | 1600 | 68 | 68 | | 0.043 | 0.043 | | | |
| NBR *(a)* | 1 | 1600 | 205 | 237 | | 0.128 * | 0.148 * | | | |
| SBL | 1 | 1600 | 96 | 96 | | 0.060 * | 0.060 * | | | |
| SBT | 1 | 1600 | 70 | 70 | | 0.044 | 0.044 | | | |
| SBR | 1 | 1600 | 34 | 34 | | 0.021 | 0.021 | | | |
| EBL | 1 | 1600 | 16 | 16 | | 0.010 | 0.010 | | | |
| EBT | 2 | 3200 | 496 | 794 | | 0.191 * | 0.335 * | | | |
| EBR | 0 | 0 | 115 | 279 | | 0.000 | 0.000 | | | |
| WBL | 2 | 3200 | 379 | 494 | | 0.118 * | 0.154 * | | | |
| WBT | 2 | 3200 | 249 | 591 | | 0.078 | 0.185 | | | |
| WBR | 1 | 1600 | 92 | 92 | | 0.058 | 0.058 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.597** | **0.797** | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

***NOTES:***

*(a) 48% RTOR*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #20AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: PARK GRANADA

E/W STREET: PARK SORRENTO

CONTROL TYPE: SIGNAL

## 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: | 59 | 216 | 55 | 201 | 175 | 95 | 57 | 20 | 31 | 25 | 40 | 96 |
| (B) CUMULATIVE | 59 | 216 | 212 | 384 | 175 | 95 | 57 | 20 | 31 | 77 | 41 | 215 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L T TR | L TT R | L TR | L TT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 59 | 59 | | 0.037 | 0.037 | | | |
| NBT | 2 | 3200 | 216 | 216 | | 0.085 * | 0.134 * | | | |
| NBR | 0 | 0 | 55 | 212 | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 201 | 384 | | 0.126 * | 0.240 * | | | |
| SBT | 2 | 3200 | 175 | 175 | | 0.055 | 0.055 | | | |
| SBR | 1 | 1600 | 95 | 95 | | 0.059 | 0.059 | | | |
| EBL | 1 | 1600 | 57 | 57 | | 0.036 * | 0.036 * | | | |
| EBT | 1 | 1600 | 20 | 20 | | 0.032 | 0.032 | | | |
| EBR | 0 | 0 | 31 | 31 | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 25 | 77 | | 0.016 | 0.048 | | | |
| WBT | 2 | 3200 | 40 | 41 | | 0.013 * | 0.013 * | | | |
| WBR *(a)* | 1 | 1600 | 96 | 215 | | 0.060 | 0.134 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.360 | 0.523 | | | |
| | | | | LEVEL OF SERVICE: | | A | A | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

**Calabasas General Plan #06135** **REFERENCE #20PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARK GRANADA

E/W STREET: PARK SORRENTO

CONTROL TYPE: SIGNAL

## 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: | 60 | 322 | 54 | 262 | 167 | 131 | 65 | 65 | 50 | 34 | 68 | 167 |
| (B) CUMULATIVE | 60 | 322 | 138 | 491 | 167 | 131 | 65 | 65 | 50 | 220 | 70 | 256 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L T TR | L TT R | L TR | L TT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 60 | 60 | | 0.038 | 0.038 | | | |
| NBT | 2 | 3200 | 322 | 322 | | 0.118 * | 0.144 * | | | |
| NBR | 0 | 0 | 54 | 138 | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 262 | 491 | | 0.164 * | 0.307 * | | | |
| SBT | 2 | 3200 | 167 | 167 | | 0.052 | 0.052 | | | |
| SBR | 1 | 1600 | 131 | 131 | | 0.082 | 0.082 | | | |
| EBL | 1 | 1600 | 65 | 65 | | 0.041 | 0.041 | | | |
| EBT | 1 | 1600 | 65 | 65 | | 0.072 * | 0.072 * | | | |
| EBR | 0 | 0 | 50 | 50 | | 0.000 | 0.000 | | | |
| WBL | 1 | 1600 | 34 | 220 | | 0.021 * | 0.138 * | | | |
| WBT | 2 | 3200 | 68 | 70 | | 0.021 | 0.022 | | | |
| WBR (a) | 1 | 1600 | 167 | 256 | | 0.104 | 0.160 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.475 | 0.761 | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

*NOTES:*

*(a) NOT CRITICAL DUE TO RTOR*

05/29/08

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| **INTERSECTION:** Calabasas Rd & U.S. 101 SB Ramps<br>Analysis Date: 6/4/2008<br>AM Peak: 8:00 AM | | **2006, EXISTING**<br>Signal System*: 3<br>Phases: 3<br>N-S Opposed: N<br>E-W Opposed: N<br>RTOR reduction: 0% | | | **MAXIMUM BUILDOUT SCENARIO**<br>*Signal System:<br>1: Standard Signal<br>2: ATSAC<br>3: ATSAC with ATCS | | Signal System*: 3<br>Phases: 3<br>N-S Opposed: N<br>E-W Opposed: N<br>RTOR reduction: 0% | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Counts Volume | Lanes | Lane Volume | + 2.0% Cumulative Added | + Related Projects | = Total Volume | Lanes | Lane Volume |
| Northbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Southbound | Left | 365 | 2 | **201** | 10 | 0 | 375 | 2 | **206** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 38 | 1 | 38 | 129 | 0 | 167 | 1 | 167 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Eastbound | Left* | 119 | 1 | **119** | 38 | 0 | 157 | 1 | **157** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 272 | 2 | 136 | 365 | 0 | 637 | 2 | 319 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Westbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 549 | 1 | **549** | 469 | 0 | 1018 | 1 | **1018** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 410 | 1 | 410 | 25 | 0 | 435 | 1 | 435 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Critical Volumes: | | North-South: | | 201 | | | | North-South: | 206 |
| *EB left with 12% HOV reduction existing & 25% @ buildout | | East-West: | | 668 | | | | East-West: | 1175 |
| | | Total: | | 869 | | | | Total: | 1381 |
| Volume/capacity (*v/c*) ratio: | | | | 0.610 | | | | | 0.969 |
| *v/c* less ATSAC adjustment: | | | | 0.510 | | | | | 0.869 |
| Level of Service (LOS): | | | | **A** | | | | | **D** |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\21_Calabasas Rd_US 101 SB (East)_AM_PM_2008.xls

Developed 2005-2006 by Ken Aitchison

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| INTERSECTION: Calabasas Rd & U.S. 101 SB Ramps | | 2006, EXISTING | | | MAXIMUM BUILDOUT SCENARIO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Analysis Date: 6/4/2008 | | Signal System*: | | 3 | *Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS | | Signal System*: | | 3 |
| | | Phases: | | 3 | | | Phases: | | 3 |
| | | N-S Opposed: | | N | | | N-S Opposed: | | N |
| | | E-W Opposed: | | N | | | E-W Opposed: | | N |
| | | RTOR reduction: | | 0% | | | RTOR reduction: | | 0% |
| PM Peak: 5:00 PM | | Counts Volume | Lanes | Lane Volume | + 2.0% Ambient Growth | + Related Projects | = Total Volume | Lanes | Lane Volume |
| Northbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Southbound | Left | 803 | 2 | **442** | 35 | 0 | 838 | 2 | **461** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 28 | 1 | 28 | 64 | 0 | 92 | 1 | 92 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Eastbound | Left* | 160 | 1 | **160** | 168 | 0 | 328 | 1 | **328** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 849 | 2 | 425 | 105 | 0 | 954 | 2 | 477 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Westbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 |
| | Thru | 428 | 1 | **428** | 189 | 0 | 617 | 1 | **617** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 |
| | Right | 211 | 1 | 211 | 13 | 0 | 224 | 1 | 224 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 |
| Critical Volumes: | | North-South: | | 442 | | | | North-South: | 461 |
| *EB left with 12% HOV reduction | | East-West: | | 588 | | | | East-West: | 945 |
| existing & 25% @ buildout | | Total: | | 1030 | | | | Total: | 1406 |
| Volume/capacity (*v/c*) ratio: | | | | 0.723 | | | | | 0.987 |
| *v/c* less ATSAC adjustment: | | | | 0.623 | | | | | 0.887 |
| Level of Service (LOS): | | | | **B** | | | | | **D** |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\21_Calabasas Rd_US 101 SB (East)_AM_PM_2006.xls

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# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| **INTERSECTION:** Mullholland Dr & Calabasas Rd<br>Analysis Date: 6/4/2008<br>AM Peak: 7:30 AM | **2006, EXISTING**<br>Signal System*: 3<br>Phases: 4<br>N-S Opposed: N<br>E-W Opposed: N<br>RTOR reduction: 0% | | | **MAXIMUM BUILDOUT SCENARIO**<br>***Signal System:**<br>1: Standard Signal<br>2: ATSAC<br>3: ATSAC with ATCS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Signal System*: | 3 | 3 |
| | | | | | | | Phases: | 4 | 4 |
| | | | | | | | N-S Opposed: | N | N |
| | | | | | | | E-W Opposed: | N | N |
| | | | | | | | RTOR reduction: | 0% | 0% |
| | **Counts Volume** | **Lanes** | **Lane Volume** | **Cumulative Added** | **+ Related Projects** | **= Total Volume** | **Lanes** | **Lane Volume** | **Lane Volume** |
| Northbound Left | 78 | 1 | 78 | 147 | 0 | 225 | 1 | **225** | **226** |
| Northbound Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| Northbound Thru | 695 | 2 | **348** | 63 | 0 | 758 | 2 | 379 | 379 |
| Northbound Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| Northbound Right | 29 | 1 | 29 | 0 | 0 | 29 | 1 | 29 | 29 |
| Northbound Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound Left | 100 | 1 | **100** | 0 | 0 | 100 | 1 | 100 | 100 |
| Southbound Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound Thru | 543 | 2 | 272 | 12 | 0 | 555 | 2 | **278** | **278** |
| Southbound Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound Right (Free) | 933 | 2 | 0 | 469 | 0 | 0 | 2 | 0 | 0 |
| Southbound Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound Left | 338 | 2 | **186** | 62 | 0 | 400 | 2 | **220** | **222** |
| Eastbound Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound Thru | 79 | 1 | 79 | 9 | 0 | 88 | 1 | 88 | 88 |
| Eastbound Thru-Right | | 1 | 223 | | | | 1 | 295 | 296 |
| Eastbound Right | 223 | 0 | 0 | 72 | 0 | 295 | 0 | 0 | 0 |
| Eastbound Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound Left | 92 | 1 | 92 | 0 | 0 | 92 | 1 | 92 | 92 |
| Westbound Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound Thru | 296 | 1 | **296** | 0 | 0 | 296 | 1 | **296** | **296** |
| Westbound Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound Right | 200 | 1 | 200 | 0 | 0 | 200 | 1 | 200 | 200 |
| Westbound Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Critical Volumes: | North-South: | | 448 | | | | North-South: | 503 | 504 |
| | East-West: | | 482 | | | | East-West: | 516 | 518 |
| | Total: | | 929 | | | | Total: | 1019 | 1022 |
| Volume/capacity (*v/c*) ratio: | | | 0.676 | | | | | 0.741 | 0.743 |
| *v/c* less ATSAC adjustment: | | | 0.576 | | | | | 0.641 | 0.643 |
| Level of Service (LOS): | | | A | | | | | B | B |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

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0.002
N/A

#27 AM

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| **INTERSECTION:** Mullholland Dr & Calabasas Rd | | 2006, EXISTING | | | MAXIMUM BUILDOUT SCENARIO | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Analysis Date: 6/4/2008 | | Signal System*: | | 3 | *Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS | | Signal System*: | 3 | 3 | |
| | | Phases: | | 4 | | | Phases: | 4 | 4 | |
| | | N-S Opposed: | | N | | | N-S Opposed: | N | N | |
| | | E-W Opposed: | | N | | | E-W Opposed: | N | N | |
| | | RTOR reduction: | | 0% | | | RTOR reduction: | 0% | 0% | |
| PM Peak: 4:45 PM | | Counts Volume | Lanes | Lane Volume | Cumulative Added | + Related Projects | = Total Volume | Lanes | Lane Volume | Lane Volume |
| Northbound | Left | 126 | 1 | 126 | 120 | 0 | 246 | 1 | **246** | **249** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 716 | 2 | **358** | 45 | 0 | 761 | 2 | 381 | 381 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 75 | 1 | 75 | 0 | 0 | 75 | 1 | 75 | 75 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound | Left | 141 | 1 | **141** | 0 | 0 | 141 | 1 | 141 | 141 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 611 | 2 | 306 | 45 | 0 | 656 | 2 | **328** | **328** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right (Free) | 644 | 2 | 0 | 252 | 0 | 0 | 2 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound | Left | 1033 | 2 | **568** | 272 | 0 | 1305 | 2 | **718** | **721** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 322 | 1 | 306 | 0 | 0 | 322 | 1 | 322 | 322 |
| | Thru-Right | | 1 | 306 | | | | 1 | 575 | 577 |
| | Right | 289 | 0 | 0 | 286 | 0 | 575 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound | Left | 60 | 1 | 60 | 0 | 0 | 60 | 1 | 60 | 60 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 130 | 1 | 130 | 16 | 0 | 146 | 1 | 146 | 146 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 168 | 1 | **168** | 0 | 0 | 168 | 1 | **168** | **168** |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Critical Volumes: | | North-South: | | 499 | | | | North-South: | 574 | 577 |
| | | East-West: | | 736 | | | | East-West: | 886 | 889 |
| | | Total: | | 1235 | | | | Total: | 1460 | 1466 |
| Volume/capacity (*v/c*) ratio: | | | | 0.898 | | | | | 1.062 | 1.066 |
| *v/c* less ATSAC adjustment: | | | | 0.798 | | | | | 0.962 | 0.966 |
| Level of Service (LOS): | | | | C | | | | | E | E |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

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0.004
N/A

NA 23 #

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| **INTERSECTION:** Valley Circle Blvd & U.S. 101 NB Ramps<br>Analysis Date: 6/3/2008<br>AM Peak: 8:00 AM | | **2006, EXISTING**<br>Signal System*: 3<br>Phases: 4<br>N-S Opposed: N<br>E-W Opposed: Y<br>RTOR reduction: 3% | | | ***Signal System:**<br>1: Standard Signal<br>2: ATSAC<br>3: ATSAC with ATCS | | **Cumulative**<br>Signal System*: 3<br>Phases: 4<br>N-S Opposed: N<br>E-W Opposed: Y<br>RTOR reduction: 3% | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **Counts Volume** | **Lanes** | **Lane Volume** | **Cumulative Added** | **+ Related Projects** | **= Total Volume** | **Lanes** | **Lane Volume** | **Lane Volume** |
| Northbound | Left | 336 | 1 | **336** | 110 | 0 | 446 | 1 | **446** | **448** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 517 | 2 | 259 | 27 | 0 | 544 | 2 | 272 | 273 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 1006 | 3 | **335** | 88 | 0 | 1094 | 3 | **365** | **365** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound | Left | 21 | 1 | 21 | 0 | 0 | 21 | 1 | 21 | 21 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 61 | 1 | **51** | 0 | 0 | 61 | 1 | **48** | 48 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound | Left | 523 | 2 | **288** | 393 | 0 | 916 | 2 | **504** | **509** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 40 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | Thru-Right | | 1 | 116 | | | | 1 | 116 | 116 |
| | Right | 169 | 1 | 93 | 0 | 0 | 169 | 1 | 93 | 93 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Critical Volumes: | | North-South: | | 671 | | | | North-South: | 811 | 813 |
| | | East-West: | | 339 | | | | East-West: | 552 | 557 |
| | | Total: | | 1010 | | | | Total: | 1362 | 1370 |
| Volume/capacity (*v/c*) ratio: | | | | 0.735 | | | | | 0.991 | 0.996 |
| *v/c* less ATSAC adjustment: | | | | 0.635 | | | | | 0.891 | 0.896 |
| Level of Service (LOS): | | | | **B** | | | | | **D** | **D** |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\22_Valley Circle_US 101 NB_AM_PM_2008.xls

Developed 2005-2006 by Ken Aitchison

0.005
N/A

* SB RIGHT TURNS DON'T CONFLICT - PHASE IT OVER

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

**INTERSECTION:**
Valley Circle Blvd
& U.S. 101 NB Ramps

Analysis Date: 6/3/2008

PM Peak: 4:45 PM

**2006, EXISTING**

Signal System*: 3
Phases: 4
N-S Opposed: N
E-W Opposed: Y
RTOR reduction: 3%

*Signal System:
1: Standard Signal
2: ATSAC
3: ATSAC with ATCS

**Cumulative**

Signal System*: 3 | 3
Phases: 4 | 4
N-S Opposed: N | N
E-W Opposed: Y | Y
RTOR reduction: 3% | 3%

| | | Counts Volume | Lanes | Lane Volume | Cumulative Added | + Related Projects | = Total Volume | Lanes | Lane Volume | Lane Volume |
|---|---|---|---|---|---|---|---|---|---|---|
| Northbound | Left | 220 | 1 | 220 | 230 | 0 | 450 | 1 | 450 | 453 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 1452 | 2 | **726** | 87 | 0 | 1539 | 2 | **770** | **771** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 731 | 3 | 244 | 49 | 0 | 780 | 3 | 260 | 262 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound | Left | 57 | 1 | 57 | 0 | 0 | 57 | 1 | 57 | 57 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 67 | 1 | **60** | 0 | 0 | 67 | 1 | **53** | **53** |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound | Left | 546 | 2 | **300** | 248 | 0 | 794 | 2 | **437** | **449** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 42 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| | Thru-Right | | 1 | 270 | | | | 1 | 284 | 284 |
| | Right | 507 | 1 | 279 | 31 | 0 | 538 | 1 | 296 | 296 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Critical Volumes: | | | North-South: | 726 | | | | North-South: | 770 | 771 |
| | | | East-West: | 360 | | | | East-West: | 490 | 502 |
| | | | Total: | 1086 | | | | Total: | 1259 | 1273 |
| Volume/capacity (*v/c*) ratio: | | | | 0.790 | | | | | 0.916 | 0.926 |
| *v/c* less ATSAC adjustment: | | | | 0.690 | | | | | 0.816 | 0.826 |
| Level of Service (LOS): | | | | **B** | | | | | **D** | **D** |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\22_Valley Circle_US 101 NB_AM_PM_2006.xls

Developed 2005-2006 by Ken Aitchison

0.010
N/A

SB right turns not critical - free at LOS

WP #22

24 am

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | JB | Intersection | PARK SORRENTO/PARK ORA |
| Agency/Co. | ATE | Jurisdiction | CITY OF CALABASAS |
| Date Performed | 6/20/2007 | Analysis Year | EXISTING |
| Analysis Time Period | AM PEAK HOUR | Project ID | # 06033.01 |
| East/West Street: | PARK ORA | North/South Street: | PARK SORRENTO |

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 20 | 208 | 0 | 0 | 141 | 144 |
| %Thrus Left Lane | 50 | | | 50 | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 0 | 0 | 0 | 72 | 0 | 6 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | T | T | R | | | L | R |
| PHF | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Flow Rate | 20 | 208 | 141 | 144 | | | 72 | 6 |
| % Heavy Vehicles | 4 | 4 | 4 | 44 | | | 4 | 4 |
| No. Lanes | 2 | | 2 | | 0 | | 2 | |
| Geometry Group | 5 | | 5 | | | | 1 | |
| Duration, T | 1.00 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | 0.0 | | | 1.0 | 0.0 |
| Prop. Right-Turns | 0.0 | 0.0 | 0.0 | 1.0 | | | 0.0 | 1.0 |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | 0.4 | | | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | | | 0.2 | 0.2 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | | | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | | | 1.7 | 1.7 |
| hadj, computed | 5.24 | 5.24 | 5.24 | 5.24 | | | 5.24 | 5.24 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value | 3.20 | 3.20 | 3.20 | 3.20 | | | 3.20 | 3.20 |
| x, initial | 0.02 | 0.18 | 0.13 | 0.13 | | | 0.06 | 0.01 |
| hd, final value | 5.24 | 5.24 | 5.24 | 5.24 | | | 5.24 | 5.24 |
| x, final value | 0.03 | 0.29 | 0.19 | 0.20 | | | 0.11 | 0.01 |
| Move-up time, m | 2.3 | | 2.3 | | | | 2.0 | |
| Service Time | 2.9 | 2.7 | 2.9 | 2.7 | 2.9 | 2.7 | 2.9 | 2.7 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity | 270 | 458 | 391 | 394 | | | 322 | 256 |
| Delay | 8.10 | 9.80 | 8.88 | 9.04 | | | 8.96 | 7.56 |
| LOS | A | A | A | A | | | A | A |
| Approach: Delay | 9.65 | | 8.96 | | | | 8.85 | |
| LOS | A | | A | | | | A | |
| Intersection Delay | 9.21 | | | | | | | |
| Intersection LOS | A | | | | | | | |

#24 pm

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | JB | Intersection | PARK SORRENTO/PARK ORA |
| Agency/Co. | ATE | Jurisdiction | CITY OF CALABASAS |
| Date Performed | 6/20/2007 | Analysis Year | EXISTING |
| Analysis Time Period | PM PEAK HOUR | Project ID | # 06033.01 |
| East/West Street: PARK ORA | | North/South Street: PARK SORRENTO | |

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 12 | 209 | 0 | 0 | 269 | 121 |
| %Thrus Left Lane | 50 | | | 50 | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 0 | 0 | 0 | 167 | 0 | 17 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | T | T | R | | | L | R |
| PHF | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Flow Rate | 12 | 209 | 269 | 121 | | | 167 | 17 |
| % Heavy Vehicles | 4 | 4 | 4 | 44 | | | 4 | 4 |
| No. Lanes | 2 | | 2 | | 0 | | 2 | |
| Geometry Group | 5 | | 5 | | | | 1 | |
| Duration, T | 1.00 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | 0.0 | | | 1.0 | 0.0 |
| Prop. Right-Turns | 0.0 | 0.0 | 0.0 | 1.0 | | | 0.0 | 1.0 |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | 0.4 | | | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | | | 0.2 | 0.2 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | | | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | | | 1.7 | 1.7 |
| hadj, computed | 5.74 | 5.74 | 5.74 | 5.74 | | | 5.74 | 5.74 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value | 3.20 | 3.20 | 3.20 | 3.20 | | | 3.20 | 3.20 |
| x, initial | 0.01 | 0.19 | 0.24 | 0.11 | | | 0.15 | 0.02 |
| hd, final value | 5.74 | 5.74 | 5.74 | 5.74 | | | 5.74 | 5.74 |
| x, final value | 0.02 | 0.32 | 0.40 | 0.18 | | | 0.26 | 0.02 |
| Move-up time, m | 2.3 | | 2.3 | | | | 2.0 | |
| Service Time | 3.4 | 3.2 | 3.4 | 3.2 | 3.4 | 3.2 | 3.4 | 3.2 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity | 262 | 459 | 519 | 371 | | | 417 | 267 |
| Delay | 8.55 | 10.86 | 11.61 | 9.35 | | | 10.58 | 7.92 |
| LOS | A | B | B | A | | | B | A |
| Approach: Delay | 10.73 | | 10.91 | | | | 10.33 | |
| LOS | B | | B | | | | B | |
| Intersection Delay | 10.73 | | | | | | | |
| Intersection LOS | B | | | | | | | |

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | JB | Intersection | 23CU_AM |
| Agency/Co. | ATE | Jurisdiction | CITY OF CALABASAS |
| Date Performed | 6/20/2007 | Analysis Year | CUMULATIVE |
| Analysis Time Period | AM PEAK HOUR | Project ID | # 06033.01 |
| East/West Street: PARK ORA | | North/South Street: PARK SORRENTO | |

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 20 | 208 | 0 | 0 | 141 | 231 |
| %Thrus Left Lane | 50 | | | 50 | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 0 | 0 | 0 | 102 | 0 | 6 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | T | T | R | | | L | R |
| PHF | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Flow Rate | 20 | 208 | 141 | 231 | | | 102 | 6 |
| % Heavy Vehicles | 4 | 4 | 4 | 44 | | | 4 | 4 |
| No. Lanes | 2 | | 2 | | 0 | | 2 | |
| Geometry Group | 5 | | 5 | | | | 1 | |
| Duration, T | 1.00 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | 0.0 | | | 1.0 | 0.0 |
| Prop. Right-Turns | 0.0 | 0.0 | 0.0 | 1.0 | | | 0.0 | 1.0 |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | 0.4 | | | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | | | 0.2 | 0.2 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | | | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | | | 1.7 | 1.7 |
| hadj, computed | 5.44 | 5.44 | 5.44 | 5.44 | | | 5.44 | 5.44 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value | 3.20 | 3.20 | 3.20 | 3.20 | | | 3.20 | 3.20 |
| x, initial | 0.02 | 0.18 | 0.13 | 0.21 | | | 0.09 | 0.01 |
| hd, final value | 5.44 | 5.44 | 5.44 | 5.44 | | | 5.44 | 5.44 |
| x, final value | 0.03 | 0.30 | 0.20 | 0.33 | | | 0.16 | 0.01 |
| Move-up time, m | 2.3 | | 2.3 | | | | 2.0 | |
| Service Time | 3.1 | 2.9 | 3.1 | 2.9 | 3.1 | 2.9 | 3.1 | 2.9 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity | 270 | 458 | 391 | 481 | | | 352 | 256 |
| Delay | 8.31 | 10.21 | 9.06 | 10.44 | | | 9.54 | 7.76 |
| LOS | A | B | A | B | | | A | A |
| Approach: Delay | 10.05 | | 9.92 | | | | 9.44 | |
| LOS | B | | A | | | | A | |
| Intersection Delay | 9.89 | | | | | | | |
| Intersection LOS | A | | | | | | | |

#25 PM

# ALL-WAY STOP CONTROL ANALYSIS

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | JB | Intersection | PARK SORRENTO/PARK ORA |
| Agency/Co. | ATE | Jurisdiction | CITY OF CALABASAS |
| Date Performed | 6/20/2007 | Analysis Year | CUMULATIVE |
| Analysis Time Period | PM PEAK HOUR | Project ID | # 06033.01 |
| East/West Street: PARK ORA | | North/South Street: PARK SORRENTO | |

## Volume Adjustments and Site Characteristics

| Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 12 | 209 | 0 | 0 | 269 | 174 |
| %Thrus Left Lane | 50 | | | 50 | | |

| Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | L | T | R | L | T | R |
| Volume | 0 | 0 | 0 | 270 | 0 | 17 |
| %Thrus Left Lane | 50 | | | 50 | | |

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | T | T | R | | | L | R |
| PHF | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Flow Rate | 12 | 209 | 269 | 174 | | | 270 | 17 |
| % Heavy Vehicles | 4 | 4 | 4 | 44 | | | 4 | 4 |
| No. Lanes | 2 | | 2 | | 0 | | 2 | |
| Geometry Group | 5 | | 5 | | | | 1 | |
| Duration, T | 1.00 | | | | | | | |

## Saturation Headway Adjustment Worksheet

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | 0.0 | | | 1.0 | 0.0 |
| Prop. Right-Turns | 0.0 | 0.0 | 0.0 | 1.0 | | | 0.0 | 1.0 |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | 0.4 | | | 0.0 | 0.0 |
| hLT-adj | 0.2 | 0.2 | 0.2 | 0.2 | | | 0.2 | 0.2 |
| hRT-adj | -0.6 | -0.6 | -0.6 | -0.6 | | | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | | | 1.7 | 1.7 |
| hadj, computed | 6.23 | 6.23 | 6.23 | 6.23 | | | 6.23 | 6.23 |

## Departure Headway and Service Time

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| hd, initial value | 3.20 | 3.20 | 3.20 | 3.20 | | | 3.20 | 3.20 |
| x, initial | 0.01 | 0.19 | 0.24 | 0.15 | | | 0.24 | 0.02 |
| hd, final value | 6.23 | 6.23 | 6.23 | 6.23 | | | 6.23 | 6.23 |
| x, final value | 0.02 | 0.35 | 0.43 | 0.28 | | | 0.43 | 0.02 |
| Move-up time, m | 2.3 | | 2.3 | | | | 2.0 | |
| Service Time | 3.9 | 3.7 | 3.9 | 3.7 | 3.9 | 3.7 | 3.9 | 3.7 |

## Capacity and Level of Service

| | Eastbound | | Westbound | | Northbound | | Southbound | |
|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity | 262 | 459 | 519 | 424 | | | 520 | 267 |
| Delay | 9.07 | 11.97 | 12.78 | 10.82 | | | 13.20 | 8.11 |
| LOS | A | B | B | B | | | B | A |
| Approach: Delay | 11.81 | | 12.01 | | | | 12.90 | |
| LOS | B | | B | | | | B | |
| Intersection Delay | 12.23 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Calabasas General Plan #06135** **REFERENCE #26AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *AM*

N/S STREET: VALMAR ROAD

E/W STREET: PARK ORA

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: | 156 | 393 | 3 | 2 | 396 | 80 | 135 | 5 | 173 | 6 | 9 | 6 |
| (B) CUMULATIVE | 241 | 521 | 3 | 2 | 436 | 82 | 137 | 5 | 201 | 6 | 9 | 6 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L T TR | L T TR | L TR | LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 156 | 241 | | 0.098 * | 0.151 * | | | |
| NBT | 2 | 3200 | 393 | 521 | | 0.124 | 0.164 | | | |
| NBR | 0 | 0 | 3 | 3 | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 2 | 2 | | 0.001 | 0.001 | | | |
| SBT | 2 | 3200 | 396 | 436 | | 0.149 * | 0.162 * | | | |
| SBR | 0 | 0 | 80 | 82 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 135 | 137 | | 0.084 | 0.086 | | | |
| EBT | 1 | 1600 | 5 | 5 | | 0.111 * | 0.129 * | | | |
| EBR | 0 | 0 | 173 | 201 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 6 | 6 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 9 | 9 | | 0.009 * | 0.009 * | | | |
| WBR | 1 | 1600 | 6 | 6 | | 0.004 | 0.004 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.467** | **0.551** | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

05/29/08

**Calabasas General Plan #06135** **REFERENCE #26PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: VALMAR ROAD

E/W STREET: PARK ORA

CONTROL TYPE: SIGNAL

## 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: | 127 | 470 | 5 | 8 | 352 | 253 | 200 | 29 | 154 | 7 | 15 | 7 |
| (B) CUMULATIVE | 175 | 548 | 5 | 8 | 509 | 258 | 203 | 29 | 254 | 7 | 15 | 7 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | L T TR | L T TR | L TR | LT R |

## TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: CUMULATIVE (B)

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 127 | 175 | | 0.079 * | 0.109 * | | | |
| NBT | 2 | 3200 | 470 | 548 | | 0.148 | 0.173 | | | |
| NBR | 0 | 0 | 5 | 5 | | 0.000 | 0.000 | | | |
| SBL | 1 | 1600 | 8 | 8 | | 0.005 | 0.005 | | | |
| SBT | 2 | 3200 | 352 | 509 | | 0.189 * | 0.240 * | | | |
| SBR | 0 | 0 | 253 | 258 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 200 | 203 | | 0.125 * | 0.127 * | | | |
| EBT | 1 | 1600 | 29 | 29 | | 0.114 | 0.177 | | | |
| EBR | 0 | 0 | 154 | 254 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 7 | 7 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 15 | 15 | | 0.014 * | 0.014 * | | | |
| WBR | 1 | 1600 | 7 | 7 | | 0.004 | 0.004 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.507 | 0.590 | | | |
| | | | | | LEVEL OF SERVICE: | A | A | | | |

*NOTES:*

05/29/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LOST HILLS RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

***With Programmed Improvements***
***Dual Southbound Left-Turn Lanes***

**Mitigations:** **WB Right-Turn Arrow Overlap**
**NB Right-Turn Lane**
**EB Right-Turn Lane**

**REFERENCE #03PM_MIT_1**
**OPTION #1**

## 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 | 84 | 777 | 86 | 191 | 345 | 39 | 190 | 501 | 153 | 81 | 194 | 329 |
| (B) CUMULATIVE | 85 | 799 | 213 | 450 | 346 | 40 | 193 | 548 | 153 | 317 | 264 | 661 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 84 | 85 | | | | 0.053 | 0.053 | | | |
| NBT | 2 | 3200 | 777 | 799 | | | | 0.243 * | 0.250 * | | | |
| NBR *(a)* | 1 | 1600 | 55 | 136 | | | | 0.034 | 0.085 | | | |
| SBL | 2 | 3200 | 191 | 450 | | | | 0.060 * | 0.141 * | | | |
| SBT | 2 | 3200 | 345 | 346 | | | | 0.118 | 0.119 | | | |
| SBR *(b)* | 0 | 0 | 34 | 35 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 190 | 193 | | | | 0.119 * | 0.121 | | | |
| EBT | 2 | 3200 | 501 | 548 | | | | 0.157 | 0.171 * | | | |
| EBR *(c)* | 1 | 1600 | 83 | 83 | | | | 0.052 | 0.052 | | | |
| WBL | 1 | 1600 | 81 | 317 | | | | 0.051 | 0.198 * | | | |
| WBT | 2 | 3200 | 194 | 264 | | | | 0.061 | 0.083 | | | |
| WBR *(d)* | 1 | 1600 | 329 | 436 | | | | 0.206 * | 0.273 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.728 | 0.860 | | | |
| | | | | | | | LEVEL OF SERVICE: | C | D | | | |

*NOTES:*

*(a) 36% R.T.O.R.*
*(b) 13% R.T.O.R.*
*(c) 46% R.T.O.R.*
*(d) RIGHT-TURN OVERLAP WITH SB LEFT-TURN*

06/04/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LOST HILLS RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

***With Programmed Improvements***
***Dual Southbound Left-Turn Lanes***

**Mitigations:** **WB Right-Turn Arrow Overlap**
**NB Right-Turn Lane**
**EB Right-Turn Lane**
**30% Reduction in West Village Development**

REFERENCE #03PM_MIT_2
Option #2

## 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 | 84 | 777 | 86 | 191 | 345 | 39 | 190 | 501 | 153 | 81 | 194 | 329 |
| (B) CUMULATIVE | 85 | 799 | 175 | 372 | 346 | 40 | 193 | 535 | 153 | 246 | 243 | 588 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | 4 | 5 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 84 | 85 | | | | 0.053 | 0.053 | | | |
| NBT | 2 | 3200 | 777 | 799 | | | | 0.243 * | 0.250 * | | | |
| NBR *(a)* | 1 | 1600 | 55 | 112 | | | | 0.034 | 0.070 | | | |
| SBL | 2 | 3200 | 191 | 372 | | | | 0.060 * | 0.116 * | | | |
| SBT | 2 | 3200 | 345 | 346 | | | | 0.118 | 0.119 | | | |
| SBR *(b)* | 0 | 0 | 34 | 35 | | | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 190 | 193 | | | | 0.119 * | 0.121 | | | |
| EBT | 2 | 3200 | 501 | 535 | | | | 0.157 | 0.167 * | | | |
| EBR *(c)* | 1 | 1600 | 83 | 83 | | | | 0.052 | 0.052 | | | |
| WBL | 1 | 1600 | 81 | 246 | | | | 0.051 | 0.154 * | | | |
| WBT | 2 | 3200 | 194 | 243 | | | | 0.061 | 0.076 | | | |
| WBR *(d)* | 1 | 1600 | 230 | 402 | | | | 0.144 * | 0.251 | | | |
| | | | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | | | INTERSECTION CAPACITY UTILIZATION: | 0.666 | 0.787 | | | |
| | | | | | | | LEVEL OF SERVICE: | B | C | | | |

*NOTES:*

*(a) 36% R.T.O.R.*
*(b) 13% R.T.O.R.*
*(c) 46% R.T.O.R.*
*(d) RIGHT-TURN OVERLAP WITH SB LEFT-TURN*

06/04/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LAS VIRGENES RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

**REFERENCE #09PM_MIT__1**
**OPTION #1**

*MITIGATION: SB RIGHT-TURN LANE*

## 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 | 150 | 740 | 0 | 0 | 558 | 238 | 965 | 0 | 238 | 0 | 0 | 0 |
| (B) BASELINE | 184 | 839 | 5 | 80 | 750 | 393 | 1090 | 9 | 291 | 11 | 21 | 182 |

## GEOMETRICS

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

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | 184 | | 0.094 * | 0.115 * | | | |
| NBT | 2 | 3200 | 740 | 839 | | 0.231 | 0.262 | | | |
| NBR | 1 | 1600 | 0 | 5 | | 0.000 | 0.003 | | | |
| SBL | 1 | 1600 | 0 | 80 | | 0.000 | 0.050 | | | |
| SBT | 2 | 3200 | 558 | 750 | | 0.174 * | 0.234 * | | | |
| SBR *(a)* | 1 | 1600 | 148 | 244 | | 0.093 | 0.153 | | | |
| EBL | 2 | 3200 | 965 | 1090 | | 0.302 * | 0.341 * | | | |
| EBT | 1 | 1600 | 0 | 9 | | 0.000 | 0.006 | | | |
| EBR *(b)* | 1 | 1600 | 117 | 143 | | 0.073 | 0.089 | | | |
| WBL | 0 | 0 | 0 | 11 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 21 | | 0.000 | 0.020 | | | |
| WBR *(c)* | 1 | 1600 | 0 | 100 | | 0.000 | 0.063 * | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | **0.670** | **0.853** | | | |
| | | | | LEVEL OF SERVICE: | | B | D | | | |

*NOTES:*

*(a) 38% R.T.O.R.*
*(b) 51% R.T.O.R.*
*(c) 45% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *LAS VIRGENES RD.*
E/W STREET: *AGOURA RD.*
CONTROL TYPE: SIGNAL

**REFERENCE #09PM_MIT_2**
**OPTION #2**

*MITIGATION: SB RIGHT-TURN LANE*
*40% REDUCTION IN DEVELOPMENT*

**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 | 150 | 740 | 0 | 0 | 558 | 238 | 965 | 0 | 238 | 0 | 0 | 0 |
| (B) BASELINE | 171 | 839 | 3 | 48 | 750 | 331 | 1040 | 5 | 269 | 7 | 13 | 110 |

**GEOMETRICS**

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

**TRAFFIC SCENARIOS**

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

**LEVEL OF SERVICE CALCULATIONS**

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | 171 | | 0.094 * | 0.107 * | | | |
| NBT | 2 | 3200 | 740 | 839 | | 0.231 | 0.262 | | | |
| NBR | 1 | 1600 | 0 | 3 | | 0.000 | 0.002 | | | |
| SBL | 1 | 1600 | 0 | 48 | | 0.000 | 0.030 | | | |
| SBT | 2 | 3200 | 558 | 750 | | 0.174 * | 0.234 * | | | |
| SBR *(a)* | 1 | 1600 | 148 | 205 | | 0.093 | 0.128 | | | |
| EBL | 2 | 3200 | 965 | 1040 | | 0.302 * | 0.325 * | | | |
| EBT | 1 | 1600 | 0 | 5 | | 0.000 | 0.003 | | | |
| EBR *(b)* | 1 | 1600 | 117 | 132 | | 0.073 | 0.083 | | | |
| WBL | 0 | 0 | 0 | 7 | | 0.000 | 0.000 | | | |
| WBT | 1 | 1600 | 0 | 13 | | 0.000 | 0.013 | | | |
| WBR *(c)* | 1 | 1600 | 0 | 61 | | 0.000 | 0.038 * | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | INTERSECTION CAPACITY UTILIZATION: | | 0.670 | 0.804 | | | |
| | | | | LEVEL OF SERVICE: | | B | C | | | |

***NOTES:***

*(a) 38% R.T.O.R.*
*(b) 51% R.T.O.R.*
*(c) 45% R.T.O.R.*

06/04/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *AM*
N/S STREET: *U.S. 101 SB RAMPS (WEST)*
E/W STREET: *CALABASAS ROAD*
CONTROL TYPE: SIGNAL

**REFERENCE #12AM_MIT_1**
**OPTION #1**

***Mitigation: Two WB Through Lanes***

## 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 | 0 | 0 | 568 | 0 | 48 | 234 | 303 | 0 | 0 | 501 | 49 |
| (B) CUMULATIVE | 0 | 0 | 0 | 1169 | 0 | 129 | 251 | 367 | 0 | 0 | 708 | 143 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | | LL R | L T | TT R |

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | 0.000 * | 0.000 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 568 | 1169 | | 0.178 * | 0.365 * | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR *(a)* | 1 | 1600 | 30 | 80 | | 0.019 | 0.050 | | | |
| EBL | 1 | 1600 | 234 | 251 | | 0.146 * | 0.157 * | | | |
| EBT | 1 | 1600 | 303 | 367 | | 0.189 | 0.229 | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 501 | 708 | | 0.157 * | 0.221 * | | | |
| WBR *(b)* | 1 | 1600 | 49 | 143 | | 0.031 | 0.089 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.581** | **0.843** | | | |
| | | | | | LEVEL OF SERVICE: | A | D | | | |

*NOTES:*

*(a) 38% R.T.O.R.*
*(b) FREE RIGHT-TURN, NOT CRITICAL*

06/04/08

**Calabasas General Plan #06135**
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *11/02/06*
TIME PERIOD: *PM*
N/S STREET: *U.S. 101 SB RAMPS (WEST)*
E/W STREET: *CALABASAS ROAD*
CONTROL TYPE: SIGNAL

**REFERENCE #12PM_MIT**
**OPTION #1**

***Mitigation: Dual WB Through Lanes***

## 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 | 0 | 0 | 470 | 0 | 19 | 298 | 502 | 0 | 0 | 371 | 284 |
| (B) CUMULATIVE | 0 | 0 | 0 | 886 | 0 | 43 | 391 | 621 | 0 | 0 | 552 | 647 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND | SOUTH BOUND | EAST BOUND | WEST BOUND |
|---|---|---|---|---|
| | | LL R | L T | TT R |

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | 0 | | 0.000 * | 0.000 * | | | |
| NBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| NBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBL | 2 | 3200 | 470 | 886 | | 0.147 * | 0.277 * | | | |
| SBT | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| SBR *(a)* | 1 | 1600 | 12 | 27 | | 0.008 | 0.017 | | | |
| EBL | 1 | 1600 | 298 | 391 | | 0.186 * | 0.244 * | | | |
| EBT | 1 | 1600 | 502 | 621 | | 0.314 | 0.388 | | | |
| EBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBL | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| WBT | 2 | 3200 | 371 | 552 | | 0.116 * | 0.173 * | | | |
| WBR *(b)* | 1 | 1600 | 284 | 647 | | 0.178 | 0.404 | | | |
| | | | | | *LOST TIME:* | 0.100 * | 0.100 * | | | |
| | | | | | **INTERSECTION CAPACITY UTILIZATION:** | **0.549** | **0.794** | | | |
| | | | | | LEVEL OF SERVICE: | A | C | | | |

*NOTES:*

*(a) 38% R.T.O.R.*
*(b) FREE RIGHT-TURN, NOT CRITICAL*

06/04/08

**Calabasas General Plan #06135** REFERENCE #13PM_MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/02/06*

TIME PERIOD: *PM*

N/S STREET: PARKWAY CALABASAS

E/W STREET: VENTURA BOULEVARD

CONTROL TYPE: SIGNAL

***Mitigations:*** *Restripe NB Approach - Left-Through Lane, Right-Turn Lane*
*Restripe SB Approach: Shared Left-Through Lane, Shared Through-Right-Turn Lane*
*5% Reduction in Craftsman Corner Buildout*

## 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: | 7 | 32 | 15 | 2 | 205 | 0 | 0 | 6 | 90 | 859 | 34 | 234 |
| (B) CUMULATIVE | 7 | 59 | 253 | 2 | 291 | 0 | 0 | 6 | 90 | 1684 | 34 | 234 |

## GEOMETRICS

| GEOMETRICS | NORTH BOUND LT R | SOUTH BOUND LT TR | EAST BOUND L TR | WEST BOUND LL TR |
|---|---|---|---|---|

## TRAFFIC SCENARIOS

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

## LEVEL OF SERVICE CALCULATIONS

| MOVE-MENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES 1 | 2 | 3 | SCENARIO V/C RATIOS 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 7 | 7 | | 0.000 | 0.000 | | | |
| NBT | 1 | 1600 | 32 | 59 | | 0.024 * | 0.041 * | | | |
| NBR *(a)* | 1 | 1600 | 15 | 253 | | 0.009 | 0.158 | | | |
| SBL | 0 | 0 | 2 | 2 | | 0.000 | 0.000 | | | |
| SBT | 2 | 3200 | 205 | 291 | | 0.065 * | 0.092 * | | | |
| SBR | 0 | 0 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBL | 1 | 1600 | 0 | 0 | | 0.000 | 0.000 | | | |
| EBT | 1 | 1600 | 6 | 6 | | 0.029 * | 0.029 * | | | |
| EBR *(b)* | 0 | 0 | 40 | 40 | | 0.000 | 0.000 | | | |
| WBL | 2 | 3200 | 859 | 1684 | | 0.268 * | 0.526 * | | | |
| WBT | 1 | 1600 | 34 | 34 | | 0.126 | 0.126 | | | |
| WBR *(c)* | 0 | 0 | 168 | 168 | | 0.000 | 0.000 | | | |
| | | | | *LOST TIME:* | | 0.100 * | 0.100 * | | | |
| | | | | **INTERSECTION CAPACITY UTILIZATION:** | | 0.486 | 0.788 | | | |
| | | | | LEVEL OF SERVICE: | | A | C | | | |

*NOTES:*

*(a) RIGHT-TURN NOT CRITICAL DUE TO OVERLAP WITH WB LEFT-TURN*
*(b) 56% R.T.O.R.*
*c) 28% R.T.O.R*

06/04/08

OPTION #1

# LADOT Bureau of Planning and Land Use Development

## Critical Movement Analysis using Circular 212 Method

| INTERSECTION: Mullholland Dr & Calabasas Rd | | 2006, EXISTING | | | *Signal System: 1: Standard Signal 2: ATSAC 3: ATSAC with ATCS | | cumulative | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Analysis Date: 6/4/2008 | | Signal System*: | | 3 | | | Signal System*: | | 3 | 3 |
| | | Phases: | | 4 | | | Phases: | | 4 | 4 |
| | | N-S Opposed: | | N | | | N-S Opposed: | | N | N |
| | | E-W Opposed: | | N | | | E-W Opposed: | | N | N |
| | | RTOR reduction: | | 0% | | | RTOR reduction: | | 0% | 0% |
| PM Peak: 4:45 PM | | Counts Volume | Lanes | Lane Volume | Cumulative Added | + Related Projects | = Total Volume | Lanes | Lane Volume | Lane Volume |
| Northbound | Left | 126 | 1 | 126 | 120 | 0 | 246 | 1 | **246** | **249** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 716 | 2 | **358** | 45 | 0 | 761 | 2 | 381 | 381 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 75 | 1 | 75 | 0 | 0 | 75 | 1 | 75 | 75 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Southbound | Left | 141 | 1 | **141** | 0 | 0 | 141 | 1 | 141 | 141 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 611 | 2 | 306 | 45 | 0 | 656 | 2 | **328** | **328** |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right (Free) | 644 | 2 | 0 | 252 | 0 | 0 | 2 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Eastbound | Left | 1033 | 1 | **379** | 272 | 0 | 1305 | 1 | **479** | **479** |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 322 | 1 | 306 | 0 | 0 | 322 | 1 | 322 | 322 |
| | Thru-Right | | 1 | 306 | | | | 1 | 575 | 577 |
| | Right | 289 | 0 | 0 | 286 | 0 | 575 | 0 | 0 | 0 |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Westbound | Left | 60 | 1 | 60 | 0 | 0 | 60 | 1 | 60 | 60 |
| | Left-Thru | | 0 | 0 | | | | 0 | 0 | 0 |
| | Thru | 130 | 1 | 130 | 16 | 0 | 146 | 1 | 146 | 146 |
| | Thru-Right | | 0 | 0 | | | | 0 | 0 | 0 |
| | Right | 168 | 1 | **168** | 0 | 0 | 168 | 1 | **168** | **168** |
| | Left-Thru-Rt | | 0 | 0 | | | | 0 | 0 | 0 |
| Critical Volumes: | | North-South: | | 499 | | | | North-South: | 574 | 577 |
| | | East-West: | | 547 | | | | East-West: | 647 | 647 |
| | | Total: | | 1046 | | | | Total: | 1221 | 1224 |
| Volume/capacity (*v/c*) ratio: | | | | 0.761 | | | | | 0.888 | 0.890 |
| *v/c* less ATSAC adjustment: | | | | 0.661 | | | | | 0.788 | 0.790 |
| Level of Service (LOS): | | | | B | | | | | C | C |

Filename: J:\2006\JOBS\06135\data\LOS\Maximum Buildout\23_Mullholland_Calabasas Rd_AM_PM_2008.xls

Mitigated LOS with EB triple left-turn lanes. EB left-turn volume adjusted for 3 lanes with 10% lane utilization factor.

0.002
YES

# Appendix G

*Financial Analysis*

**M E M O R A N D U M**

| | | | |
|---|---|---|---|
| **TO:** | Joe Power, AICP<br>Rincon Consultants | **DATE:** | July 13, 2007 |
| **FROM:** | The Natelson Dale Group, Inc. (TNDG) | **FILE:** | #3886 |

**SUBJECT: FINANCIAL ANALYSIS OF MIXED-USE PROTOTYPES**

## Introduction

This memo summarizes the results of an analysis of the financial feasibility of redevelopment scenarios involving specific land use mixes. Three scenarios were analyzed at the request of Rincon Consultants, all using a specified FAR of 0.75 as a starting point. Alternative scenarios with FAR's of 1.0 and 1.25 were also evaluated.

1. Mixed Retail/Residential, with 25% retail/75% residential
2. Mixed Office/Residential, with a 50/50 mix
3. Mixed Retail/Office, with 25% retail/75% office

Key assumptions on the size of the project components, under each scenario and FAR, are the following:

**FAR: 0.75**

| | 1. Retail/Res. Mix | 2. Office/Res. Mix | 3. Retail/Ofc. Mix |
|---|---|---|---|
| Total developed square feet | 130,680 | 130,680 | 130,680 |
| Retail SF | 32,670 | 0 | 32,670 |
| Office SF | 0 | 65,340 | 98,010 |
| Residential SF | 98,010 | 65,340 | 0 |
| No. residential units | 85 | 57 | 0 |

**FAR: 1.0**

| | 1. Retail/Res. Mix | 2. Office/Res. Mix | 3. Retail/Ofc. Mix |
|---|---|---|---|
| Total developed square feet | 174,240 | 174,240 | 174,240 |
| Retail SF | 43,560 | 0 | 43,560 |
| Office SF | 0 | 87,120 | 130,680 |
| Residential SF | 130,680 | 87,120 | 0 |
| No. of residential units | 114 | 76 | 0 |

**FAR: 1.25**

| | 1. Retail/Res. Mix | 2. Office/Res. Mix | 3. Retail/Ofc. Mix |
|---|---|---|---|
| Total developed square feet | 217,800 | 217,800 | 217,800 |
| Retail SF | 54,450 | 0 | 54,450 |
| Office SF | 0 | 108,900 | 163,350 |
| Residential SF | 163,350 | 108,900 | 0 |
| No. residential units | 142 | 95 | 0 |

24835 E. La Palma Ave., Suite I . Yorba Linda, California 92887
Phone: (714) 692-9596 . Fax: (714) 692-9597

The figures for all the scenarios are based on a 4-acre site (as also indicated on the summary tables below), which represents a reasonable redevelopment scale for Calabasas; however, we would expect to generate essentially the same findings, relatively speaking, for different site sizes.

The analysis should be considered as a preliminary and generalized assessment of these alternatives. The projects are hypothetical in the sense that the analysis was based on broad assumptions and not on any specific site, land use plan, targeted tenants, etc.

## Summary of Key Findings

The analysis indicates that, with underground parking, development densities with a Floor Area Ratio (FAR) in excess of 1.0 will likely be necessary for redevelopment to be feasible. With above-grade structured parking, redevelopment begins to be feasible with an FAR between 0.75 and 1.0. However, this type of analysis is very sensitive to a variety of financial considerations, which could vary significantly among individual actual projects.

## Description of the Financial Model

The model used for this analysis combines "static" inputs (passage of time is not a factor) of construction costs, densities, rents, capitalization rates, etc. and compares outputs of estimated values, by development scenario.

Structured parking plays a major role in the costs of development for these projects. Based on input from Associated Transportation Engineers (ATE), the model includes costs for underground parking. In addition, because of the tendency for the higher costs of underground parking to make the projects infeasible, we have generated analysis results using above-ground structured parking (which according to ATE is half the cost of underground parking). For each of these parking concepts, we have generated figures for three FAR levels, 0.75, 1.0, and 1.25. The model results include an allowance for shared parking for the two scenarios that include residential in the mix.

The model results, shown in the following table, indicate that project values, net of hard and soft development costs, tend to be highest for Scenario 2, the Office/Residential Mix, if the residential portion is developed as for-sale units. The "bottom line" of the value differences includes subtracting an additional value, which is the value of a hypothetical typical existing project that would be a potential candidate for redevelopment. The value of this project is based on an office use with an FAR of 0.45, which is average for potential redevelopment sites in Calabasas, and rents that are approximately 55 to 60 percent of the (non-residential) redeveloped projects in the three scenarios. To be feasible, a redeveloped project would have to have a value greater than the cost to produce it plus the value of the existing project on the site, by a meaningful margin.

This margin is represented by the "% return on costs" line in the table. Note that the results differ significantly for for-rent and for-sale residential components of Scenarios 1 and 2. Developers would most likely be receptive to projects that, under these scenarios and their assumptions, generated a Percent Return on Costs in the mid-20s or higher, assuming these

redevelopments would take a minimum of two years. (The model allows for many other combinations of assumptions and conditions to be evaluated, if necessary.)

## SUMMARY OF REDEVELOPMENT OPTIONS ANALYSIS

### Underground Parking

### FAR: 0.75

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $38,919,771 | $48,466,598 | $59,329,373 |
| Hard/soft costs | $31,788,569 | $34,505,988 | $43,775,855 |
| Net value after hard/soft costs | $7,131,202 | $13,960,610 | $15,553,518 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | -$11,777,189 | -$4,947,780 | -$3,354,873 |
| % return on costs | -37.0% | -14.3% | -7.7% |
| Values assuming residential sales | $47,964,623 | $54,634,500 | |
| Hard/soft costs | $31,788,569 | $34,505,988 | |
| Net value after hard/soft costs | $16,176,054 | $20,128,512 | |
| Net value less hard/soft costs, exist. project | -$2,732,337 | $1,220,121 | |
| % return on costs | -8.6% | 3.5% | |

### FAR 1.0

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $51,893,028 | $64,622,131 | $79,105,831 |
| Hard/soft costs | $42,384,759 | $46,007,984 | $58,367,807 |
| Net value after hard/soft costs | $9,508,269 | $18,614,147 | $20,738,024 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | -$9,400,122 | -$294,244 | $1,829,633 |
| % return on costs | -22.2% | -0.6% | 3.1% |
| Values assuming residential sales | $64,228,831 | $72,846,000 | |
| Hard/soft costs | $42,384,759 | $46,007,984 | |
| Net value after hard/soft costs | $21,844,072 | $26,838,016 | |
| Net value less hard/soft costs, exist. project | $2,935,681 | $7,929,625 | |
| % return on costs | 6.9% | 17.2% | |

### FAR 1.25

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $64,866,285 | $80,777,664 | $98,882,289 |
| Hard/soft costs | $52,980,949 | $57,509,980 | $72,959,759 |
| Net value after hard/soft costs | $11,885,336 | $23,267,684 | $25,922,530 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | -$7,023,055 | $4,359,293 | $7,014,139 |
| % return on costs | -13.3% | 7.6% | 9.6% |
| Values assuming residential sales | $80,079,039 | $91,057,500 | |
| Hard/soft costs | $52,980,949 | $57,509,980 | |
| Net value after hard/soft costs | $27,098,090 | $33,547,520 | |
| Net value less hard/soft costs, exist. project | $8,189,699 | $14,639,129 | |
| % return on costs | 15.5% | 25.5% | |

## Above-Ground Structured Parking

### FAR: 0.75

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $38,919,771 | $48,466,598 | $59,329,373 |
| Hard/soft costs | $27,070,697 | $28,901,155 | $33,069,430 |
| Net value after hard/soft costs | $11,849,074 | $19,565,443 | $26,259,944 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | -$7,059,317 | $657,052 | $7,351,553 |
| % return on costs | -26.1% | 2.3% | 22.2% |
| Values assuming residential sales | $47,964,623 | $54,634,500 | |
| Hard/soft costs | $27,070,697 | $28,901,155 | |
| Net value after hard/soft costs | $20,893,927 | $25,733,345 | |
| Net value less hard/soft costs, exist. project | $1,985,536 | $6,824,954 | |
| % return on costs | 7.3% | 23.6% | |

### FAR: 1.0

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $51,893,028 | $64,622,131 | $79,105,831 |
| Hard/soft costs | $36,094,262 | $38,534,874 | $44,092,573 |
| Net value after hard/soft costs | $15,798,766 | $26,087,257 | $35,013,258 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | -$3,109,625 | $7,178,867 | $16,104,868 |
| % return on costs | -8.6% | 18.6% | 36.5% |
| Values assuming residential sales | $64,228,831 | $72,846,000 | |
| Hard/soft costs | $36,094,262 | $38,534,874 | |
| Net value after hard/soft costs | $28,134,569 | $34,311,126 | |
| Net value less hard/soft costs, exist. project | $9,226,178 | $15,402,735 | |
| % return on costs | 25.6% | 40.0% | |

**FAR: 1.25**

| Cost/Value Factors | 1. Retail/Res Mix | 2. Office/Res Mix | 3. Retail/Ofc Mix |
|---|---|---|---|
| Land area, acres | 4.00 | 4.00 | 4.00 |
| Value based on cap rates | $64,866,285 | $80,777,664 | $98,882,289 |
| Hard/soft costs | $45,117,828 | $48,168,592 | $55,115,716 |
| Net value after hard/soft costs | $19,748,457 | $32,609,072 | $43,766,573 |
| Value of existing (case study) project | $18,908,391 | $18,908,391 | $18,908,391 |
| Net value | $840,066 | $13,700,681 | $24,858,182 |
| % return on costs | 1.9% | 28.4% | 45.1% |
| Values assuming residential sales | $80,079,039 | $91,057,500 | |
| Hard/soft costs | $45,117,828 | $48,168,592 | |
| Net value after hard/soft costs | $34,961,211 | $42,888,908 | |
| Net value less hard/soft costs, exist. project | $16,052,820 | $23,980,517 | |
| % return on costs | 35.6% | 49.8% | |

Based on the assumptions evaluated herein, the most attractive land uses would appear to be mixes involving offices and condominiums. However, future zoning should be flexible enough to allow the market to determine the optimal mix for individual projects, as the economics of individual land uses may well change over time based on future supply/demand conditions.

Higher FAR values clearly generate more-profitable projects, under the set of assumptions in this model, and the parking costs are also a major factor.

The product types addressed in the model are assumed to be at the upper end of the quality/price scale, in keeping with the overall character of the community. The model results include the assumption that generally favorable market conditions prevail, e. g. that demand exists for the product mixes used in the scenarios, that financing is available at reasonable rates, and that construction costs are stable. Similarly to the redevelopment analysis TNDG developed previously as part of this project, there are a number of “real world” considerations that apply to an analysis of this kind:

- At the FAR values used in the analysis, the mix of retail with other uses poses particular design challenges in making the retail space accessible to shoppers.
- There are a series of factors that would influence individual property owners/redevelopers that are not practical to consider within the scope of this exercise. These include tax implications of various actions, financing and the potential added value of leveraged investment, and the like.
- Property owners who will tend to redevelop their property are those who either 1) have the desire, capability, financial means, etc. to take on the development role, or 2) are developers who have purchased an existing project at a price that they believe, based on that and other factors, can justify such action. Owners in today’s market are likely to be realizing premium rents, plus they can also sell at very low capitalization rates, or in other words relatively high prices, which are also prevalent in the current market.
- Property owners considering a sale to a redeveloper will attempt to capture at least some of the premium associated with the expectation (or assurance) of an increased FAR for the property, and this will negatively affect the potential for such sales.

- Owners of this type of property are seldom “motivated sellers,” barring some personal reason to relinquish their property, and therefore prices will generally tend to discourage sales. They are also not necessarily people who are interested in or inclined to function as developers. Due to tax laws and other factors, property owners cannot be assumed to act in their best financial interest, especially since an owner can seldom go wrong by simply holding property and doing nothing.

Please feel free to contact us if you have any questions or would like to discuss our analysis further.

Roger Dale, Principal

# Appendix H

*Responses to Comments on the Draft EIR*

# RESPONSES to COMMENTS on the DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Calabasas received eight written comment letters during the 45-day public review period for the 2030 General Plan Draft Environmental Impact Report (DEIR). In addition, the City received seven comment letters after the close of the 45-day comment period, which ran from July 7, 2008 until August 20, 2008. The City has prepared responses to each comment letter. The commenters and the page on which each comment letter can be found are listed below.

These letters and the responses to the letters follow.

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
*Chief Engineer and General Manager*

May 7, 2008

File No.: 31R-100.10

Mr. Isidro Figueroa
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Figueroa:

**Comments on the Notice of Preparation of a**
**Draft Environmental Impact Report for the City of Calabasas 2030 General Plan**

The County Sanitation Districts of Los Angeles County (Districts) received the above-referenced Notice of Preparation for the proposed project on April 8, 2008. Regarding solid waste management for the above-mentioned project, the Districts offer the following comments:

1. The California Integrated Waste Management Board's Web site at http://www.ciwmb.gov contains information regarding solid waste disposal facilities. There are numerous public and private landfills and transfer stations in Los Angeles County that could potentially receive waste from the proposed project. The Calabasas Landfill (CALF), located at 5300 Lost Hills Road in Agoura, is the closest landfill operated by the Districts that could be used by the proposed project. The conditional use permit (CUP) for the CALF authorizes the disposal of a maximum of 3,500 tons per day. The remaining site life is currently estimated at 16 years at an average tonnage rate of 1,555 tons per day on a six-day operating week. This estimate may change due to variations in incoming tonnage. The Puente Hills Landfill (PHLF), located at 13130 Crossroads Parkway South in the City of Industry is another Districts-operated landfill that could be used by the proposed project. The CUP for the PHLF authorizes the disposal of a maximum of 13,200 tons per day. Typically, the PHLF closes early due to this permit-imposed tonnage restriction. Disposal operations will continue under the CUP until October 31, 2013. The site will then stop accepting waste for disposal. A

   Other solid waste management facilities operated by the Districts that are available to the proposed project and offer recycling options include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF). CREF is located at 5926 Sheila Street in the city of Commerce. CREF is a transformation facility that is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. CREF currently receives approximately 420 tons per day of refuse. DART is located at 9770 Washburn Road in the city of Downey. DART is a materials recovery/transfer facility that is permitted to accept up to 5,000 tons per day and currently receives approximately 1,200 tons per day of refuse. The South Gate Transfer Station is located at 9530 Garfield Avenue in the city of South Gate that is permitted to accept up to 1,000 tons per day of refuse and currently receives approximately 400 tons per day of refuse. The

PHMRF is located at 2808 Workman Mill Road in the city of Whittier and began operating in July 2005. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week of municipal solid waste. The PHMRF currently receives approximately 350 tons per day from select commercial waste upon a pre-approved basis or upon satisfactory inspection at the facility.

2. There are seven major landfills currently operating within Los Angeles County. These landfills serve large geographic areas that are not necessarily limited to those areas in the immediate vicinity of these sites. There is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs. There are not plans for expansion of the three public landfills currently operated by the Districts. However, there is additional capacity potentially available within Los Angeles County through the expansion of local landfills, and outside of Los Angeles County through the use of waste-by-rail at the proposed Eagle Mountain Landfill in Riverside County and the Mesquite Regional Landfill in Imperial County. Consequently, while this additional capacity will be needed, the necessary permits and approvals have not yet been issued to access and/or use these facilities. B

   The Districts entered into a Purchase and Sale Agreements in August 2000 on the only two-fully permitted rail haul landfills in California: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Districts closed escrow on the Mesquite Regional Landfill in December 2002. Due in part to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill.

   In the Mesquite Regional Landfill Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from Metropolitan Los Angeles to Glamis and then by a proposed 4.5-mile rail spur built to the site. The Districts have prepared a comprehensive master plan for the site and is in the process of designing and constructing the facilities necessary to begin operation. The Mesquite Regional Landfill is scheduled to be operational by the end of 2008. The Waste-by-Rail system is expected to be operational by 2011/2012.

3. The California Integrated Waste Management Act, AB 939, requires cities to divert 50 percent of the waste stream away from land disposal. In order to assist in meeting this goal, the Districts recommend that the proposed development incorporate storage and collection of recyclables into each project design. It is recommended that refuse collection contracts include provisions for collection of recyclables. The County of Los Angeles Department of Public Works should also be contacted with regard to any commercial recycling programs that may be available. All occupants should be encouraged to recycle, at a minimum, newspaper, glass bottles, aluminum and bimetal cans, and P.E.T. bottles. Recycling should be included in the design of the project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles. In addition, all contractors should be urged to recycle construction and demolition wastes to the extent feasible. It should be recognized that, even with recycling, adequate regional disposal capacity is needed to accommodate new developments. If you have any further questions regarding recycling options, please contact Nick Morell, Recycling Coordinator for the Districts at (562) 908-4288, extension 2444. C

Regarding the proposed changes to the land use map as they relate to the Calabasas Landfill, the Districts offer the following comment:

1. The CALF provides environmentally sound and cost-effective solid waste disposal capacity to the City of Calabasas (City) and other nearby cities and communities within the wasteshed, in accordance with state and local regulations. The CALF has been in operation since February 14, 1961. It is owned by the County of Los Angeles (County) and operated by the Districts pursuant to a Joint Powers Agreement (JPA) between the entities. The County approved the first land use permit for the CALF in 1958 (Zone Exception Case No. 3349-5). Subsequent land use permits (Nos. 8477-5 and 5022-5) were issued for additional parcels used for refuse disposal, all within unincorporated County lands. By Act of Congress (Title 16 United States Code, Section 460k et seq.), the CALF is part of the Santa Monica Mountains National Recreation Area and operates under a special use permit issued by the National Park Service. D

   The CALF property is outside City boundary. Therefore, land use for the landfill is the responsibility of the County's Department of Regional Planning (DRP). DRP has designated most of the landfill property as "Public and Semi-Public Facilities," which is the appropriate designation for the current and the foreseeable-future activities at CALF (see attached map). The City is proposing land use designation of the area as 'Open Space-Recreational" with the potential for "Possible Future Annexation." We recommend that the City coordinate their land use designations for the landfill with DRP and avoid designations that would be in apparent conflict with the operations of the landfill, thereby, ensuring its continued beneficial use by the City and the wasteshed communities.

If you have additional questions concerning this response, please contact Mr. Ziad El Jack at telephone (562) 908-4288, extension 2764.

Very truly yours,

Stephen R. Maguin

CR Salomon

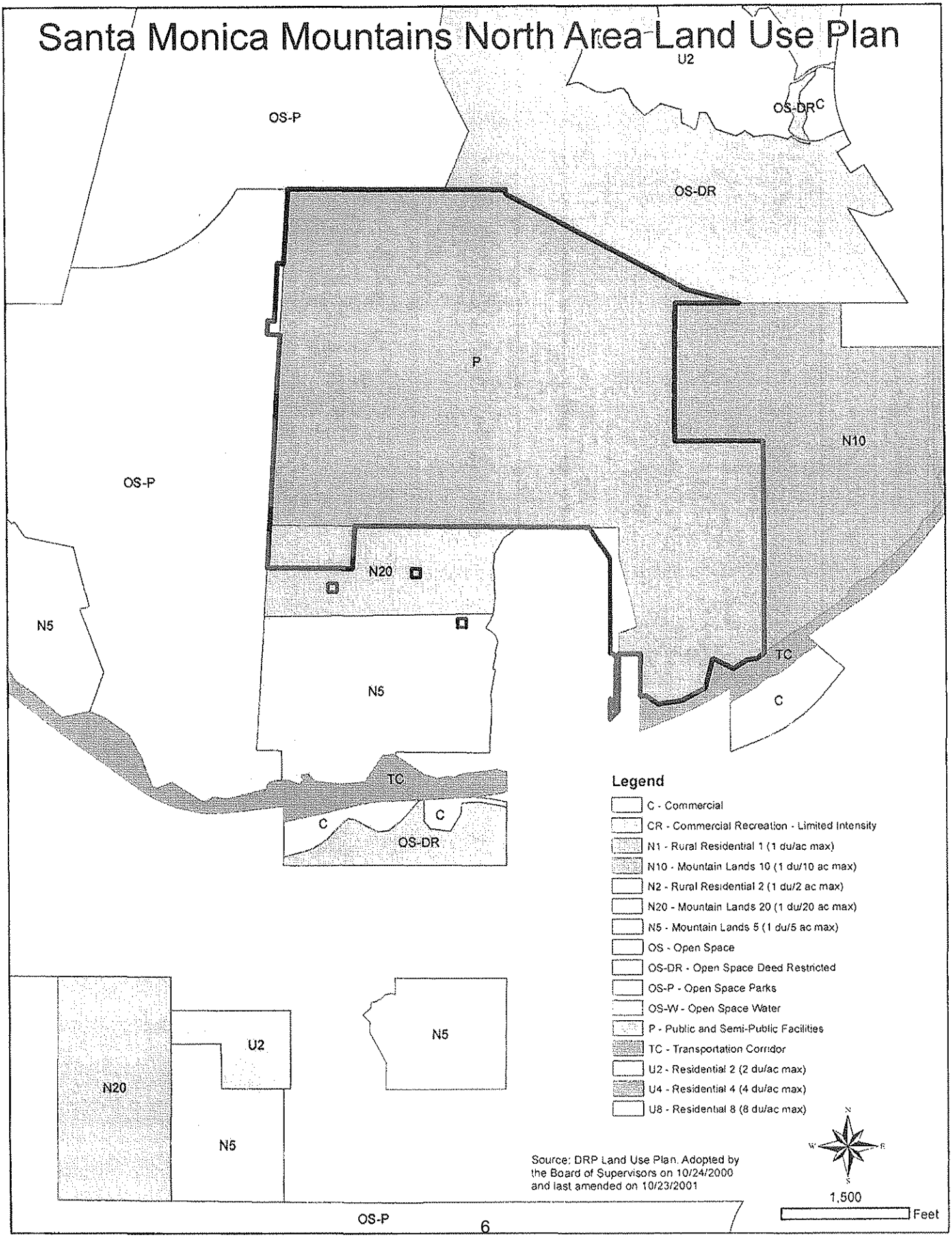
Christopher R. Salomon
Supervising Engineer
Planning Section

CRS:ZE:ld

Attachment

Cc: Paul Alva, L.A. County Department of Public Work
Mark Childs, L.A. County Department of Regional Planning

# Santa Monica Mountains North Area Land Use Plan




Source: DRP Land Use Plan. Adopted by the Board of Supervisors on 10/24/2000 and last amended on 10/23/2001

*Letter 1*

COMMENTER: Christopher R. Salomon, Supervising Engineer, Planning Section, County Sanitation Districts of Los Angeles County

DATE: May 7, 2008

Response 1A

The commenter provides information about the Calabasas Landfill and other solid waste management facilities serving the region. The information provided is generally consistent with the included in Section 4.14, *Utilities and Service Systems*, of the DEIR. However, in response to this comment, the fifth paragraph under subsection c of the Setting (second full paragraph on page 4.14-14) will be revised to read as follows (new/revised text is underlined):

> *The Calabasas Sanitary Landfill has a permitted design capacity of 69,700,000 cubic yards, with a remaining capacity of 8.1 million tons, as of March 2008 (Los Angeles County Sanitation District, 2008). An average of 1,555 tons of waste are landfilled daily, with a permitted maximum daily tonnage of 3,500 tons per day (Nicole Gonzales, 2008). Based on the current average daily disposal rate and a six-day operating week, the landfill is projected to close in about 16 years (by about 2024).*

In addition, the first paragraph under Impact U-2 will be revised to read as follows:

> *Maximum development facilitated by the 2030 General Plan could add a maximum net increase of 1,681 residential units, 2.4 million square feet of office space, and 780,814 square feet of retail space. As illustrated in Table 4.14-7, development facilitated by the draft General Plan could generate approximately 32,299 net lbs/day, or 16.1 net tons/day. The Calabasas Sanitary Landfill currently averages 1,555 tons/day with a maximum daily permitted capacity set at 3,500 tons/day. The added 16.1 net tons/day would represent a .008 percent of the average remaining daily capacity and would not cause the average daily tonnage to exceed the permitted maximum capacity of the landfill. Nonetheless, development that could occur throughout the lifetime of the General Plan would contribute to the acceleration of the landfill closure timeline or the use of more distant sites.*

These text revisions do not alter the DEIR conclusions or identify any new significant environmental impacts.

Response 1B

The commenter describes current solid waste management facilities in Los Angeles County as well as efforts to expand local landfills and identify disposal facilities outside the County. These facilities and efforts are acknowledged. The City will continue to support the County's efforts to develop needed new solid waste management facilities.

Response 1C

The commenter describes current State of California solid waste diversion requirements, encourages solid waste recycling, and notes that adequate regional waste management facilities will continue to be needed. As discussed in Section 4.14, Calabasas implements an expansive citywide solid waste recycling program. The City has achieved the 50% waste diversion target of AB 939 and has adopted a resolution requiring a citywide diversion rate of 75% by 2012. Also, please see Response 1B.

Response 1D

The commenter provides information about the Calabasas Landfill, notes that the County of Los Angeles land use designation for the landfill (pursuant to the Santa Monica Mountains North Area Plan) is "Public and Semi-Public Facilities," and states an opinion that this is the appropriate designation for the landfill. The County designation and the commenter's opinion regarding the appropriate designation are acknowledged. However, the 2030 General Plan represents a long-term vision for Calabasas that extends beyond the lifespan of the Calabasas Landfill, which is estimated to close in about 14-16 years. The City believes that once the landfill is closed, it may be an appropriate location for recreational facilities; thus, the 2030 General Plan designates the landfill "Open Space-Recreation" (OS-R). Of course, if the landfill does not close within the timeframe of the 2030 General Plan, this designation will not be realized, but given the currently anticipated closure date the City believes it is prudent to plan for how the landfill property will be used post-closure. It should be noted that the OS-R designation does not represent a change in designation as the current General Plan (adopted in 1995) also designates the landfill OS-R. Also, an open space-recreational use is a more specific type of "public/semi-public facility."

RESOURCE CONSERVATION DISTRICT
OF THE
SANTA MONICA MOUNTAINS

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A Political Subdivision of the
State of California

DANIEL C. PREECE
Executive Officer



August 20, 2008

Tom Bartlett, Planner
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

**RE: NOC for DEIR - City of Calabasas 2030 General Plan**

Mr. Bartlett,

These comments on the Draft EIR for the City of Calabasas 2030 General Plan (GP) are provided on behalf of the Resource Conservation District of the Santa Monica Mountains. We thank the City of Calabasas for the opportunity to comment on this document. The RCDSMM previously commented on the Notice of Preparation of an EIR and addressed the impacts of the GP updates to wildlife corridors, hillside management, water quality, and oak protection. A

After reviewing the Draft EIR for the 2030 GP, our primary concern still remains the "Planned Development" designation for two areas along Las Virgenes Road, Las Virgenes 1 (LV 1) and Las Virgenes 2 (LV 2) and their associated impacts on hillside management, water quality and sensitive biological resources.

Additionally, we did not see any substantive revisions of the Plan that responded to the concerns expressed in our letter of May 21, 2008. Therefore, we wish to reiterate that those issues remain to be addressed.

Las Virgenes 1

The development of the Las Virgenes 1 site would involve the conversion of a low density (3 units on 7.5 acres) site to 30 single-family residential units on 5 acres and a park. The proposed LV 1 site would abut the section of Las Virgenes Creek just south of Agoura Road, which flows approximately 3 miles through dense residential and commercial uses before passing south into the Malibu Creek State Park. B

From Figure 2-5 of the DEIR, it is apparent that the increased runoff from the single and multi-family residential use and community park at this site would drain directly into Las Virgenes Creek, which would eventually enter Malibu Creek further south, an already impaired water body on the Regional Water Quality Control Board's (RWQCB) 303(d) list. The RWQCB of Los Angeles identified seven

pollutants for Las Virgenes Creek, including high coliform count, nutrients, organic enrichment/low dissolved oxygen, scum/foam-unnatural, sedimentation/siltation selenium, and trash. The increase in the intensity of development of this area would cause additional floodplain encroachment, and would not be consistent with either the 2030 General Plan policies or the City of Calabasas Creeks Master Plan.

Las Virgenes 2

The development on the LV 2 site would accommodate up to 160 multi-family residences and 175,000 square feet of commercial development on approximately 20 acres. The LV 2 site is along the east side of Las Virgenes Road and lies within a City-designated Wildlife Linkages and Corridor Area. Although the development on this site may not cause a total loss of a habitat linkage, it would likely have detrimental effects on already declining populations of local species with large home range requirements. The GP Conservation Element Policy IV-2 requires the preservation of wildlife corridors and supporting the acquisition of additional lands near wildlife corridors for open space preservation. C

In addition, the designated LV 2 site is within close proximity to a significant ridgeline to the northeast, as identified on Figure 4.1-1. The GP Open Space Element policies require the preservation of all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Improper hillside development can cause erosion, degradation of water quality, increased downstream runoff and slope failures. Every attempt should be made to maintain the natural topography of hillside areas by using appropriate hillside management techniques.

Conclusion

The fact that the County of Los Angeles has proposed to expand the Signficant Ecological Areas to include Las Virgenes Creek (and its associated riparian habitat) and all of the Wildlife Linkage and Corridor areas confirms the widespread recognition of the need to protect these areas. The revision of the Calabasas General Plan is an opportunity to look forward and sustainably manage the need for housing within the context of preserving, enhancing and protecting valuable riparian areas. It is much easier to avoid problems with sensitive planning, rather than trying to solve water quality impacts, loss of ridgelines, and impacts to wildlife corridors after the fact. D

The DEIR does not offer an alternative that both achieves the City's housing needs and avoids biologically sensitive areas, such as the LV1 and LV 2 sites. Therefore, the RCDSMM strongly recommends that the DEIR include an alternative that would facilitate fewer overall residences in the most biologically sensitive areas, resulting in a reduced impact to hillsides, water quality and sensitive vegetation communities.

Thank you for the opportunity to comment on this project.

Sincerely,
Sandra Albers
Conservation Biologist
Resource Conservation District of the Santa Monica Mountains

*Letter 2*

COMMENTER: Sandra Albers, Conservation Biologist, Resource Conservation District of the Santa Monica Mountains

DATE: August 20, 2008

Response 2A

The commenter restates concerns raised in the Resource Conservation District's response to the Notice of Preparation (NOP) and states an opinion that issues raised in that NOP response remain to be addressed. The commenter's response to the NOP is included in Appendix A of the DEIR. Contrary to what the commenter suggests, the issues raised in the NOP response are addressed in the DEIR. The NOP response raises concerns about impacts to wildlife corridors and water quality, both of which are specifically addressed in the DEIR (please see sections 4.3, *Biological Resources*, and 4.7, *Hydrology and Water Quality*). As noted under Impact BIO-4 in Section 4.2, although the Las Virgenes 2 site would partially intrude into the wildlife corridor east of Las Virgenes Road, implementation of proposed General Plan policies would address potential impacts to wildlife movement. Moreover, the proposed General Plan land use map would have substantially less impact than the current map as the current map designates a 77-acre area extending substantially into the hillside east of Las Virgenes Road for residential and commercial development. By contrast, the proposed land use map designates approximately 60 of these 77 acres as open space, limiting development to the westernmost portion of the properties along the Agoura Road frontage. Consequently, as compared to buildout under the current General Plan, the proposed 2030 General Plan would have substantial benefits with respect to wildlife movement through this area.

Similarly, the commenter apparently fails to recognize that the Las Virgenes 1 site is already designated R-SF (Residential-Single Family), which would accommodate up to six units per acre or about 45 total residences. The proposed Planned Development designation, by contrast, would dedicate about 2.5 acres of the Las Virgenes 1 property to a park, thus limiting overall development potential to about 30 single family units. It would also promote superior site design with respect to the creek. As such, contrary to what the commenter suggests, buildout under the proposed designation would have less impact than under the current designation.

The specific purpose of the Planned Development designation is to recognize the unique constraints present on the Las Virgenes 1 and Las Virgenes 2 sites. As such, the designation specifies that unique standards will be needed for any development on these sites.

The commenter appears to suggest that it is the EIR's purpose to revise the proposed 2030 General Plan to address comments raised in response to the NOP. This is not correct. The EIR's purpose is to analyze the potential environmental effects of the project that is proposed and to

consider feasible alternatives for identified significant impacts. The DEIR considers the issues raised in the commenter's NOP response, but does not identify any significant impacts relating to these issues. Therefore, although the DEIR analyzes a number of possible alternative land use scenarios, analysis of specific alternatives to address the issues raised by the commenter is not warranted.

Response 2B

The commenter reiterates concerns about possible impacts to Las Virgenes Creek relating to runoff from the Las Virgenes 1 site, stating opinions that development on the Las Virgenes 1 site would cause floodplain encroachment and would not be consistent with the 2030 General Plan or the Calabasas Creeks Master Plan (presumably, the commenter is referring to the Las Virgenes Creek Master Plan). Please see Response 2A. The suggestion that development on the Las Virgenes 1 site would necessarily encroach into the 100-year flood zone is incorrect. Only the westernmost edge of the Las Virgenes site is within the 100-year flood zone so development on the remainder of the site would not encroach into the flood zone. The opinions with respect to consistency with the 2030 General Plan and Creek Master Plan are noted. However, the EIR preparers do not share this opinion. By their nature, all General Plans must consider competing objectives. As noted throughout the draft 2030 General Plan, environmental preservation, including preservation of creeks and water quality, are important considerations in Calabasas. To that end, the draft General Plan includes numerous policies relating to environmental protection to which any development on the Las Virgenes 1 site would be subject. However, these concerns must be considered in light of basic property rights and other planning considerations. As noted in the DEIR and in Response 2A, while the proposed Planned Development designation for the Las Virgenes 1 site would facilitate the development of up to 30 single family residences, it would reduce the development potential for the site as compared to the current R-SF designation, which would facilitate development of up to 45 units.

In response to this comment, the following text will be added to subsection 4.7.1.f, *Regulatory Setting*, of Section 4.7:

> *Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. Calabasas is within the jurisdiction of the Los Angeles RWQCB.*
>
> *Three creeks within the City of Calabasas (Las Virgenes, McCoy, and Dry Canyon creeks) are listed by the State Water Resources Control Board as Impaired Waters under Clean Water Act Section 303(d). This listing requires that measures are developed to ensure*

*that proposed projects do not contribute to the pollutant load in the creek. Project applicants are responsible for meeting all safety requirements and USEPA-approved measures to keep the water clean. All Total Maximum Daily loads (TMDL) applicable to Los Angeles River are applicable to McCoy/Calabasas Creek as headwaters and thus a responsibility of project applicants near the creeks. Similarly, all TMDLs applicable to Malibu Creek are applicable to Las Virgenes Creek. Designs of new projects near these waters must consider all TMDLs applicable to the area to ensure that project sites would not exceed targets adopted by the USEPA or State Water Resources Control Board. Such measures include, but are not limited to, installing rain gutters and orienting them towards permeable surfaces rather than driveways or non-permeable surfaces so that runoff would have the opportunity to infiltrate into the ground instead of flowing immediately offsite, also modifying grades of property to divert flow to permeable areas and to minimize the amount of storm water leaving the property. Onsite stormwater treatment measures should also include but not be limited to the use of sediment traps to intercept runoff from drainage areas and hold or slowly release the runoff, with sediments held in the trap for later removal; the use of retention structures or rooftops designed to store stormwater; the utilization of subsurface areas for storm runoff storage either for reuse or to enable release of runoff at predetermined times or rates to minimize the peak discharge into drains, cisterns are also a possible storage mechanism for reuse; and design curbs, berms or the like so as to avoid isolation permeable or landscaped areas.*

Response 2C

The commenter reiterates concerns about potential impacts to wildlife movement and hillsides due to development accommodated on the Las Virgenes 2 site. Please see Response 2A. Again, the proposed land use map would designate about 60 acres currently designated for residential and commercial development as open space (OS-RP), concentrating development in the least biologically sensitive areas of the Messenger property adjacent to Las Virgenes Road. As such, the proposed land use map would have substantial benefits with respect to preservation of the wildlife corridor and views of the nearby ridgeline as compared to the current General Plan land use map.

Response 2D

The commenter reiterates previous concerns and recommends consideration of an alternative that would facilitate fewer residences in the most biological sensitive areas of the City. Please see responses 2A through 2C. The draft 2030 General Plan already focuses development in the least environmentally sensitive portions of the City. A key of objective of the General Plan, as stated throughout the document, is to focus on compact, infill development in areas with the least biological and aesthetic sensitivity. To that end, the draft General Plan designates additional areas for open space and parks, including portions of the properties that make up

the Las Virgenes 1 and Las Virgenes 2 sites. Nevertheless, as noted in Response 2B, the General Plan must consider competing objectives, including the property rights of landowners in the City.

(Revised)

c. **Public Schools**. The Las Virgenes Unified School District (LUSD) provides public educational services in the City of Calabasas. Figure 4.11-2 shows the locations of school facilities in the City that are operated by LVUSD. Additional educational facilities include private schools.

LVUSD schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The LVUSD manages three elementary schools in the City, two middle schools, and one high school. In order to accommodate for a maximum number of schools, the LVUSD has implemented relocatable classrooms and trailers at each of the schools serving the City of Calabasas.

Enrollment at LVUSD elementary schools serving Calabasas is 1,892 students for the 2007/2008 school year. Elementary schools in the City range in size from 550 to more than 675 students. The total original capacity of the 3 elementary schools is 1,668 students. Thus, currently Calabasas' elementary schools are operating at approximately 113% of capacity. The reported exceedance of original capacity for elementary school capacity within the LVUSD is in part due to the California Department of Education's recommendation that class sizes be reduced by 20%. Although several schools are operating above capacity through the addition of relocatable classroom space, the LVUSD considers the schools to be operating at acceptable levels. It should also be noted that schools within the City are experiencing a declining enrollment trend, where more students are graduating than are entering Calabasas schools (Dr. Donald Zimring, Superintendent LUVSD, 2008). Table 4.11-3 shows enrollment statistics for each of the LVUSD schools serving Calabasas.

Table 4.11-1
2007/08 LVUSD School Enrollment*

| School | Student Enrollment | Original Capacity | Utilization |
|---|---|---|---|
| **Elementary** | | | |
| Chaparral | 552 | 496 | 111% |
| Lupin Hill | 691 | 644 | 107% |
| Bay Laurel | 649 | 528 | 122% |
| **Middle** | | | |
| A.E. Wright | 899 | 1,770 | 50% |
| A.C.Stelle | 963 | 1,000 | 96% |
| **High** | | | |
| Calabasas | 2,011 | 1,922 | 104% |

*The LVUSD serves several municipalities; however, this table identified LVUSD schools serving the City of Calabasas only.

The LVUSD operates two middle schools in the City: A.E. Wright and A.C. Stelle Middle School. Enrollment during the 2007/08 school year for the two middle schools is 1,862 students or 67% of the total capacity of 2,770 students.

The LVUSD manages one high school in Calabasas (Calabasas High School). Enrollment for the 2007/08 school year was 2,011, or 105% of original capacity (1,922 students).

By the year 2030, the LVUSD plans to construct a performing arts center, a 650-seat theater, which would include one classroom. In addition, the LVUSD plans to construct a preschool to meet special education needs in the City (Dr. Donald Zimring, Superintendent of the LVUSD, 2008).

*Letter 3*

COMMENTER: Las Virgenes Unified School District

DATE: Undated

The commenter has provide a minor re-write of subsection 4.11.1.c of Section 4.11, *Public Services*, of the DEIR. The subsection, which describes general background information pertaining to the Las Virgenes Unified School District (LVUSD), will be revised as requested in the Final EIR. Some minor typographical errors in Section 4.11 pertaining to table references will also be corrected in the Final EIR. It should be noted that the requested changes are minor clarifications regarding LVUSD facilities that to do change any facts or alter the conclusions of the DEIR.

| Post-it® Fax Note 7671 | Date 8/19/08 | # of pages ▶ 1 |
|---|---|---|
| To Tom Bartlett | From Lindsay Co. | |
| Co./Dept. City of Calabasas | Co. LVMWD | |
| Phone # 818-225-7329 | Phone # 818-251-2163 | |
| Fax # ↓ | Fax # 818-251-2159 | |

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Dedicated to Providing Quality Water & Wastewater Service

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MEMBER AGENCY OF THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

August 19, 2008

**4**

Tom Bartlett, City Planner
City of Calabasas
Planning Division
100 Civic Center Way
Calabasas, CA 91302

Re: 2030 General Plan Notice of Completion of a Draft Environmental Impact Report

Dear Mr. Tom Bartlett:

Las Virgenes Municipal Water District (LVMWD) is in receipt of your request for agency comment concerning the Draft Environmental Impact Report (DEIR) on your 2030 General Plan. The proposed project involves an update of the 1995 General Plan, which currently serves as the blueprint for the development of the City. Each of the General Plan elements has been updated with goals, objectives, and policies that reflect the current needs and preferences of the community. Utilities and services systems impacts include 1.01 mgd water demand increase and 0.05 mgd wastewater generation increase.

LVMWD understands that land use designations are under the jurisdiction of the City. Potable water services to these areas by LVMWD are met with the district's purchased potable water from Metropolitan Water District (MWD). The reliability of LVMWD water supply is dependent on the reliability of its imported water supplies, which are managed and delivered by MWD. LVMWD recent updated 2007 Potable Water, Recycled Water and Sanitation Master Plans examined the ability of the existing facilities, calculated the increased water demand and wastewater flows from the City and recommended substantial capital projects to adequately meet these flows.

If you have any questions, please contact me at 818.251.2111.

Very truly yours,

Carlos G. Rojas for DRL
David R. Lippman
Director of Facilities and Operations

cc: File

*Letter 4*

COMMENTER: David R. Lippman, Director of Facilities and Operations, Las Virgenes Municipal Water District

DATE: August 19, 2008

The commenter summarizes the draft 2030 General Plan and notes that the LVMWD's 2007 mast plans identify water demand and wastewater flows for the City and recommend capital projects needed to meet projected demand/flows. As noted in Section 4.14 of the DEIR, it is anticipated that implementation of LVMWD master plans would continue to provide sufficient water as well as wastewater conveyance and treatment capacity to meet the City's needs. The City will continue to cooperatively plan with the LVUSD to ensure that needed system upgrades are made in conjunction with new development in Calabasas.

# City of Hidden Hills

6165 Spring Valley Road • Hidden Hills, California 91302
(818) 888-9281 • Fax (818) 719-0083


August 1, 2008

Mr. Tom Bartlett, City Planner
Planning Division
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

RE: City of Calabasas 2030 General Plan

Dear Mr. Bartlett:

The City of Hidden Hills has received your "Notice of Completion of a Draft Environmental Impact Report" for the subject General Plan update. Of interest to the City of Hidden Hills is the General Plan's inclusion of property for future annexation to the City of Calabasas (in particular Craftsman's Corner) that is located within the Sphere of Influence (SOI) of the City of Hidden Hills. Figure 2, attached, illustrates the boundaries of Hidden Hills' SOI.

This letter is to inform you of the City of Hidden Hills' SOI and to notify you that it is not the City's intention to relinquish any portion of the SOI.

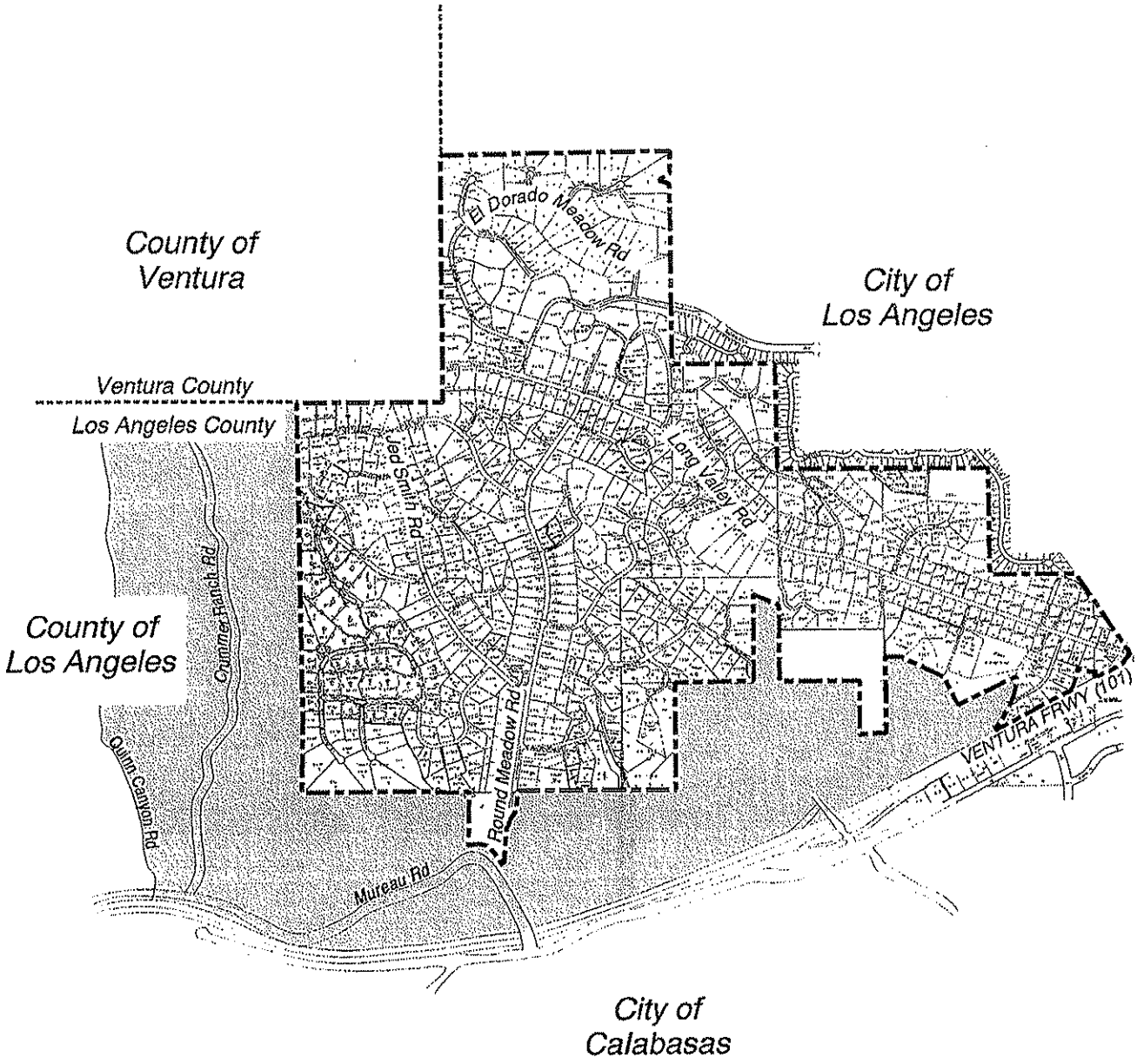
Thank you for the opportunity to comment on the Draft EIR. Feel free to call our City Engineer, Dirk Lovett, at (818) 888-9281 should you require additional information.

Sincerely,

CITY OF HIDDEN HILLS

Steve Freedland
Mayor

SF/dl
attachment




## Figure 2
## Sphere of Influence Map

*Letter 5*

COMMENTER: Steve Freedland, Mayor, City of Hidden Hills

DATE: August 1, 2008

The commenter notes that the Craftsman's Corner area, identified for possible future annexation into Calabasas, is currently within Hidden Hills sphere of influence (SOI) and states that Hidden Hills does not intend to relinquish that area.

The City of Calabasas is aware that the Craftsman's Corner area (and immediately surrounding territory) lies within Hidden Hills' SOI, even though it also remains unincorporated territory of Los Angeles County. The DEIR recognizes that Craftsman's Corner is within Hidden Hills' 501 (see pages 2-26 and 4.8-4). Nonetheless, the text of EIR Section 4.8 will be amended to more explicitly describe the process that would need to occur in order for that area to be annexed by Calabasas at some point in the future.

The Calabasas General Plan is a policy document intended to anticipate a full range of possible future development and growth scenarios for the City over a twenty-year horizon. Further, the City of Calabasas will likely consider annexation of the Craftsman's Corner area within a five-year timeframe. For these reasons the City has prepared a specific land use strategy and associated development policies for the area, and believe this potential annexation area should be retained in Calabasas' General Plan Land Use Element.

The purpose of a Sphere of Influence is to plan for the probable future physical boundaries and service area of a local government agency (Gov. Code Section 56076). Accordingly, LAFCO review of a Sphere of Influence (as obligated under state law to occur every five years) must include a review of local land use plans and development controls for the territory.

Hidden Hills' General Plan fails to specifically outline a land use strategy for the Craftsman's Corner area and lacks any indication that the City intends to annex the area. If Hidden Hills has no intention of annexing Craftsman's Corner, LAFCO policy suggests that there is no reason it should remain within the Hidden Hills SOI. It is also worth mentioning that when reviewing SOIs LAFCO also considers the existence of any social or economic communities of interest in the area (Section 56425(e)), and it is our understanding that future annexation into Calabasas is favored by a good number of property owners in the Craftsman's Corner area (many of whom happen to identify their businesses as Calabasas-based establishments).

Finally, while the City understands Hidden Hills' current position, as stated in the Hidden Hills' letter, at such time a specific annexation proposal would be put forward for consideration, such a matter would be a consideration for future leaders in our respective jurisdictions.

# 6

Mary Hubbard
5411 Ruthwood
Calabasas, CA 91302
August 20, 2008

City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

**Thank you for the opportunity to comment on the Draft Environmental Impact Report of the 2030 General Plan. While it has many excellent features, please consider examining and refining the following areas before submitting the EIR for certification:**

**Manipulative Language**

The DEIR contains many examples of clearly or subtly biased language. For example, although the purpose of the paragraphs on page 6-6 is to detail potential impacts of alternatives to the DEIR, every paragraph confidently states that, in apparently all situations, it is already possible to conclude, for every development impact category, even before any development has actually been proposed, that, "implementation of draft General Plan policies would reduce impacts to a less than significant level" or some variation of that statement (DEIR, 6-6). A

Similarly, when an impact would be lessened under a given reduced density alternative, the magnitude of the reduction is minimized by the DEIR. For example, in an alternative on page 6-6 that reduces density, traffic, pollution, noise, and viewshed impacts, the DEIR minimizes those benefits, "Air pollutant emissions would be generally the same, but slightly lower...due to the reduction in overall residential development potential." If it is true that these impact reductions are so slight, then the alternative is not a meaningful one.

**Survey**

The actual results of the community survey conducted at the outset of the General Plan should be included, should guide the changes made in the General Plan, and should be included at every step of the DEIR process. Although the survey indicates that an overwhelming 80% of the community felt that the preservation of Open Space was the highest priority, this statistic is not mentioned, and Open Space acquisition and preservation is not proportionately prioritized in the draft General Plan 2030. Given its status as the highest-priority community goal, Open Space acquisition and protection should be comparatively analyzed along with development alternatives, especially since they are usually a part of development negotiations. B

**Job Growth in Calabasas**

Language emphasizing job growth and opportunities should be removed or modified and the corresponding portions of the DEIR reevaluated. Job growth is not historically a priority goal of Calabasas residents. The 1995 General Plan did not establish it as a goal. Instead, Calabasas was identified as a bedroom community established to escape the commercial buildup of Los Angeles. The recent resident survey did not identify job growth as a priority of residents either, but somehow it has worked its way into the 2030 General Plan as a priority though no statistical justification is provided for that change and no analysis is made of the potential impact of including it in the new plan. In fact, it is used to justify increased development. C

**Alternatives**

The Alternatives section does not offer meaningful choices or differences. Las Virgenes 1, Las Virgenes 2 and Rancho Pet Kennel sites simply exchange numbers of multifamily units or footprint size without offering other possible zoning designations for those properties or other possible locations for multifamily housing to reduce the disproportionate burden of affordable, multifamily housing borne by residents on the west side of Calabasas. While much effort is expended on rationalizing the need for huge numbers of multifamily affordable units, no effort is spent on the need for distributing this burden equitably throughout the city or for analyzing its effect on light, noise, police services, streetside parking, or schools, all of which may have exponential rather than incremental increases as a result of affordable MULTIFAMILY housing. D

Although incorporation of affordable multifamily housing was not an important priority for residents in the community survey, it is treated as the top priority throughout the draft 2030 General Plan and DEIR unduly influencing and often eclipsing other, higher priorities.

**Lack of Detail in Alternative Analyses**

The DEIR does not adequately detail the quantitative impacts of alternatives in terms of traffic flow and counts, heights, footprint size, pervious surfaces, run-off, noise, etc. so analysis is left subjective and vague. Furthermore, the west side of Calabasas has a special role as The Gateway to the Santa Monica Mountains, with a scenic corridor, that hosts Z traffic of some 19,000 cars per day, as well as millions of summer visitors to the National Recreation Areas and state beaches, which produces a special burden on development within and adjacent to this corridor. None of this is addressed in the impact analysis section of the DEIR. E

No analysis occurs of quality of life impacts on existing residents or impacts on public services for any of the alternatives. F

**Section 6.4.1**

If density increases were granted to accommodate residential uses in mixed use or PD areas, it is not clear why eliminating residential use would need to result in an increase in commercial use. Zoning should revert back to unadjusted commercial densities if residential use is not incorporated. Again, this feels like a manipulation to force a mixed use choice. G

**Lack of Comparative Impacts**

A chart summarizing and comparing the alternatives and the significance of the impacts would greatly help focus the Alternative Analysis section of the DEIR. H

Alternative sites should also be analyzed by their grading requirements as is the norm for new development. Some of the alternative sites listed are substantially steeper than others and development would have greater impacts on such sites. Similarly, viewshed and oak tree impacts differ markedly among sites and comparative analyses would facilitate fully-informed decision-making. Detailed conceptual maps, (Figures 6-2, 6-3, 6-4) indicating possible numbers of buildings and their locations, are included in the DEIR, so it seems that a conceptual grading and oak tree plan could also be derived for a comparative analysis.

**Lack of Cumulative Impact Analysis**

I

The purpose of a General Plan Program EIR is to consider alternative broad policy and cumulative impacts, yet this DEIR does not include cumulative impact analysis of the alternatives.

**Pervious Surface Standard Changes**

No analysis is made of the impacts of reducing pervious surface requirements. The city has changed them for several recent developments, including the massive New Millenium Oaks project and the Shea Homes project, both of which are in the same geographical area. Pervious surfaces or the lack thereof directly affects water quality, streambed scouring and deposition. The cumulative effect of changing pervious surfaces requirements whenever they are inconvenient, including the effects of those that have already been changed, deserves more detailed analysis. J

**Meeting Greenhouse Gas (GHG) Standards**

The assumption that mixed-use districts reduce emissions of air pollutants can be misleading or erroneous unless the housing is reserved for people who work within a given radius of the mixed use area. In Los Angeles, millions of dollars have recently been spent putting in multifamily housing next to public transportation stops on the premise that the units would facilitate public transportation. Huge density bonuses were given to developers in exchange for promises of affordable housing and permits were fast-tracked. However, subsequent studies of the public transportation habits of the residents of these hastily-built high rises revealed that the residents were not using the nearby public transportation. They all had cars. K

**Meeting State Housing Requirements**

The inability to meet pervious surface guidelines should serve as one of several compelling reasons to limit development in these locations, thus mitigating state housing requirements if feasible buildout has already occurred and suitable land for more development is not available. Similarly, a site's status as a designated landslide hazard area, or its location on a road forecast to operate at a low LOS should serve as compelling reasons to restrict, rather than expand, development in those locations. L

No mention is made in the DEIR of other ways of accommodating affordable housing requirements within the city, such as subsidizing it in existing R-MF buildings. Density increases have been granted to developers in the city if they included affordable housing units, but those affordable units reverted to market price at the end of a predetermined number of years, leaving the city short that number of affordable units without ever being able to concomitantly undo the density bonuses. The result is a continued need to scramble to meet affordable housing allocation requirements, fueling a constant pressure to approve new development no matter how poorly designed or situated, as was the case in the relatively recent and highly controversial Standard Pacific project approval. Other options to new development exist and should be fully explored before continually trying to meet the RHNA requirements with all new development. An analysis of how other nearby communities are meeting their RHNA requirements would be informative and may bring new ideas to Calabasas planners.

**The Las Virgenes Road View Corridor**

On page 6-18, mention is made of the importance of the Ventura Freeway view corridor to the city, but Las Virgenes Road is not given similar status though it hosts Z traffic of approximately 19,000 vehicle trips per day, as well as thousands of additional summer visitors to the National Recreation Areas and state beaches, serves as the Gateway to the Santa Monica Mountains, and visibility of buildings is much greater on that road due to the buildings' proximity to the M

road--all of which produces a special burden on development within and adjacent to this corridor.

**Lost Hills Road/Ventura Freeway Interchange**

N

This interchange is "forecast to operate at LOS A under General Plan buildout with implementation of programmed improvements." How was this determined? What are the "programmed improvements?" The interchange does not currently operate at LOS A, a 70,000 square foot shopping center has been approved for the southeast corner of the intersection, and there is no adequate source of funds available for the necessary improvements, or an updated assessment of the costs entailed, or a realistic financing plan for achieving the intended results.

**The Environmentally Superior Alternative**

O

How can the Las Virgenes 1 Site Alternative be considered as environmentally superior when it is located on a road forecasted to operate at unacceptable levels of service at maximum buildout? Highly-congested traffic areas imply high noise and exhaust levels, which should be considered in the analysis of environmentally superior locations for residential housing. The *Los Angeles Times* has on more than one occasion detailed the increased respiratory and other health problems of people living near high traffic corridors.

Again, the results of the resident survey need to be incorporated here because, in that survey, traffic is identified as a high priority to residents.

Furthermore, there is no evaluation of the flood risk or stream impacts for a high density development located as close to the creek as Las Virgenes 1 .

**Thank you for your consideration of these comments.**

**Mary Hubbard**
**President, Malibu Canyon Community Association**

*Letter 6*

COMMENTER: Mary Hubbard, President, Malibu Canyon Community Association

DATE: August 20, 2008

Response 6A

The commenter states an opinion that the DEIR uses "manipulative" language, specifically questioning the conclusion that, in many cases, General Plan policies can reduce impacts to a less than significant level and suggesting that the DEIR minimizes the benefits of alternatives.

As noted at the top of page 1-4 of the DEIR (Section 1.0, *Introduction*), the General Plan EIR is a "macro" level environmental document that uses macro level thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. As specifically noted, it should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. Therefore, determination that implementation of the 2030 General Plan as a "program" would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the General Plan. Per Section 15168(c) of the *CEQA Guidelines*, if a later activity would have effects not examined in the program EIR, a new EIR or negative declaration would need to be prepared for that activity.

With respect to the alternatives analysis, the DEIR in some instances depicts impacts as "slightly" lower or greater than those of the draft 2030 General Plan because, although impacts may be incrementally lower due to a slight reduction in development intensity, the overall magnitude of impacts with respect to CEQA is the same as for the proposed project. For example, if the project's impacts were found to be "less than significant" under CEQA and the alternative's impact would be less, but still "less than significant," the DEIR might portray the impact as slightly lower. The point is to convey that though the impact may be lower, the magnitude of the impact would not change given the scale of the project and the conclusions of the analysis would not be altered.

As for the contention that a determination that an impact is only "slightly lower" makes an alternative not meaningful, it should be recognized that EIR alternatives are typically oriented around addressing specific significant impacts identified for the proposed project. Therefore, not all alternatives will reduce all impacts. For example, an alternative that changes the location of development, but not the amount may avoid site-specific impacts (e.g., biological resources and cultural resources), but would not substantially change impacts that are more regional in nature (e.g., air quality).

Response 6B

The commenter states an opinion that open space acquisition and protection should be analyzed along with development alternatives given that these are high priorities for the community. The purpose of the EIR alternatives analysis is to compare the environmental impacts of the studied alternatives to those of the proposed 2030 General Plan. None of the DEIR alternatives would alter the amount of designated open space on the 2030 General Plan land use map, though it should be noted that the proposed land use map designates about 306 additional acres as open space (OS-R or OS-RP) within the City limits as compared to the current General Plan land use map. The 2030 General Plan also establishes a target of 4,000 designated open space acres, a 33% increase from the 3,000-acre target contained in the current General Plan.

Response 6C

The commenter notes that job growth has not been identified as a community priority and suggests that it is identified as a priority in the draft 2030 General Plan. It is agreed that job growth has not been identified by Calabasas residents as a high priority. However, contrary to what the commenter suggests, the draft 2030 General Plan does not identify job growth as a community priority. In fact, the draft General Plan (page 1-11) specifically identifies preservation of open space as the community's "number one priority."

Response 6D

The commenter reiterates a contention that the alternatives analysis does not provide meaningful choices, noting that several of the alternatives are oriented around ways in which the City's housing needs (as defined by SCAG) can be met even though the community has not identified providing multiple family housing as a priority. Please see Response 6A. With respect to housing, SCAG (the Southern California Association of Governments) has provided a specific allocation for various housing types that the City must provide for it its General Plan Housing Element is to be certified by the Department of Housing and Community Development (HCD). Several of the alternatives specifically address these housing needs because the community and the Planning Commission have expressed interest in examining the range of options for meeting the state's mandates with respect to providing for the development of new housing. One of the studied alternatives considers designating a site along West Calabasas Road (the Golf Course Driving Range site) for multiple family housing specifically to address concerns raised by west Calabasas residents about what is perceived as an inequitable distribution of land designated for multiple family residences.

Response 6E

The commenter states an opinion that the alternatives analysis is not adequately detailed with

respect to traffic and other issues and notes that the west side of is a gateway to the Santa Monica Mountains that carries high traffic levels. Contrary to what the commenter suggests, several of the DEIR alternatives (notably, the Alternative R-MF Sites alternatives) were studied quantitatively with respect to traffic and other impacts. The traffic analysis considered the effects of existing traffic and projected future traffic growth on the local circulation system. As noted in the DEIR analysis (Section 6.0, *Alternatives*), neither of the Alternative R-MF Sites options would either avoid any of the significant traffic impacts of the draft 2030 General Plan or create any new significant traffic impacts.

Response 6F

The commenter suggests that no analysis of quality of life or public services was conducted for any of the alternatives. It is not CEQA's purpose to assess "quality of life." Rather, CEQA's purpose is to identify and, when possible, mitigate the significant environmental effects of projects. Individual readers can use the information regarding environmental effects to help determine how implementation of the draft 2030 General Plan may affect their quality of life. Public service impacts are discussed for the proposed General Plan (Section 4.11, Public Services) as well as for the alternatives analyzed in Section 6.0, *Alternatives*.

Response 6G

The commenter suggests that densities in the Mixed Use (MU) and Planned Development (PD) designated areas should revert back to the allowable intensities under the current General Plan if residential uses are not incorporated. Presumably, the commenter is referring to the "No Housing Requirement in Mixed Use Districts" alternative discussed in Section 6.0, *Alternatives.* This alternative would not eliminate the residential component of the Mixed Use districts, but would simply eliminate the requirement that every individual project include a residential component that encompasses at least 20% of the development. This alternative would not change the PD designation, though it should be noted that the amount of development that could occur on both of the PD-designated properties is less than could occur under the current General Plan. On the Las Virgenes 1 site, the current R-SF designation could facilitate up to 45 single family residences, whereas the proposed PD designation would facilitate a maximum of 30 residences. The Messenger property that encompasses the Las Virgenes 2 site could currently facilitate more than 700,000 square feet of commercial development (some of which could be multiple family residences) and 41 single family residences on about 77 acres under the current General Plan. By contrast, the PD designation would allow up to 175,000 square feet of commercial development and 160 multiple family residences on approximately 17 acres, while about 60 acres currently designated for commercial and residential development would be re-designated as open space (OS-RP).

Response 6H

The commenter suggests adding a chart summarizing the impacts of the various project alternatives and including conceptual grading and oak tree plans for the alternatives. In response to this comment, a chart comparing the impacts of the various alternatives to those of the draft 2030 General Plan has been added at the end of Section 6.0, *Alternatives*. Development of conceptual grading and oak tree plans is beyond the typical scope for a program EIR such as the 2030 General Plan EIR, though the alternatives analysis specifically notes that the Driving Range and Rancho Pet Kennel sites would require more grading than would the Las Virgenes 1 site and that the Driving Range site, in particular, has stands of mature oaks that could be affected by residential development on that site.

Response 6I

The commenter suggests that the DEIR does not consider the cumulative effects of alternatives. This is not accurate. As noted on page 4-1 of the DEIR, a general plan by is nature considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area over a long-term timeframe (in this case, 22 years, to the year 2030). Therefore, the analysis of project impacts also constitutes the cumulative analysis and this EIR does not contain a separate analysis of cumulative impacts. Consequently, as with the project analysis, the analysis of each alternative is in effect a cumulative analysis.

Response 6J

The commenter suggests that the DEIR should consider the effects of changing impervious surface requirements. The purpose of the program EIR is to assess the broad impacts of implementing the draft 2030 General Plan. The analysis suggested by the commenter would need to be addressed on a project-specific basis given that it is not known at this time, and cannot be known, what specific types of paving materials will be proposed on future projects. It should be noted that the draft General Plan Safety Element includes the following policy relating to impervious surfaces:

VII-9 For discretionary development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.

Response 6K

The commenter notes that it cannot be assumed that individuals who live within mixed use districts will also work there; therefore, it cannot be assumed that the creation of mixed use districts would reduce driving and associated air pollutant emissions. The commenter is correct that there is no guarantee that any individual who lives in a given area will choose to work in

that same area, or vice versa. However, as discussed in sections 4.2 and 5.0 of the DEIR, various studies have shown that, on average, vehicle miles traveled and air pollutant emissions are lower in instances where housing, services, and job opportunities are located in close proximity to one another. Table 4.2-3 in Section 4.2 shows the results of a study prepared by the U.S. Environmental Protection Agency indicating substantial reductions in air pollutant emissions for infill development as compared to "greenfield" development.

Response 6L

The commenter notes that the DEIR does not discuss "alternative" ways of meeting the City's RHNA housing allocations and suggests including an analysis of how other communities meet their RHNA requirements. It is not the EIR's purpose to study alternative ways of meeting RHNA requirements. The EIR's purpose is to identify and, when possible, mitigate the significant environmental effects of proposed actions, such as the draft 2030 General Plan. Various options for meeting the RHNA allocations were considered by the General Plan Advisory Committee (GPAC) as the draft General Plan was prepared and some of the alternative locations for multiple family housing are considered in the DEIR. It should be noted that, although subsidizing existing multiple family residences to make them affordable is a strategy the City can pursue in its Housing Element, this would not relieve the City of the requirement to identify and zone land that would facilitate the development of new "affordable" housing units.

Response 6M

The commenter suggests that Las Virgenes Road should be identified as an important view corridor in the DEIR alternatives analysis. In response to this comment, the discussion of aesthetics for the Las Virgenes 1 Site alternative has been revised to read as follows (new/revised text is underlined):

> *The reduced density of development on the Rancho Pet Kennel site (from 110 units under the concept plan to about 66 units under a "Residential Moderate" designation) would incrementally reduce grading and associated visual impacts in that location; however, the increased density of development of the Las Virgenes 1 site could incrementally increase impacts at that location. The Las Virgenes 1 site is in an area generally characterized by more intensive development than the area surrounding the Rancho Pet Kennel site. In addition, although Las Virgenes Road is an identified view corridor, development on the Las Virgenes 1 site would not be highly visible from Las Virgenes Road because of the presence of large trees along the roadway frontage and because the site is several feet below the street level. Also, development on the Las Virgenes 1 site would not be visible from the Ventura Freeway, another important view corridor. Therefore, overall aesthetic impacts associated with this alternative would be incrementally lower than those of the draft General Plan. As with the proposed project,*

*implementation of draft General Plan policies would reduce aesthetic impacts to a less than significant level.*

Response 6N

The commenter requests an explanation of what improvements are proposed at the Lost Hills Road/ Ventura Freeway interchange and suggests that funds are not available for needed improvements. As noted in Section 4.13 of the DEIR, following improvements are planned at that interchange:

- *Widen the Lost Hills Road bridge to five travel lanes to provide dual left-turn lanes and one through lane on the northbound approach and two through lanes on the southbound approach*
- *Widen the westbound approach (off-*ramp) to provide one left-turn lane and one shared left-through-right lane.

The City has been collecting funds for these improvements and anticipates completion of the improvements within about the next five years, well within the timeframe of the draft 2030 General Plan. Although current service levels at that interchange are in the C-D range, implementation of the programmed improvements is anticipated to achieve acceptable service levels.

Response 6O

The commenter questions the conclusion that the "R-MF Designation for 2.5 Acres of Las Virgenes 1" alternative is the environmentally superior option, noting concerns about traffic and flooding. Although different readers may reach different conclusions depending on which issues are most important to them individually, the DEIR preparers concluded that that alternative in question is environmentally superior to the other options for multiple family development because it would reduce the overall visibility of such development as compared to the other locations, would reduce exposure to freeway-related air pollutants and noise, would reduce overall grading as compared to the other locations considered, and would avoid geologic constraints associated with the other locations. The DEIR acknowledges that placement of multiple family residences adjacent to Las Virgenes Creek would increase the potential for hydrology and water quality impacts as compared to the other options, but determined that, on balance, this potential impact is outweighed by the locations' relative environmental advantages. With respect to traffic, the DEIR concludes that the overall impacts of any of the alternative locations for multiple family housing would be about the same and that none of the alternative locations would either avoid any significant effects of the draft 2030 General Plan or create any new significant effects.

7

Mr. Bartlett:

My name is Reva Isaacman and my husband and I are residents of Calabasas Village MH park on Mulholland Hwy.Our concern is with the land use designation for the MH park. The old map had us listed as a "mixed use district". Our lease states "we must be operated as a MH park at least until 2020 when the lease expires. Then the park owners could sell to developers for whatever "mixed use" allows and we are out in the street. We need a MOBILE HOME PARK USE ONLY DESIGNATION to protect us and our homes from being evicted out. Many residents have replaced old homes with new expensive ones. Others have done extensive remodeling or renovations at great expense. We need a firm confirmation that we will safely be here for the long run!

Thank you,

Irv and Reva Isaacman
(818)222-2603

*Letter 7*

COMMENTER: Irv and Reva Isaacman

DATE: Undated

The commenters request that the Calabasas Village Estates Mobile Home Park be given a specific mobile home park designation. The draft 2030 General Plan actually designates the Calabasas Village Estates Mobile Home Park as a "Residential - Mobile Home" on the land use map within the Land Use Element, and as shown on Figure 2-5 (page 2-11) of the General Plan DEIR. This represents a continuation of land use policy, and is not changed from the City's previous General Plan. Also, Policy V-5 of the draft Housing Element encourages the retention of Calabasas Village Mobile Estates as a mobile home park use and establishment of permanent mobile home park zoning. The City is preparing to update the City's zoning map to appropriately reflect this land use designation by creating a new "Mobile Home Park" residential land use zoning district. This will be an improvement benefitting the residents of the park, because it will replace the "Residential Multi-family" zoning designation that exists today.

COUNTY OF LOS ANGELES
**Public Health**

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

**Solid Waste Program**
5050 Commerce Drive
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8





August 11, 2008

Mr. Tom Bartlett
City of Calabasas
Planning Division
26135 Mureau Road
Calabasas, CA 91302

**CEQA ANALYSIS SOLID WASTE MANAGEMENT PROGRAM**
**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**
**CITY OF CALABASAS 2030 GENERAL PLAN AUGUST 2008**

The County of Los Angeles Solid Waste Management Program (SWMP) appreciates the opportunity to comment on the City of Calabasas DEIR document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

In Section IV, Conservation Element, subsection IV.G Solid Waste Management, page IV-22, it states that the Calabasas Sanitary Landfill is expected to close during the lifetime of the General Plan and that the City realizes the urgency of the situation and plans on making arrangements to ensure that waste disposal needs are met.

Comment: While the Calabasas Sanitary Landfill may remain open until approximately the year 2022, there is no guarantee that this would be the case. There are other growing cities in the immediate area that use the same landfill. At this juncture, with the landfill scheduled to close in 14 years, the City should be able to guarantee its citizens that a comprehensive waste disposal plan is in place should the Calabasas Sanitary Landfill close earlier than projected and no longer be able to accommodate the City's needs. A

On page IV-22 in the same paragraph, it states that the City promotes solid waste reduction through 35 diversion programs aimed at reducing the amounts of solid waste going to landfills. Major programs include residential and commercial site pick-up.

Comment: Does this statement refer to residential curbside municipal waste being picked up? If the document is referring to residential curbside municipal waste, this is not material that is being diverted from the landfill; this is material that is going directly into the landfill. B

In Section X, Parks, Recreation & Trails Element, page X-9, the document mentions the Calabasas Landfill as a potential long-term solution to the City's needs for sports fields and a sports complex.

Comment: The SWMP encourages the City to explore possible end use solutions for the landfill as soon as possible. End use plans are site specific and should be included in the Calabasas Landfill's Closure Plans as required by the California Integrated Waste Management Board. The SWMP urges the City to contact the operator of the landfill, the Sanitation Districts of Los Angeles County and to begin preliminary discussions regarding this issue. C

In Section XII, Services, Infrastructure & Technology Element, page XII-5, the document mentions Landscape Maintenance Districts (LMD).

Comment: The SWMP highly recommends that the City require that those contractors hired by the City to maintain LMD areas, meet or exceed the City's own diversion goals for green waste material generated from roadway medians, public parks and the like. D

The DEIR mentions a few projects that would generate a fair share of construction and demolition (C&D) waste. It should be mentioned in one of the City's environmental and pollution prevention program documents that contractors and waste haulers working within the City are required to divert C&D wastes from the landfill. Contractors and owners can realize high levels of C&D waste diversion through careful planning throughout a given project, establishment of C&D diversion goals and inclusion of C&D waste recycling goals in contracts. The SWMP encourages the City to explore the possibility of incorporating a policy of diversion goals into City contracts if it has not already done so. E

Pursuant to Public Resources Code Section 21092.5, please provide SWMP staff with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report. SWMP staff is available to work with the Lead Agency to address these issues and any others that may arise. F

If you have any questions please call me at (626) 430-5540.

Sincerely,

Ken Murray for

Daniel J. Shelley, EHS III
County of Los Angeles Department of Public Health
Environmental Health
Solid Waste Management Program

cc: Ken Murray, SWMP
Chris Mastro, SWMP

*Letter 8*

COMMENTER: Daniel J. Shelley, EHS III, County of Los Angeles Department of Public Health

DATE: August 11, 2008

Response 8A

The commenter notes that the Calabasas Landfill is scheduled to close in 14 years and suggests that the City should have a comprehensive waste disposal plan in place to ensure that waste disposal needs are met. Calabasas will continue to support the County's efforts to develop needed new solid waste management facilities, including new or expanded facilities within the County as well as possible disposal facilities outside the County. As discussed in Section 4.14, *Utilities and Service Systems*, Calabasas implements an expansive citywide solid waste recycling program. The City has achieved the 50% waste diversion target of AB 939 and has adopted a resolution requiring a citywide diversion rate of 75% by 2012.

As a small city, Calabasas' ability to effectively ensure the availability of regional waste disposal facilities is limited. Nevertheless, it should be noted that the draft 2030 General Plan Conservation Element includes the following policy aimed at ensuring that adequate solid waste disposal facilities will continue to be available to meet the City's needs:

IV-44 Ensure that adequate landfill capacity is available to meet the City's future solid waste disposal needs.

Response 8B

The commenter requests clarification regarding the City's curbside recycling program. The program referenced in the draft General Plan Conservation Element involves curbside pickup of recyclable materials that are diverted from area landfills. This program is also discussed in Section 4.14, *Utilities and Service Systems*, of the DEIR. Recyclable material and greenwaste services are provided by private haulers as part of the standard service for both residential and commercial subscribers.

Response 8C

The commenter suggests that the City initiate discussions with affected parties as soon as possible regarding the use of Calabasas Landfill following the landfill's closure. The City has already had discussions with the County Sanitation Districts and other potentially affected agencies regarding the post-closure use of the landfill and will continue these discussions as the closure date approaches. As noted in the draft 2030 General Plan and the DEIR, the City is

interested in considering the landfill as a site for a sports complex that would partially meet local and regional demand for athletic facilities. Recreation facilities have proven to be successful adaptive reuses of closed landfills in other communities.

Response 8D

The commenter suggests that the City use landscape contractors that meet or exceed the City's waste diversion goals. Waste diversion and other environmental considerations are factors that Calabasas weighs in the hiring of contractors. It is anticipated that any landscape contractors hired by the City in the future would provide waste diversion programs meeting or exceeding the City's waste diversion requirements.

Response 8E

The commenter suggests exploring a policy incorporating the City's solid waste diversion targets into construction contracts. As noted in Section 4.14 of the DEIR (page 4.14-14), construction/demolition recycling program is one of the four key programs the City is initiating to achieve the 75% solid waste diversion target that the City has established by resolution.

Response 8F

The commenter requests that responses to agency comments by provided prior to certification of the FEIR. As required by the CEQA Guidelines, the City will provide written responses to all agency commenters a minimum of ten days prior to EIR certification.

# 9

CWC
Calabasas Westside Coalition
P.O. BOX 8333
Calabasas, CA 91302

August 28, 2008

Dear Planning Commission Members:

We are contacting you in reference to the upcoming planning commission meeting/public hearing where the new General Plan and recommended alternatives from the EIR will be discussed. One of the most important pieces of the new plan, i.e. the Housing Element, will bring the greatest amount of change to the city and almost all of these changes will occur on the west side of the city. Therefore the Calabasas Westside Coalition has been very involved with the process of drafting the new Plan and we have a continued interest in which of the alternatives will be recommended to City Council by the Planning Commission and ultimately what the City Council implements.
As you are aware, according to the new General Plan, the west side of Calabasas is slated to absorb almost 100% of the RHNA low income housing designation. We strongly feel that the RHNA quota has been unfairly allocated and we ask you to make sure that the configuration of the low income housing is as palatable for west side residents as it can be.
In terms of the EIR recommendations and what should be recommended to City Council, we believe the best way to meet the RHNA numbers with significantly less environmental impacts and more community support
would be as follows:

1. Change the Rancho Pet Kennel zoning to single family.
2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre.
3. Retain the Plan recommendation for Las Virgenes1 (Pontoppidan Property) to be single family.
4. Retain the Las Virgenes 2 (Messenger Property)
Planned Development designation with 160 low to very low income units and commercial
5. Achieve the total required 223 low to very low income RHNA units by
creating a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

Thank you for your time and we look forward to seeing you at the meeting on 9/4.

Sincerely,

The Calabasas Westside Coalition

cc: Calabasas City Council

*Letter 9*

COMMENTER: Calabasas Westside Coalition

DATE: August 28, 2008

The commenters state that, under the draft General Plan, the west side of Calabasas would absorb almost 100% of the "RHNA low income housing designation," believe that such housing has been unfairly allocated, and recommend an alternative scenario for meeting RHNA requirements that they believe would have fewer environmental impacts and more community support. In actuality, there is no "RHNA low income housing designation" in the draft General Plan. Presumably, the commenter is referring to the Residential-Multiple Family (R-MF) designation, which would accommodate up to 20 residential units per acre and would help the City meet its RHNA allocation for low and very low income housing. The draft General Plan assigns this designation to one property (the 6.6-acre "Rancho Pet Kennel site"). The Rancho Pet Kennel site is already designated R-MF under the current General Plan, though the maximum density for the R-MF designation under the current General Plan is 16 units per acre. In addition to this site, a portion of the "Messenger" property on the east side of Las Virgenes Road is designated "Planned Development" (PD) in the draft General Plan. This designation would facilitate the development of up to 160 residential units at a density of up to 20 units per acre. Under the draft General Plan, the proposed mixed use districts proposed for both the east and west sides of Calabasas would also accommodate multiple family housing at densities of up to 20 units per acre.

The alternative scenario mentioned by the commenter can be considered by City decisionmakers. However, it is unlikely that the California Department of Housing and Community Development (HCD) would certify the proposed Housing Element if this scenario were put forward. In order to meet HCD's definition of "affordable" to low and very low income households, a density of 20 units per acre ("by right") is required. Therefore, HCD would not deem the 16 units per acre suggested by the commenters affordable to very low and low income households. Moreover, HCD has already commented on the draft Housing Element, indicating that the PD designation will not meet its requirements for very low and low income households since housing would not be allowed "by right" under that designation. Therefore, it is likely that a portion of the Messenger property (Las Virgenes 2) will need to be designated as R-MF (20 units per acre) in order to receive HCD certification. Presumably, a PD designation would not suffice for HCD on other properties, including the Driving Range site.

A scenario that would likely receive HCD certification and that is similar to an alternative considered in the DEIR would involve:

- *Golf Course Driving Range site - 6 acres designated R-MF (maximum of 20 units/acre)*

- *Rancho Pet Kennel site – 5 acres designated Residential Moderate (RM) (maximum of 12 unit/acre)*
- *Las Virgenes 2 site – 5 acres designated R-MF (maximum of 20 units/acre) and up to 60 additional units within an 11-acre portion with a PD designation*

This scenario would accommodate a total of 220 units in the low/very low income range and 120 units in the moderate income range. This would meet the City's RHNA allocation for very low, low, and moderate income units. The RM designation for the Rancho Pet Kennel site would represent a 25% reduction in allowable density on that site as compared to the current R-MF (16 units/acre) designation.

# 10

August 31, 2008

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

RE: City of Calabasas 2030 General Plan
Draft Environmental Impact Report

The Community Association of Saratoga Hills and the Saratoga Ranch Owners Association (Saratoga Hills and Ranch) are pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. We supported the City decision to form and conduct the GPAC process and applaud the commitment and effort of the GPAC volunteer members. **A**

Saratoga Hills and Ranch support most of the proposals in the Plan, however, we object to the Plan's recommendations to fulfill the Regional Housing Needs Assessment (RHNA). There are superior alternatives to the Proposed Plan with significantly less environmental impacts and more community support. Also, there is a need to include additional information on the impacts on housing and traffic of the Proposed Plan which will provide additional support to change the Plan's RHNA recommendations for low and very low income housing. (It should be noted that we continue to question the need for including the RHNA designations in the General Plan. There are cities that have chosen to self certify and not include those numbers. It is suggested that there may be potential risks associated with that decision and we are assuming that there will be a complete discussion of this subject at the City Council hearings.)

It is disappointing to see the comments that there are no City-wide issues that must be addressed in the Plan. If there were low to very low income units placed on the east side of the City it can be assured that it would be a major City-wide issue. Education could have been a City-wide issue; however, east side schools will eventually meet State guidelines whereas West side schools will continue to not meet State guidelines because of the proposed west side housing increases. All traffic impacts from the high-density projects will be felt on the west side of the City. The comments do not appear to be needed and we suggest that they be removed.

Plan Discussion:
Again, the central issue for Saratoga Hills and Ranch is the Project's recommendation on RHNA low and very low income housing. Following is our position on the Proposed and Alternative Projects in the Draft EIR:

Las Virgenes 1 (7.5 acres on Las Virgenes Road, west of Agoura Road): The Plan proposes 30 homes on this site. We support this proposal. Given the intensity of the multi-family and condominium housing adjacent to this property, a single family development will promote housing diversity and support the Plan's theme of "Community Character" and "Quality of Life". **B**

Las Virgenes 2 (77 acres adjacent to Las Virgenes and Agoura Roads): Saratoga Hills and Ranch support the Planned Density designation and, at a minimum, the proposed 160 low and very low income units at this site. Existing traffic signals and adjacent transportation and support services makes this an acceptable site for the proposed housing. In our view, the PD designation provides the flexibility for a larger housing component and should be considered. C

Driving Range (8.66 acres on Calabasas Road west of Mureau Road): Saratoga Hills and Ranch and the Westside Coalition have supported this site for a RHNA designation. It reduces some of the west side school pressure and creates some city geographic balance in support of high-density development. The site is also close to transportation and other services. The suggestion is for a Planned Development (PD) designation similar to Las Virgenes 2. RHNA can be met with 63 units above those allocated for Las Virgenes 2. The PD can be set at 63 low and very low income units and then other commercial designations as appropriate for the site. There is geology and oak tree issues as in most City of Calabasas sloped sites. These issues can be resolved in ways that past hillside property owners have already accomplished. The EIR suggests 120 units for the site although only 63 are needed to accomplish RHNA objectives. Also, a mixed use project may have greater flexibility in meeting the challenges of the site. D

Rancho Pet Kennel (6.6 acres): This is an unacceptable site for the proposed high-density development. It should not be a surprise the first two attempts to include the Rancho Pet Kennel property in the Plan were rejected by GPAC. On the third try, in an unagendized vote of 8-6 on the 19 person committee, GPAC voted to include it in the Plan. The Rancho Pet Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga, as current residents know it, will be destroyed forever if this project is built. E

Safety

A major flaw with the EIR is that it does not address the fact that resident safety would be significantly jeopardized if the Rancho Pet Kennel site was used. Saratoga has one outlet that immediately goes to a freeway bridge. Any traffic incident creates virtual gridlock as drivers exit the freeway and enter our community. Our morning school commute creates significant traffic delays, which would be significantly increased with 132 new unit owners. F

The City of Calabasas does not have standards on the number of homes that should be served by one outlet. Whether it does or not is immaterial. The County of Los Angeles does recognize the safety problems associated with any community that has a single access road. Los Angeles County Code Section 21.24.020 mandates for single access that 150 units is allowed and that a maximum of 300 would only be allowed if there were a plan to improve access. The Plan proposes to add 132 units to the existing 270 in Saratoga for a total of 402 units.

The rationale for Section 21.24.020 is that during emergencies, if you have more that 300 units, residents could not be able to get out. The Code was developed by the same County Fire and Sheriff Departments that serve our City. The City obviously recognizes that safety is a priority

so we can only assume that the safety issue was not considered. The only way to address the safety issue is to reject the Rancho Pet Kennel site.

If the Rancho Pet Kennel site was used resident safety would be at risk as it would be unsafe to exit our community in earthquakes, fires and other emergency situations. It now can take 45 minutes to exit our community with freeway accidents and that time will increase in a fire or earthquake that required evacuations. Our community suffered significant damage from the Northridge earthquake and has been surrounded by numerous fires. The fire on August 26, 2008 was a recent reminder on the safety issues associated with an emergency. Panicked drivers disobeyed traffic laws, made illegal U-turns, parked in illegal and unsafe places, and drove above the speed limit with emergency lights flashing. It will be virtually impossible for our residents to obtain medical or other assistance in a timely manner as a result these emergencies.

It is unclear how the Plan's theme of ***Quality of Life*** is achieved by creating zoning that is 102 units or 34% above the County Code for a single access development. If this zoning is approved and constructed without significant access improvements Saratoga will no longer be a safe place to live.

Traffic

The traffic impacts associated with the Rancho Pet Kennel proposal are significant and negative. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D. The EIR reports LOS D for northbound traffic on Lost Hills Road at the 101 Freeway. That finding is in conflict with the EIR for *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway. This is an approved project ready to begin construction and completed within one year. The *Summit EIR* indicates in Table 4.5-5 that the Lost Hills/101 Freeway traffic will be LOS 0.94E when *The Summit at Calabasas* is completed. There is no reason to leave approved projects out of the General Plan EIR. The City must look at all approved projects and ensure that the General Plan is accurate. The *Summit EIR* further states on Page 131 that the Lost Hills Bridge must be widened to achieve a traffic Level of Service that meets City of Calabasas standards. The Lost Hills B&T District will never have more than 50% of required funding for the bridge improvements. There is always hope for grant funding, but until "the check is in the mail" the City should not be up-zoning property that will further exacerbate a traffic condition that does not meet City standards and puts the residents of the impacted community at grave risk. **G**

Air Quality

The EIR clearly articulates the significant air quality issues for projects within 500 feet of a freeway and suggests that symptoms increase even further for projects within 300 feet. The Rancho Pet Kennel borders the freeway fence. Cited health studies report reduced lung function in children, increased asthma hospitalization, and increased asthma and bronchitis symptoms. The EIR reports on CO hotspots. Lost Hills Road and the Ventura Freeway show the highest projected one hour CO concentrations. The General Plan does not include policies to address health risks associated with the placement of residential developments near freeways, so the Plan states that the impacts are ***significant but mitigable*** without explaining how they are mitigable and at what cost. Do you require children to play indoors? We are unaware of **H**

any feasible mitigation that would protect children at the Rancho Pet Kennel site. Low and very low income individuals often have little or no health insurance. Given the stated health risks – how are these residents going to get the additional medical care needed for the anticipated air quality health issues?

Noise

Noise is another serious health issue for the site. The EIR indicates that 70 dBA is considered "***Normally Unacceptable*** for new construction and development should generally be discouraged". The EIR, in TABLE 4.9-2 indicated that the current maximum measured noise level on Canwood Street, adjacent to the freeway and ending at the Pet Kennel, is 73.4 dBA. There are two additional noise tables that report on future noise levels, but unfortunately Canwood Street data is not provided. It is our belief that Canwood Street noise levels will increase even further in the ***Normally Unacceptable*** category. The EIR states that the impacts can be mitigated. We believe that houses can be constructed to mitigate noise but it is unclear how children can be protected outside of the home. I

Why destroy a community in the quest to achieve a RHNA number? Saratoga is a quiet single family community that has existed for over 40 years. The Plan up-zone increases our density by 50% at an unacceptable location. There are significant environmental impacts for new and existing residents that include safety, traffic, air quality and noise. And, some of these impacts have not been addressed in the EIR. It is reasonable to conclude that if GPAC had all of the above information and considered it then the 8-6 vote for the Rancho Pet Kennel zoning would have been different. J

One of the great benefits of the EIR process is the required development of alternatives to the Proposed Plan. Saratoga Hills and Ranch has reviewed those alternatives and believes that there are superior alternatives to the Proposed Plan that will respond to Plan themes, reduce environmental impact, improve services for RHNA-zoned property, and provide greater support from the community. K

Recommendations:
Following are the Saratoga Hills and Ranch recommended changes to the proposed General Plan:

1. Change the Rancho Pet Kennel zoning to single family.

2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre because the increase will not be needed with the proposed recommendations.

3. Retain the Plan recommendation for Las Virgenes 1 to be single family.

4. Retain the Las Virgenes 2 Planned Development designation with 160 low to very income units and commercial.

5. Achieve the total required 223 low to very low income RHNA units by adding 63 units in one of the two following ways:

a. The preferred approach is to create a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

b. If the Driving Range site cannot accommodate all of the 63 units, it is recommended the low to very low income unit designation for Las Virgenes 2 be increased to achieve the total 223 units needed and adjust the commercial allocations as appropriate.

Our associations appreciate the efforts to present comprehensive alternatives with complete environmental reviews. The information provided an excellent opportunity to evaluate and make clear choices for our view of the City of Calabasas up to 2030. Saratoga Hills and Ranch respectfully requests that the Planning Commission and the City Council support our recommendations in the General Plan. We believe that the recommendations will improve the Plan's response to the stated themes of ***environmental responsibility, community character, and quality of life.*** L

Respectfully submitted,

Norman Buehring, President
Community Association of Saratoga Hills

Andrew Leff, President
Saratoga Ranch Owners Association

*Letter 10*

COMMENTER: Norman Buehring, President, Community Association of Saratoga Hills, and Andrew Leff, President, Saratoga Ranch Owners Association

DATE: August 31, 2008

Response 10A

The commenters state an opinion that there are superior alternatives to the proposed project and suggest that additional information on housing and traffic impacts is needed to support a change to the plan recommendations with respect to very low and low income housing. The commenters also note some cities have self-certified their housing elements and express disappointment that there are no "City-wide" issues to be addressed in the plan.

The opinion regarding superior alternatives is noted. The commenters' specific concerns relating to housing and traffic impacts are addressed in responses 10B through 10I. It is true that some cities have self-certified their housing elements. Although such a step may carry certain legal risks, that remains an option for Calabasas. With respect to the comment regarding "City-wide" issues and the suggestion that certain comments should be removed, it is presumed that the commenters are referring to the discussion of "Issues to be Resolved" in the Executive Summary of the DEIR. That discussion is not intended to suggest that there are no citywide issues facing Calabasas, but merely that the EIR preparers were not aware of any communitywide controversies other than regarding where to locate lands designated for multiple family housing at the time the DEIR was released. Based on comments received on the DEIR, that issue appears to remain the primary source of controversy with respect to the draft 2030 General Plan. Inclusion of a discussion of issues to be resolved is specified in the *CEQA Guidelines.*

Response 10B

The commenters state an opinion that single family development on the Las Virgenes 1 site would promote housing diversity and support key General Plan themes. This opinion is noted. The Planned Development (PD) designation that the draft General Plan applies to the Las Virgenes 1 site would accommodate up to 30 single family residences and a 2.5-acre park.

Response 10C

The commenters express support for the PD designation proposed for the Las Virgenes 2 site under the draft General Plan. This support is noted. It should also be noted, however, that the California Department of Housing and Community Development (HCD) has indicated that it may not certify the General Plan Housing Element unless a portion of the Las Virgenes 1 site is

designated Residential-Multiple Family (R-MF) rather than PD because of concerns about whether the PD designation would allow multiple family residential development "by right." City desicionmakers will need to consider these issues as they contemplate approval of the 2030 General Plan.

Response 10D

The commenters state support for a PD designation for the Golf Course Driving Range site, indicating that the RHNA allocation can be met with only 63 units on that site and that the site constraints (oak trees, topography, slopes) can be resolved. These opinions are noted. However, as noted in Response 10C, the State HCD likely would not certify the General Plan Housing Element with a PD designation; therefore, an R-MF designation, as indicated in the "R-MF Designation for Driving Range Site" alternative considered in DEIR Section 6.0 is a more likely option. Although the Driving Range site has certain environmental constraints that create greater issues than on some other sites, it is anticipated that careful site planning, compliance with applicable General Plan policies, and implementation of project-specific mitigation could reduce environmental impacts associated with development at that site to below a level of significance.

Response 10E

The commenters state an opinion that the Rancho Pet Kennel site is unacceptable for "high-density" development, stating that attempts to include that site in the draft General Plan were twice rejected by GPAC before the site was included on a third "unagendized" vote. The opinion with respect to the acceptability of the site for multi-family development is noted. However, the contention that the Rancho Pet Kennel site was not originally included in the draft General Plan is inaccurate. In fact, the Rancho Pet Kennel site is already designated R-MF under the current General Plan. The GPAC did not vote to change the designation for the site; rather the only change was to increase the maximum density for the site from 16 units per acre to 20 units per acre in order to meet HCD "thresholds" for affordability. With respect to the GPAC vote, it is correct that the GPAC twice voted to retain the 16 units per acre maximum density before voting to increase the maximum density to 20 units per acre. However, this change was made at a meeting where the agenda involved final review and consideration of the entire draft General Plan; therefore, the contention that the item was unagendized is inaccurate.

Response 10F

The commenters state an opinion that the DEIR fails to address safety issues associated with the Rancho Pet Kennel site, noting specific concerns about emergency evacuation and a Los Angeles County Code provision limiting the number of residences that can be served by a single access point to 150 (300 if there is a plan to improve access).

The text of Section 21.24.020 of the County Fire Code to which the commenter refers reads as follows:

*21.04.020 Applicability of Title 21 provisions--Statutory authority.*
*Pursuant to the provisions of the Subdivision Map Act, and in addition to any other regulations provided by law, the regulations hereinafter in this Title 21 contained shall apply to all subdivisions or parts of subdivisions hereafter made, of land wholly or partially within the unincorporated county of Los Angeles, and to the preparation of subdivision maps thereof, and to other maps provided for by the Subdivision Map Act, for approval; and each such subdivision and each part thereof lying within the unincorporated territory of the county shall be made, and each such map shall be prepared and presented for approval, as hereinafter provided for and required in this title. (Ord. 11665 § 2, 1978: Ord. 4478 Art. 1 § 1, 1945.)*

*21.24.020 Restricted residential access.*

*A. If a street or street system is restricted to a single route of access to a highway shown on the Highway Plan, except for a limited secondary highway, which is maintained and open to public travel, whether at the point of intersection with the highway or at some point distant from the highway, the street or street system shall serve not more than:*

1. *150 dwelling units where the restriction is designed to be permanent and the street or street system does not traverse a wildland area which is subject to hazard or brush or forest fire;*
2. *75 dwelling units where the restriction is designed to be permanent and the street or street system traverses a wildland area which is subject to hazard from brush or forest fire;*
3. *300 dwelling units, where the restriction is subject to removal through future development.*

*B. If the roadway paving on that portion of the street or street system forming the restriction is less than 36 feet in width and is not to be widened to 36 feet or more as a part of the development of the division of land, the permitted number of dwelling units shall be reduced by 25 percent if the pavement is 28 feet or more in width, and by 50 percent if the pavement is less than 28 feet in width. If the roadway paving on that portion of the street or street system forming the restriction is 64 feet or more in width and the restriction is subject to removal through future development, the permitted number of dwelling units may be increased to 600. In no event shall the pavement width be less than 20 feet. The provisions of this section shall not apply to divisions of land referred to in Section 21.32.040 to divisions of land approved pursuant to Section 21.32.080, or to minor land divisions. (Ord. 85-0168 § 2, 1985; Ord. 10485 § 4, 1972: Ord. 4478 Art. 4 § 40.2, 1945.)*

As noted in the underlined portion under "Applicability of Title 21 Provisions," County Fire Code provisions apply only to unincorporated Los Angeles County and, therefore, do not apply to the City of Calabasas. In addition, although the 150/300 unit restrictions listed describe a physical setting similar to the current situation at the Lost Hills Road interchange, the City is actively pursuing and has already developed a design for improvements to the Lost Hills Road interchange that would widen the Lost Hills Road bridge to more than 64 feet in width. Therefore, even using the Los Angeles County regulations as a guideline for the City, the underlined portion of subsection B would apply, allowing for up to 600 units with a single access point. Based on the data provided by the commenter, the 402 total units that could theoretically be realized within the area served by the Lost Hills Road interchange would be well within the 600-unit limit. It should also be noted that, even with maximum development of the Rancho Pet Kennel site, the DEIR analysis concludes that the Lost Hills Road/Ventura Freeway interchange would experience level of service (LOS) A following implementation of planned interchange improvements, which are expected to be completed within about the next five years. Therefore, it is not anticipated that current or future residents in this area would experience significant delays in evacuating the area in the case of a wildfire or other emergency situation.

It should also be noted that the 132 units assumed by the commenters for the Rancho Pet Kennel site likely overstate how many units would actually be developed on that site under the R-MF designation. The concept developed as part of the DEIR (and described in Section 6.0) assumes 110 units on about 5.4 acres of the 6.6-acre site, while a more recent estimate presented to the Planning Commission assumes 100 units on about 5 acres. Both of these estimates are less than the theoretical maximum of 106 units under the current General Plan (which designates the site R-MF with a maximum of 16 units per acre).

Finally, it should be noted that a project proposed in unincorporated Los Angeles County immediately west of Saratoga Hills may provide a secondary evacuation point for Saratoga Hills residents and any future residents on the Rancho Pet Kennel site. That project, known as the Liberty Canyon North project, is in the preliminary planning stages with the County of Los Angeles; therefore, it is not known whether it will be approved or what the final layout of any approved project would be. However, preliminary designs show a connection to the west end of Canwood Street that would provide access to Liberty Canyon Road. Although the preliminary design shows the street as gated to restrict access to the proposed project, this roadway connection would provide a secondary evacuation route for Saratoga Hills residents in the event of an emergency.

Response 10G

The commenters state concerns about traffic levels at the Lost Hills Road/Ventura Freeway interchange, suggesting that "upzoning" of properties affecting that interchange should not occur since the interchange currently does not meet City standards. As noted in DEIR Section

4.13, *Transportation and Circulation*, the Lost Hills Road/Ventura Freeway interchange currently experiences LOS C/D during peak traffic periods; however, with planned interchange improvements (described in Section 4.13), levels of service at the interchange are projected to be A during both peak periods even with full General Plan buildout. Because the draft General Plan considers development of the City through 2030 and the interchange improvements are anticipated to be completed within about five years, implementation of the interchange improvements is assumed for the DEIR traffic impact analysis. If the interchange improvments are not implemented by the time a project is proposed at the Rancho Pet Kennel site, however, the commenters are correct that traffic generated by such a project would likely cause an exceedance of City level of service standards. This would be a significant environmental impact that would need to be addressed in a project-specific environmental review document.

Response 10H

The commenters state concerns about health risks associated with placing residents within 500 feet of the Ventura Freeway, which conflicts with California Air Resources Board (ARB) recommendations. They also ask about the costs of mitigating health risk impacts and how future residents of a project at the Rancho Pet Kennel site would obtain additional health care needed as a result of exposure to air pollutants from the freeway. The question regarding how residents would obtain health care is not relevant to the EIR. The issue of placing residences near the Ventura Freeway is addressed in DEIR Section 4.2, *Air Quality*, under Impact AQ-4. The DEIR acknowledges that future residents of the Rancho Pet Kennel site and other areas of the City where housing could be developed are within 500 feet of the freeway and identifies this situation as a potentially significant impact. The EIR identifies a mitigation measure (Measure AQ-4) for this impact that would add a policy to the General Plan requiring applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval. Implementation of this policy, which would apply to the Rancho Pet Kennel site, would ensure that projects would not be approved unless it could be demonstrated that they would not create significant health risks. The costs of studying and mitigating such health risks would be borne entirely by project applicants.

Response 10I

The commenters state concerns about noise levels at the Rancho Pet Kennel site, specifically questioning how exterior noise levels can be mitigated. As discussed in DEIR Section 4.9, *Noise*, residential sites within about 1,500-1,600 feet of the Ventura Freeway (including the Rancho Pet Kennel site) would potentially be exposed to noise exceeding 65 decibels (dBA) CNEL, thus exceeding the normally acceptable range. However, implementation of draft General Plan policies on all new development would achieve acceptable noise levels based on General Plan criteria. Exterior noise can be mitigated in a variety of ways, including placement

of buildings between the noise source and any usable exterior areas and/or construction of sound walls between the noise source and receiver. The method to be utilized for any given project would need to be developed and analyzed as part of a site-specific environmental review.

Response 10J

The commenters ask why a community should be destroyed to satisfy a RHNA number, reiterate concerns raised previously, and suggest that the GPAC's vote regarding the R-MF designation would have been different had the GPAC considered information provided in the commenters' letter. The question about "destroying" a community is not relevant to the EIR, but will be considered by City decisionmakers. The GPAC was presented much of the general information provided by the commenters, though it cannot be known how the GPAC would have voted had the commenters' letter been available to them. The commenters' specific environmental concerns are addressed in responses 10B through 10I.

Response 10K

The commenters state an opinion that there are superior alternatives to the draft General Plan and provides a specific recommendation for an alternative scenario.

The alternative scenario mentioned by the commenter can be considered by City decisionmakers. However, it is unlikely that the California Department of Housing and Community Development (HCD) would certify the proposed Housing Element if this scenario were put forward. In order to meet HCD's definition of "affordable" to low and very low income households, a density of 20 units per acre is required. Therefore, the 16 units per acre suggested by the commenters would not be deemed affordable to very low and low income households. Moreover, HCD has already commented on the draft Housing Element, indicating that the PD designation will not meet its requirements for very low and low income households since housing would not be allowed "by right" under that designation. Therefore, it is likely that a portion of the Messenger property (Las Virgenes 2) will need to be designated as R-MF (20 units per acre) in order to receive HCD certification. Presumably, a PD designation would not suffice for HCD on other properties, including the Driving Range site.

A scenario that would likely receive HCD certification and that is similar to an alternative considered in the DEIR would involve:

- *Golf Course Driving Range site - 6 acres designated R-MF (maximum of 20 units/acre)*
- *Rancho Pet Kennel site - 5 acres designated Residential Moderate (RM) (maximum of 12 unit/acre)*
- *Las Virgenes 2 site - 5 acres designated R-MF (maximum of 20 units/acre) and up to*

*60 additional units within an 11-acre portion with a PD designation*

This scenario would accommodate a total of 220 units in the low/very low income range and 120 units in the moderate income range. This would meet the City's RHNA allocation for very low, low, and moderate income units. The RM designation for the Rancho Pet Kennel site would represent a 25% reduction in allowable density on that site as compared to the current R-MF (16 units/acre) designation.

Response 10L

The commenters request the City decisionmakers support their recommendations for the General Plan and state an opinion that their recommendations would improve the plan's response to stated General Plan themes. These opinions are noted. City decisionmakers will consider these suggestions as they review the project and contemplate approval of the 2030 General Plan.

# 11

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

RE: City of Calabasas 2030 General Plan
Draft Environmental Impact Report

I am pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. As you may know, I was a member of GPAC responsible for the plan you have under consideration and I am an over 30 year resident of Saratoga Hills. I will limit my comments to one aspect of the Draft EIR.

**Rancho Pet Kennel (6.6 acres)**

The Rancho Pet Kennel site an unacceptable site for the proposed high-density development. It should not be a surprise the first two attempts to include the Rancho Pet Kennel property in the Plan were rejected by GPAC. On the third try, in an unscheduled and un-agendized vote of 8-6 of the 19 person committee, GPAC voted to include it in the Plan. The Rancho Pet Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga Hills and Saratoga Ranch, as current residents know it, will be destroyed forever if this project is built. A

**Traffic**

The traffic impacts associated with the Rancho Pet Kennel proposal are significant and negative. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D. The EIR reports LOS D for northbound traffic on Lost Hills Road at the 101 Freeway. That finding is in conflict with the EIR for the *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway. This is an approved project ready to begin construction and completed within one year. The *Summit EIR* indicates in Table 4.5-5 that the Lost Hills/101 Freeway traffic will be LOS 0.94E when *The Summit at Calabasas* is completed. There is no justification to leave approved projects out of the General Plan EIR. The City must look at all approved projects and ensure that the General Plan is accurate. The *Summit EIR* further states on Page 131 that the Lost Hills Bridge must be widened to achieve a traffic Level of Service that meets City of Calabasas standards. The Lost Hills B&T District will never have more than 50% of required funding for the bridge improvements. There is always hope for grant funding, but until "the check is in the bank" the City should not be up-zoning property that will further exacerbate a traffic condition that does not meet City standards and puts the residents of the impacted community at grave risk. B

I tried to discuss these matters during the relevant sessions of the GPAC meetings. However it was almost impossible to do so. We were mandated to limit our discussions solely to the element on the meetings agenda, be it Circulation, Land Use, Housing Needs, etc. If we were permitted to discuss all the potential impacts to our community at the same time, I believe we would have achieved a different resolution. C

Respectfully,

Robert J Lia

*Letter 11*

COMMENTER: Robert J. Lia

DATE: Undated email

Response 11A

The commenter states an opinion that the Rancho Pet Kennel site is unacceptable for "high-density" development, stating that attempts to include that site in the draft General Plan were twice rejected by GPAC before the site was included on a third "unagendized" vote. Please see Response 10E.

Response 11B

The commenter states concerns about traffic levels at the Lost Hills Road/Ventura Freeway interchange, suggesting that "upzoning" of properties affecting that interchange should not occur since the interchange currently does not meet City standards. Please see Response 10G.

Response 11C

The commenter states an opinion that if the GPAC had been permitted to discuss all potential impacts at the same time, it would have reached a different resolution with respect to the Rancho Pet Kennel site. This opinion is noted, but is not relevant to the EIR. It should be noted that the GPAC was given a number of opportunities to address land use, including a specific meeting regarding the Land Use Element and another meeting where the entire General Plan was reviewed.

# 12

Dear Planning Commission,

I'm wondering why the City would even consider such an upheaval to the small enclosed Community of Saratoga Hills and Saratoga Ranch. Why would you entertain ruining a lovely, 30 year plus, old, established neighborhood by...

- Increasing density by 50% in the same space
- Putting more homes in our neighborhood than the County Code allows
- Causing property values to plummet
- Increasing traffic and noise by 50%
- Destroying the sleepy ambience of our community

All this damage to the lives, properties and access of our communities for a few RHNA dollars and points????? I don't get it!!!! And neither does anyone else in our community. I didn't agree with this when I was on the GPAC at any time. I didn't vote for it but others who don't live in this community and have never seen the location voted for it.

I am bewildered and want you to now that I, as a resident of Saratoga Hills, strongly object to this plan and want to see this location left out of the RHNA plans...RHNA is not worth the destroying of a beautiful community that supports the City and its Administration in every election.

We love Calabasas...we just want Calabasas to love us too..... ( from a famous movie :=) )

*Thank You,*

**Candice Weber**
Vice President
Human Resources
CallSource®
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(800) 500-4433 x4749 Toll-free
(818) 673-4749 Local
(866) 496- 6060 Fax
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www.callsource.com

*Letter 12*

COMMENTER: Candice Weber

DATE: Undated email

The commenter states concerns about allowing multiple family residential development on the Rancho Pet Kennel site and states objection to inclusion of that property in the RHNA plans. This comment is not relevant to the EIR, but will be considered by City decisionmakers as they contemplate General Plan approval. It should be noted that the Rancho Pet Kennle site is not included on a specific "RHNA plan," but rather is merely designated for multiple family residential development (R-MF). The Rancho Pet Kennel site is already designated R-MF under the current General Plan. The only change contemplated in the draft General Plan pertaining to the Rancho Pet Kennel site is an increase in the maximum density for the R-MF designation from 16 units per acre to 20 units per acre.

# 13

**Nina Harvey**

**From:** Maureen Tamuri
**Sent:** Tuesday, September 02, 2008 7:54 AM
**To:** Peter Heumann
**Cc:** Tom Bartlett; Nina Harvey; Elizabeth Parker
**Subject:** RE: GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Will do. Thanks for your comments. M

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**From:** Peter Heumann [mailto:peterh@roadrunner.com]
**Sent:** Sunday, August 31, 2008 1:56 PM
**To:** Maureen Tamuri
**Subject:** FW: GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Hi Maureen,

I plan on coming to the next planning commission meeting to voice my opinion on the GPAC proposals for upzoning the Pet Kennel property. This is a very alarming situation for our community. I would like to request that you forward my e-mail to the planning commission.

Thank you for your consideration,
Peter Heumann

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**From:** Peter Heumann [mailto:peterh@roadrunner.com]
**Sent:** Thursday, August 28, 2008 9:34 AM
**To:** 'maureredge@earthlink.net'
**Subject:** GPAC - Upzoning of Pet Kennel Property in Saratoga Hills

Dear Mayor Maurer,

As the new master plan comes before the city council in a little over a month I must say that I am VERY alarmed at the direction that staff urged the GPAC to take on the upzoning of the pet kennel property in Saratoga Hills. This is a horrendous idea for a variety of ideas that I will try and summarize below. **A**

First and foremost, this upzoning could potentially increase our density in this completely single family neighborhood by over 40%, thus impacting our neighborhood's safety, environment, quality of life and property values.

With the Calabasas/Agoura fire taking place less than two days ago, I am reminded of what happened when the tanker truck exploded on the Ventura Freeway in Agoura several years ago; residents and others trying to leave our neighborhood were stuck in massive gridlock. There were reports that it took over 1½ hours to exit our community due to the freeway being closed at Lost Hills and an inadequate overpass to handle all the freeway traffic, landfill traffic AND our neighborhood traffic. This presents a significant safety hazard having only one exit (and only one lane) from our community. Can you even imagine what could happen if the density were increased by more than 40%? **B**

Staff has repeatedly said the project will never be built, but we have to plan for it because of the RHNA requirements, so don't worry. That is flawed logic at its core. If it is planned for it could be built and that is the reality. That is bad planning. **C**

I question whether staff has visited our community recently and analyzed the neighborhood. We are a neighborhood comprised of ALL (270) single family residences, with no paved ingress and egress for pedestrians, without easy access to public transportation or neighborhood services that would be required for a development of this nature. We have a freeway overpass that is sub-standard to handle current traffic, let alone the increase from a development of this nature and scope. **D**

Our single entrance on Canwood is also inadequate to handle the increase in traffic and at times is currently overloaded with cars trying to exit to get kids to school, people to work and other normal traffic. In fact, it is not even legal according to existing county ordinances for communities with only single access to have the proposed level of density. E

There are better alternatives if you really see the need to meet the state RHNA requirements.

- Put the increased density on sites that could handle multi-family development without negative impact to existing single family neighborhoods. For example the Driving Range property and the Las Virgenes #1 & #2 properties. F
- Add into the plan an alternative for low income multi-family to be built in the Craftsman Corners area that is within the city's sphere of influence and potentially slated for annexation.
- It is interesting to note that ALL of the RHNA required housing is being proposed for the west side of the city and nothing for the eastern half of our city.

There seems to be questions whether or not it is even necessary to meet the RHNA requirements. Other cities have chosen to ignore this element in their master plan and deal with potential consequences. At this point no cities have actually been fined we were told at one meeting...but it could be as much as $100,000 in fines. While this number may or may not be accurate since none has been levied, the option of paying the fine would be far less than the negative impact on property values of putting low income housing in a single family neighborhood. G

I urge you to not only vote no on upzoning the pet kennel property in the proposed master plan, but return the zoning to single family housing so that it fits within the nature of the existing community and all the other reasons I have outlined above. H

Thank you for your consideration,

Sincerely,
Peter & Deborah Heumann
27049 Esward

*Letter 13*

COMMENTER: Peter & Deborah Heumann

DATE: Undated email

Response 13A

The commenters state an opinion that "upzoning" of the Rancho Pet Kennel property is a "horrendous" idea, stating that the upzoning could increase the density of an existing single family neighborhood by 40% and adversely affecting safety, the environment, quality of life, and property values. The opinion is noted. CEQA does not address issues relating to perceived quality of life or property values, though City decisionmakers will consider such factors as the contemplate approval of the General Plan. Specific safety and other environmental issues are addressed in responses 13B through 13H.

It should be noted that, in actuality, the draft 2030 General Plan would not change the land use designation for the Rancho Pet Kennel site. The designation is currently Residential-Multiple Family (R-MF) and that designation would not change under the draft General Plan. The maximum density for the R-MF designation would, however, increase from 16 units per acre to 20 units per acre. This would increase the maximum theoretical number of units on that site from about 106 to 132. It should also be noted that, although 132 units would increase the overall number of units in that area (currently about 270) by about 49%, this potential increase is not entirely attributable to the increase in allowable density that is being considered. Rather, the increase in density, which would allow about 26 units beyond what could occur under the current General Plan, would represent about a 10% increase over the current 270 units and about a 7% increase over the 376 units that could potentially be in this part of the City at buildout of the current General Plan (270 existing units + 106 units on the Rancho Pet Kennel site).

Finally, it should be noted that it is unlikely that the Rancho Pet Kennel site would build out to the maximum theoretical capacity under the R-MF designation, regardless of whether the maximum density is 16 units per acre or 20 units per acre. In fact, based on preliminary input on the draft Housing Element of the Department of Housing and Community Development (HCD), it is likely that only about 5 acres of the Rancho Pet Kennel site would be considered for multiple family housing if the R-MF (20 units/acre) designation is retained. This would limit the maximum number of units at that site to 100.

Response 13B

The commenters mention past incidents where delays in exiting their neighborhood have occurred and question what the effect of increasing the density of the area by 40% would be.

Concerns about emergency evacuation are addressed in Response 10F.

Response 13C

The commenters state that staff have repeatedly said that a project would never be built at the Rancho Pet Kennel site, but that the City has to plan for it to meet RHNA requirements. While it is true that the R-MF (20 units/acre) designation would help the City meet its RHNA allocation, the EIR preparers are not aware of any statement by staff suggesting that a project would never be built at the Rancho Pet Kennel site. In fact, the City has received inquiries about developing that site in the past and would anticipate receiving future inquiries regardless of whether or not the maximum density for the site is increased from 16 units per acre to 20 units per acre.

Response 13D

The commenters suggest that the area in which the Rancho Pet Kennel site is located lacks adequate pedestrian access, transit, and neighborhood services for multiple family development and that the Lost Hills Road/Ventura Freeway interchange is substandard. The freeway interchange is addressed in Response 10F. It is true that the Rancho Pet Kennel site lacks neighborhood services as well as pedestrian and transit facilities. The lack of these services/facilities is not a CEQA issue, but is a factor that City decisionmakers will consider as the contemplate approval of the draft General Plan.

Response 13E

The commenters state an opinion that the single entrance on Canwood is inadequate and suggest that it is not legal based on County ordinance s for communities with a single access point. Applicability of the County ordinance for single access communities is addressed in Response 10F.

Response 13F

The commenters suggest placing multiple family housing on the Golf Course Driving Range or Las Virgenes 1 and 2 sites, or within the Craftsman's Corner area. The commenters also note that all RHNA-required housing would be on the west side of Calabasas. The draft General Plan considers development of up to 160 multiple family residences on the Las Virgenes 2 site. DEIR Section 6.0, *Alternatives*, considers the Golf Course Driving Range and Las Virgenes 1 sites for multiple family residential development in lieu of the Rancho Pet Kennel site. The Craftsman's Corner area is shown as a mixed use district that would accommodate multiple family residences; however, the City cannot receive RHNA credit for that area since it is not currently within the City limits. Finally, though it is true that the two sites shown in the draft General Plan for multiple family development (Rancho Pet Kennel and Las Virgenes 2) are both in the west side of Calabasas, potential housing sites that contribute toward meeting the City's RHNA

allocation are located throughout the community. In addition, it should be noted that the more intensive mixed use districts shown on the draft General Plan land use map (with floor-to-area ratios [FARs] of 1.0) are on the east side of the City. By comparison, the mixed use districts for the west side of the City have maximum FARs of 0.5 to 0.75.

Response 13G

The commenters note that other communities have chosen to ignore RHNA. It is true that some cities have self-certified their housing elements. Although such a step may carry certain legal risks, that remains an option for Calabasas.

Response 13H

The commenters urge the City not to "upzone" the Rancho Pet Kennel site and to "return the zoning to single family housing." This comment is noted. Please see Response 13A. Also, it should be noted that the Rancho Pet Kennel site has been designated R-MF since adoption of the City's original General Plan. The City has never zoned that property for single family residences.

# 14

City of Calabasas 2030 General Plan

Ellie Bracken
President of Malibu Canyon Villas
4263-6 Las Virgenes Rd.
Calabasas Ca. 91302

I am part of the Calabasas Westside Coalition, after going over the Draft EIR for the City of Calabasas 2030 General Plan, I realize most change will be to the west end of Calabasas. It seems 100% of the low income housing is pretty much planned to occur on the Westside.

I understand a certain number of Low Income housing is placed on us from La County. Not sure of the penalty we will encounter if we don't agree to possible allotment of certain areas for the low to very low housing. Does Hidden Hills have a percentage of low income in their community?

I do hope you can make the plans fair as to how many our area will absorb.
Las Virgenes is so impacted already .The Entrada Condominiums have not even been built and we have a problem getting to the Freeway at 5:30 PM. We have one road out of the fire area. (Just a thought.)

We would like to recommend to City Council, Some alternatives.

1. Change the Rancho Pet Kennel zoning to single family.
2. Rescind the multi-family zoning from 1/16per acre to 1/20 per acre.
3. Retain the Plan Recommendation for Las Virgenes 1 ( Pontoppidan Property) to be single family.
4. Retain the Las Virgenes 2 (Messenger Property) Planned Development designation with 160 of very low income units and commercial.
5. The balance of total of 63 low to very low income RHNA units by creating a Planned Development (PD) for the Driving Range site and commercial allocations.

Thanks for looking into this. We will see you September 4, 2008

CWC. Ellie B.

*Letter 14*

COMMENTER: Ellie Bracken, President, Malibu Canyon Villas

DATE: Undated

The commenter states that 100% of the required low income housing would occur on the west side of Calabasas, asks whether Hidden Hills has a percentage of low income housing in their community, and recommends an alternative scenario for consideration. The question regarding Hidden Hills is not relevant to the DEIR as Hidden Hills' RHNA allocation does not affect that of Calabasas. The comment regarding low income housing being placed in west Calabasas is addressed in Response 13F. The recommended alternative scenario is addressed in Response 10K.

**Nina Harvey**

**From:** Tom Bartlett
**Sent:** Wednesday, September 03, 2008 11:24 AM
**To:** Joe Power; Isidro Figueroa; Maureen Tamuri; Nina Harvey
**Subject:** FW: LOW INCOME HOUSING IN THE GENERAL PLAN

Another comment letter from another Saratoga resident.

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**From:** Michael Hafken
**Sent:** Wednesday, September 03, 2008 11:01 AM
**To:** Tom Bartlett
**Subject:** FW: LOW INCOME HOUSING IN THE GENERAL PLAN

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**From:** Bob Adelman [mailto:mensche@mindspring.com]
**Sent:** Tuesday, September 02, 2008 8:55 AM
**To:** info
**Cc:** bgroveman@earthlink.net; jwolf99@aol.com; washburnd1@aol.com; jrbozajian@earthlink.net; maureredge@earthlink.net
**Subject:** LOW INCOME HOUSING IN THE GENERAL PLAN

September 1, 2008

Members of the City Council
Members of the Planning Commission
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

**Re: City of Calabasas 2030 General Plan**
**Draft Environmental Impact Report**

As residents of Saratoga Hills & Ranch, we are pleased to have the opportunity to comment on the Draft EIR for the City of Calabasas 2030 General Plan. We strongly and loudly object to the Plan's recommendations to fulfill the Regional Housing Needs Assessment (RHNA). There are significantly better, safer and healthier alternatives to the Proposed Plan with less environmental impacts and more community support. A

**The central issue is the Project's recommendation on low and very low income housing at the Rancho Pet Kennel site.** B

The Rancho Pet Kennel ("Kennel"), consisting of 6.6 acres, is unacceptable as the site for the proposed high-density development. The Kennel site fails miserably to support the Plan's themes of ***Environmental Responsibility, Community Character and Quality of Life.*** Saratoga Hills & Ranch , as we current residents well know, will be severely and negatively impacted forever if this project proceeds.

Our concerns are many as follows:

**Safety**

A major flaw with the EIR is that it does not address the fact that resident safety would be significantly jeopardized if the Kennel site is used. **As you well know, we residents of Saratoga have one and only outlet** C

**that immediately goes to a very narrow freeway bridge**. Any traffic incident creates virtual gridlock as drivers exit the freeway and enter our community. Our morning school commute creates significant traffic delays, which will be dramatically and significantly increased with 132 new unit owners.

The City of Calabasas does not have standards on the number of homes that should be served by one outlet. The County of Los Angeles does and its standards recognize the safety problems associated with any community that has a single access road. Los Angeles County Code Section 21.24.020 mandates for single access that 150 units is allowed and that a maximum of 300 would only be allowed if there were a plan to improve access. *The Plan proposes to add 132 units to the existing 270 homes in Saratoga for a total of 402 units.*

The rationale for Section 21.24.020 is that during emergencies, if you have more that 300 units, residents are unable to flee and will become trapped. The Code was developed by the same County Fire and Sheriff Departments that serve our City. The only way to address this paramount safety issue is to reject the Kennel site.

If the Kennel site is used, our safety will be at risk as it would be unsafe/impossible to exit our community in earthquakes, fires and other emergency situations. It now can take 45 minutes to exit our community with freeway accidents and that time will increase in a fire or earthquake with required evacuations. We suffered significant damage from the Northridge earthquake and we are practically daily at peril from fires. The fire on August 26, 2008 was a recent reminder on the safety issues associated with an emergency. **As we just saw with this latest fire, even without an evacuation order, ingress and egress through Lost Hills was completely blocked. With an evacuation order, our lives and our children's would be placed in great jeopardy as we would be absolutely be prevented from fleeing!** It will be almost impossible to obtain medical or other assistance in a timely manner as a result of these emergencies.

It is unclear how the Plan's theme of ***Quality of Life*** is achieved by creating zoning that is 102 units or 34% above the County Code for a single access development. If this zoning is approved and constructed without significant access improvements, Saratoga will no longer be a safe place to live.

## Traffic

The adverse traffic impacts from the Kennel proposal are significant. The City of Calabasas traffic Level of Service (LOS) standard for freeway intersections is LOS D, but the planned construction *The Summit at Calabasas Project* at Lost Hills Road and the 101 Freeway will increase that to E. The Lost Hills Bridge District will never have more than 50% of its required funding for the bridge improvements. There is always hope for funding, but the City should not be up-zoning property that will further increase a traffic condition that does not meet City standards. D

## Air Quality

There are significant air quality issues for projects close to freeways. The Kennel borders the freeway fence. Health studies report the increased health risks, particularly for children. The proposed finding that the increased health risks are ***significant but manageable*** is absurd. Manageable? **If only a few of our children get sick, is that what the report means by "manageable"?** E

## Noise

Noise is another serious issue for the proposed site. The EIR indicates that 70 dBA is considered "***Normally Unacceptable"*** for new construction and development should generally be "discouraged". The EIR, in TABLE 4.9-2 indicated that the current maximum measured noise level on Canwood Street, adjacent to the freeway and ending at the Pet Kennel, is 73.4 dBA. The EIR states that the impacts can be mitigated. We believe that houses can be constructed to mitigate noise, but it is unclear how children can be protected outside of the home. F

Saratoga is a quiet single family community that has existed for over 40 years. The Plan up-zone increases our density by 50% at an unacceptable location. There are significant environmental impacts for new and existing residents that include safety, traffic, air
quality and noise. All of these impacts must legally be addressed in the EIR. The 132 low to very low income units should not be built in the Saratoga community.

The General Plan themes of ***Community Character and Quality of Life*** are not served by the Kennel proposal. G

Fortunately other far better and more sensible alternatives are available. Las Virgenes 2, the golf driving range and Las Virgenes 1 are all better sites for the proposed development.

One of the great benefits of the EIR process is the required development of alternatives to the Proposed Plan. Saratoga Hills & Ranch reviewed those alternatives and believes that there are superior alternatives that will respond to Plan themes, reduce environ-mental impact, improve services for RHNA-zoned property, and provide greater
support from the community.

**Recommendations**

Following are the Saratoga Hills & Ranch recommended changes to the proposed General Plan:

1. Change the Rancho Pet Kennel zoning to single family.

2. Rescind the plan to change City of Calabasas multi-family zoning from 1/16 per acre to 1/20 per acre because the increase will not be needed with the proposed recommen-dations.

3. Retain the Plan recommendation for Las Virgenes 1 to be single family.

4. Retain the Las Virgenes 2 Planned Development designation with 160 low to very income units and commercial.

5. Achieve the total required 223 low to very low income RHNA units by adding 63 units in one of the two following ways:

a. The preferred approach is to create a Planned Development (PD) for the Driving Range site and assign 63 low to very low income units and commercial allocations as appropriate.

b. If the Driving Range site cannot accommodate all of the 63 units, it is recom-mended the low to very low income unit designation for Las Virgenes 2 be increased to achieve the total 223 units needed and adjust the commercial allocations as appropriate.

We appreciate the efforts to present comprehensive alternatives with complete environ-mental reviews. The information provides an excellent opportunity to evaluate and
make clear choices for our view of the City of Calabasas up to 2030. We residents of Saratoga demand that the Planning Commission and the City Council support our recommendations in the General Plan. We believe our recommendations will improve the Plan's response to the stated themes of ***environmental responsibility, commu-nity character, and quality of life.***

Thank you for your time.

Respectfully submitted,

Robert A. Adelman, Esq.
Maya Shulman, Esq.
Residents of Saratoga Hiils & Ranch

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*Letter 15*

COMMENTER: Robert A. Adelman, Esq., CFLS

DATE: September 1, 2008

Response 15A

The commenter states disagreement with draft General Plan's approach to meeting the City's RHNA allocation and states an opinion that there are better alternatives for meeting RHNA requirements. The opinion is noted. DEIR Section 6.0, *Alternatives*, considers alternative ways in which the RHNA allocation for low and very low income housing could be met. The commenter's environmental concerns are addressed in responses 15C through 15G.

Response 15B

The commenter states an opinion that the Rancho Pet Kennel site is an unacceptable location for multiple family housing and suggests that placement of multiple housing at that site would negatively affect current residents. This opinion is noted. Again, specific concerns are addressed in responses 15C through 15G.

Response 15C

The commenter states an opinion that a major flaw of the EIR is the failure to address safety concerns relating to emergency evacuation if the Rancho Pet Kennel site is developed with multiple family housing. This issue is addressed in Response 10F.

Response 15D

The commenter states concerns about adding more traffic to the Lost Hills Road/Ventura Freeway interchange. This issue is addressed in Response 10G.

Response 15E

The commenter states disagreement with the conclusion that air quality impacts associated with exposure of residents to diesel particulates due to proximity to the Ventura Freeway is "manageable." The disagreement is noted. This issue is addressed in Response 10H. It should also be noted that the DEIR describes impacts relating to proximity to the freeway as "significant, but mitigable."

Response 15F

The commenter states concerns about noise, noting that the Rancho Pet Kennel site currently experiences high noise levels due to proximity to the Ventura Freeway. It is true that noise levels in the vicinity of the Rancho Pet Kennel site exceed the normally acceptable range for multiple family residences. Noise issues are addressed in Response 10H.

Response 15G

The commenter states an opinion that placing multiple family residences on the Rancho Pet Kennel site would not meet the General Plan themes of "community character" or "quality of life" and suggests an alternative scenario for meeting RHNA. The opinion regarding the General Plan themes is noted. The recommended alternative scenario is addressed in Response 10K.

# Appendix I

*Mitigation Monitoring and Reporting Program*

| Mitigation Measure | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| *AIR QUALITY* | | | | | | | |
| **AQ-4** Add the following policy to subsection IV.C of the Conservation Element of the 2030 General Plan:<br><br>• Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval. | Verify that the policy has been added to the General Plan. | Prior to General Plan approval | Once | Community Development | | | |
| *GEOLOGY* | | | | | | | |
| **GEO-2** Add the following policy to the 2030 General Plan Safety Element:<br><br>• Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer. | Verify that the policy has been added to the General Plan. | Prior to General Plan approval | Once | Community Development | | | |
| *TRANSPORTATION AND CIRCULATION* | | | | | | | |
| **TC-1(a) Agoura Road/Lost Hills Road and Agoura Road/Las Virgenes Road.** These intersections are forecast to operate at LOS E at maximum buildout of the 2030 General Plan. A portion of the traffic added to these intersections would be generated by maximum buildout of the West Village mixed use area, located along Agoura Road. In order to achieve an acceptable LOS (LOS C), the options described below have been | Verify that one of the options has been incorporated into the General Plan. | Prior to General Plan approval | Once | Community Development | | | |

| Mitigation Measure | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| identified for these intersections.<br><br>**Option #1**. Reduce the allowable floor-to-area ratio (FAR) in the West Village mixed-use area from 0.75 to 0.60 (to achieve a 40% reduction in the allowable increase in development as compared to maximum buildout). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections.<br><br>**Option #2**. Retain the 0.75 FAR, but limit the maximum allowable development in the West Village mixed use area to 1.725 million square feet (an approximately 500,000 square foot increase above existing development). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections. | | | | | | | |
| **TC-1(b) Ventura Freeway SB Ramps/Calabasas Road (West).** The Ventura Freeway SB | Verify that the improvement has been | Prior to General Plan | Once | Community Development | | | |

| Mitigation Measure | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| Ramps/Calabasas Road (West) is forecast operate at LOS E during the A.M. peak hour period at maximum buildout of the 2030 General Plan. Additional east-west capacity would be required at the intersection to accommodate buildout volumes. To accomplish this, the westbound approach could be widened to provide two through lanes and a right-turn lane. This would improve future operations to LOS C-D under buildout of the General Plan in 2030, which is acceptable for freeway ramp intersections. It is noted that this intersection is operated by Caltrans. Thus, any improvements that are implemented at this location will need to be coordinated with this agency. | incorporated in Table VI-2 of the General Plan Circulation Element. | approval | | | | | |
| **TC-1(c)Parkway Calabasas/ Ventura Boulevard.** This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. The majority of the future traffic added to this intersection would be generated by buildout of the Craftsman's Corner area, located north of the freeway and east of this intersection. No programmed improvements have been identified for this intersection. In order to achieve an acceptable LOS (LOS C), the following options have been identified for this location.<br><br>**Option #1.** Reduce the allowable floor-to-area ratio (FAR) in the Craftsman's Corner mixed use area from 1.0 to 0.95 (to achieve a 5% reduction in the allowable increase in development as compared to maximum buildout). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require | Verify that one of the options has been incorporated into the General Plan. | Prior to General Plan approval | Once | Community Development | | | |

| Mitigation Measure | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections.<br><br>**Option #2.** Retain the 1.0 FAR, but limit development within the Craftsman's Corner mixed use area to 2.2 million square feet (an approximately 1.185 million square foot increase over existing development). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections. | | | | | | | |
| **TC-1(d) Calabasas Road/Valley Circle Boulevard.** This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. No programmed improvements have been identified for this intersection. The degradation in level of service is primarily due to additional left-turns on the eastbound Calabasas Road approach. The left turn volume is forecast to be about 1,300 trips during the P.M. peak hour at maximum buildout of the 2030 General Plan. These volumes indicate the need for triple left-turn lanes (the approach currently contains two left-turn lanes). Implementing triple lefts would require widening | Verify that the improvement has been incorporated in Table VI-2 of the General Plan Circulation Element. | Prior to General Plan approval | Once | Community Development | | | |

| Mitigation Measure | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| the bridge overcrossing the Ventura Freeway. It is noted that this intersection is located in the City of Los Angeles and is operated by Caltrans as part of the Ventura Freeway interchange. Thus, any improvements that are implemented at this location would need to be coordinated with these two agencies. | | | | | | | |
| **TC-1(e) Calabasas Road Corridor Plan.** It is recommended that a corridor plan be developed for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan would provide a focused study of the roadway segment and would identify options for improving vehicle flow and overall mobility along the segment. | Verify that preparation of the required plan is incorporated as a General Plan implementation program. | Prior to General Plan approval | Once | Community Development | | | |