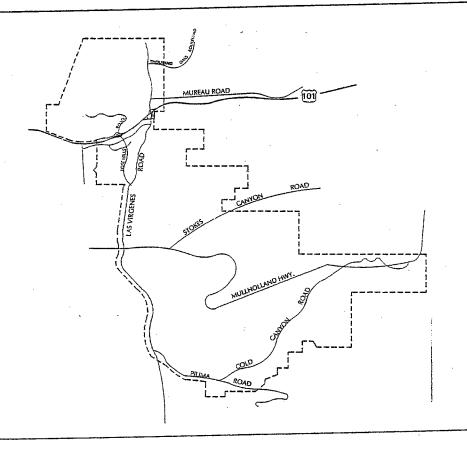
THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE, CITY OF CALABASAS AND COUNTY OF LOS ANGELES, CALIFORNIA

TRAFFIC AND CIRCULATION IMPROVEMENT ANALYSIS



February 2, 2004

ATE Project #02023

Prepared for:

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February 2, 2004

02023.01R04.LTR

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TRAFFIC AND CIRCULATION IMPROVEMENT STUDY FOR THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE

Associated Transportation Engineers (ATE) is pleased to submit the following traffic improvement study for the Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare (B & T) Construction Fee District Update located in the City of Calabasas and unincorporated Los Angeles County. The report examines existing and buildout traffic conditions within the Lost Hills Road and Las Virgenes Road corridors and recommends roadway and intersection improvements that can be funded in relation to future developments. The report also addresses L.A. County Public Works staff comments.

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

Associated Transportation Engineers

Scott A. Schell, AICP

Principal Transportation Planner

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INTRODUCTION

The following report presents the results of the traffic and circulation improvement study completed by Associated Transportation Engineers (ATE) for the Los Angeles County and City of Calabasas Bridge and Major Thoroughfare (B & T) Construction Fee District Update. The B & T District was created to fund roadway and intersection improvements needed to accommodate future traffic volumes for areas within the B & T District boundaries. These areas include portions of the City of Calabasas and unincorporated areas of Los Angeles County that will use the Lost Hills Road/Ventura Freeway and Las Virgenes Road/Ventura Freeway interchanges as their primary access and/or receive significant benefit from the improvements funded by the B & T District. Figure 1 illustrates the existing boundaries of the B & T District. A legal description of the B & T District boundary is included in the Technical Appendix for reference.

The City of Calabasas and the County of Los Angeles approved the current Bridge and Major Thoroughfare Construction Fee District (B & T District) report for the Lost Hills Road and Las Virgenes Road Corridors. Significant land use development and associated traffic growth has occurred since the B & T District was adopted by the City on July 24, 1996 and adopted by the County on June 24, 1997. The purpose of the update is to re-evaluate the improvement prioritization list, develop new improvements and associated cost estimates, and assess new B & T traffic fee requirements.

AUTHORITY

The State of California Government Code Section 66484, regarding Subdivisions, gives local agencies the authority to adopt local ordinances that "may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares." The local adopted ordinance must refer to the circulation element of its general plan, provide for a public hearing, provide for the establishment of boundaries of an area of benefit, and provide for the identification of the costs, a fair method of allocation of costs to the area of benefit and a fair fee apportionment (to be disclosed at the public hearing). Further, the local ordinance must provide that the payment of fees shall not be required unless the major thoroughfares are in addition to or a reconstruction of any existing thoroughfares serving the area at the time of district adoption, and that the planned bridge facility is an original bridge serving the area, or an addition to any existing bridge facility serving the area, at the time of district adoption. It must further provide that if owners of more than one-half of the area of property to be benefitted by the improvement(s) file proper written protests, the district proceedings as proposed shall be abandoned for at least one year. The local ordinance allows acceptance of considerations in lieu of the payment of fees, permits a local agency to advance money from its general fund or road fund to be reimbursed from bridge and major thoroughfare funds, permits a local agency to incur an interest bearing indebtedness for the construction of bridge or major thoroughfare facilities, and does not preclude an agency from providing funds for the construction of bridge or major thoroughfare facilities to defray costs not allocated to the District.

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on March 2, 1982, adding Section 21.32.200 to the Los Angeles County Code, providing for the establishment of bridge and major thoroughfare construction fees to be paid by subdividers or building permit applicants. This added Section is consistent with the requirements and provisions of State Law. The City of Calabasas adopted the aforementioned Section 21.32.200 and other relevant sections of the County Code as part of its City Code shortly after City incorporation (County Code Section 21.32.200 is included in the Technical Appendix).

PURPOSE

The purpose of the bridge and major thoroughfare construction fee district is to defray the costs of additional highway improvements necessitated by new development. The district provides a source of funding for new roadways and bridges where existing State, County and City revenues are unable to do so.

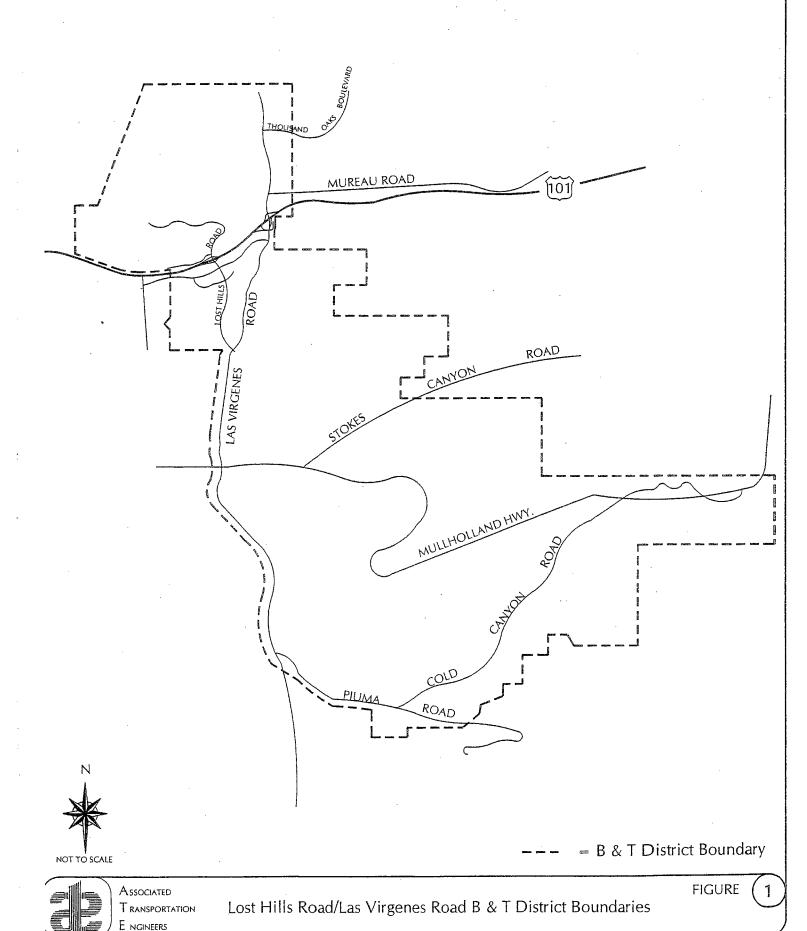
CONCEPT

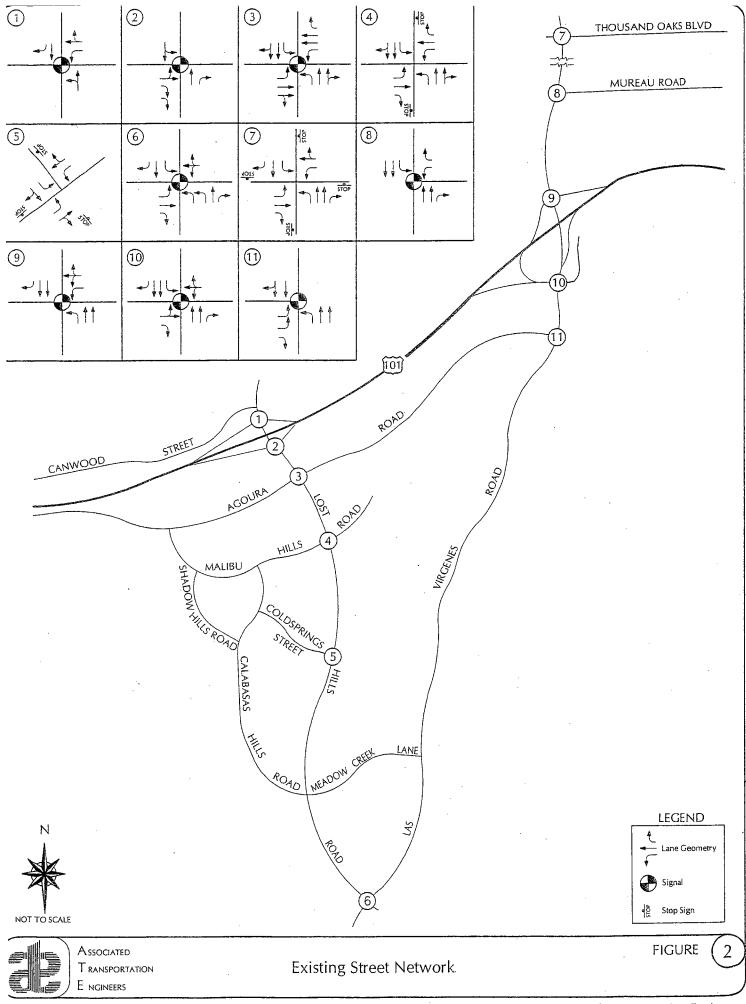
As authorized by statutes cited above, the adoption of a specific area of benefit permits the County and City to levy a fee against future development located within the area of benefit. This funding method appropriately assesses those developments causing the need for additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development based on development type and nationally accepted trip generation data. The adoption of this district does not cause a charge against existing development. The construction fee is collected at the time of issuance of a building permit.

EXISTING STREET NETWORK

The two principal roadways traversing the B & T District are Las Virgenes Road and Lost Hills Road. Within the B & T District, Las Virgenes Road extends south from the Ventura County line to Piuma Road in the Monte Nido area of L.A. County. Lost Hills Road extends southwest from U.S. Highway 101 to Las Virgenes Road. Both roadways connect to arterial and collector streets. The primary components of the street system within the B & T District are illustrated in Figure 2 and described below.

U.S. Highway 101 extends along the Pacific Coast between Los Angeles and San Francisco. Within the City of Calabasas the freeway is six-lanes wide and provides the principal route between Calabasas and the cities of Thousand Oaks, Camarillo and Ventura to the north; and the San Fernando Valley and Los Angeles to the south. Access between U.S. Highway 101 and the Lost Hills Road and Las Virgenes Road corridors are provided by interchanges which are controlled by traffic signals.





Lost Hills Road is a two to four-lane north-south arterial street that extends northerly from Las Virgenes Road to its terminus at the County Landfill north of U.S. Highway 101. The existing freeway overcrossing structure at U.S. 101 is two lanes wide. This roadway, along with Las Virgenes Road to the east, provides the major north-south travel route in the western portion of the City of Calabasas. Lost Hills Road is controlled by traffic signals at its intersections with the U.S. Highway 101 Ramps, Agoura Road and Las Virgenes Road. Lost Hills Road is controlled by two-way stop signs at Malibu Hills Road and all-way stop signs at Cold Springs Street.

Las Virgenes Road is a north-south arterial street which connects Calabasas to the Malibu area via its junction with Malibu Canyon Road. South of U.S. Highway 101, Las Virgenes Road is four-lanes wide until its intersection with Agoura Road, where it becomes a two-lane facility. North of U.S. Highway 101, Las Virgenes Road extends to its terminus just south of the Ventura County limits. Within the study area, Las Virgenes Road is controlled by traffic signals at its intersections with Mureau Road, the U.S. Highway 101 Ramps, Agoura Road and Lost Hills Road. The intersection at Thousand Oaks Boulevard is controlled by an all-way stop sign.

Agoura Road is a four-lane east-west roadway from Las Virgenes Road to the westerly City limit. From the City limit to Liberty Canyon Road, Agoura Road is striped for two lanes but can accommodate four lanes.

Malibu Hills Road is a four-lane collector road which extends southeast from Agoura Road to its terminus east of Lost Hills Road. The Lost Hills Road/Malibu Hills Road intersection is controlled by a two-way stop-sign.

Cold Springs Street is a two-lane collector road which extends southeast from Calabasas Hills Road to Lost Hills Road. The Lost Hills Road/Cold Springs Street intersection is currently controlled by all-way stop signs.

Thousand Oaks Boulevard extends east from Las Virgenes Road, serving the residential communities located in the City, County and Hidden Hills areas. The Las Virgenes Road/Thousand Oaks Boulevard intersection is controlled by all-way stop-signs.

2002 TRAFFIC VOLUMES AND LEVELS OF SERVICE

Existing average daily traffic (ADT) volumes and A.M. and P.M. peak hour intersection turning movement volumes were obtained from counts completed by ATE in March 2002 for this study. Figures 3 and 4 illustrate the existing average daily and peak hour traffic volumes.

Table 1 shows the existing A.M. and P.M. peak hour levels of service for the study-area intersections. The City of Calabasas' General Plan has adopted a level of service threshold of LOS C (V/C ratio 0.80) or better as the minimum standard for intersection/roadway operations. City policy requires that levels of service for signalized intersections be calculated using the Intersection Capacity Utilization (ICU) method. The ICU level of service calculation

assumes a lane capacity of 1,600 vehicles per hour and a 0.10 lost time factor. Levels of service for the stop-sign controlled intersections were calculated using the unsignalized intersection methodology outlined in the Highway Capacity Manual (HCM). More complete level of service definitions and worksheets are included in the Technical Appendix.

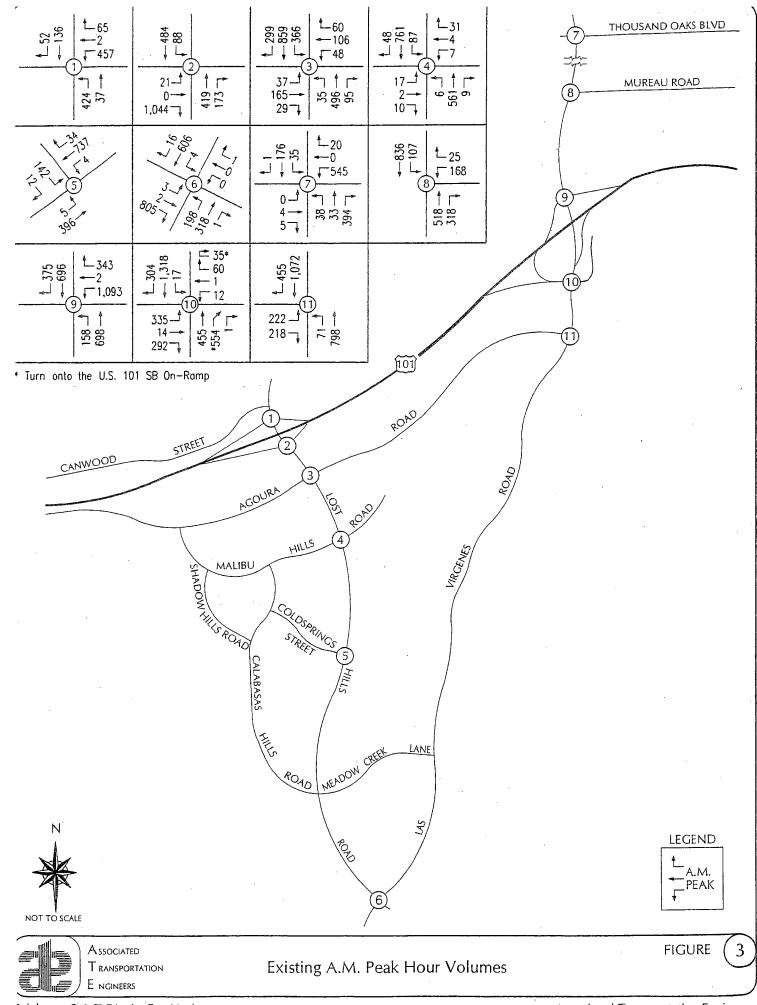
Table 1
Existing Peak Hour Levels of Service

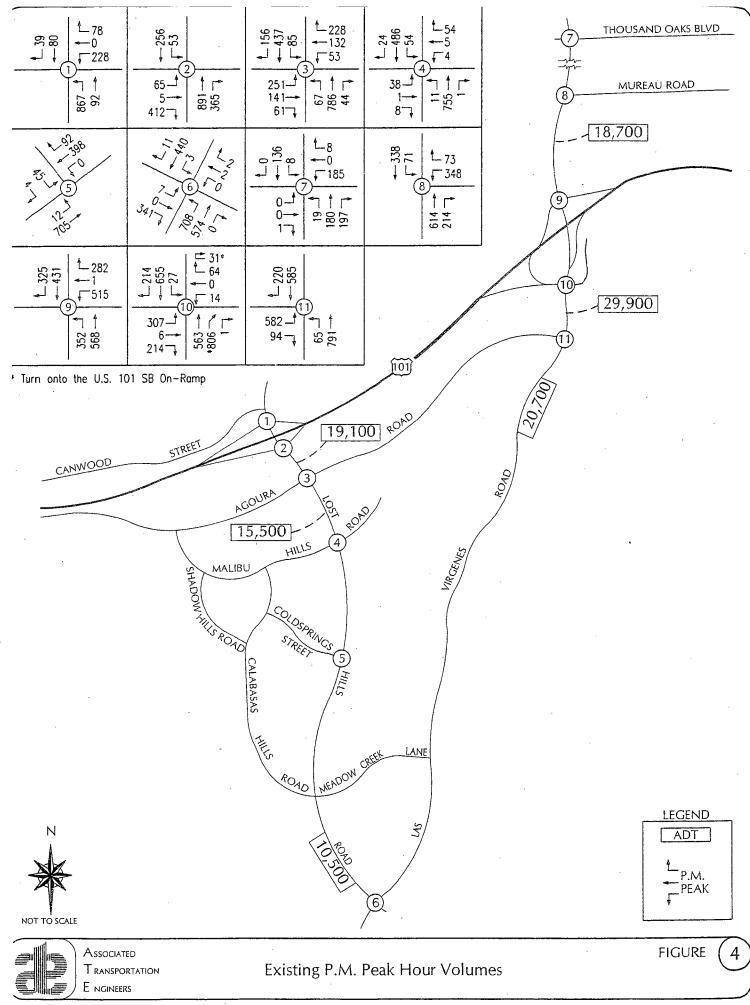
		A.M. Peak Hour		P.M. Peak Hour	
Intersection	Control Type	V/C or Delay	LOS	V/C or Delay	LOS
Lost Hills Road/101 NB Ramps	Signal 0.77 C		C	0.89	D
Lost Hills Road/101 SB Ramps	Signal	0.64	В	0.61	В
Lost Hills Road/Agoura Road	Signal	0.60	Α	0.68	В
Lost Hills Road/Malibu Hills Road	Two-Way Stop	13.4 sec.	В	20.0 sec.	С.
Lost Hills Road/Cold Springs Street	All-Way Stop	17.2 sec.	С	14.1 sec.	В
Lost Hills Road/Las Virgenes Road	genes Road Signal 0.97 E		E	0.71	С
_as Virgenes Road/ Thousand Oaks Boulevard All-Way Stor		>50.0 sec.	F.	10.7 sec.	В
Las Virgenes Road/Mureau Road	Signal	0.47	Α	0.55	Α
Las Virgenes Road/101 NB Ramps	Signal	0.85	D	0.67	В
Las Virgenes Road/101 SB Ramps	Signal	0.77	C	0.79	С
Las Virgenes Road/Agoura Road	Signal	0.65	В	0.56	Α

The data presented in Table 1 show that the following intersections currently operate below the City's LOS C threshold:

- o Lost Hills Road/U.S. 101 NB Ramps (P.M. peak hour)
- Lost Hills Road/Las Virgenes Road (A.M. peak hour)
- O Las Virgenes Road/Thousand Oaks Boulevard (A.M. peak hour)
- o Las Virgenes Road/U.S. 101 NB Ramps (A.M. peak hour)

²⁰⁰⁰ Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.





As reviewed in the following section, the City has programmed improvements at the Lost Hills Road/Las Virgenes Road and Las Virgenes Road/Thousand Oaks Boulevard intersections which would resolve the existing deficiencies. The improvements required at the Lost Hills Road and Las Virgenes Road interchanges with U.S. Highway 101 were identified in the previous B & T District report. Funds have been collected by the City from developments which have occurred since the 1996 B & T District was adopted to address these anticipated deficiencies.

COMPLETED IMPROVEMENTS

Two of the improvements included in the 1996 B & T district have been constructed. These improvements include:

Agoura Road Extension: This project was completed to extend Agoura Road from Liberty Canyon Road to Malibu Hills Road.

Agoura Road Bridge: This project was completed to widen the existing bridge over Las Virgenes Creek to accommodate four lanes of traffic, pedestrian walkways and bicycle lanes.

<u>Lost Hills Road/U.S. 101 Interchange Interim Improvements</u>: The interim improvements planned for the Lost Hills interchange ramp intersections have been completed. The improvements included signalization of the two ramp intersections and widening Lost Hills Road south of the 101 SB Ramps.

PROGRAMMED IMPROVEMENTS

City staff have indicated that future intersection improvements have been programmed and should be assumed to be in place under the Buildout traffic analysis scenario. These improvements, which are listed below, are assumed to be funded from sources outside of the B & T District.

<u>Lost Hills Road/Las Virgenes Road</u>: A merge lane will be constructed on southbound Las Virgenes Road south of this intersection. The southbound approach will be re-striped to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will be re-striped to provide one left + through lane and dual right-turn lanes.

Thousand Oaks Boulevard/Las Virgenes Road: Funds have been programmed for the installation of traffic signals at this location.

<u>Lost Hills Road/Malibu Hills Road</u>: The City has collected and programmed funds for the future installation of traffic signals at this location. No schedule has been developed for this project at this time.

<u>Las Virgenes Road/U.S. 101 Northbound Ramps</u>: The northbound off-ramp (westbound approach) will be widened to three lanes to provide one left-lane, one left+through lane and

one right-turn lane. This project has been required as a condition of approval of an adjacent approved development.

<u>Traffic Safety Improvements</u>: There are some intersection improvements recommended in the City's Traffic Safety Report ² that apply to two intersections within the B & T District. The following safety improvements (as recommended in the City's Traffic Safety Report) are assumed for the buildout analysis:

- <u>Lost Hills Road/Agoura Road</u>: Protected left-turn phases will be installed on Agoura Road approaches at the Lost Hills Road intersection and the traffic signal timing and efficiency at this location will be improved.
- <u>Las Virgenes Road/Mureau Road</u>: A separate protected left-turn phase for southbound Las Virgenes Road will be added and the signal timing will be modified.

BUILDOUT TRAFFIC CONDITIONS

This section forecasts traffic volumes expected to occur under buildout conditions. The buildout scenario includes traffic volumes generated by approved, pending and future projects that could be developed within the B & T District boundaries. The buildout analysis was developed based on future land use information provided by the both the City of Calabasas and L.A. County staff.

Buildout Trip Generation

Table 2 shows brief project descriptions and trip generation estimates for the buildout projects. Trip generation estimates were calculated using rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual.³ Figure 5 shows the locations of the buildout projects within the study-area. A more detailed trip generation table is included in the Technical Appendix.

²⁰⁰¹ Traffic Safety Report, City of Calabasas Transportation Department, 2001.

Trip Generation, Institute of Transportation Engineers, Sixth Edition, November 1997.

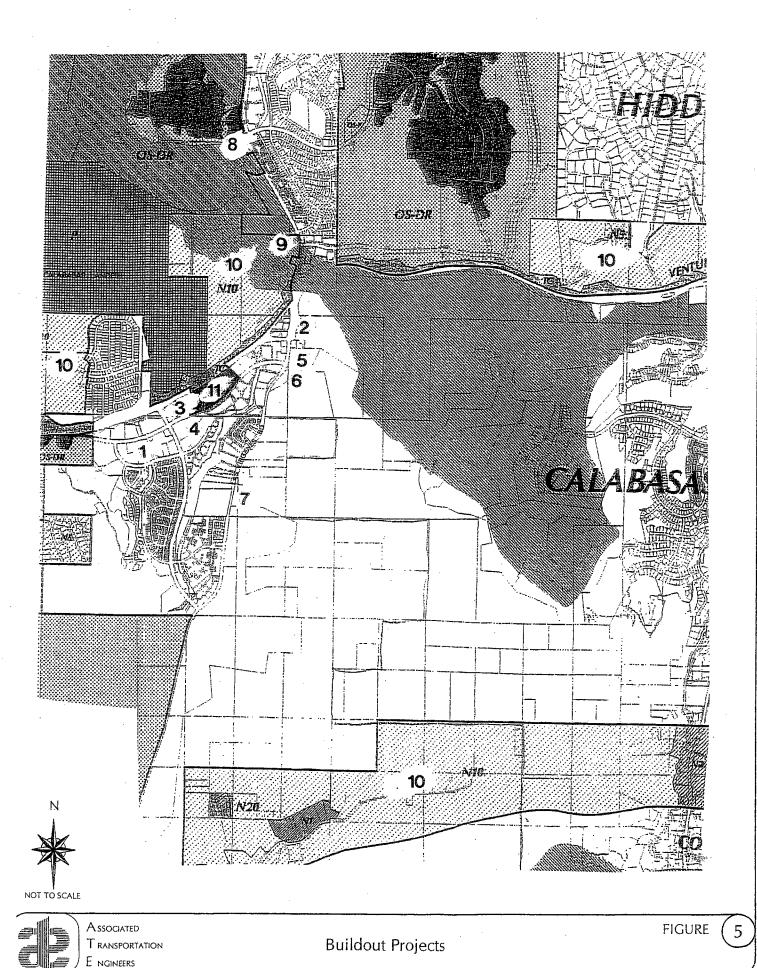
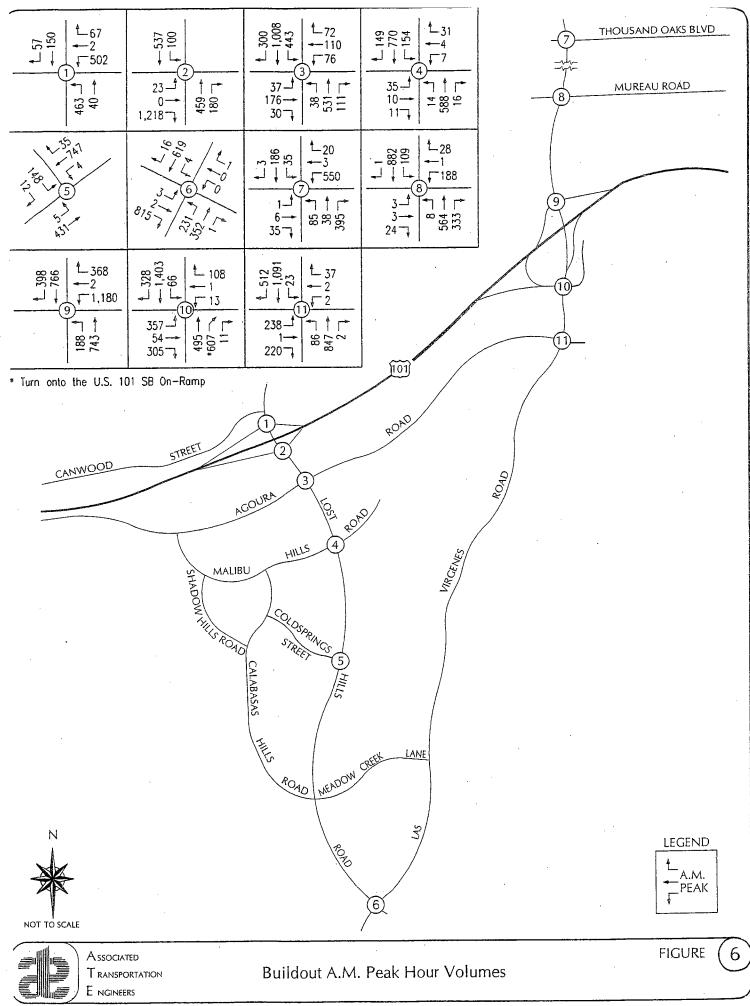


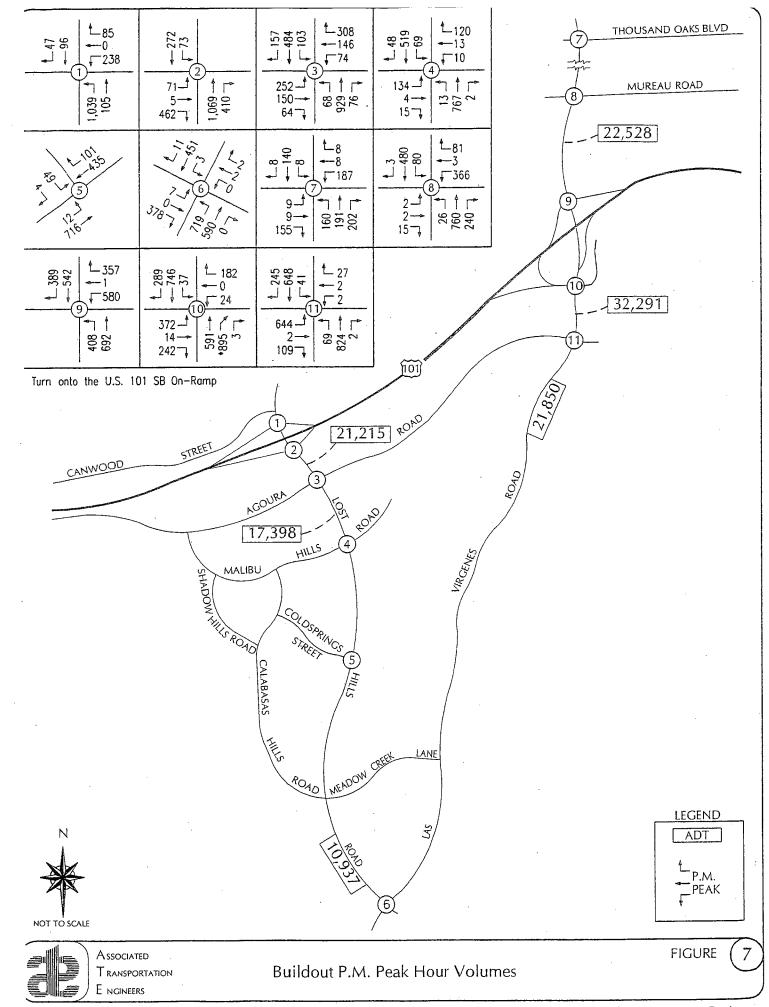
Table 2
Buildout Trip Generation

			Å	DT	Property and Comment	Peak our	the tipe of the same of	. Peak our
Project	Land Use	S.F./Units	Rate	Trips	Rate	Trips	Rate	Trips
City of Calabasas								
1. Canyon View Office (a)	Office	92,500 s.f.	13.51	1,250	1.89	1 <i>7</i> 5	1.89	1 <i>7</i> 5
2. Rondell Office	Office	53,361 s.f.	15.35	819	2.12	113	2.19	117
3. Cypress #5	Office	4,200 s.f.	27.62	116	3.5 <i>7</i>	15	4.29	18
	Office	26,250 s.f.	18.10	475	2.44	64	2.63	69
4. Cardservices	Office	42,230 s.f.	16.22	685	2.23	94	2.32	98
5. Pazar (a)	Residential	48 units	9.57	459	0.75	36	1.01	48
6. Baldwin Church	Church	42,500 s.f.	9.11	38 <i>7</i>	0.72	31	0.66	28
7. Hillcrest	Residential	37 units	9.57	354	0.75	28	1.01	37
L.A. County								
8. Monte Calabasas	Retail	73,507 s.f.	48.69	3,5 7 9	1.16	85	4.46	328
9. Zuckerman	Residential	42 units	9.57	402	0.75	32	1.01	42
10. Residential Infill (b)	Residential	160 units	9.57	1,532	0.75	121	1.01	161
11. Office Parcel	Office	31,100 s.f.	17.40	541	2.38	74	2.54	79
TOTAL				10,599		868		1,200
(a) Projects subject to Canyon View Office existing B & T fee Pazar			-1,250 -459		-1 <i>7</i> 5 -36		-175 -48	
(b) Projects outside of B&T District boundaries	Portion of County residential infill (71 dwelling units)			-679		-53		-72
ADT and Peak Hour Trips A	Applicable to	new fees		8,211		604		905

Table 2 shows that the buildout projects would generate 10,599 average daily trips, 868 A.M. peak hour trips and 1,200 P.M. peak hour trips. Projects located within the B & T District would generate 8,211 average daily trips, 604 A.M. peak hour trips and 905 P.M. peak hour trips. These volumes were distributed to the study-area roadways and intersections and added to the existing traffic volumes to produce the buildout traffic forecasts, which are illustrated in Figures 6 and 7.

It should be noted that some of the projects shown in Table 2 will be constructed outside of the existing B & T district boundaries, but would still generate traffic to some of the roadways and intersections within the B & T district boundaries.





Buildout Intersection Levels of Service

Table 3 lists the results of the Buildout level of service calculations.

Table 3
Buildout Levels of Service

Intersection	A.M.:Reak:Hour V/C/µOS	P.M. Peak Hour V/C/LOS
Lost Hills Road/101 NB Ramps	0.81/D	1.03/F
Lost Hills Road/101 SB Ramps	0.70/B	0.70/B
Lost Hills Road/Agoura Road	0.68/B	0.80/C
Lost Hills Road/Malibu Hills Road (a)	0.44/A	0.54/A
Lost Hills Road/Cold Springs Street	18.3 sec./C	14.9 sec./B
Lost Hills Road/Las Virgenes Road (a)	0.59/A	0.57/A
Las Virgenes Road/Thousand Oaks Boulevard (a)	0.73/C	0.54/A
Las Virgenes Road/Mureau Road	0.49/A	0.63/B
Las Virgenes Road/101 NB Ramps (a)	0.80/C	0.71/C
Las Virgenes Road/101 SB Ramps	0.84/D	0.90/D
Las Virgenes Road/Agoura Road	0.71/C	0.62/B

⁽a) LOS with scheduled improvement.

The data presented in Table 3 show that the following intersections are forecast to operate below the City's LOS C threshold under the buildout scenario:

- o Lost Hills Road/U.S. 101 NB Ramps
- Las Virgenes Road/U.S. 101 SB Ramps

It is also noted that the buildout traffic volumes forecast for the Lost Hills Road/Cold Springs Road intersection meet the Caltrans peak hour traffic signal warrant.

RECOMMENDED IMPROVEMENTS

The following section summarizes the recommended improvements for the deficient B & T District intersections. A location map and detailed summaries of the recommended improvements are included in the Technical Appendix for reference.

Lost Hills Road/U.S. 101 Interchange

A concept study was recently completed that summarized existing and future deficiencies at the Lost Hills/U.S. 101 interchange and recommended some preliminary improvements for this location.⁴ A Project Study Report (PSR) is currently being prepared for the interchange that will fully assess the improvement options and anticipated cost estimates outlined in the concept study. The following physical improvements were outlined in the concept study:

- Bridge Widening Option With Standard Diamond Interchange: Under this option, the Lost Hills Road bridge would be widened to accommodate five travel lanes, shoulders and a sidewalk. Widening the Lost Hills Road overpass would allow for dual left-turn lanes and one through lane on the northbound approach at the Lost Hills Road/101 NB Ramps. The 101 NB Off-Ramp approach would include one left-turn lane and one shared left-through-right lane. The southbound approach at the Lost Hills Road/101 SB Ramps would include one left-turn lane and two through lanes after the bridge widening. The improvements would result in LOS B (V/C ratio = 0.65) at the Lost Hills Road/101 NB Ramps with P.M. peak hour buildout traffic volumes.
- <u>Bridge Widening Option With Partial Cloverleaf Design</u>: This option is similar to the option above, except that a Caltrans partial cloverleaf (par-clo) design will be constructed at the Lost Hills Road/101 NB Ramp. The cloverleaf ramp would be used by northbound vehicles destined for the 101 NB On-Ramp. This design would eliminate the northbound left-turn movement at the Lost Hills Road/U.S. 101 NB Ramps. This design would result in LOS A (V/C ratio = 0.54) at the Lost Hills Road/101 NB Ramps with P.M. peak hour buildout traffic volumes.
- Roundabout Option: This option is consistent with what was recommended in the previous B & T District report. This option would now be considered an interim improvement, as the bridge would ultimately need to be lengthened to accommodate the future Highway 101 freeway expansion. The improvement would involve constructing a teardrop-style roundabout at the Lost Hills Road/101 NB Ramps intersection. Development of the roundabout would require modifications at the Lost Hills Road/101 SB Ramps. These modifications would prohibit southbound and eastbound left-turns. The southbound and eastbound vehicles that would usually make left-turns at these approaches would instead travel south to the Lost Hills Road/Agoura Road intersection and make a u-turn. U-turns are currently prohibited

Concept Study for Improvements to the Lost Hills-Ventura Freeway Interchange, Athalye Engineers, July 26, 2002.

at this location due to inadequate roadway width. Signal modifications and widening would be required at the Lost Hills Road/Agoura Road intersection to allow these uturn movements. Construction of a roundabout at the Lost Hills Road/101 NB Ramps would result in LOS A with buildout A.M. and P.M. peak hour volumes.

City staff have indicated that \$6,000,000 will be made available for physical improvements at this location using B & T District funds. Interchange improvements are likely to exceed \$6,000,000. Additional funding will need to be obtained from other sources. The PSR will more adequately assess the anticipated cost estimates for each of the improvement options.

Lost Hills Road/Cold Springs Street

This location meets Caltrans signal warrant criteria with the forecasted buildout P.M. peak hour volumes. Installation of a traffic signals at this location would result in LOS A with buildout A.M. and P.M. peak hour volumes. The estimated cost of the improvements at this location would be \$ 146,000.

Las Virgenes Road/U.S. 101 SB Ramps

The northbound approach at this location currently contains two through lanes and one right-turn lane. Re-striping the approach to provide for two through lanes and a shared through-right lane would provide for LOS C (V/C ratio = 0.80) with buildout A.M. peak hour volumes. The through movements using the shared through—right lane would be restricted to vehicles accessing the 101 SB ramp. The total cost estimate for the intersection improvements is \$66,000.

Table 4 shows the buildout peak hour levels of service with the recommended improvements.

Table 4
Buildout Peak Hour Levels of Service With Recommended Improvements

	A.M. F	eak Hour	P.M. P	eak Hour
Intersection	Buildout	Buildout w/	Buildout	Buildout w/ Improvements
Lost Hills Road/101 NB Ramps Bridge widening - Diamond interchange Bridge widening - "Par-clo" design Option 2 - Interim roundabout	0.81/D	0.50/A 0.43/A 1.9 sec./A *	1.03/F	0.62/B 0.54/A 2.3 sec./A *
Lost Hills Road/Coldsprings Street	18.3 sec./C	0.43/A	14.9 sec./B	0.48/A
Las Virgenes Road/101 SB Ramps	0.84/D	0.80/C	0.90/D	0.69/B

^{*} V/C ratio not applicable, LOS calculated using the control delay per vehicle.

AVAILABLE B & T DISTRICT FUNDS

Table 5 shows the funds that have been collected and are available under the existing adopted B & T District Fee Program.

Table 5
B & T District Funding

Jurisdiction	Amount Available	Amount Owed	Total
City of Calabasas	\$3,455,000	\$ 98,736 (a)	\$ 3,553,736
L.A. County	\$ 81,233	\$ 0.00	\$ 81,233
Total	\$ 3,536,233	\$ 98,736	\$ 3,634,969

⁽a) Amount owed by the recently approved Pazar project.

Table 5 shows that the existing B & T District funds available for future improvements equals \$3,637,476.

IMPROVEMENT COST ESTIMATES

Table 6 summarizes the cost estimates developed for each of the recommended improvements. Table 6 also provides a comparison of the improvements included in the existing 1996 B & T District and the currently proposed improvements.

Table 6 Roadway and Intersection Improvement Comparison

1996 B & T Report		2002 Updated Report	Report	
Planned Improvement	1996 Cost	Status	2002 Gost Estimate	B & T Payment
Completion of Agoura Road from Liberty Canyon Road to Sheriff Station	\$375,000	Project completed	ı	,
Lost Hills Road/Hwy. 101 Improvements and Roundabout	\$4,000,000	Project included. PSR will analyze alternative configurations at this location	N/A (a)	\$ 6,000,000 (b)
Las Virgenes Road at Agoura Road Intersection Improvement	\$250,000	Project not included. Not required with currently forecasted buildout volumes.	ı	ı
Modern Roundabout on Lost Hills Road/Coldsprings Street	\$100,000	Project modified. The B & T report assumes future traffic signals for this location.	\$ 146,000	\$ 146,000
Agoura Road Bridge over Las Virgenes Creek	\$2,300,000	Project completed	-	!
Las Virgenes Road/Hwy. 101 NB Off-Ramp Improvements	\$750,000	A portion of the project will be funded by adjacent development.	-	ı
Widening and median improvement to Las Virgenes Road	\$2,500,000	Improvements to be completed as frontage improvements by adjacent developments.		ś
		Las Virgenes Road/101 SB Ramps Improvements	1	\$ 66,000
Preparation, Administration and Review	\$300,000	Included.		\$ 300,000
1996 B & T REPORT TOTAL	\$10,575,000	PRELIMINARY UPDATED B & T DISTRICT REPORT FEES	ORT FEES	\$ 6,512,000

(a) Cost estimate will be more adequately assessed in the upcoming PSR being prepared for the interchange. The B & T fees will cover \$6,000,000 of the total cost of the improvements at this location. The remaining funds will come from alternative sources.

(b) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs

with 3% per year cost increase.

Table 6 shows that the improvements recommended for the B & T District update would cost \$6,512,000.

Table 7 shows the funding shortfall for the recommended improvements.

Table 7
Funding Shortfall For Recommended Improvements

Cost Estimate	B & T Funds Currently Available	Surplus/Shortfall
\$ 6,512,000	\$ 3,634,969	- \$ 2,8 <i>77</i> ,031

CALCULATION OF 2004 B & T FEE

The B & T fee was recalculated based on the funding shortfall identified in Table 7 and the buildout traffic identified previously. The fee was developed based on the Equivalent Dwelling Unit (EDU) computations completed in the 1996 B & T District. Table 8 shows the results of the calculations which were completed for both interchange scenarios.

Table 8
B & T District Updated EDU Fee

B & T Shortfall	Buildout P.M. Peak Hour Trips	Avg. Cost Per EDU
\$ 2,877,031	905 P.M. PHT	\$ 3,179

The data presented in Table 8 indicate that the average cost per EDU equals \$3,179.

The EDU fee was then re-calculated to more equitably spread improvement costs among future projects based on the relative trip generating characteristics of future development within the district. The relative weighting of EDUs by land use is calculated based on trip generation rates taken from ITE's <u>Trip Generation Manual</u>. The weighting factor equals the ITE trip generation rate per dwelling unit or thousand square feet during the highest one-hour duration between 4:00 and 6:00 P.M. when the adjacent street traffic is at its peak. Table 9 shows the fee calculation per unit for each land use. The fee calculations are shown in the Technical Appendix for reference.

Table 9
Fee Calculation by Land Use

		Weighting Factor	Actual Cost	Fee Amount			
Land Use	Cost per EDU			Per Dwelling	Per K.S.F. ª	Per S.F.	
Single-Family Residential	\$ 3,179	1.00	\$ 3,179	\$ 3,179	-	-	
Townhomes	\$ 3,179	0.54	\$ 1,717	\$ 1,717		-	
Multi-Family Residential	\$ 3,179	0.62	\$ 1,971	\$ 1,971	-	-	
Retail	\$ 3,179	4.46	\$ 14,179	_	\$ 14,179	\$ 14.18	
Office	\$ 3,179	2.42	\$ 7,693	-	\$ 7,693	\$ 7.69	
Research & Development	\$ 3,179	1.08	\$ 3,433	-	\$ 3,433	\$ 3.43	
Light Industrial	\$ 3,179	0.98	\$ 3,115		\$ 3,115	\$ 3.12	
Institutional	\$ 3,179	0.66	\$ 2,098		\$ 2,098	\$ 2.10	

^a Per 1,000 square feet.

PROVISIONS FOR UPDATING COSTS AND DEVELOPMENT INFORMATION

Development of the land located within the B & T District is not constant over time nor is the cost of the proposed District improvements. The project scope may change as more detailed designs are developed and the need to comply with requirements imposed by other agencies, including, but not limited to, the California Department of Transportation (Caltrans). Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it is necessary to periodically evaluate the construction cost index and the type of development being constructed within the Area of Benefit and the adequacy of the fee to fully finance the District project. This District proposes a yearly evaluation of both building trends and possible changes in the cost of the District project due to potential new requirements and increases in the construction cost index. With this information, the fee may be increased but only to an extent to match the current requirements and construction costs of the District project. Also, the fee may be adjusted if external funds are received.

ENVIRONMENTAL ANALYSIS

The City Environmental Coordinator and City Attorney have determined that the establishment of the proposed District and associated District fees are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) in that they are intended only to provide full funding for those improvements within the proposed District.

The County of Los Angeles finds proposed updates are statutorily exempt under Public Resource Code Section 21080 b8(D).

PROCEDURE FOR DISTRICT CLOSURE

In the event that District fees collected from developers exceed the cost of improvements, the surplus funds, less administrative costs, will be refunded at District closure by the City and/or County to current owners in proportion to District fees paid.

REFERENCES AND PERSONS CONTACTED

References

<u>Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District,</u> Los Angeles County Department of Public Works & The City of Calabasas, October, 1996.

<u>Eastside Bridge and Major Thoroughfare Construction Fee District Update Report</u>, Los Angeles County Department of Public Works & The City of Santa Clarita Transportation and Engineering Services, May 2002.

2000 Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

2001 Traffic Safety Report, City of Calabasas Transportation Department, 2001.

Trip Generation, Institute of Transportation Engineers, Sixth Edition, November 1997.

Concept Study for Improvements to the Lost Hills-Ventura Freeway Interchange, Athalye Engineers, July 26, 2002.

Persons Contacted

Yalda, Robert, City of Calabasas Gdala, Tom, City of Calabasas Witler, Barry, Los Angeles County Chin, John, Los Angeles County

TECHNICAL APPENDIX

CONTENTS:

LEGAL DESCRIPTION OF B & T DISTRICT BOUNDARY

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE CALCULATION WORKSHEETS

BUILDOUT PROJECTS TRIP GENERATION

B & T FEE CALCULATIONS

B & T DISTRICT IMPROVEMENTS

LEGAL DESCRIPTION OF B & T DISTRICT BOUNDARY

PIHIEIT A

THE AREA OF BENEFIT ANOWN AS

LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

Legal Description:

That portion of the unincorporated territory of the County of Los Angeles, and that portion of the City of Calabasas, State of California, within the following described boundaries:

Beginning at the southwest corner of the east-half of the northeast quarter of Section 10, Township 1 North, Range 17 West, S.B.M.; thence northerly along the west line of said east-half of the northeast quarter of said section, 1381.42 feet to the easterly side line of Las Virgenes Road, 60.00 feet wide, as shown on map filed in Book 85, pages 39 through 45 inclusive, of Record of Surveys, in the office of the Recorder of the County of Los Angeles; thence northerly along said easterly side line to the southerly line of Tract No. 34801 as shown on map filed in Book 977, pages 1 and 2, of Maps, in the office of said recorder: thence easterly and northerly along the southerly and easterly lines of said Tract No. 34801 to the north line of said Section 30; thence easterly along said north line to the southwest corner of Section 20, Township | North, Range 17 West, S.B.M.; thence northerly along the west line of said Section 20 to the southwest corner of Section 17, Township 1 North, Range 17 West, S.B.M.; thence northerly along the west line of said Section 17 to the boundary of the County of Los Angeles, as said boundary existed on March 21, 1994; thence westerly along said boundary to the easterly boundary of the City of Agoura Hills, as said last mentioned boundary existed on said date; thence southerly following said last mentioned easterly boundary in all its various courses and curves to its first intersection with the north line of the south half of Section 36, Township 1 North, Range 18 West, S.B.M., said last mentioned first intersection being in the boundary of the City of Calabasas, as said last mentioned boundary existed on said date;

thence easterly along sale last mentioned boundary and lollowing the same in all its various courses and curves to its first intersection with the northwesterly prolongation of the center line of Malibu Canyon Road (now known as las Virgenes Road) as shown on County Surveyor's Map No. 1601, Sheet 2, on file in the office of the Director of the Department of Public Works of said county; thence southerly along said northwesterly prolongation and said center line and following the same in all its various courses and curves and continuing southerly along said center line as shown on County Surveyor's Map No. 1439, Sheet 1, on file in the office of the Director of the Department of Public Works of said county to its intersection with the north line of the southwest quarter of Section 18, Township 1 South, Range 17 West, S.B.M. as shown on County Surveyor's Map No. 368 on file in the office of the Director of the Department of Public Works of said county; thence southeasterly along said center line of Las Virgenes Road (now known as Piuma Road) as shown on said County Surveyor's Map No. 368, and following the same in all its various courses and curves to the northerly prolongation of that certain course having a bearing of South 12° 20' 13" West in the easterly line of that certain parcel of land described in deed to the State of California, recorded on March 13, 1981, as Document No. 81-259954 of Official Records, in the office of said recorder; thence southerly along said northerly prolongation and continuing southerly along said easterly line to the northwesterly corner of that certain parcel of land described in deed to the State of California, recorded on November 6, 1980, as Document No. 81-1114417 of said Official Records: thence easterly along the northerly line of said last mentioned certain parcel of land and the northerly lines of those certain parcels of land described in deeds to the State of California, recorded on January 18, 1981 and November 4, 1981, as Document Nos. 81-34780 and 81-1091537. respectively, of said Official Records to a point in the westerly

line of Parcel 4 of Parcel Map No. 6834 Tiled in Book 74, page 67,

of Parcel Maps, in the office of said recorder, said point distance

northerly along said westerly line 220 feet from the southwesterly corner of said parcel; thence southerly and easterly along the westerly and southerly lines of said parcel to the southeasterly corner of said parcel map: thence northerly along the easterly line of said parcel map to the southwesterly commer of Lot 21 of Tract No. 38931 as shown on map filed in Book 1093, pages 95 to 99 inclusive of said Maps; thence easterly, northeasterly, easterly and northerly along the generally southerly lines of said Lot 21 and Lots 18, 17, 15, 14 and 13, all of said last mentioned tract to the southeasterly corner of said Lot 13; thence northerly in a direct line through the northeasterly corner of said last mentioned lot to the center line of Piuma Road, as shown on said last mentioned map; thence southeasterly along said last mentioned center line and following the same in all its various courses and curves to the southwesterly prolongation of that certain course having a bearing of N. 47° 23' 39" E. in the generally easterly boundary of Lot 9 of said last mentioned tract as shown on said map; thence northeasterly along said southwesterly prolongation and continuing northeasterly and northwesterly along the easterly boundary of said last mentioned tract to the most northerly corner of said last mentioned lot: thence northerly in a direct line to the northeasterly corner of Lot 8 of said last mentioned tract, said last mentioned northeasterly corner being a point in the southerly line of the north half of the south half of Section 17, Township 1 South, Range 17 West, S.B.M.; thence easterly along said last mentioned southerly line to the southwesterly corner of that certain parcel of land described in deed to the State of California, recorded on October 3, 1981, as Document No. 81-1046162 of said Official Records; thence northerly in a direct line to the northwesterly corner of said last mentioned certain parcel of land, said last mentioned northwesterly corner being a point in the southerly line of that certain parcel of land described as PARCEL 2 in deed to the State of California, recorded on May 7, 1986, as Document No. 86-563065 of said Official Records: thence westerly along said last mentioned southerly line to the

thence northerly along the westerly boundary of said last mentioned certain parcel of land and following the same in all its various courses to the northwesterly corner of said last mentioned certain parcel of land: thence easterly, southerly and easterly along the northerly boundary of said last mentioned partsl of land to the most easterly northeasterly corner of said last mentioned certain partel of land, said most easterly northeasterly corner being a point in the northerly line of the southeast quarter of the northwest quarter of the southeast quarter of said last mentioned Section 17: thence easterly along said last mentioned northerly line to the east line of the west half of the east half of said last mentioned Section 17; thence northerly along said last mentioned east line to the northwest corner of the southeast quarter of the northeast quarter of said last mentioned Section 17; thence easterly along the northerly line of the southeast quarter the northeast quarter of said last mentioned Section 17 to the west line of Section 16, Township 1 South, Range 17 West, S.B.M.; thence northerly along said last mentioned west line to the northwest corner of said Section 16, said last mentioned northwest corner being the westerly terminus of that certain course having a bearing of South 89° 59' 35" West in the northerly boundary of that certain parcel of land described in deed to the State of California, recorded on December 29, 1982, as Document No. 82-1299795 of said Official Records: thence easterly along said last mentioned certain course and continuing easterly along the northerly boundary of said last mentioned certain parcel of land to its first intersection with the southerTy side line of Saddle Peak Road (now known as Stunt Road) as shown on County Surveyor's Filed Map No. 11669 on file in the office of the Director of the Department of Public Works of said county; thence easterly along said last mentioned southerly side line to the east line of said Section 16; thence northerly along said last mentioned east line and continuing northerly along the east line of Section 9, Township 1 South, Range 17 West, S.B.M. to the east quarter corner

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of said Section at themes descenty along quarter section times to the center of Section 10, Township 1-South, Range 17 West, S.E.M.; thence northerly along quarter section lines to the northeasterly corner of the southeast quarter of the southwest quarter of Section 3, Township 1 South, Range 17 West, S.B.M.; thence Westerly along east-west quarter quarter section lines to the southeasterly corner of the northwest quarter of the southwest quarter of Section 4, Township 1 South, Range 17 West, S.B.M.: thanca mortherly along north-south quarter quarter section lines to the north line of said Section 4; thence westerly along section lines to the southwest corner of the southeast quarter of the southwest quarter of Section 32, Township 1 North, Range 17 West, S.B.M.: thence northerly and easterly along the west and north lines of the southeast quarter of the southwest quarter of said Section 32 to the north-south quarter section line of said Section 32;"thence northerly along said north-south quarter section line to the center of said Section 32: thence easterly along the north line of the south half of said Section 32 to the west line of the east half of the northeast quarter of said Section 32; thence northerly along said last mentioned west line to the south line of Section 29, Township 1 North, Range 17 West, S.B.M.; thence westerly along said last mentioned south line to the west line of said Section 29; thence northerly along said last mentioned west line to the southwest corner of the northwest quarter of the southwest quarter of said Section 29; thence easterly and northerly along the south and east lines of the northwest quarter of the southwest quarter of said Section 29 to the east-west quarter section line of said Section 29; thence westerly in a direct line to the point of beginning.



CEH:ex97:LOCEH3

Description Approved APR 27 1994 HARRY W. STONE Acting Director of Public Works

By Licensed Land Surveyor

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay*	V/C Ratio	Definition
Α	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
В	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C _.	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses control delay to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

- los	Control Delay Seconds per Vehicle
A	< 10.0
В	10.1 - 15.0
С	15.1 - 25.0
D	25.1 - 35.0
E	. 35.1 - 50.0
F	> 50.0

Highway Capacity Manual, National Research Board, 2000

LEVEL OF SERVICE CALCULATION WORKSHEETS

REFERENCE #01AM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR LOST HILLS ROAD

N/S STREET:

HWY. 10! NB RAMPS

E/W STREET: CONTROL TYPE:

SIGNAL

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NOTES:

(a) 65% R.T.O.R. (b) 63% R.T.O.R.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET: A.M. PEAK HOUR LOST HILLS ROAD

E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE: SIGNAL

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

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NOTES:

(a) 65% R.T.O.R. (b) 63% R.T.O.R.

10/14/02

REFERENCE #01AMIMP_parclo

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET: A.M. PEAK HOUR LOST HILLS ROAD

E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE:

SIGNAL

5-LANE BRIDGE WITH PARTIAL CLOVERLEAF DESIGN

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(B)	BUILDOUT-ADDED	0	42	0	0	14	5	0	0	0 ·	45	0	2

A GEOMETRICS

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

TRAFFICSCENARIOS

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

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NOTES:

(a) 65% R.T.O.R. (b) 63% R.T.O.R.

10/14/02

Hills/US 101 NB Ramps dout Weekday A.M. rsection ID: 3 Roundabout

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al flow period = 60 minutes. Peak flow period = 60 minutes.

e: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

REFERENCE #02AM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LOST. HILLS ROAD

N/S STREET:

HWY. 101 SB RAMPS

E/W STREET: CONTROL TYPE:

SIGNAL

APASTIJIRAFFIE VOLUME SUMMARY MARIE VALUME SUMARY M
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EXISTING

GEOMETRICS: 0-133

BUILDOUT-ADDED

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NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

EXISTING GEOMETRICS

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

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WBT	0	0	0	0 ·	0.00	0.00				1
WBR	0	0	0	0	0.00	0.00				İ
			LOST T	IME:	0.10 *	0.10 *				
		•		ECTION CAPACITY UTILIZATION: RIO LEVEL OF SERVICE:	0.64 B	0.70 B				

NOTES:

(a) 35% R.T.O.R. (b) 85% R.T.O.R.

REFERENCE #02AMIMP_OPT1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LOST HILLS ROAD

N/S STREET: E/W STREET:

HWY. 101 SB RAMPS

CONTROL TYPE:

SIGNAL

WITH IMPROVEMENT OPTION 1

Voi	UMES 1.3		THE	UND. R	sou L	11180) 1	NODE PER		STBO	UND.		I BOUND	R
(A)	EXISTING	. 0	419		88	484		21			0		
(B)	BUILDOUT-ADDED	0	40	7	12	53	0	2	0	174	0	0	0

JURACH IC VOIL MARKET CONTRACT

SCIOMORICS TO THE PART OF THE EAST BOUND NORTH BOUND SOUTH BOUND WEST BOUND EXISTING GEOMETRICS TT R LTT LT RR TRANFICESCENARIOS

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

	and the second			OESERVICE CAUGULATIONS THE						
WAYON TO		er Coraciiy e di					SCENARIO	VICIRATIOS		
MENTS WAR	BEAUCE			建一种的一种,但是一种的一种的一种,						
NBL	0	'0 '	0	0	0.00	0.00				
NBT	2	3200	419	459	0.13 *	0.14 *				
NBR (a)	1	1600	113	118	0.07	0.07			ļ	
be de			1				·	ŀ	1	
SBL	1	1600	88	100	0.06 *	0.06 *		İ	1	
SBŤ	2	3200	484	537	0.15	0.17			ł	
SBR	0	. 0	0	0	0.00	0.00			ļ	
<u>.</u>								l .		
EBL	0	0	21	23	0,00	0.00		į .	l	
EBT	1	1600	0	0	0.01	0.01			1	
EBR (b)	2	3200	160	186	0.05 *	0.06 *		1		
WBL		0	0		0.00	0.00		1		
WBT	0	0	0	0	0.00	0.00			}	}
WBR		0	0	0	0.00	0.00		1	1	
	<u> </u>	1	1		 		 			
			LOST	TIME:	0.10 *	0.10 *	1			1
			INTERS	SECTION CAPACITY UTILIZATION:	0.34	0.36				
			SCENA	RIO LEVEL OF SERVICE:	A	A		1		
NOTES:	*************									

(a) 35% R.T.O.R. (b) 85% R.T.O.R.

REFERENCE #03AM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

.COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LOST HILLS ROAD

N/S STREET:

AGOURA ROAD

E/W STREET: CONTROL TYPE:

SIGNAL

VOL	THE SECOND STATES OF THE SECON	NOTES OF	TH BOI	NDE Per	CAREICI USOC	VOLUA THRO THRO	AE SUN UND S SAR	MARY	STBO	NO.	LWE	I BOUND T	R P	
(A) (B)	EXISTING BUILDOUT-ADDED	3 5	496 35	95 16	366 77	859 149	299 1	37 0	165 11	29 1	48 28	106 - 4	60 12	

EGEOMETRIES

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

TRAFFICSCENARIOS

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

	THE RES		NEVEL I	DESERVICE CALCULATIONS OF						
MANON ST		PART CAPACITY AND A		SGESARIOL OLUMESTA			RCENARIO	VICIRATIOS		
MENISH	STAINESE AND EST	A STATE OF THE PROPERTY OF THE		September 2 - The september 200 and the sept	ROOTING THE PROPERTY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE	SCHAPE-BIBLETT AND	CONTRACTOR OF THE PARTY.	11.230.0.0.2.0.0.0.0		
NBL	1	1600	35	38	0.02	0.02		Į.		i l
NBT	2	3200	496	531	0.18 *	0.19 *				
NBR (a)	0	0	77	90	0.00	0.00		1		
		ļ								
SBL	1	1600	366	443	0.23 *	0.28 °		Ì	'	
SBT	2	3200	859	1008	0.34	0.39	1			i
SBR (b)	0	0	235	236	0.00	0.00		1		1
			1							1
EBL	1	1600	37	37	0.02	0.02				
EBT	2	3200	165	176	0.06 *	0.06				[
EBR (C	0	0	17	18	0.00	0.00			1	1
	ŀ		1		1			1		
WBL	1 1	1600	48	76	0.03 *	0.05 *				
WBT	2 .	3200	106	110	0.03	0.03	İ			
WBR (d	1	1600	31	37	0.02	0.02		į	· ·	ł
									1	
			LOST T	IME:	0.10 *	0.10 *			}	
					İ	[1		1	
			INTERS	ECTION CAPACITY UTILIZATION:	0.60	0.68			1	
				RIO LEVEL OF SERVICE:	A	В				
						<u> </u>		<u> </u>		<u> </u>
NOTES										

NOTES:

(a) 19% R.T.O.R. (b) 21% R.T.O.R. (c) 41% R.T.O.R. (d) 48% R.T.O.R.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR

N/S STREET: E/W STREET:

LOST HILLS ROAD MALIBU HILLS ROAD

CONTROL TYPE:

SIGNAL

JIRASHICKYOCUMESUMADR NORTHBOUND: SOUTHBOUND & RES TO THE TO THE SECOND RESERVED TO THE EXISTING

BUILDOUT-ADDED (B)

67

101

18 . 8

0

REFERENCE #04AM_IMP

EXISTING GEOMETRICS

SCEOMERRICS are 1988 NORTH BOUND L T TR

SOUTH BOUND L T TR

9

EAST BOUND LTR

WEST BOUND

LTR

TIRAFFICSGENARIOS SCENARIO 2: BUILDOUT (A+B)

			MEVELO ESERVICE CATCUE ATIONS TO		350620000000	I Salvari Octobra de La como	M. A. S. Company of the Company of t	W
Viove Marins	EBLASTES	A PAGIN	SGENARIOWOEUMES		LE SCENARI	oweranc		
NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR	1 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1600 3200 0 1600 3200 0 1600 1600 1600 1600	14 588 16 154 770 149 35 10 11	0.0 0.1; 0.00 0.1; 0.00 0.00 0.01 0.01 0				
NOTES:		ı	LOST TIME: INTERSECTION CAPACITY UTILIZATION: SCENARIO LEVEL OF SERVICE:	0.10 0.44 A				

ALL-WAY STOP CONTROL ANALYSIS General Information Site Information LOST HILLS/COLD SPRINGS Intersection A0 Jurisdiction CITY OF CALBASAS Agency/Co. ATE 2002 Analysis Year Date Performed 4/11/2002 Analysis Time Period EXISTING A.M. PEAK HOUR Project ID CALABASAS FEE SCHEDULE #02023 East/West Street: COLD SPRINGS STREET North/South Street: LOST HILLS ROAD VolumerAdjustments and Site Characteristics Westbound Eastbound R R Movement 0 0 12 0 Volume 142 0 50 %Thrus Left Lane 50 Northbound Southbound Approach R Movement R 737 34 396 0 0 Volume 5 50 %Thrus Left Lane 50 Eastbound Westbound Northbound Southbound L2 L1 L2 L1 L2 L1 L2 L1 R LTT T TR L. Configuration 0.90 0.90 0.90 0.90 0.90 0.90 PHF 225 220 408 447 157 13 Flow Rate 4 4 4 4 4 4 % Heavy Vehicles 2 No. Lanes 2 0 1 5 5 Geometry Group 1.00 Duration, T Saturation Headway Adjustment Worksheet 0.0 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.1 Prop. Right-Turns 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 Prop. Heavy Vehicle 0.2 0.2 0.2 0.2 0.2 0.2 hLT-adj -0.6 -0.6 -0.6 -0.6 hRT-adi -0.6 -0.6 1.7 1.7 1.7 1.7 1.7 1.7 hHV-adi 6.65 6.65 6.65 6.65 hadi, computed 6.65 6.65 Departure/Headway and Service Time 3.20 3.20 hd, initial value 3.20 3.20 3.20 3.20 0.01 0.20 0.20 0.36 0.40 x, initial 0.14 6.65 6.65 6.65 6.65 6.65 6.65 hd, final value x, final value 0.29 0.02 0.390.38 0.65 0.71 2.3 2.3 Move-up time, m 2.0 3.8 4.6 3.8 4.6 4.6 3.8 Service Time 3.8 4.6 Capacity and Level of Service Eastbound Westbound Northbound Southbound L1 L2 L1 L2 L1 L2 L1 407 470 621 627 263 475 Capacity 19.03 21.86 Delay 12.35 8.97 12.91 12.75 LOS В Α В В CC 20.51 Approach: Delay 12.09 12.83 В C LOS В Intersection Delay 17.21 Intersection LOS

ALL-WAY STOP CONTROL ANALYSIS General Information: Site Information LOST HILLS/COLD SPRINGS Intersection ΑO Analyst CITY OF CALBASAS Jurisdiction ATE Agency/Co. 2002 Analysis Year 4/11/2002 Date Performed Analysis Time Period A.M. PEAK HOUR Project ID CALABASAS FEE SCHEDULE #02023 - BUILDOUT A.M. PEAK HOUR North/South Street: LOST HILLS ROAD East/West Street: COLD SPRINGS STREET Volume Adjustments and Site Characteristics Westbound Eastbound Approach R R Movement Ö 0 0 148 0 12 Volume 50 %Thrus Left Lane 50 Southbound Northbound Approach R R Movement I 35 747 0 0 5 431 Volume 50 %Thrus Left Lane 50 Southbound Northbound Westbound Eastbound L1 L2 L1 L2 L2 L1 L2 L1 TR \overline{T} T Ĺ R LTConfiguration 0.90 0.90 0.90 0.90 PHF 0.90 0.90 243 240 414 453 Flow Rate 164 13 4 4 4 4 % Heavy Vehicles 4 4 2 0 2 No. Lanes 5 5 Geometry Group 1 1.00 Duration, T Saturation Headway Adjustment Worksheet 0.0 0.0 0.0 0.0 Prop. Left-Turns 1.0 0.00.0 0.1 0.0 0.0 1.0 Prop. Right-Turns 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Prop. Heavy Vehicle 0.5 0.5 0.5 0.50.2 0.2 hLT-adi -0.7-0.7 -0.7 -0.7hRT-adi -0.6 -0.6 1.7 1.7 1.7 1.7 1.7 1.7 hHV-adj 6.73 6.73 6.73 6.73 6.73 6.73 hadj, computed Departure Headway and Service Time 3.20 3.20 3.20 3.20 nd, initial value 3.20 3.20 0.40 0.22 0.21 0.37 0.15 0.01 x, initial 6.73 6.73 6.73 6.73 hd, final value 6.73 6.73 0.73 0.67 0.430.420.02 x, final value 0.31 2.3 2.3 Move-up time, m 2.0 4.7 3.9 4.7 3.9 3.9 4.7 3.9 4.7 Service Time Capacity and Level of Service Southbound Northbound Westbound Eastbound L2 L1 L2 L1 L1 12 L2 L1 490 611 617 493 263 414 Capacity 23.58 20.34 13.69 13.56 12.70 9.05 Delay C C В B LOS В Α 22.03 13.62 Approach: Delay 12.43 В LOS В 18.26 Intersection Delay Intersection LOS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET: E/W STREET: LOST HILLS ROAD COLD SPRINGS STREET

CONTROL TYPE:

SIGNAL

NOI	UMES	NOR	114	TIR UND SR	AFFIC -SOI	VOLU THBO T	UND	ALVANEN E PORTE	ST/BO	UND.		BOUNI) R		
(A)	EXISTING	5	396	0	0	737	34	142	O	12	0.	n	. ()	

BUILDOUT-ADDED (B)

REFERENCE #05AM_IMP

A COMPRISE OF THE PROPERTY OF NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND

EXISTING GEOMETRICS

T TR

L R

LT T

TRAFFICSCENARIOS SCENARIO 2: BUILDOUT (A+B)

			MEVELODESERVICE CALCULATIONS AND						
E VOVE	HE TOTAL		SEEN WITH METUMES AT BEING			SCENARIO	V GRATIOS		
SWILLIAM STATE	MANES						制度等		
NBL ·	0	0	5		0.00				
NBT	2	3200	431		0.14				
NBR .	. 0	0	· ·	1	0.00				
				1					
SBL	0	0	0		0.00				
SBT	2	3200	747		0.24				
SBR (a)	0	0	12		0.00				
ĺ				1					
EBL	1	1600	148	.	0.09 *				
EBT	0	0	. Q.	i i	0.00		-		
EBR	ī	1600	12	1	0.01		,		
	}								
WBL	0	0	0 '	1 1	0.00				
WBT	0	0	0		0.00				
WBR (b)	0	0	0	1	0.00			_	
			LOST TIME:		0.10				
Į			LOSI IIML.		0.10				
		•	INTERSECTION CAPACITY UTILIZATION:	1	0.43				Į
			SCENARIO LEVEL OF SERVICE:		A			l i	

NOTES:

(a) 65% R.T.O.R. (b) 63% R.T.O.R.

CALABASAS FEE SCHEDULE - #02023 REFERENCE #06AM INTERSECTION CAPACITY UTILIZATION WORKSHEET COUNT DATE: 3/13/02 TIME PERIOD: A.M. PEAK HOUR N/S STREET: LAS VIRGENES ROAD E/W STREET: LOST HILLS ROAD CONTROL TYPE: **SIGNAL** EXISTING GEOMETRICS 2 NORTH BOUND SOUTH BOUND EAST BOUND **WEST BOUND EXISTING GEOMETRICS** LL T R LTR LTR LTR TRAFFIGSGENARIOS SCENARIO 1: EXISTING (A) A AND THE PROPERTY OF THE PROP NBL 3200 198 0.06 NBT 1 1600 318 0.20 NBR 1600 1 0.00 SBI 1600 0.00 SBT 1600 606 0.38 SBR (a) 1600 12 0.01 EBL 1600 3 0.00 EBT 1600 2 0.00 EBR (b) 1600 690 0.43 * WBL 0 0 0 0.00 WBT 1600 0 0.00 WBR 0 ٥ 0.00 LOST TIME: 0.10 * INTERSECTION CAPACITY UTILIZATION: 0.97 SCENARIO LEVEL OF SERVICE: Ε NOTES: (a) 25% R.T.O.R. (b) 14% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #06AM_IMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LAS VIRGENES ROAD

N/S STREET: E/W STREET:

LOST HILLS ROAD

CONTROL TYPE:

SIGNAL

NOU	JMESUS	亚洲	等国和	SHER!	認識問	经证明证明	特別的	透透的 [27]	統領國家	SUPAK CONTRA	在中央市场的基础	可能的關係的可	SERVICE OF
	EXISTING									805	0		1
V **											_		_

(A) EXISTING 198 316 1 4 606 10 5 2 605 0 0 (B) BUILDOUT-ADDED 33 34 0 0 13 0 0 0 10 0 0 0

NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND
EXISTING GEOMETRICS LL T R L T RR LTR

CHAPTER CENTRAL TO THE CONTROL OF TH

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

				DEVER	OF SERVICE CANCILIZATION SHOW					網絡的	
MOVE		0	AND CARACITY AND COMPANY		SCENATION OLD MENERS			SCENARIO	VICRATIOS		
		體制			表现的影响,这种影响,这种影响,		210				
NBL		2	3200	198	231	0.06 *	0.07 *				
NBT		1	1600	318	352	0.20	0.22				
NBR		1	1600	1	1	0.00	0.00	· ·			1
SBL		1	1600	4	4	0.00	0.00				
SBT		2	3200	606	619 .	0.19 *	0.20 *	1			
SBR	(a)	0	0	12	12	0.00	0.00				
				1		1 1					
EBL		0	0 .	3	3	0.00	0.00		ļ		
EBT		1	1600	2	2	0.00	0.00			<u>'</u>	
EBR	(b)	2	3200	690	698	0.22 *	0.22 *			ļ	
WBL		0	О	0	0 .	0.00	0.00	1			
WBT		1	1600	0	0	0.00	0.00			1	Ì
WBR		0	0	1	1	0.00	0.00	ļ			
		·	l								
				LOST T	IME:	0.10	0.10 *				
									1		
				INTERS	SECTION CAPACITY UTILIZATION:	0.57	0.59		1		
				SCENA	RIO LEVEL OF SERVICE:	A	A		-		
							<u> </u>	J			

NOTES:

(a) 25% R.T.O.R. (b) 14% R.T.O.R.

09/23/02

	TWO-WAY STO	P CONTROL SUMMAI	KY .
General Information	1	Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	AO ATE 3/26/2002 A.M. PEAK HOUR	Intersection Jurisdiction Analysis Year	LOST HILLS/MALIBU HILLS CITY OF CALABASAS 2002
Project Description CA	LABASAS FEE SCHEDULE	#02023 - EXISTI/	V G
East/West Street: MALI	BU HILLS ROAD	North/South Street: L	_OST HILLS ROAD
Intersection Orientation:		Study Period (hrs): 1	.00

Vehiele Volumes an	d Adiustme	nts						
Major Street		Northbound				Southbou	nd	
Vovement	1	2	3		4	5		6
	L	T	R		L	T		R
Volume	6	561	9	·	87	761		48
Peak-Hour Factor, PHF	0.90	0.90	0.90	·	0.90	0.90		.90
Hourly Flow Rate, HFR	6	623	10		96	845		53
Percent Heavy Vehicles	4	-			4			
Median Type				Undivided	<u> </u>		(C) - 1	
RT Channelized			0					0
Lanes	1	2	0		1	2 .		0
Configuration	L	T	TR		L	T		TR
Upstream Signal		1				0		·
Minor Street		Westbound				Eastbour	nd	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
Volume	7	4			17	2		10
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90).90
Hourly Flow Rate, HFR	7	4	34		18	2		11
Percent Heavy Vehicles	4	0	0		4	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	1	1	- 1		1	1		1
Configuration	L	T	R		L.	T		R
Delay-Queue Length	ind level of S	ervice						
Approach	NB	SB	Marie Control	Westboun	d		Eastbound	
Movement	.1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (vph)	6	96	7	4	34	18	2	11
C (m) (vph)	739	1182	176	103	939	132	106	563
v/c	0.01	0.08	0.04	0.04	0.04	0.14	0.02	0.02
95% queue length	0.02	0.27	0.12	0.12	0.11	0.47	0.06	0.06
Control Delay	9.9	8.3	26.3	41.4	9.0	36.6	39.6	11.5
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 $HCS2000^{\text{TM}}$

LOS

Approach Delay Approach LOS

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27.9

В

Version 4.1b

sec./veh. Avg. Wt. Delay =

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14.6

ALL-WAY STOP CONTROL ANALYSIS General Information Site Information THOUSAND OAKS/LAS VIRGENES intersection Analyst CITY OF CALBASAS Jurisdiction ATE Agency/Co. 2002 Analysis Year 4/11/2002 Date Performed A.M. PEAK HOUR Analysis Time Period Project ID CALABASAS FEE SCHEDULE #02023 - EXISTING North/South Street: LAS VIRGENES ROAD East/West Street: THOUSAND OAKS BOULEVARD **全国的政治,企业公司的国际** Volume:Adjustments and Site Characteristics Westbound Eastbound Approach R iviovement 5 545 0 20 4 0 Volume 50 50 %Thrus Left Lane Southbound Northbound Approach R R ī Movement 176 33 394 35 1 38 Volume 50 50 %Thrus Left Lane Northbound Southbound Westbound Eastbound Ĺ1 L2 L2 L1 L2 L1 L2 L1 TR TR TR LT R Configuration L L 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 PHF 196 605 78 437 38 9 22 Flow Rate 0 4 4 4 4 4 4 4 4 % Heavy Vehicles 2 2 2 No. Lanes 5 5 Geometry Group 5 5 1.00 Duration, T Saturation:Headway Adjustment/Worksheet 1.0 0.0 0.0 1.0 0.0 0.5 0.0 0.0 0.0 0.0 0.6 0.0 1.0 0.0 1.0 0.0 Prop. Right-Turns 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Prop. Heavy Vehicle 0.2 0.2 0.2 0.2 0.2 hLT-adj 0.2 0.2 0.2 -0.6 -0.6 -0.6 -0.6 -0.6 -0.6 -0.6 -0.6hRT-adj 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 hHV-adi 7.94 7.94 7.94 7.94 7.94 7.94 7.94 7.94 hadi, computed Departure Headway and Service Time 3.20 3.20 3.20 3.20 3.20 3.20 3.20 hd, initial value 3.20 0.07 0.39 0.03 0.17 0.00 0.01 0.54 0.02 k, initial 7.94 7.94 7.94 7.94 7.94 7.94 7.94 7.94 hd, final value 0.08 0.40 0.77 0.04 0.15x, final value 0.00 0.02 1.16 2.3 2.3 2.3 Move-up time, m 2.3 5.6 5.3 5.6 5.3 5.3 5.6 5.3 5.6 Service Time Capacity and Level of Service Southbound Northbound Eastbound Westbound L1 L2 L2 L2 L1 L2 L1 L1 446 259 565 288 0 272 328 605 Capacity 10.92 14.97 10.45 11.04 29.53 Delay 10.64 343.62 9.05 В В В В D LOS В F Α 14.31 331.88 26.73 Approach: Delay 10.45 В D LOS В 162.67 Intersection Delay Intersection LOS

REFERENCE #07AM_IMPS

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET: A.M. PEAK HOUR LAS VIRGENES ROAD

E/W STREET:

THOUSAND OAKS BOULEVARD

CONTROL TYPE:

SIGNAL

voi	UMES TO THE RESERVENCE OF THE PERSON OF THE	TELL PINOR	IHBO	UND .	Sot L	THEOL	NDS:		ST-BO	CND R	AVE TO THE STATE OF THE STATE O	IBOUNI T	R .
(A)	EXISTING	38 -	33	394	35	176	1	0 .	4	. 5	545	0	20
(B)	BUILDOUT-ADDED	47	. 5	1	0	10	2	1	2	30	, 5	3	0

CEOMETRICS

NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND
EXISTING GEOMETRICS LT R L TR L TR L TR

TRAFFIC SCENARIOS PROPERTY OF THE PROPERTY OF

SCENARIO 2: BUILDOUT (A+B)

	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,		AUGVELTORS ERVICES CATIGUEATIONS ET AG			HATER			
Z KOVE Z S	100	TO SECURITY STATES	SCHANIONOUME A 200			SCENARIO	VERATIOS		
MAKENTS SEE	LANESE			THE STREET	352##2X				STATE OF THE STATE
NBL	0	0	. 85		0.00				
NBT .	1 1	1600	38	1	80.0			`	
'NBR	1	1600	395		0.25 *				
1	ľ		· ·						
SBL	1	1600	35		0.02 *				
5BT	1	1600	186		0.12		'		
5BR (a)	0	0	2		0.00				
EBL	1	1600 .	1	l	0.00]	
EBT	1	1600	6	ļ	0.02 *			1	
EBR (b)	0	0	30 .	1	0.00				
				1	0.74 8				
WBL	1	1600	550		0.34 ° 0.01				
WBT	1 . 1	1600	3		0.00			}	
WBR	0	0	20		0.00				·
			LOST TIME:	1.	0.10				
							ĺ		
			INTERSECTION CAPACITY UTILIZATION:	1	0.73	1			
			SCENARIO LEVEL OF SERVICE:		C C				
i	. *		SCENARIO LEVEL OF SERVICE:	1	ا ک	Į.		1	

NOTES:

(a) 25% R.T.O.R. (b) 14% R.T.O.R.

09/20/02

REFERENCE #08AM CALABASAS FEE SCHEDULE - #02023 INTERSECTION CAPACITY UTILIZATION WORKSHEET 3/13/02 COUNT DATE: TIME PERIOD: A.M. PEAK HOUR N/S STREET: LAS VIRGENES ROAD E/W STREET: MUREAU ROAD CONTROL TYPE: SIGNAL **EXISTING** GEOMETRIES COMPANIES COMPA WEST BOUND NORTH BOUND SOUTH BOUND EAST BOUND TT R LTI L R EXISTING GEOMETRICS P. STRAFFIC SCENARIOS SCENARIO 1: EXISTING (A) 0.00 NBL 0 0 0 NBT 3200 518 0.16 0,17 1600 268 NBR 1600 107 0.07 SBL 0.26 SBT 2 3200 836 SBR 0 0 0.00 0.00 EBL 0 0 0 EBT 0.00 0 0.00 EBR (a) 0 0 0

0.11 *

0.00

0.00

0.10

0.47

A

NOTES:

WBL

WBT

WBR (b)

(a) 16% R.T.O.R.

(b) 72% R.T.O.R.

Ð

1600

0

1600

168

0

7

LOST TIME:

INTERSECTION CAPACITY UTILIZATION:

SCENARIO LEVEL OF SERVICE:

09/20/02

REFERENCE #08AM_BLDOUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET:

A.M. PEAK HOUR

E/W STREET:

LAS VIRGENES ROAD MUREAU ROAD

CONTROL TYPE:

SIGNAL

VOL	UMES 12	NOT T	THRO	UND 4	11380 1137	UND I		ST BO	UNID	a salwes	IBOUNE T*	R
	EXISTING	0	518							168		
	CALLED CALLE A DIDEO					-	-	-	24	30.	-	2

BUILDOUT-ADDED (B)

GEOMERICS 1212 SOUTH BOUND EAST BOUND WEST BOUND NORTH BOUND L TR **EXISTING GEOMETRICS** LTTR LTTR LTR

AND STRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

			ELEVEROF SERVICE CALCULATIONS AND				100% 何		
a words	or a	THE CONTROL OF THE CO	WAS THE THEORY OF THE SAME OF THE			SCENARIO	VICIRATIOS		
MENTS :	STANES								
NBL	1	1600	8		0.01				
NBT	2	3200	564	}	0.18 *				
NBR	1	1600	280		0.18				
				1					
SBL	1	1600	109	İ	0.07 *			,	
SBT	2	3200	882	1	0.28				
SBR	0	0	1	ŀ	0.00 .				
			·			,			
EBL	0	0 .	3		0.00			'	
EBT	1	1600	3	1	0.02 *				
EBR (a)	0	0 '	24	į	0.00				
İ				İ				•	
WBL	1	1600	188		0.12 *				
WBT	1	1600	1		0.01				
WBR (b)	0	· 0	8 .		0.00				
			LOCK TIME		0.10 *-				
}		-	LOST TIME:	1 .	0.10				
				-					
			INTERSECTION CAPACITY UTILIZATION:	1	0.49				
Į			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

(a) 16% R.T.O.R.

(b) 72% R.T.O.R.

The Zuckerman/Continental Communities project would be accessed at Mureau Road.

REFERENCE #09AMIMPS

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LAS VIRGENES ROAD

N/S STREET: E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE:

SIGNAL

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

Vol		I JOR	74 1480	JNJD. R	IAFFIC 2015OL	VOLUM ILHBO	AESUN UNDA	(MARY	S1 801	ND C	A CONTRACTOR	aboleni T	
(A) (B)	EXISTING BUILDOUT-ADDED	158 7	698 45	0 0	0 0	696 70	375 23	o . 0	0	0	1093 63	2	343 25

CGEOMETRICS:

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

STRAFFIC-SCENARIOS ST

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

			MEVE	OF STRVICE CALCULATION STATE				Table 1		
TO VOVE AND	HO.	A CP CITY		A SCENIFICATION DIVINES AND THE T			SCENARIO	V.GRATIOS		
STATES IN	BEAUE					227				
NBL	1	1600	158	165	0.10 *	0.10 *				
NBT	2	3200	698	743	0.22	0.23				
NBR	0	0	0.	0	0.00	0.00				
						2.00				
SBL	0	0	0	,O	0.00	0,00				
SBT	2	3200	696	766	0.22 *	0.24 =				
SBR (a)	1	1600	155	164	0.10	0.10			1	
	1		_	_	0.00	0.60				[
EBL	0	0	0	0	1 1		·			
EBT	0	0	0	0	0.00	0.00				}
EBR	0	0	0	0	0.00	0.00				
	_		1000	*454	0.00	0.00			İ	
WBL	0	0	1093	1156	1 1			l		1
WBT	2	3200	2	2	0.34 *	0.36 *				
WBR (b)	1	1600	285	305	0.18	0,19				
			LOST T	1445-	0.10	0.10 *	ļ	j		
			10311	firiL.	3.70	1		1		1
		•	AN ITCDE	ECTION CAPACITY UTILIZATION:	0.76	0.80	1	1		
		• .			C C	C			l	1
Į			SCENA	RIO LEVEL OF SERVICE:					<u> </u>	

NOTES:

(a) 59% R.T.O.R.

(b) 17% R.T.O.R.

Note: Assumes the Middle School diverted trips to new site.

REFERENCE #09AMIMPS

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR LAS VIRGENES ROAD

N/S STREET: E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE: SIGNAL

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

voi		A SE NOR	11180 11180	TATE	AFEIC SOI	VOLUM THBO	ALOSUA UNDUA	IVARY	(ST860)	usida. R		BOUNI	
(A) (B)	EXISTING BUILDOUT-ADDED	158 7	698 45	0	0	696 70	375 23	0	0	0	1093 63	2 0	343 25

EXISTING GEOMETRICS

NORTH BOUND
SOUTH BOUND
EAST BOUND
WEST BOUND
L LT R

REAFFIC SGENARIOS

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

				OPSTRUIGH CANGULATIONS TO A					1.000	N. Sept.
	e o	PROPERTY OF THE PA		SISSENARIO VOLUMES, AND THE ST			SCENARIO	V.C.RATIOS	5.00	
	CANES					62588				
NBL	1	1600	158	165	0.10 *	0.10 *				
NBT	2	3200	698	743	0.22	0.23				
NBR	0	0	o	0	0.00	0.00				
1		·	ł				!	1		
SBL	0	О	0	0	0.00	0.00				
SBT	2	3200	696	766	0.22 *	0.24 *				
SBR (a)	1	1600	155	164	0.10	0.10				
1	l		1		1				l	
EBL	0	0	0	0	0.00	0.00			1	
EBT	0	0	0	0	0.00	0.00				
EBR	0	0 .	0	0	0.00	0.00				
			l				1	1		}
WBL	0	0	1093	1156	0.00	0.00				
WBT	2	3200	2	2	0.34 *	0.36 *	ļ	}		
WBR (b)	1	1600	285	305	0.18	0.19		<u> </u>		
	<u> </u>	<u> </u>			0.10 *	0.10 *				ŀ
l			LOST T	IME:	0,10	0.10	1			
						·				
1				SECTION CAPACITY UTILIZATION:	0.76	0.80				·
1			SCENA	RIO LEVEL OF SERVICE:	C	C	1			
										

NOTES:

(a) 59% R.T.O.R.

(b) 17% R.T.O.R.

Note: Assumes the Middle School diverted trips to new site.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

A.M. PEAK HOUR

N/S STREET:

LAS VIRGENES ROAD

E/W STREET:

HWY. 107 SB RAMPS

CONTROL TYPE:

SIGNAL

voi	UMES	NO.	7880 127	LINO R	Allic Scot	YOLUN TIHBIO	AL ISUN UND C	AMARY L	5180 T	UND.	SELECTION SAMES	IBOUNI T	R	
(A) (B)	EXISTING BUILDOUT-ADDED	0 0	1009 93	1 10	17 49	1318 85	304 24	335 22	14 40	292 13	12	1 0	95 13	

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

REFERENCE #10AM

EXISTING GEOMETRICS

TT R

L TT R

LT R

LTR

ENERGY CONTRACTION OF THE STATE

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

				MIEVEL	OF SERVIC	E CALCU	LATIONS							
Move		or .	POR TEAP (GIVE 20)	AL PROPERTY.	S S GENA	NEW TO YOUR	ADMINISTRATION OF				S.CENARIO	V.GRATIO		
MENTS		WES.										FARES		
NBL		0	0	0	0				0.00	0.00				
NBT	İ	2	3200	1009	1102				0.32	0.34	Ì			1
NBR (a)	1	1600	0	0				0.00	0.00			-	
1														
SBL		1	1600	17 .	66	•		ļ	0.01	0.04				
SBT	- 1	2	3200	1318	1403			l	0.41 *	0.44 *				Ì
SBR (L)	1	1600	265	286				0.17	0.18				
ED!	. [- 1			ł	1	ļ	
EBL EBT	j	0	0	335	357			- 1	0.00	0.00		1		ĺ
EBR (,,	!	1600	14	54				0.22 *	0.26 *		ŀ	,	
LDK ("	' 1	1600	203	212				0.13	0.13				į
WBL		0	0	12	13			1	0.00	0.00	ļ	}		
WBT	- 1	1	1600	1	1			-	0.00	0.00		1		
WBR (0	0	0	47	53			1	0.00	0.00				
				٠						0.00				
				LOST TI	ME:				0.10 *	0.10 *				
				INTERS	ECTION CAP	ACITY LITI	LIZATION:		0.77	0.84	ļ		1	
					RIO LEVEL OF				C :	D	1			
NOTES:														

(a) 100% R.T.O.R.

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

(c) 30% R.T.O.R.

(d) 51% R.T.O.R.

REFERENCE #10AMIMPS

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

SIGNAL

TIME PERIOD:

A.M. PEAK HOUR LAS VIRGENES ROAD

N/S STREET: E/W STREET:

HWY. 101 SB RAMPS

CONTROL TYPE:

BUILDOUT-ADDED

EXISTING

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

292 13 48 10 49

GEOMETRICS WEST BOUND NORTH BOUND SOUTH BOUND EAST BOUND . L TR LTTR LT R **EXISTING GEOMETRICS** TT TR

TRAFFIC SCENARIOS

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

			MENEL	OFISERVICE GALGULATIONS FOR				No share		
ra love v	A Mon	CAP CITY OF		PLUSGENARIOWOLUMES			SCENARIO	V/CRATIO5		
MENTS	PA MUANES		36			於2000年		新州市州		學是所有的
NBL	0	0	0	o	0.00	0.00				
NBT -	3	4800	1009	1057	0.21	0.22		[
NBR (a)	0	0	0	0	0.00	0.00				
	1									
SBL	1	1600	17	66	0.01	0.04				l
SBT	2	3200	1318	1379	0.41 *	0.43 *		}		
SBR (b)) 1	1600	265	286	0.17	0.18		}		
E .	1		1							
EBL	0	0	335	357	0.00	0.00				
EBT	Į T	1600	14	54	0.22 *	0.26 *				
EBR (C	;) 1	1600	203	195	0.13	0.12	1			
	i		ł							
WBL	1	1600	12	13	0.01 *	0.01 *				
WBT	1	1600	1	1	0.03	0.03]
WBR (c	d) 0	0	47	53	0.00	0.00			1	
		<u> </u>								
1			LOST	IME:	0.10	0.10				
					1				1	
ł			INTERS	SECTION CAPACITY UTILIZATION:	0.74	0.80				ĺ
			SCENA	RIO LEVEL OF SERVICE:	C	С	ļ.	\		

NOTES:

(a) 100% R.T.O.R.

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

(c) 30% R.T.O.R.

(d) 51% R.T.O.R.

REFERENCE #11AM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD:

3/13/02

N/S STREET:

A.M. PEAK HOUR LAS VIRGENES ROAD

E/W STREET: CONTROL TYPE: AGOURA ROAD

SIGNAL

1072

EXISTING

NORTH BOUND

SOUTH BOUND

EAST BOUND

The Annafel Cisquination of the Company of the Comp

WEST BOUND

EXISTING GEOMETRICS

L TT

T TR

LL R

SCENARIO 1: EXISTING (A)

PERSONAL PROPERTY AND ADDRESS.	NEW PROPERTY AND P	Market Sales and Market Sales and Sales	TO STATE OF THE PERSON OF THE	THE RESERVE OF THE PARTY OF THE		建學例例	NEW YORK TOO		ari matematik
		机动物物造物物	ALEVEROES PRINCE CANOLIAN	DNS#EI#########	Man Andrew	THE PERSON NAMED IN		AND REAL PROPERTY.	ALTERNATION OF
A November	OF	CAPACITY	SCENARIOWOLDMES			SCENARIO	CRATIOS		
	REARES	CAPAGID.					新兴建筑		影響等
		1600	71	0.04 *	i				
NBL	1		798	0.25		i	}	1	
NBT	2	3200		0.00	-			-	
NBR	.0	0	0	0.00					
224				0.00					
SBL	0	0	0	1 1					
SBT	2	3200	1072	0.44 *					
SBR (a)	0	0	341	0.00			i		
	1								
EBL	2	. 3200	222	0.07 *				1	
EBT	0	0	0	0.00				1	
EBR (b)	1	1600	150	0.09					
	<u> </u>								
WBL	0	0	0 .	0.00					
WBT	0	0	0	0.00					
WBR	0	0	0	0.00					
	<u> </u>	l							
			LOST TIME:	0.10 *					
									ĺ
			INTERSECTION CAPACITY UTILIZA	TION: 0.65					
I				11ON: 0.03					
			SCENARIO LEVEL OF SERVICE:	, B					

NOTES:

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

(b) 31% R.T.O.R.

09/20/02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET:

A.M. PEAK HOUR

LAS VIRGENES ROAD

E/W STREET:

AGOURA ROAD

CONTROL TYPE:

SIGNAL

ZOL	MES	NOR	HIBOUI Terres	D R	T. 200	HOU		HOT	NUMBER R	OUND TO R	

BUILDOUT-ADDED

37

REFERENCE #11AM_BLDOUT

NORTH BOUND

SOUTH BOUND

EAST BOUND LL TR

WEST BOUND

EXISTING GEOMETRICS

LTTR

L T TR

DESTRACHICS CANADA SERVICION CONTRACTOR OF THE SERVICE OF THE SERV

LTR

SCENARIO 2: BUILDOUT (A+B)

		MIEWELO HISERVICE GALCULATIONS			海 斯斯姆			
E More	CAPACITY CA	TO THE SERVICE OF THE			S CENARIO	V CRATIO		
SE SEANES N		和 数据的数据的 						
1	1600	86		0.05 *				
2	3200	847		0.27				
0	0	2		0.00	Į			
]			
1	1600	23	1	0.01		ļ		
2	3200	1091	1	0.46 *		'	1	
0	0	383		0,00	İ			
2	3200	238		0.07				
1		1		0.10		ļ		
0	0	153		0.00				ļ
							1	
0	0	2		0.00		1	}	
Т	1600	2 .		0.03 *	ĺ			
0	0 .	37 .		0.00				
· · · · · ·		LOST TIME:		0.10				
				1	1			
•		INTERSECTION CAPACITY UTILIZATION:		0.71				
				c		1		1
	0 1 2 0 1 0 0 1 1	2 3200 0 0 1 1600 2 3200 0 0 2 3200 1 1600 0 0	2 3200 847 0 0 2 1 1600 23 2 3200 1091 0 0 383 2 3200 238 1 1600 1 0 0 153 0 0 2 1 1600 2 0 0 37	1	1	1	1	## 10 CCP 20 CCP

NOTES:

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

(b) 31% R.T.O.R.

The Pazar and Baldwin projects would take access at Agoura Road.

REFERENCE #01PM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR LOST HILLS ROAD

N/S STREET:

HWY. 101 NB RAMPS

CONTROL TYPE:

SIGNAL

1 .															
建 则选择		AND BUILDING	204.54	AND WEST	AND THE REAL PROPERTY.	No.		A A A COL	經期開	2000年		in his			
						NOTED A									
300		IVA ANOR	HBOI	IND	SOU	ITHB@I	yndy:	判199 日	\ST≅BØ	ONDOWN	。 ETAPLICATES	DBOUND			AURE
	MIDMES						R	學所能		R R			THE PROPERTY		
Sale Contraction	WAYNESS AND SECTION OF THE PROPERTY OF THE PRO	At 11. Lab Will Williams St. H.	ARIBH	ADDRESS DROP	1200 St 518.	(Christian Pharmacon	Manual Programs		wic anti-men	All and County - necessary	Junicip sar	***************************************		And Death Agent and American	1470000
(A)	EXISTING	867	92	0	0	80	39	0	0	0	228	0	78		
(0)	BUILDOUT - ADDED	172	1.3	0	0	16	ρ	0	٥	0	10	n	7		
(B)	ROILDOO! - VODED	1/2	1.5	U	U	10	·	U	U	U		C	•		

		GEOMETRICS			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	LT	TR		L TR	

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

	经销售		MEVEL	OF SERVICE CALCULATION	建設的			40万世间			为一种
HWEVE P	NOT.	CAPACIDY CAPACIDY		TE PSCENARIOWOLUMES A				SCENARIO	V CRATIOS		
MENTS TO	MEANES!						65 PM				
NBL	0	0	867	1039		0.00	0.00				
NBT	1	1600	92	105		0.60 *	0.72 *				
NBR	0	0	0	0		0.00	0.00				
\$BL	0	0	0	0	i	0.00	0.00				
SBT	1	1600	80	96 .		.0.05 *	0.06 *				
SBR (a)	1	1600	23	28	Ì	0.01	0.02				
FC:			0	0		0.00	0.00				
EBL	.0	0		0			0.00				
EBT	0	0	0	0	ì	0.00					
EBR	. 0	0	0	0	1	0.00	0.00				
WBL	1	1600	228	238	1	0.14 *	0.15 *				
WBT	1	1600	0	0	1	0.01	0.01				
WBR (b)	0	0	21	23		0.00	0.00				
	·	l					0.40. *				
			LOSTT	IME:		0.10 *	0.10 *			1	
-										Ì	
		4		SECTION CAPACITY UTILIZATION	V:	0.89	1.03				
			SCENA	RIO LEVEL OF SERVICE:		D	F.				
LICATEC											

NOTES:

(a) 41% R.T.O.R. (b) 73% R.T.O.R.

09/24/02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET: P.M. PEAK HOUR LOST HILLS ROAD

E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE: SIGNAL

REFERENCE #01PMIMP_OPT1

DIAMOND INTERCHANGE WITH 5-L	ANE BRIDGE

	A TOMES	il Nor	THIBO	LETR UNID	AFIIC FISOT	VOLUM THEO	AE SUNDA UNDA	AMARY AMARY	VST 860	ND A	e de Tovas	PBOUNL	R.	
(A) (B)	EXISTING BUILDOUT - ADDED	867 172	92 13	0	0	80 16	39 8	0	0	0	228 10	0	78 7	

		# GEOMETRICS			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	LL T	TR		L LTR	

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

				WOLVED	OFSERVICEICALICULASTIONS						
Vov		10	TOTACITATE TO		ELECTION OF THE PROPERTY OF TH			SCENARIO	WORATIOS		
PROMEST	5	NUANEST		機能影							超過減過
NBL		2	3200	867	1039	0.27 *	0.33 *				
NBT		1	1600	92	105	0.06	0.07				
NBR		0	0	0	0	0.00	0.00				i
1					*						
SBL		1	1600	0	0	0.00	0.00		-		Ì
SBT		1	1600	80	96	0.06 *	0.08 *		Ì		
SBR	(a)	0	0 .	23	28	0.00	0.00				
1				1.						ļ	
EBL		0	0	0	0	0.00	0.00				1
ÉB⊤		0	0	0	0	0.00	0.00			}	}
EBR		0	0	0	0	0.00	0.00		1	ļ	
				1			İ				1
WBL		0	0	228	238	0.00	0.00		1		
WBT		2	3200	0	0	0.08 *	* 80.0				i .
WBR	(b)	0 -	0	21	23	0.00	0.00				
		·	· · · · · · · · · · · · · · · · · · ·			242.4	0.40.4				
				LOST 1	IME:	0.10 *	0.10 *				
İ									İ		1
				INTER	SECTION CAPACITY UTILIZATION:	0.51	0.59				
				SCENA	RIO LEVEL OF SERVICE:	A	A		1		

NOTES:

(a) 41 % R.T.O.R. (b) 73% R.T.O.R.

10/14/02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET: E/W STREET: LOST HILLS ROAD HWY. 101 NB RAMPS

5-LANE BRIDGE WITH PARTIAL CLOVERLEAF DESIGN

CONTROL TYPE:

SIGNAL

VOL	MESTA				R			R S
		.0						

BUILDOUT - ADDED

185

REFERENCE #01PMIMP_parcio

WEST BOUND

L LTR

STATE OF THE PROPERTY OF THE P NORTH BOUND SOUTH BOUND EAST BOUND **EXISTING GEOMETRICS** LL T T R

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

新教研究		建筑等,被水流发射的 加至	ELLVEL	OFSERVI	EEICA LOL	LATIONSTER						能夠能够
SWOVE A	in form	a Colombia		SCEN	ARIOAVOL	MBS			SCENARIO	M.G.RATIOS		
MIMENIS E												
NBL	0	0	0	O			0.00	0.00	1			
NBT	. 2.	3200	959	1144			0.30 =	0.36 *				
NBR	0	0	0	0			0.00	0.00	İ		•	
			1									
SBL	1	1600	0	0			0.00	- 0.00				
SBT	1	1600	80	96			0.06	0.08			1	
SBR (a)	0	0	23	28			0.00	0.00				
			1							ļ		
EBL	0	О.	0	0			0.00	0.00			}	
EBT	0	0	0	0			0.00	0.00				İ
EBR	0	0	0	0 .			0.00	0.00				ļ
			1					}		1	l	
WBL	0	0 .	228	238			0.00	0.00			ļ	1
WBT	2	3200	0	0			0.08 *	0.08 *			1	į .
WBR (b)	0	0	21	23			0.00	0.00				
							0.40.4	0.10				
			LOST	IME:			0.10 *	0.10 *	1			
						TILIZATION:	0.48	0.54				l
1			SCENA	RIO LEVEL (OF SERVICE	:	A	A				

NOTES:

(a) 41 % R.T.O.R.

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

10/14/02

: Hills/US 101 NB Ramps dout Weekday P.M. rsection ID: 3 Roundabout

.e S.14 - SUMMARY OF INPUT AND OUTPUT DATA

ıe	Arriva						Eff Grn (secs)				
	L						1st 2nd				
ith:	Sout	h App:	 roa c h								
	1013			1013	_				0.0		
		105		105	4			0.077	0.0	0	
	1013	105	0	1118	4			0.507	0.0	0	
3t:	East	Appr	oach								
	238			238					5.1		
٤.		79	85	164	4			0.227	6.6	10	
	238	79	85	402	4			0.251	5.7	12	
sth	: Nor	th Ap	proac	h .							
		96	_	96	4				9.5		
	ė		47	47	4			0.104	12.1	4	
	0	96	47	143	4			0.155	10.4	7	
_ V	EHICLE	==== S		Tot	ક ક			Max	Aver.	Max	
				Arv.	HV			X	_		
			•	1663	4			0.507	2.3	12	
===	=====	=====	=====	=====		=====			.======	=====:	====

al flow period = 60 minutes. Peak flow period = 60 minutes.

e: Basic Saturation Flows are not adjusted at roundabouts or signcontrolled intersections and apply only to continuous lanes.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD: 3/13/02

N/S STREET:

P.M. PEAK HOUR

E/W STREET:

LOST HILLS ROAD HWY. 101 SB RAMPS

CONTROL TYPE:

SIGNAL

Voit	Charles of Water Day of the Control of the		化拉西南	ND	EIC Sou	/OLUM HBOI	EISUN ND	(MARY	51B0	j pravi	SWES TENES	FROUND		
(4)	EVISTING	0	801		53	256	n	65	5	41 7	'n	0	0	

(A) EXISTING

(B) BUILDOUT - ADDED

0 891 365 53 25

256 0

63 5

5 412

0

)

REFERENCE #02PM

U

OGEOMETRICS

NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND

EXISTING GEOMETRICS TT R LT RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

	有限的	的智慧的"大学"的"大学"	HEVEL	OF SERVICE CALCULATIONS						
aviova e	a lor	CAPACITY PARTY		S ESCENARIONO IUMES E			SCENARIO	V/CIRATIO		
SAMESTS	BOX TEST			第2月2日 - 10月1		域的時				
NBL	o	0	0	0	0.00	0.00		ļ		
NBT	2	3200	891	1069	0.28 *	0.33 *		Į		
NBR (a)	1	1600	316	355	0.20	0.22				
			-		1			ŀ		
SBL	0	О	53	73.	0.00	0.00	i			
SBT	1	1600	256	272	0.19 *	0.22 *		1		
SBR	. 0	0	0	0	0.00	0.00				
		·	ł		i I			ļ		
. EBL	0	0	65	71	0.00	0,00		İ		
EBT	1	1600	5	5	0.04 *	0.05 *			ì	ĺ
EBR (b)	2	3200	75	84	0.02	0.03	1			ļ
	_		1	_	4.00		1			•
WBL	0 .	0	0	0	0.00	0.00	1 .		İ	ļ
WBT	0	0	0.	0	0.00	0.00		ł	İ	1
WBR	0	0	0	0	0.00	0.00		L		l
			LOST T	1445-	0.10	0.10 *				
1			10311	ETTIL	0.10	0.10		1		
Na Paris			th introd	TOTAL CARACITY I MILITATION		0.70				1
•				ECTION CAPACITY UTILIZATION:	0.61	0.70				
			SCENA	RIO LEVEL OF SERVICE:	В	В	<u> </u>			

NOTES:

(a) 13% R.T.O.R.

(b) 82% R.T.O.R.

REFERENCE #02PMIMP_OPT1

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

SIGNAL

TIME PERIOD: N/S STREET:

... P.M. PEAK HOUR LOST HILLS ROAD

E/W STREET:

HWY. 101 SB RAMPS

WITH IMPROVEMENT OPTION 1

CONTROL TYPE:

EXISTING

891

256

412

(B)

BUILDOUT - ADDED

178

365

20

0

50

0

0

NORTH BOUND

THE PROPERTY OF THE PROPERTY O

SOUTH BOUND

EAST BOUND

WEST BOUND

EXISTING GEOMETRICS

TT R

 $L \Pi$

LT RR

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

			MEVEL	VOF SERVICE CAUCULATIONS						
Nove :	or	and recording a second		ES SCESARIONOLUMES			SCENARIO	V/GRATIOS		
	EANES	可能與如此所有的特殊的	新黎記書歌展		的統領裁別的語言	活制2点要提供	ALTER HER WASHINGTON		建设为基础	CARLESTINGS
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	891	1069	0.28 🔻	0.33 *		ļ		
NBR (a)	. 1.	1600	316	355	0.20	0.22			'	İ
				•						j
SBL	1	1600	53	73 [*]	0.03 *	0.05 *				
SBT	2	3200	256	272	0.08	0.09		ļ		1
SBR	0	0	0	0	0.00	0.00		1		
Į.										
EBL	0	0	65	71	0.00	0.00			ļ	
EBT	1	1600	5	5	0.04 *	0.05 *	i	}		
EBR (b)	2	3200	75	84 .	0.02	0.03				
			1			ļ				
WBL	0	0	0	0	0.00	0.00			1	ļ.
WBT	0	0	0	0	0.00	0.00		1	1	
WBR	0	. 0	0	0	0.00	0.00	,	_		
	·	<u> </u>								
			FO2L.	TIME:	0.10 *	0.10 *		Į.		ĺ
						1	}		1	
Į.			INTER	RSECTION CAPACITY UTILIZATION:	0.45	0.53	}			
ł			SCENA	ARIO LEVEL OF SERVICE:	A	A			}	
NOTES					<u> </u>		 			

NOTES:

(a) 13% R.T.O.R. (b) 82% R.T.O.R.

REFERENCE #03PM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET:

LOST HILLS ROAD

E/W STREET:

AGOURA ROAD

CONTROL TYPE:

SIGNAL

a y VOTI		NOR L	1HBO 11	OAD.	ATTIC #SOL	VOID 11180					E WE		PI	
(A) (B)	EXISTING BUILDOUT - ADDED	67 1	786 143	44 32	85 18	43 <i>7</i> 47	156 1	251 1	141 9	61 3	53 21	132 14	228 80	

NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND

EXISTING GEOMETRICS L T TR L T TR L TT R

TRACEICS CENARIOS CONTRACEICS CONTRACEICA CONTRA

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

			EUEVEL	OF SERVICERCATED HATIONS AND S	美国国际 加					
10.1	0.00			A SCELARIO VOLUMES ALLE AND				VCRATO		
EMENTS &	MIANESH	建工业工业工业工业工业工业工业工业工业工业工业工业工业工业工业工业工业工业工业	有數域		国教院国际	神道原理				#300 PAGE 1
NBL	. 1	1600	67	68	0.04	0.04				
NBT	2	3200	786	929	0.25 *	0.31 °				
NBR (a)	0	0	27	47	0.00	0.00				l
SBL	1	1600	85	103	0.05 *	0.06			j	ĺ
SBT	2	3200	437	484	0.18	0.20	ļ			
SBR (b)	0	.0	138	139	0.00	0.00			1	
EBL	1	1600	251	252	0.16 #	0.16 *			ŀ	
EBT	2	3200	141	150	0.05	0.06				
EBR (c)	ō	0	24	25	0.00	0.00				
WBL	1,	1600	53	74	0.03	0.05				
WBT	2	3200	132	146	0.04	0.05				
WBR (d)	1	1600	199	269	0.12 *	0.17 *		_		
			LOST	IME:	0,10 *	0.10				
			INTER	SECTION CAPACITY LITURATION!	0.68	0.80				
					B	C				
NOTES				SECTION CAPACITY UTILIZATION: RIO LEVEL OF SERVICE:		0.80 C				

NOTES:

(a) 39% R.T.O.R.

(b) 12% R.T.O.R.

(c) 61% R.T.O.R.

(d) 13% R.T.O.R.

TWO-WAY STOP CONTROL SUMMARY General Information Site Information LOST HILLS/MALIBU HILLS Intersection AO Analyst CITY OF CALABASAS Jurisdiction ATE Agency/Co. 2002 Analysis Year 3/26/2002 Date Performed P.M. PEAK HOUR Analysis Time Period CALABASAS FEE SCHEDULE #02023 - EXISTING Project Description North/South Street: LOST HILLS ROAD East/West Street: MALIBU HILLS ROAD 1.00 Study Period (hrs): North-South Intersection Orientation: Vehicle Velumes and Adjustments Southbound Northbound **Major Street** 6 5 3 4 1 Movement R R L 24 486 54 755 1 11 Volume 0.90 0.90 0.90 0.90 0.90 0.90 Peak-Hour Factor, PHF 26 540 60 12 838 1 Hourly Flow Rate, HFR --4 4 --Percent Heavy Vehicles Undivided Median Type 0 0 RT Channelized 0 2 0 1 2 1 Lanes TR L TR T L Configuration 0 Upstream Signal Eastbound Westbound Minor Street 12 10 11 9 8 Movement R Т R L Т L 8 1 38 54 5 4 Volume 0.90 0.90 0.90 0.90 0.90 0.90 Peak-Hour Factor, PHF 8 1 42 60 5 4 Hourly Flow Rate, HFR 0 0 4 0 0 4 Percent Heavy Vehicles 0 0 Percent Grade (%) Ν N Flared Approach 0 0 Storage 0 0 RT Channelized 1 1 1 1 1 Lanes R L Configuration Delay, Queue Length, and Level of Service Eastbound Westbound SB NB Approach 12 11 10 9 1 4 7 Movement R TL T R L L L Lane Configuration 8 42 1 60 5 60 4 12 v (vph) 720 128 107 588 105 116 779 988 C (m) (vph) 0.01 0.33 0.01 0.10 0.05 0.08 0.03 0.01 v/c 0.03 0.34 1.42 0.03 0.15 0.11

LOS

HCS2000TM

95% queue length

Approach Delay

Approach LOS

Control Delay

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37.1

Ε

0.25

10.0+

В

0.04

8.7

Α

Version 4.1b

10.1

39.0

Ε

40.8

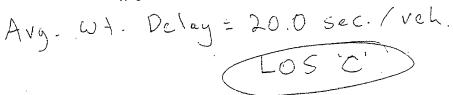
E

46.7

Ε

11.8

В



41.0

Ε

15.4

ALL-WAY STOP CONTROL ANALYSIS General Information LOST HILLS/COLD SPRINGS Intersection AO Analyst CITY OF CALBASAS Jurisdiction ATE Agency/Co. Analysis Year 2002 Date Performed 4/11/2002 E EXISTING P.M. PEAK HOUR Analysis Time Period Project ID CALABASAS FEE SCHEDULE #02023 East/West Street: COLD SPRINGS STREET North/South Street: LOST HILLS ROAD Volume Adjustments and Site Characteristics Westbound Approach Eastbound R R Т Movement Τ 0 0 45 0 Volume 0 4 50 50 %Thrus Left Lane Southbound Approach Northbound Movement R Ŕ 705 398 92 **Volume** 12 0 0 50 %Thrus Left Lane 50 Eastbound Westbound Northbound Southbound L1 L2 L1 L2 L1 L1 Configuration T T R LTTR 1 PHF 0.90 0.90 0.90 0.90 0.90 0.90 221 404 392 323 50 Flow Rate 4 4 4 4 4 4 4 % Heavy Vehicles No. Lanes 2 0 2 2 1 1 5 5 Geometry Group Duration, T 1.00 Saturation Headway Adjustment Worksheet Prop. Left-Turns 1.0 0.0 0.0 0.0 0.0 0.0 Prop. Right-Turns 0.0 1.0 0.0 0.0 0.0 0.3 Prop. Heavy Vehicle 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 hLT-adj -0.6 -0.6 -0.6 -0.6 -0.6 -0.6 hRT-adj 1.7 1.7 hHV-adj 1.7 1.7 1.7 1.7 hadi, computed 6.60 6.60 6.60 6.60 6.60 6.60 Departure Headway and Service Time hd, initial value 3.20 3.20 3.20 3.20 3.20 3.20 0.20 0.29 0.36 0.35 k, initial 0.04 0.00 6.60 hd, final value 6.60 6.60 6.60 6.60 6.60 x, final value 0.09 0.01 0.60 0.580.34 0.49 2.3 Move-up time, m 2.0 2.3 Service Time 4.6 3.8 4.6 3.8 4.6 3.8 4.6 3.8 Capacity and Level of Service Eastbound Westbound Northbound Southbound L1 L2 L1 L1 L1 L2 300 254 654 642 471 573 Capacity 10.27 8.84 15.27 11.25 13.22 Delay 15.85 LOS В Α C C В В 12.42 Approach: Delay 15.56 10.16

Intersection Delay

Intersection LOS

LOS

В

С

14.13

В

В

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET:

LOST HILLS ROAD MALIBU HILLS ROAD

E/W STREET: CONTROL TYPE:

SIGNAL .

V.o	Mary Carlotte	i kor Kor	iHBO	UKD) P	AGIG Sol	VOLUMENTE BO	AE SUA UND	MARY The	SIBO SIBO	UNDIA.	WE	Tabound Tabound	i k	
(A) (B)	EXISTING BUILDOUT-ADDED	11 2	7 55 12	1	54 15	486 33	24 24	38 96	1 3	8 7	4 6	5 8	54 66	

		* FOROMERICS			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	L T TR	LTTR.	LTR	LTR	

AND THE PROPERTY OF THE PROPER

SCENARIO 2: BUILDOUT (A+B)

			NEVELOR SERVICE CATEURATIONS					
MENTS.	TANKS		SGENARIO PODLUMESA		SCRARIO	Voratio:		
NBL	1 1	1600	. 13	0.01				
NBT	2	3200	767	0.24				
NBR	0	О	. 2	0.00	1			
1		·			1			
SBL	1	1600	69	0.04				
SBT	2	3200	519	0.18				
SBR	0	0	48	0.00			ļ ·	
ļ	}						}	
EBL	7	1600	134	0.08		i		
EBT	1	1600	4	0.00				
EBR	1	1600	15	0.01				
				}	1	1		
WBL	1	1600	10	0.01				
WBT	1	1600	, 13	0.01	1			
WBR ·	1 .	1600	120 .	0.08				ĺ
			LOST TIME:	0.10				
			INTERSECTION CAPACITY UTILIZATION: SCENARIO LEVEL OF SERVICE:	0.54 A				

NOTES:

09/23/02

REFERENCE #04PM_IMP

	,	ALL-WAY	STOP (CONTROL	ANALYSI	S					
General Information				Site Inform	nation.			grande (*)			
Analyst Agency/Co. Date Performed Analysis Time Period	AO ATE 4/11/20 E E XISTI	002 NG P.M. PEAI	K HOUR	Intersection Jurisdiction Analysis Year		LOST HILLS/COLD SPRINGS CITY OF CALBASAS 2002					
Project ID CALABASAS FEE S											
East/West Street: COLD SPI			Company was also also also	North/South St	treet: LOSTH	ILLS ROAD	manufacture transferance exists considered for				
Volume Adjustments	and Site Gh										
Approach Movement		E	astbound T	R R		We:	stbound	R			
Volume	45		0	4	0		0				
%Thrus Left Lane	50				50						
Approach			orthbound	<u> </u>		Sou	thbound				
Movement			T	R	L L		T	R			
Volume	12	<u> </u>	705	0	0		398	92			
%Thrus Left Lane	50				50						
	East	oound	W	estbound	Nort	hbound	Souti	hbound			
	L1	L2	L1	L2	L1	L2	L1	L2			
Configuration	L	R			LT	T	T	TR			
PHF	0.90	0.90			0.90	0.90	0.90	0.90			
Flow Rate	50	4			404	392	221	323			
% Heavy Vehicles	4	4			4	4	4	4			
No. Lanes	2	2		. 0		2		2.			
Geometry Group	1			1		5		5			
Duration, T				1.	00		· · · · · · · · · · · · · · · · · · ·				
Saturation I-leadway I	Adjustment	Workshee	t de tour								
Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0			
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.3			
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	0.2	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	6.60	6.60			6.60	6.60	6.60	6.60			
Departure Headway a	nd Service	Time			plane and the						
hd, initial value	3.20	3.20	Park Ment Children Challen	Charles of the state of the sta	3.20	3.20	3.20	3.20			
x, initial	0.04	0.00			0.36	0.35	0.20	0.29			
hd, final value	6.60	6.60	·.		6.60	6.60	6.60	6.60			
x, final value	0.09	0.01			0.60	0.58	0.34	0.49			
Move-up time, m	2.	0			2	2.3	2	.3			
Service Time	4.6	3.8	4.6	3.8	4.6	3.8	4.6	3.8			
Capacity and Level o	Service										
	1	bound	W	estbound	Nort	hbound	Sout	hbound			
	L1	L2	L1	L2	L1	L2	L1	L2			
Capacity	300	254	-		654	642	471	573			
Delay	10.27	8.84	-		15.85	15.27	11.25	13.22			
LOS	10.27 B	A	<u> </u>		C C	C C		B			
		J					B 45				
Approach: Delay	1	0.16			 	5.56	12.42				
LOS		В	<u> </u>		<u> </u>	<u>C</u>		В			
Intersection Delay	ļ				.13						
Intersection LOS	<u></u>			<i>E</i>	3						

ALL-WAY STOP CONTROL ANALYSIS General Information Site Information LOST HILLS/COLD SPRINGS Intersection AO Analyst CITY OF CALBASAS Jurisdiction ATE Agency/Co. Analysis Year 2002 4/11/2002 Date Performed EXISTING P.M. PEAK HOUR Analysis Time Period Project ID CALABASAS FEE SCHEDULE #02023 - BUILDOUT P.M. PEAK HOUR North/South Street: LOST HILLS ROAD East/West Street: COLD SPRINGS STREET Volume Addustments and Site Characteristics Westbound Eastbound Approach R Т R Movement 0 0 49 0 4 0 Volume 50 50 %Thrus Left Lane Southbound Northbound Approach R Movement R 435 101 716 0 Volume 12 0 50 %Thrus Left Lane 50 Eastbound Northbound Southbound Westbound L1 L2 L2 L2 L1 L2 L1 L1 \overline{T} \overline{T} TR R LTL Configuration 0.90 0.90 PHF 0.90 0.90 0.90 0.90 410 397 241 354 54 4 Flow Rate 4 4 4 4 4 4 % Heavy Vehicles 0 2 No. Lanes 2 5 5 1 Geometry Group Duration, T Saturation Headway Adjustment Worksheet 0.0 0.0 0.0 0.0 0.0 1.0 Prop. Left-Turns 0.0 0.3 0.0 1.0 0.0 0.0 Prop. Right-Turns 0.0 0.0 0.0 0.0 0.0 Prop. Heavy Vehicle 0.0 0.5 0.5 0.5 0.5 0.2 0.2 hLT-adi -0.7 -0.7 -0.7 -0.7-0.6 -0.6hRT-adi 1.7 1.7 1.7 1.7 1.7 hHV-adi 1.7 6.69 6.69 6.69 6.69 6.69 6.69 hadi, computed Departure Headway and Service Time 3.20 3.20 3.20 3.20 3.20 hd, initial value 3.20 0.21 0.31 0.36 0.35 x, initial 0.00 0.05 6.69 6.69 6.69 6.69 hd, final value 6.69 6.69 0.62 0.60 0.38 0.53 0.01 x, final value 0.10 2.3 2.3 2.0 Move-up time, m 4.7 3.9 Service Time 4.7 3.9 4.7 3.9 4.7 3.9 Capacity/and/Level of Service Southbound Eastbound Westbound Northbound 12 1.2 L1 L2 L1 L2 L1 L1 491 604 647 304 254 658 Capacity 14.35 8.93 16.76 15.99 11.81 Delay 10.44 В Α C В .os В 13.32 16.38 10.34 Approach: Delay В C LOS В

Intersection Delay

Intersection LOS

14.89

В

REFERENCE #05PM_IMP

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET:

P.M. PEAK HOUR LOST HILLS ROAD

E/W STREET:

COLD SPRINGS STREET

CONTROL TYPE:

SIGNAL

BOU)	Den R	SOUT	HBOU!	10 N	A EA	STUBO.	UND	WEN	BOUND	III.
								0		

EXISTING

0

0

(B)

BUILDOUT-ADDED

11

0

0

0

NORTH BOUND

SOUTH BOUND

EAST BOUND

GEOMETRICS: WEST BOUND

EXISTING GEOMETRICS

LT T

T TR

L R

TIRAFFIC SCENARIOS FOR THE STATE OF THE STATE

SCENARIO 2: BUILDOUT (A+B)

				MEVEL OF SERVICE CALCULATIONS 278							
200				A SCENARIO VOLUMES CALLAND			SCHNARIO	WGRATIO:			
MENT		EXES OF									
NBL		0	0 ,.	12		0.00				· ·	
NBT		2	3200	716		0.23 *					
NBR		0	0	· · ·	1	0,00		}			
			·					1			
SBL		0	o	o o	1	0.00					
SBT		2	3200	435	1	0.15 *	į	1	i		
SBR	(a)	0	0	35		0.00		1		}	
							ļ				
EBL		1	1600	49	1	0.03					
EBT		0	0	0		0.00	}				
EBR		1	1600	4		0.00	{			"	
		1		_		D 00 B	i .		ł	l	
WBL		0	0	0	1 1	0.00					
WBT		0	0	0	1	0.00			ļ		
WBR	(b)	0	0	0		0.00					
				LOST TIME:		0.10 *					
				200. (111)				ļ		1	
				INTERSECTION CAPACITY UTILIZATION:	1	0.48	Į.		1		
				SCENARIO LEVEL OF SERVICE:		A					
				SCHAMO ELVEL OF SERVICE.							

NOTES:

(a) 65% R.T.O.R. (b) 63% R.T.O.R.

CALABASAS FEE SCHEDULE - #02023 REFERENCE #06PM INTERSECTION CAPACITY UTILIZATION WORKSHEET COUNT DATE: 3/13/02 P.M. PEAK HOUR TIME PERIOD: N/S STREET: LAS VIRGENES ROAD E/W STREET: LOST HILLS ROAD CONTROL TYPE: SIGNAL EXISTING GEOMETRICS: A STATE OF THE STAT WEST BOUND NORTH BOUND SOUTH BOUND EAST BOUND LTR LTR EXISTING GEOMETRICS LL T R LTR TIRAFEICSCENARIOS SCENARIO 1: EXISTING (A) MENTENEL OF SERVICE CAUCULATIONS 0.22 708 NBL 3200 NBT 1600 574 0.36 0.00 1600 0 NBR 1600 0.00 SBI 0.28 440 SBT 1600 SBR 1600 11 0.01 0.00 7 EBL 1600

0.00 0.11 *

0.00

0.00

0.00

0.10 *

0.71

С

LOST TIME:
INTERSECTION CAPACITY UTILIZATION:

1600

1600

0

1600

0

0

171

0

2

SCENARIO LEVEL OF SERVICE:

NOTES:

EBT

EBR (a)

WBL

WBT

WBR (a)

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

1

0

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD:

3/13/02

P.M. PEAK HOUR

N/S STREET:

LAS VIRGENES ROAD LOST HILLS ROAD

E/W STREET: CONTROL TYPE:

SIGNAL

315	7 TIP	60.00	100
	NIMI	шн	BOI
	3 000	a contra	1200

EXISTING (B) BUILDOUT-ADDED

11 16 0 11 0

37

0

REFERENCE #06PM_IMPS

EXISTING GEOMETRICS

NORTH BOUND

LL T R

STRAFFICS CENARIOS

0

SOUTH BOUND L T TR

EAST BOUND LT RR

WEST BOUND

LTR

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

		SCREWOLL-FRANKERE WERE WERE WERE DER DER DER DER WERE WERE									
				II EVEL	OFSERVICE CAUCULATIONS						
	級報節				TO THE DESCRIPTION OF THE PROPERTY OF THE PA		发展和警	WHICH THE	WCRATIO5		
MENTS			A PACITY AND A PAC		A SCENARIO VOLUMENTA (C. 144)	BEAUTY		ATHER SERVICE	STATE OF THE PARTY		
SECURITION SHA	THE PARTY	ALIAN EDGU	TANK MORNING BUILDING STATES AND STATES OF STATES	ALERSON WASH	25×数次增长分数以此后,在1000年的1000年的1000年的1000年的1000年的1000年的1000年的1000年的1000年的1000年的1000年的	AND ARREST OF THE		光度的知识的证据		THE PROPERTY OF	A PROPERTY OF THE PARTY OF THE
NBL		2	. 3200	708	719	0.22 *	0.23 *				
NBT		1	1600	574	590	0.36	0.37				
NBR		7	1600	0	. 0	0.00	0.00				ļ
				1							}
SBL		1	1600	3	3	0.00	0.00				
SBT		2	3200	440	451	0.14 *	0.14 *		}		
SBR (a))	0	0	8	8	0.00	. 0.00				
		1							1		
EBL		0	0	7	7	0.00	0.00			·	ì
EBT		1	1600	0	0	0.00	0.00				1
EBR (b)	2	3200	292	324	0.09 *	0.10 *		ļ		
	- 1]		
WBL	1	0	0	0	0	0.00	0.00			[İ
WBT		1	1600	2	2	0.00	0.00			•	
WBR		0	0	2	2	0.00	0.00			1	
						 	 '			ļ	<u> </u>
			•	LOST T	IME:	0.10 *	0.10 *				
			•			ļ					
				1. ITES	ECTION CARACITY LITTLE ATTO						}
					ECTION CAPACITY UTILIZATION:	0.55	0.57				
				SCENA	RIO LEVEL OF SERVICE:	A	Α.			1	

NOTES:

(a) 25% R.T.O.R. (b) 14% R.T.O.R.

ALL-WAY STOP CONTROL ANALYSIS Sitelinformation General Information THOUSAND OAKS/LAS VIRGENES Intersection AO Analyst CITY OF CALBASAS Jurisdiction ATE Agency/Co. 2002 Analysis Year Date Performed 4/11/2002 Analysis Time Period P.M. PEAK HOUR Project ID CALABASAS FEE SCHEDULE #02023 - E X I S T I N G North/South Street: LAS VIRGENES ROAD East/West Street: THOUSAND OAKS BOULEVARD Volume:Adjustments and Site Characteristics Westbound Approach Eastbound R Ŧ Movement Ô 0 185 8 0 1 Volume 50 50 %Thrus Left Lane Northbound Southbound Approach R R Movement 136 0 180 197 8 Volume 19 50 %Thrus Left Lane 50 Northbound Southbound Eastbound Westbound L2 L1 L2 L1 L2 L1 L2 L1 \overline{TR} LTR TR TR L L Configuration 1 0.90 0.90 0.90 PHF 0.90 0.90 0.90 0.90 0.90 221 218 8 151 205 Flow Rate 0 1 8 4 4 4 4 4 4 4 4 % Heavy Vehicles 2 2 No. Lanes 2 5 5 5 5 Geometry Group 1.00 Duration, T SaturationsHeadway@AdjustmentWorksheet 1.0 0.0 0.0 0.1 Prop. Left-Turns 0.0 0.0 1.0 0.0 0.0 1.0 0.0 1.0 0.0 0.0 0.0 1.0 Prop. Right-Turns 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Prop. Heavy Vehicle 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 hLT-adj -0.6 -0.6 -0.6 -0.6 -0.6 -0.6-0.6 -0.6 hRT-adj 1.7 1.7 1.7 1.7 1.7 hHV-adi 1.7 1.7 1.7 6.30 6.30 6.30 6.30 6.30 6.30 6.30 6.30 hadi, computed Departure Headway and Service Time 3.20 3.20 3.20 3.20 3.20 3.20 3.20 3.20 nd, initial value 0.20 0.19 0.01 0.13 0.18 0.01 0.00 x, initial 0.00 6.30 6.30 6.30 6.30 6.30 6.30 6.30 6.30 hd, final value 0.01 0.33 0.290.01 0.24 x, final value 0.00 0.00 0.35 2.3 2.3 2.3 Move-up time, m 2.3 3.4 4.0 3.4 4.0 4.0 3.4 4.0 3.4 Service Time Capacity and Level of Service Eastbound Westbound Northbound Southbound L2 L2 L1 L2 L1 L1 L2 L1 401 0 251 258 471 468 258 455 Capacity 9.00 8.41 8.13 10.84 9.49 8.67 10.17 12.20 Delay В os Α ₿ В Α Α 10.17 10.10 12.04 8.41 Approach: Delay В В В LOS А 10.65 Intersection Delay Intersection LOS В

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET: E/W STREET: LAS VIRGENES ROAD THOUSAND OAKS BOULEVARD

CONTROL TYPE:

SIGNAL

BUILDOUT-ADDED

141 11

0

154

0

REFERENCE #07PM_IMPS

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

EXISTING GEOMETRICS

LT R

L TR

L TR

L TR

CITRAFFICSGENARIOS

SCENARIO 2: BUILDOUT (A+B)

			MEVERO ESERVICE GAUGULATIONS SELECTIONS						管理器
A TOTAL	on.	CARACITY SEC	STREET SCHNARIOVOLUMES			SCENARIO	VGRATIOS		
THE MENTS STUBBLE	JULIAN ES	新教育和 1000年110日 1000年1		HERE SERVICES	SAMP SECTION SE	STATE OF THE PARTY		MOUNT THE REAL PROPERTY.	GOVERNMENT S.P.
NBL	0	0	160		0.00			i	
NBT	1.	1600	191	1 1	0.22 *	i			
NBR	1	1600	. 202		0.13			İ	
		•						į	
SBL	1	1600	8		0.01 *	İ	İ		
SBT .	1	1600	140		0.09	1			
SBR (a)	0	0	6		0.00		<u>'</u>	1	
Ę.	1					{	1	1	
EBL	1	1600	9	1	0.01	}			
EBT	1	1600	. 9		0.09 *				
EBR (b)	0	0	133		0.00		1		
				1	0.10				
WBL	1	1600	187	ĺ	0.12 *			ļ	
WBT	1	1600	8		0.00	1	1	,	1
WBR	0	0	8	<u> </u>	0.00			ļ	ļ
			LOST TIME:		0.10	1		-	
			LOSI TEME		1				
					0.54				
			INTERSECTION CAPACITY UTILIZATION:		0.54 A			1	
			SCENARIO LEVEL OF SERVICE:		^		1	<u> </u>	

NOTES:

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

(b) 14% R.T.O.R.

09/20/02

REFERENCE #08PM CALABASAS FEE SCHEDULE - #02023 INTERSECTION CAPACITY UTILIZATION WORKSHEET COUNT DATE: 3/13/02 TIME PERIOD: P.M. PEAK HOUR N/S STREET: LAS VIRGENES ROAD E/W STREET: MUREAU ROAD SIGNAL CONTROL TYPE: EXISTING NORTH BOUND SOUTH BOUND EAST BOUND **WEST BOUND** L R EXISTING GEOMETRICS TT R LTT TRAFFIC SCENARIOS SCENARIO 1: EXISTING (A) MEYEROPSERMICE CATOUTATIONS S 0 0.00 3200 NBT 614 0.19 2 NBR 1600 179 0.11 0.04 SBL 1600 71 SBT 2 3200 338 0.11 0.00 SBR 0 0 0 EBL 0 0 0.00 EBT 0.00 0 0 EBR (a) 0 0 0.00 0.22 WBL 1600 348 WBT 0 0 0 0.00 WBR (b) 1600 14 0.01

0.10 *

0.55

A

LOST TIME:

INTERSECTION CAPACITY UTILIZATION:

SCENARIO LEVEL OF SERVICE:

NOTES:

(a) 16% R.T.O.R. (b) 81% R.T.O.R.

09/20/02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET: E/W/ STREET: LAS VIRGENES ROAD MUREAU ROAD

CONTROL TYPE:

SIGNAL

9.1	THE REPORT OF THE PARTY OF THE
١)	EXISTING

(B) BUILDOUT-ADDED

614 5 146 14 71 6 9

1 338 9 142

0 2

0 0

348 18

3

8

REFERENCE #08PM_BLDOUT

EXISTING GEOMETRICS

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

EXISTING GLOWLINGS

LTTR

LTTR

LTR

L TR

THE REPORT OF THE PARTY OF THE

SCENARIO 2: BUILDOUT (A+B)

			MENTEL OF SERVICE KALEURATIONS ALE						
- Viola III	0.0	CAPAGITY STATE	SGENARION/OFUMES			SCENARIO	V/CHATIOS		
APPMENTS OF THE	STANES!		""一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	多是解釋	36020	温度影響			
NBL	1.	1600	26	1	0.02				
NBT	2	3200	760	1	0.24 *]		
NBR	1	1600	201		0.13				
i i			· ·	-			ļ		ì
SBL	1	1600	80		0.05 *				
SBT	2	3200	480	Į.	0.15				
SBR	0	. 0	3		0.00			1	
1				1			}]
EBL	0	0	2		0.00		}		
EBT	1	1600	2	ł	0.01 *				
EBR (a)	0	0	15		0.00		}		
5									
WBL	1	1600	366		0.23 *			<u>'</u>	
WBT	1	1600	3		0.01				•
WBR (b)	0	0	15		0.00		<u> </u>		
			LOST TIME:		0.10 *				
		•	LOST TIME:		0.10		1	ĺ	
				1		١,	}		
			INTERSECTION CAPACITY UTILIZATION:	1	0.63				
			SCENARIO LEVEL OF SERVICE:	1	В				

NOTES:

(a) 16% R.T.O.R.

(b) 81 % R.T.O.R.

The Zuckerman/Continental Communities project would be accessed at Mureau Road.

REFERENCE #09PM

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET:

P.M. PEAK HOUR LAS VIRGENES ROAD

E/W STREET:

HWY. 101 NB RAMPS

CONTROL TYPE:

SIGNAL

	MES TO SERVICE THE SERVICE OF THE SE	NOT	THEOL	TR IND	AFFIC SSOIL	VOLÚN THBO THBO	AE-SUN MID AR	MARY	51 110	ND :	W.	BOUNI	Le le le le le le le le le le le le le le	
(A)	EXISTING BUILDOUT	352	568	0	0	431	325	0	0	0	515	1	282 75	

BUILDOUT (B)

CHARLES OF THE COMPANIE NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

L LTR

EXISTING GEOMETRICS

LTT TIRAFFICEGENARIOS

TT R

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

				LIEVELO ESERVI GE GA ECUTATIONS A						
Z XOVE			PARTIES CAPACITY OF THE STATE	A STATE OF SERVICE STATE STATE OF SERVICE STATE			SCENARIO	V/CRATIOS		
BIRENE		AND THE SAME								
NBL		1	1600	352 408	0.22 *	0.26 *				- 1
NBT	ì	2	3200	568 692	0.18	0.22	·	İ		
NBR		1	1600	0 0	0.00	0.00				, i
l NBK										
SBL	j	0	0	0 0	0.00	0.00				
SBT	i	2	3200	431 . 542	0.14 *	0.17 *		1		
E .	(a)	1	1600	169 202	0.11	0.13				
	,		1							
EBL		0	0	0 0	0.00	0.00				1
EBT		0	0	0 . 0	0.00	0.00		1		
EBR		0	0	0 0	0.00	0.00			1	
	1		1							1
WBL		0	0	515 580	0.00	0.00		į		l
WBT		2	3200	1 1 .	0.21 *	0.25 *		İ		
WBR	(b)	0	0	162 205	0.00	0.00			ļ	1
<u> </u>		L	<u></u>		1					
1				LOST TIME:	0.10 *	0.10 *	1		!	
				INTERSECTION CAPACITY UTILIZATION:	0.67	0.78	ł			1
1				SCENARIO LEVEL OF SERVICE:	В	c				
						<u> </u>		ــــــــــــــــــــــــــــــــــــــ		

NOTES:

(a) 48% R.T.O.R. (b) 43% R.T.O.R.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

SIGNAL

TIME PERIOD: N/S STREET:

P.M. PEAK HOUR LAS VIRGENES ROAD

E/W STREET:

HWY. 101 NB RAMPS

568

124

WITH IMPROVEMENTS

CONTROL TYPE:

EXISTING (B) BUILDOUT 352 56

THE PROPERTY OF STREET

111

0

515 65

282

75

REFERENCE #09PMIMPS

EXISTING GEOMETRICS

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

LLTR

THE STATE OF THE S

LTT

TT R

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

			ELEVEL	OFISERMO	CALCULA	IONS						
Move a	Labora	TO PLAN CITY OF THE		SCINA	RIO VOLUME				SCENARIO	V/GRATIO5		
THE REAL PROPERTY.	新国的民 籍		海南	間影響					排機制制	阿斯斯斯		
NBL	1	1600	352	408			0.22	0.26				
NBT	2	3200	568	692			0:18	0.22		1		
NBR	0	0	0	0			0.00	0.00				
			1			-						
SBL	0	0	0	0			0.00	0.00		1		
SBT	2	3200	431	542			0.14 *	0.17 *				
SBR (a)	1	1600	169	202			0.11	0.13				
501							0.00	0.00				
EBL	0	0	0	0								}
EBT .	Q	0	0	0			0.00	0.00		ļ		į
EBR	0	. 0	0	0	•		0.00	0.00				
WBL	0	0	515	580			0.00	0.00		}		
WBT	2	3200	1	1			0,16 - 1	0.18 *				
WBR (b)	7	1600	162	205			0.10	0.13				
		· · · · · · · · · · · · · · · · · · ·	LOST T	IME.		· · · · · · · · · · · · · · · · · · ·	0.10 *	0.10				
			LO31 1	HATE.			0.70	0.10				
			INTERS	ECTION CAP	ACITY UTILIZ	ATION:	0.62	0.71				
				RIO LEVEL OF		,	B B	C				
										<u></u>	L	

NOTES:

(a) 48% R.T.O.R. (b) 43% R.T.O.R.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET: E/W STREET: LAS VIRGENES ROAD HWY. 101 SB RAMPS

CONTROL TYPE:

SIGNAL

WOLUMES	SNORTHBC	TRAFFIC	VOLUMESU	MMARY	10.00100000000000000000000000000000000	36分中国 60分子的 30分子		
NOLUMES TO LET		ar st				CARL COME TO MANUE OF THE PARTY OF	R.	

117

91

10

REFERENCE #10PM

BUILDOUT **(B)**

10

75 65 28

GEOMETRICS CONTROL OF THE PROPERTY OF THE PROP

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

LTR

EXISTING GEOMETRICS

TT R

LTTR TRATELIOSGENARIOS

LT R

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

			外域流流	GESERVICE GAT GULATIC	ONS TO STATE OF THE STATE OF TH			医		
	or	CAPACITY I		SUENARIOWOUUME			SCENARIO	CRATION		
MENTS NO.	DANIES									
NBL	0	О	0	0	0.00	0.00				
NBT	2	3200	1369	1486	0.43 *	0.46 *				
NBR	1	1600	1	3	0.00	0.00				
			ļ						·]	
SBL	1	1600	27	37	0.02 *	0.02 *				
SBT	2	3200	655	746	0.21	0.23	1			
SBR (a)	1	1600	175	236	0.11	0.15				
100				* *						
EBL	0	0	307	372	0.00	0.00	1			
EBT	1	1600 ´	6	14	0.20 *	0.24 *				
EBR (b)	1	1600	106	120	0.07	0.08				
								-		
WBL	0	0	14	24	0.00	0.00	}			
WBT	1	1600	0	0	0.04 *	0.08 *		:		
WBR (c)	0	0	54	103	0.00	0.00				
			LOCT	n.,,e.	240.1	0.40 #				
			LOST	INE:	0.10 *	0,10 *	1			
				SECTION CAPACITY UTILIZAT	1	0.90				
1.			SCENA	ARIO LEVEL OF SERVICE:	C	D				
					· · · · · · · · · · · · · · · · · · ·		ليبببب	 		

NOTES:

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

(b) 50% R.T.O.R.

(c) 43% R.T.O.R.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD: N/S STREET:

P.M. PEAK HOUR

E/W STREET:

LAS VIRGENES ROAD HWY. 101 SB RAMPS

CONTROL TYPE:

SIGNAL

WITH IMPROVMENTS

VOL	LMES .	NOR	H BOW	IDS R	SOUI	HBOU	ND %	L L	IBOU T		L TOWEST B	OUND:	III R
(A)	EXISTING	0	1369	1	27	655	214	307	6	214	14	0	95

(B)

BUILDOUT

117

ANNAFRIC VOLUME SUMMARY

REFERENCE #10PMIMPS

			GEOMETRICS			
ļ		NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
I	EXISTING GEOMETRICS	TT TR	LTTR	LT R	L TR	•

AND THE PROPERTY OF THE PROPER

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

	和解解	為其的機構	建物理制度的工作力和信息的	MICL VIEW	OPSERA	ICE CA	UGULA	IIONS IA							
MOVE			C. C. C. P. C.		V <u>50</u>	NATION	VOLUM					HSGENAR	IOWICKATE		
SEMENT	5.35個機構	學ENNES新	用新出版的 2000年1000年1000年	2000	通过使用	外的影響	NEW PER	村田田郎	医		#20 TO SAN			湖南西州越	
NBL		0	0	0	0					0.00	0.00				
NBT		3	4800	1369	1486				}	0.29 *	,0.31 *	-		1	1
NBR		0	0	1	3					0.00	0.00				}
SBL		1	1600	27	37					0.02 *	0.02				-
SBT		2	3200	655	746					0.21	0,23				
SBR	(a)	1	1600	175	236					0.11	0.15				
				ļ										ĺ	
. EBL		0	. 0	307	372				İ	0.00	0.00				
EBT		1	1600	6	14					0.20 *	0.24 *		İ	Ì	
EBR	(b)	1	1600	106	120				:	0.07	80.0			ŀ	ļ
WBL		. 1	1600	14	24					0.01 *	0.02		-		
WBT		1	1600	0	0					0.03	0.06				1
WBR	(c)	0	0 .	54	103					0.00	0.00		İ		
				LOST T	ME:					0.10	0.10				
ĺ													}		
				INTERS	ECTION	CAPACIT	Y UŤILIZ	ZATION:	ŀ	0.62	0.69	1			
					NO LEVE				i	В	В		1		

NOTES:

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

(b) 50% R.T.O.R.

(c) 43% R.T.O.R.

REFERENCE #11PM CALABASAS FEE SCHEDULE - #02023 INTERSECTION CAPACITY UTILIZATION WORKSHEET COUNT DATE: 3/13/02 TIME PERIOD: P.M. PEAK HOUR LAS VIRGENES ROAD N/S STREET: AGOURA ROAD E/W STREET: SIGNAL CONTROL TYPE: EXISTING NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND EXISTING GEOMETRICS T TR LL R LTT MIRAGEI O SGENARIO SON SCENARIO 1: EXISTING (A) NBI 1 1600 65 0.04 * NBT 2 3200 791 0.25 NBR 0 0 0.00 0 SBL 0 0 0.00 0.24 SBT 585 3200 SBR (a) ٥ 0 184 0.00 0.18 EBI 3200 582 2 EBT 0 . 0.00 1600 0.02 EBR (b) 39 WBL 0 0 0 0.00 0.00 WBT 0 0 0

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NOTES:

WBR

(a) 16% R.T.O.R. (b) 59% R.T.O.R. 0

0

LOST TIME:

INTERSECTION CAPACITY UTILIZATION:

SCENARIO LEVEL OF SERVICE:

09/20/02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

3/13/02

TIME PERIOD:

P.M. PEAK HOUR

N/S STREET:

LAS VIRGENES ROAD

E/W STREET:

AGOURA ROAD

CONTROL TYPE:

SIGNAL

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SCENARIO 2: BUILDOUT (A+B)

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<u></u>	·		SCENARIO LEVEL OF SERVICE:		В				

NOTES:

(a) 16% R.T.O.R.

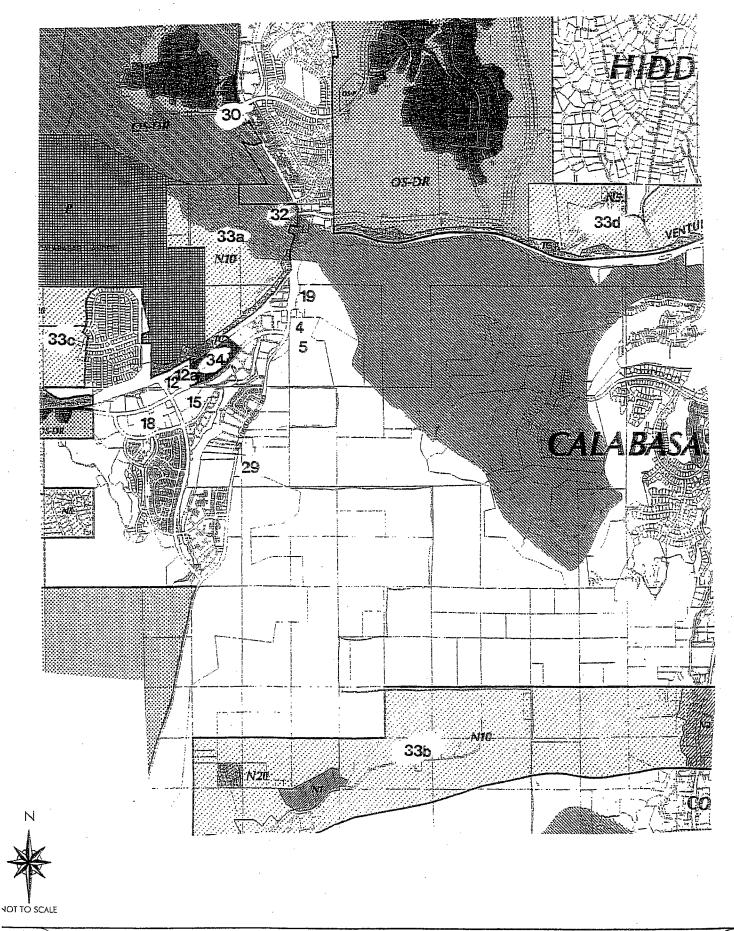
(b) 59% R.T.O.R.

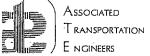
The Pazar and Baldwin projects would take access at Agoura Road.

09/23/02

REFERENCE #11PM_BLDOUT

BUILDOUT PROJECT LOCATIONS AND TRIP GENERATION





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	州建設作業監察	TANDIOSE			Office		Office	3		Office	Office			Office			Residential	Church			Residential	
		a service of the serv	CITY OF CALBASAS	BASELINE PROJECT	18. Canyon View Office (Karl Storz)	BASELINE PROJECTS LOTAL	ZOIVE U	19. Köndeli Orice bullanig ZONE D TOTA!	ZONE E		12. C.) press # 5		ZONE F	15. Cardservices	ZONE F TOTAL	ZONE G	4. Pazar (Baseline Project)	5. Baldwin Church/School	ZONE G TOTAL	ZONEH	29. Hillcrest	

Alesto Del

145

97

15 57 72

17 13 30

28 28 28

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171

0.52

157

48%

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33

39%

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61%

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32 15 13 99 19 36% 36% 36% 36% 83% 36% 27 6 33 58 58 22 13 17 17 64% 64% 64% 64% 64% 17% 90 42 10 52 35 79 26 26 2.54 1.0.1 1.01 1.01 1.01 24 6 30 5.5 19 50 75% 12% 75% 75% 75% 75% 2 7 9 65 **65** 17 25% 25% 25% 88% 25% 25% 67 32 20 26 26 74 0.75 0.75 0.75 0.75 2.38 402 96 **498** 335 335 249 852 852 541 9.57 17.40 9.57 9.57 9.57 1.00 1.00 1.00 1.00 1.00 42 Units 10 Units 35 Units 89 Units 26 Units 31,100 S.F. Residential Residential Residential Residential Residential Office 33b. County areas s/o Calabasas (within District) 32. Zuckerman/Continental Communities 33a. County area n/o 101 and w/o Las Virgenes 33d. County area n/o 101 and e/o Las Virgenes ZONE J TOTAL ZONE I 33c. County area n/o 101 and w/o Lost Hills 30. E. Monte Calabasas ZONE A TOTAL ZONE C 34. Vacant Office Parcel GOUNTHER ZONE I TOTAL ZONE J ZONE C TOTAL **ZONE B TOTAL** ONE K TOTA ONE K



CALCULATION OF CONSTRUCTION FEE

FUNDING FOR FUTURE IMPROVEMENTS

Shortfall	2,877,031
	₩
inds Available	3,634,969
	\$
Cost Estimate	6,512,000
	↔

FEE CALCULATION

	<= = minus 71 D.U.s outside of B&T Dist								
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N SUGHES	168	0	0	73.507	157.141	0	0	42.5	441
Development Inventor * * Dwelling Units	168	0	0			-			
Dav		·		73,507	157,141	0	0	42,500	
Pland Use	Single-Family Residential	Townhomes	Multiple-Family Residential	Retail	Office	Research & Development	Light Industrial	Institutional	TOTAL

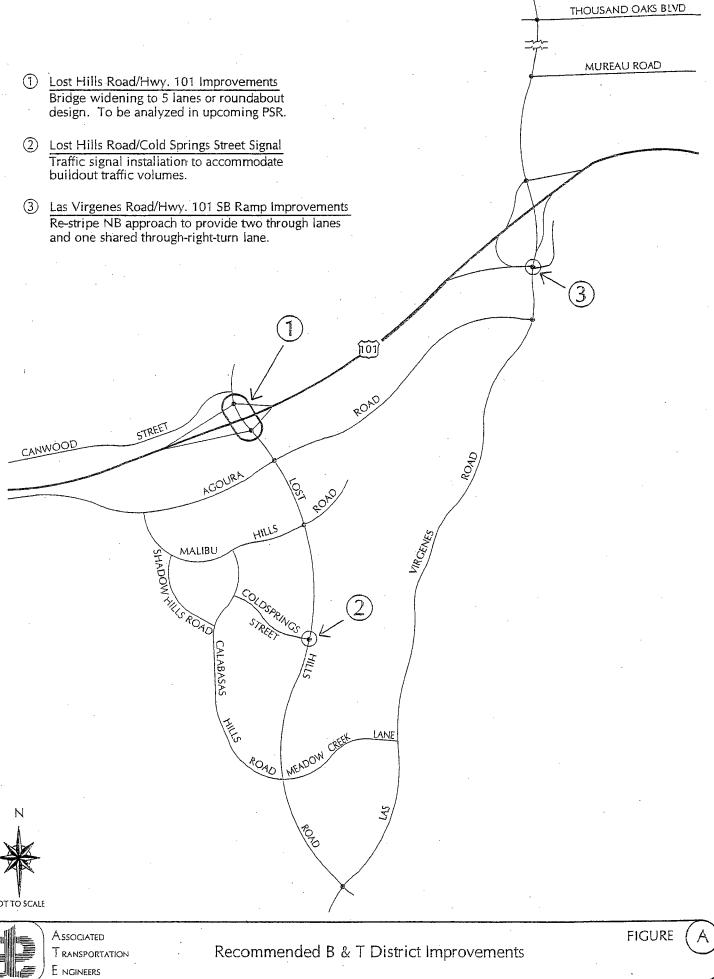
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Single-Family Residential	\$ 3,179			\$			
ownhomes	\$ 3,179			717,17		,	
ultiple-Family Residential	\$ 3,179			₩			
Retail	\$ 3,179			6	\$ 14,179.00	€	4.18
Office	\$ 3,179	2.42		3	\$ 7,693.00	₩.	7.69
Research & Development	\$ 3,179	1.08	\$ 3,433	3	\$ 3,433.00	₩	3.43
ight Industrial	\$ 3,179	0.98	\$	5	3,115.00	₩.	3.12
nstitutional	\$ 3,179	\$ 99.0		8	\$ 2,098.00	₩	2.10

3,179 per EDU

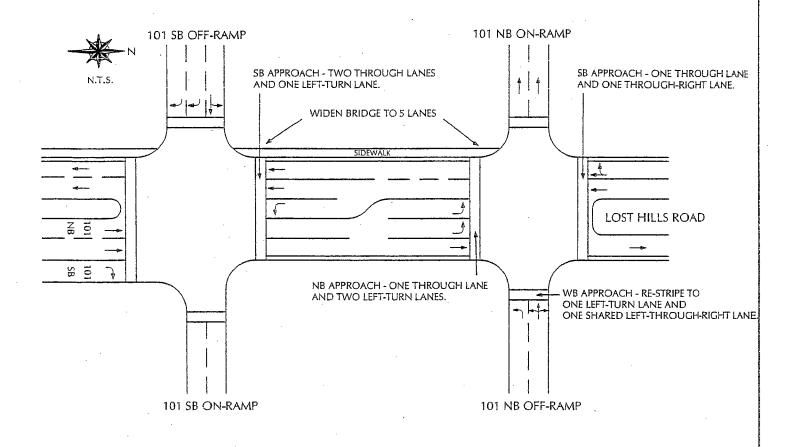
905 EDUs

2,877,031

B&T DISTRICT IMPROVEMENTS



CATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS - BRIDGE WIDENING OPTION



SCRIPTION:

IDEN BRIDGE.

E-LOCATE RAMPS TO INCREASE LENGTH OF OVERPASS.

DST HILLS ROAD/101 SB RAMPS:

3 APPROACH - ONE THROUGH LANE AND ONE LEFT-THROUGH LANE.

DST HILLS ROAD/101 NB RAMPS:

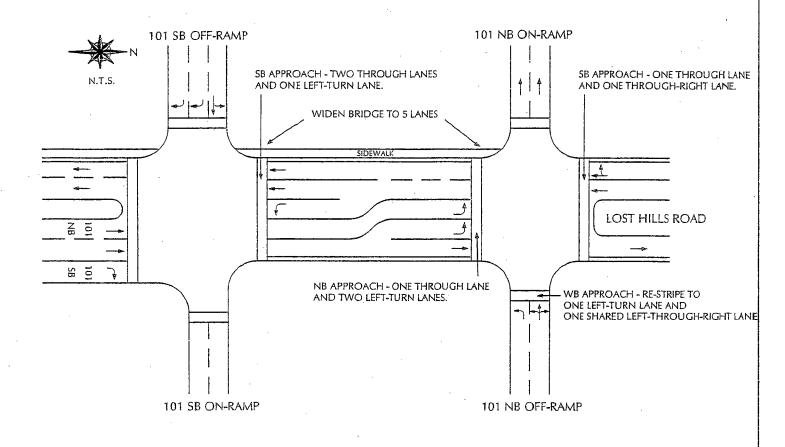
B APPROACH - ONE THROUGH LANE AND TWO LEFT-TURN LANES.

3 APPROACH - RE-STRIPE TO ONE THROUGH LANE AND ONE SHARED THROUGH-RIGHT LANE.

/B APPROACH - RE-STRIPE TO ONE LEFT-TURN LANE AND ONE SHARED LEFT-THROUGH-RIGHT LANE.

IMPROVEMENT	COST
CONSTRUCTION: BRIDGE WIDENING RAMP RE-LOCATION SIGNAL MODIFICATIONS SUBTOTAL:	\$ 6,075,000 \$ 2,791,500 \$ 350,000 \$ 9,216,500
CONTINGENCY (20%) DESIGN ENGINEERING (20%): CONSTRUCTION ENGINEERING (30%):	\$ 1,843,300 \$ 1,843,300 \$ 2,764,950
TOTAL COST ESTIMATE:	\$ 15,668,050

CATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS - BRIDGE WIDENING OPTION ALT. STRIPING



3CRIPTION:

/IDEN BRIDGE.

E-LOCATE RAMPS TO INCREASE LENGTH OF OVERPASS.

DST HILLS ROAD/101 SB RAMPS:

3 APPROACH - ONE THROUGH LANE AND ONE LEFT-THROUGH LANE.

OST HILLS ROAD/101 NB RAMPS:

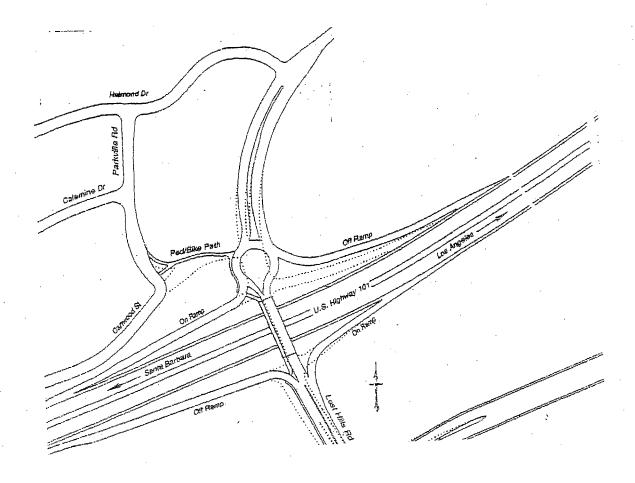
B APPROACH - ONE THROUGH LANE AND TWO LEFT-TURN LANES.

B APPROACH - RE-STRIPE TO ONE THROUGH LANE AND ONE SHARED THROUGH-RIGHT LANE.

/B APPROACH - RE-STRIPE TO ONE LEFT-TURN LANE AND ONE SHARED LEFT-THROUGH-RIGHT LANE.

IMPROVEMENT	COST
CONSTRUCTION: BRIDGE WIDENING RAMP RE-LOCATION SIGNAL MODIFICATIONS SUBTOTAL:	\$ 6,075,000 \$ 2,791,500 \$ 350,000 \$ 9,216,500
CONTINGENCY (20%) DESIGN ENGINEERING (20%): CONSTRUCTION ENGINEERING (30%):	\$ 1,843,300 \$ 1,843,300 \$ 2,764,950
TOTAL COST ESTIMATE:	\$ 15,668,050

CATION: LOST HILLS ROAD/101 NB RAMP INTERSECTION - ROUNDABOUT OPTION A



URCE: LEIF OURSTON AND ASSOCIATES

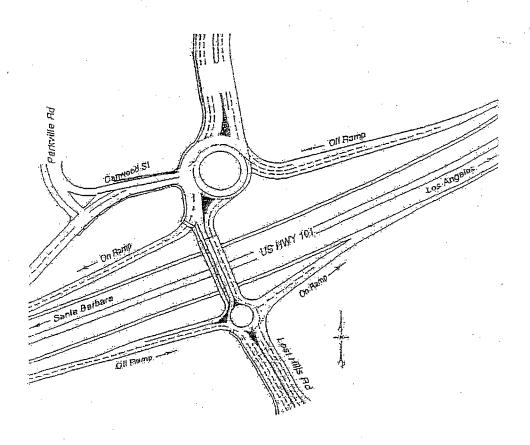
SCRIPTION:

OUNDABOUT CONSTRUCTION AT LOST HILLS ROAD/101 NB RAMPS.

IMPROVEMENT	COST
ROUNDABOUT AND PEDESTRIAN BRIDGE CONSTRUCTION RAMP RE-LOCATION SUBTOTAL:	N/A N/A N/A
CONTINGENCY (20%) DESIGN ENGINEERING (20%): CONSTRUCTION ENGINEERING (30%):	N/A N/A N/A
TOTAL COST ESTIMATE:	\$ 5,000,000 (a)

⁽a) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs with 3% per year increase.

CATION: LOST HILLS ROAD/101 NB RAMP INTERSECTION - ROUNDABOUT OPTION B



URCE: LEIF OURSTON AND ASSOCIATES

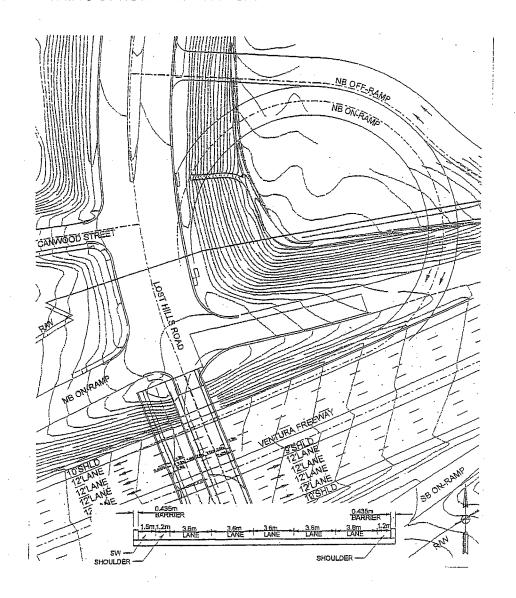
SCRIPTION:

OUNDABOUT CONSTRUCTION AT LOST HILLS ROAD/101 NB RAMPS.

IMPROVEMENT	COST
ROUNDABOUT AND PEDESTRIAN BRIDGE CONSTRUCTION RAMP RE-LOCATION SUBTOTAL:	N/A N/A N/A
CONTINGENCY (20%) DESIGN ENGINEERING (20%): CONSTRUCTION ENGINEERING (30%):	N/A N/A N/A
TOTAL COST ESTIMATE:	\$ 5,000,000 (a)

⁽a) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs with 3% per year increase.

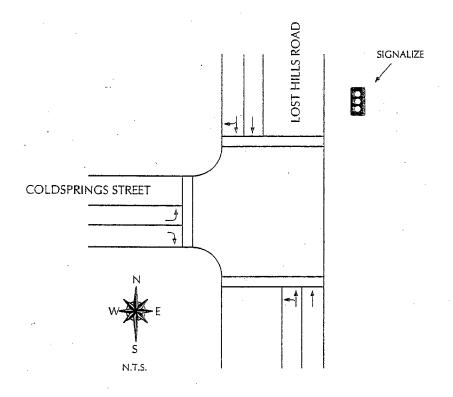
CATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS - BRIDGE WIDENING OPTION WITH "PAR-CLO" DESIGN



URCE: ATHALYE CONSULTING ENGINEERS

IMPROVEMENT	COST
CONSTRUCTION: BRIDGE WIDENING RAMP RE-LOCATION SIGNAL MODIFICATIONS SUBTOTAL:	N/A N/A N/A N/A
CONTINGENCY (20%) DESIGN ENGINEERING (20%): CONSTRUCTION ENGINEERING (30%):	N/A N/A N/A
TOTAL COST ESTIMATE:	. N/A

CATION: LOST HILLS ROAD/COLDSPRINGS STREET INTERSECTION

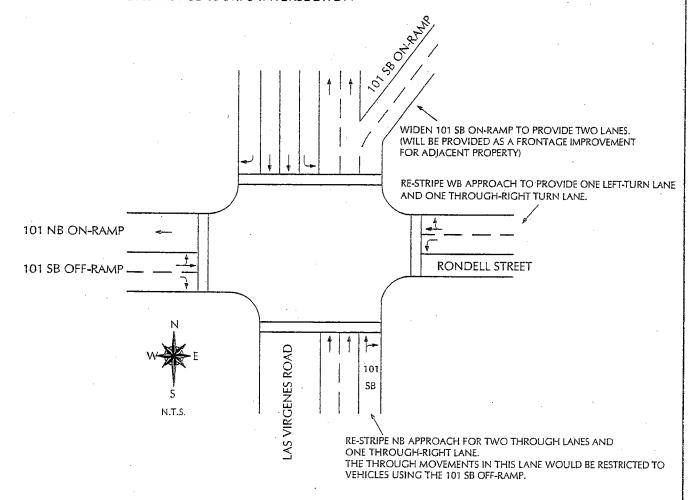


SCRIPTION:

INALIZE INTERSECTION

IMPROVEMENT	COST
CONSTRUCTION: TRAFFIC SIGNAL INSTALLATION DESIGN ENGINEERING CONSTRUCTION ENGINEERING	\$ 125,000 \$ 8,500 \$ 12,500
TOTAL COST ESTIMATE:	\$ 146,000

LATION: LAS VIRGENES ROAD/101 SB RAMPS INTERSECTION



SCRIPTION:

- -STRIPE NB APPROACH TO ONE THROUGH-RIGHT LANE.
- -STRIPE WB APPROACH TO PROVIDE ONE LEFT-TURN LANE AND ONE THROUGH-RIGHT TURN LANE. IDEN 101 SB ON-RAMP TO PROVIDE TWO LANES (WILL BE PROVIDED AS A FRONTAGE IMPROVEMENT FOR THE ADJACENT DEVELOPMENT).

IMPROVEMENT	COST
CONSTRUCTION: SIGNAL MODIFICATION CONSTRUCTION SUBTOTAL:	\$ 25,000 \$ 15,000 \$ 40,000
CONTINGENCY (20%) DESIGN ENGINEERING (15%): CONSTRUCTION ENGINEERING (30%):	\$ 8,000 \$ 6,000 \$ 12,000
TOTAL COST ESTIMATE:	\$ 66,000

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES RELATING TO THE REVISION OF FEES AND IMPROVEMENT PROJECTS FOR THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND MAJOR CONSTRUCTION FEE DISTRICT

WHEREAS, the Board of Supervisors of the County of Los Angeles adopted the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District (District) on June 24, 1997, for the funding of certain highway improvements (District improvements); and

WHEREAS, the Board of Supervisors established fees for the District as follows:

Residential Property:

Single-Family	\$ 2,057/unit
Townhouse	\$ 1,283/unit
Apartment	\$ 1,120/unit

Non-Residential Property:

Retail	\$ 5.00 per square feet
Office	\$ 4.56 per square feet
Research and Development	\$ 3.10 per square feet
Light Industrial	\$ 2.00 per square feet
Institutional	\$ 3.95 per square feet

WHEREAS, the District fees established by the Board of Supervisors at the time of District formation were based upon the estimated total improvement costs and the estimated potential development within the District at that time; and

WHEREAS, the estimated total improvement costs for the District have increased substantially since District formation due to the increases in the scope of the projects and the addition of projects identified in the Los Angeles County General Plan and the City of Calabasas Circulation Plan; and

WHEREAS, as a result of the above facts, the projected revenue from collection of District fees at the existing fee rates will be insufficient to fully finance the proposed District improvements; and

WHEREAS, there is a need to revise the District fees to provide for sufficient revenue to fully finance the proposed District improvements as is demonstrated in the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Update Report presented to the Board of Supervisors; and

WHEREAS, the District is within the jurisdictions of the County of Los Angeles and the City of Calabasas; and

WHEREAS, the revisions to the District fees contained in this Resolution will apply in both City and County jurisdictions; and

WHEREAS, the requirements for notice and public hearing in relation to the proposed fee revisions have been met in accordance with Government Code Section 65091; and

WHEREAS, Public Works has determined that the District update is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA State Guideline Section 21080(8)(D) in that the District is only obtaining funds for capital projects necessary to maintain services within existing service areas; and

WHEREAS, the City and County will be responsible for preparation of any subsequent environmental documentation that may be required for the Lost Hills Road/Las Virgenes Road B&T Construction Fee District improvement projects, the preparation of the construction plans, the acquisition of any needed right of way, and the construction of the improvements; and

WHEREAS, applicable requirements regarding revision of development fees, as set forth in government Code Section 66000 et. seq., have been satisfied; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors:

- A. Considered the District update is statutorily exempt from the provisions of the CEQA pursuant to CEQA State Guideline Section 21080(8)(D).
- B. Finds that the estimated total cost of the District improvements is \$6.5 million.
- C. Approves the construction fees shown in the Report and the construction fees are as follows:

Residential Property:

Single-Family \$ 3,179/unit Townhouse \$ 1,717/unit Multiple-Family \$ 1,971/unit

Non-Residential Property:

Retail \$ 14.18 per square feet
Office \$ 7.69 per square feet
Research and Development \$ 3.43 per square feet
Light Industrial \$ 3.12 per square feet
Institutional \$ 2.10 per square feet

- D. The approved revised District fees will be implemented within both the City and County jurisdiction areas.
- E. The method of fee apportionment for the revised District fees is set forth in the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District Update Report, attached hereto as Exhibit A.
- F. The revised District fees are to finance completion of the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Improvements as generally identified in Exhibit A.
- G. The revised District fees collected pursuant to this Resolution shall be used to finance, or where appropriate, to provide reimbursement for financing of, the District improvements.
- H. Hereby approves the automatic annual increase of District fees pursuant to the method of calculation indicated in the District Report in Exhibit A.
- I. The County and possibly other governmental agencies may contribute or make loans to the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Fund.
- J. Advancement of funds by developers to the District Fund for early completion of District projects may be accepted and later reimbursed by the District Fund or be compensated with credit against future fees.

K.	There is reasonable relationship fee's use for the District improve building permit approvals to development will directly benefit provided for by the completion of	ements and the affected which the fees apply fit from the improved t	subdivision and since this new raffic circulation
by the Board body of all o	ng Resolution was on thed of Supervisors of the County of other special assessment and taxistoard so acts.	Los Angeles and ex-offic	io the governing
		VIOLET VARONA-LUKE Executive Officer of the Board of Supervisors of County of Los Angeles	
		By	

OFFICE OF THE COUNTY COUNSEL

NOTICE OF PUBLIC HEARING

COUNTY OF LOS ANGLES DEPARTMENT OF PUBLIC WORKS

THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

The County of Los Angeles Board of Supervisors will hold a public hearing to discuss the proposed update prepared for the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District. The proposed update of the District, located in the City of Calabasas/unincorporated area of Los Angeles, California 91302, will revise the existing fees to be levied against future subdivision and building permit activities to construct bridge and highway improvements. Those proposed improvement projects are identified in the Los Angeles County and City of Calabasas General Plans. Existing developments are not subject to the fee along with other exclusions listed on the attached notice. The District boundary generally bounded by Interstate 101 to the north, Las Virgenes Road to the west, Piuma Road to the south and Cold Canyon Road to the east.

Said hearing will be held on January 25, 2005, at 9:30 a.m., Kenneth Hahn Hall of Administration, 500 West Temple Street (corner of Temple Street and Grand Avenue), Room 381, Los Angeles, California 90012. The Board of Supervisors will consider and may adopt the resolutions. Further, notice is given that the Board of Supervisors may continue this hearing from time to time. Written comments may be sent to the Executive Office of the Board of Supervisors at the above address. If you do not understand this notice or need more information, please call John Chin of Public Works at (626) 458-7151.

Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (626) 458-7151.

VIOLET VARONA-LUKENS
EXECUTIVE OFFICER – CLERK OF
THE BOARD OF SUPERVISORS

PROPOSED BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

On June 24, 1997, the County of Los Angeles Board of Supervisors adopted the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District. The B&T District was created to fund roadway and intersection improvements needed to accommodate future traffic volumes for areas within the B&T District boundaries. These areas include portions of the City of Calabasas and unincorporated areas of Los Angeles County that will use the Lost Hills Road/Ventura Freeway and Las Virgenes Road/Ventura Freeway interchanges as their primary access and/or receive significant benefit from the improvements funded by the B&T District.

Significant land use development and associated traffic growth has occurred since the B&T District was adopted. The purpose of the update is to re-evaluate the improvements prioritization list, develop new improvements and associated cost estimates, and assess new B&T traffic fee requirements.

As a result of the above facts, the projected revenue from collection of District fees at the existing fee rates will be insufficient to finance the improvements in the District. Therefore, there is a need to revise the district fees for the District to provide sufficient revenue to finance the District improvements as is demonstrated in the District Update Report presented to the Board of Supervisors.

The County of Los Angeles proposes to levy fees on new development to pay for the construction costs. The purpose of this document is to properly notify all parties affected as legally required for the County of Los Angeles Board of Supervisors to update the fee district for construction of the proposed improvements.

THE PROPOSED UPDATE OF THE FEE DISTRICT AFFECTS ONLY NEW DEVELOPMENT

THE PROPOSED FEE PROGRAM DOES NOT AFFECT:

EXISTING HOMES

EXISTING COMMERICAL OR INDUSTRIAL BUILDINGS

BULDINGS PERMITS FOR RESIDENTAL REMODELING OR ADDITIONS

BUILDING PERMITS FOR RECONSTRUCTION OF EXISTING RESIDENTIAL

BUILDINGS WHICH DO NOT INCREASE THE NUMBER OF DWELLING UNITS

New fees would be imposed upon new development projects within the City of Calabasas and surrounding unincorporated area and will be apportioned based upon the amount of traffic estimated to be created by each type of NEW development. The amount of new development anticipated within the District boundary is estimated to be 168 residential units, 273,148 square feet of retail, office, and institutional developments. The proposed fee rates are calculated as follows:

Develop	ment Type	Existing Fee	Proposed Fee
1.	Single-Family Residential Townhomes Apartment Multiple-Family Residential Retail Office Research and Development	\$2,057 per unit	\$3,179 per unit
2.		\$1,283 per unit	\$1,717 per unit
3.		\$1,120 per unit	
4.			\$1,971 per unit
5.		\$ 5.00 per square feet	\$14.18 per square feet
6.		\$ 4.56 per square feet	\$ 7.69 per square feet
7.		\$ 3.10 per square feet	\$ 3.43 per square feet
8.	Light Industrial	\$ 2.00per square feet	\$ 3.12 per square feet
9.	Institutional	\$ 3.95 per square feet	\$ 2.10 per square feet

Payment of the fees would be required at the time of a) recordation of new subdivisions or b) new building permit issuance, in the cases where subdivision of land has been recorded prior to establishing this district.

The proposed boundaries of the Area of Benefit are illustrated on the map contained in this notice. Action by the Board of Supervisors will affect only those areas within the unincorporated communities that are within the boundaries.

You have the right to appear at said hearing and be heard on this matter, or you may submit written comments prior to the close of the Hearing, addressed to Ms. Violet Varona-Lukens, Executive Officer-Clerk of the Board of Supervisors, County of Los Angeles, 383 Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California. The District Report is available for review at:

Agoura Hills Library 29901 Ladyface Court Agoura Hills, CA 91301

For information, please call Public Works at (626) 458-4918.

Si no entiende esta noticia o si necesita mas informacion favor the llamar a este numero (626) 458-7151.

By order of the Board of Supervisors of the County of Los Angeles, State of California.

Ms. Violet Varona-Lukens Executive Officer-Clerk of the Board of Supervisors

