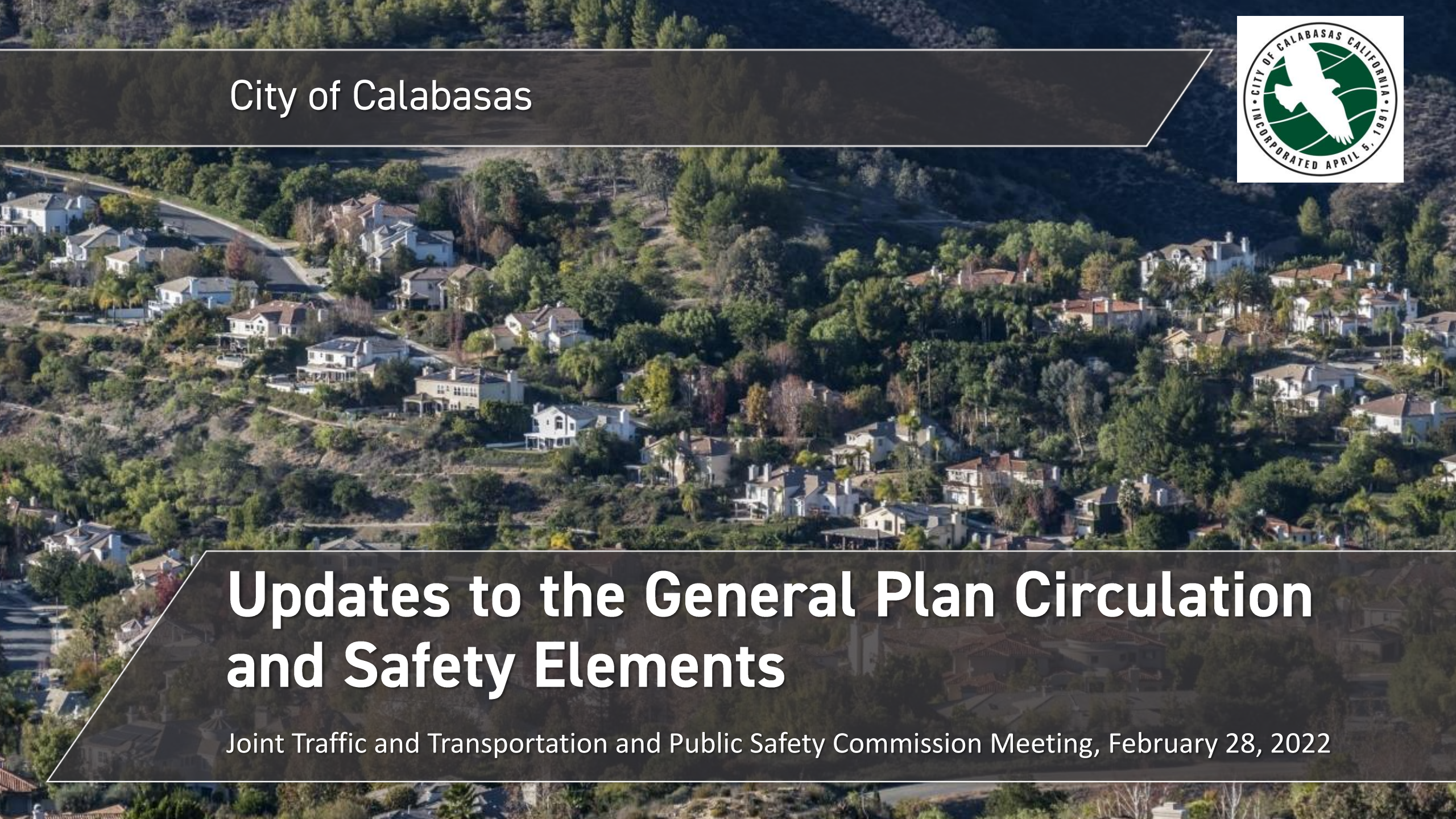


City of Calabasas

Updates to the General Plan Circulation and Safety Elements

Joint Traffic and Transportation and Public Safety Commission Meeting, February 28, 2022

Project Team

- City Departments
  - Planning Division
  - Transportation/Transit Division
  - Public Safety and Emergency Preparedness
- Consultant Team

Circulation and Safety Elements

- Circulation and Safety Elements are required chapters of the General Plan
  - Circulation Element establishes policies to achieve and maintain a balanced, safe, and reliable transportation system city-wide
  - Safety Element identifies policies that seek to reduce impacts from hazards (e.g., earthquake, wildfire, hazardous materials)
- Meeting objectives
  - Joint meeting with the Commissions because there are overlapping issues associated with the elements
  - Want to hear Commissions' perspective as advisory bodies

Meeting Agenda

- Legislative and local drivers to update the Circulation and Safety Elements
- Update process
- Major proposed revisions
- Evacuation analysis and findings
- Questions and discussion from the Commissioners

Legislative and Local Drivers

- 8-year Housing Element Update triggered Safety Element update
  - Climate change (Senate Bill 379)
  - Evacuation (Senate Bill 99, Assembly Bills 1409 and 747)
  - Wildfire (Senate Bill 1241)
  - Adoption process (Assembly Bill 3065)
- Senate Bill 743 requires updates to the Transportation Study (TS) guidelines
  - Shift from Levels of Service to Vehicle Miles Traveled for CEQA
  - Update Circulation Element for consistency with the TS guidelines
  - Traffic and Transportation Commission has already recommended approval of TS Guidelines
- Local drivers
  - Emergency evacuation and wildfire risk
  - Updating transportation improvements in the circulation element
  - More focus on bicycle and pedestrian modes

Update Process

Technical Analyses

- Climate Change Vulnerability Assessment
- Evacuation Scenario Analyses
- Wildfire Risk Assessment

Stakeholder Engagement

- Meetings with County Fire, Office of Emergency Management, and Sherriff
- CAL FIRE review and meeting

Engagement with Elected and Appointed Officials

- Traffic and Transportation Commission presentation on TS Guidelines
- Planning Commission and City Council meetings

Draft Circulation and Safety Elements

- Public Drafts posted in August 2021
- Revised Drafts in Packet for Commissions' review

What is the Circulation Element?

The Circulation Element of the General Plan defines the goals and policies around how people and goods move within the community.

- The Circulation Element has several goals around achieving and maintaining a balanced, safe, and reliable transportation system in the City of Calabasas, such as:
  - Provide easy and convenient access to all areas of the community.
  - Maintain Calabasas' rural, small town sense of place.
  - Protect significant environmental features.
  - Reduce dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities.

Why is there a Circulation Element Update?

The Circulation Element is undergoing an update to comply with Senate Bill (SB) 743 and to reflect the updated Safety Element.

Before SB 743

- Measure impacts *to drivers*
- Using *Level of Service* (LOS)

After SB 743

- Measure impacts *of driving*
- Using *Vehicle Miles Traveled* (VMT)

How does SB 743 relate to the Circulation Element?

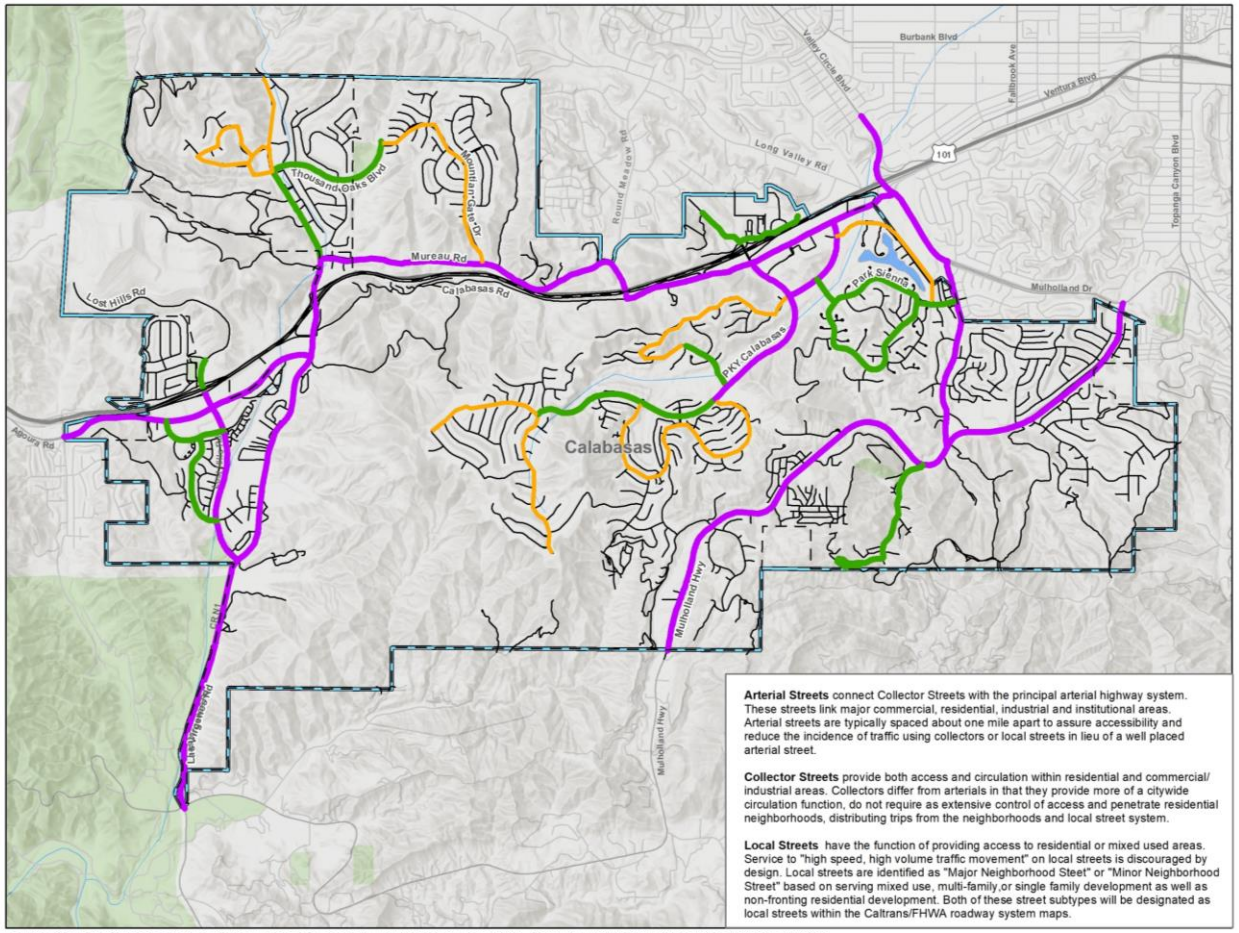
SB 743 shifts focus of transportation analysis to better align with the following State goals:

- Reduce greenhouse gas (GHG) emissions
- Encourage infill development
- Improve public health through increased active transportation (walking and biking)

The Circulation Element goals, polices, and projects has been updated to reflect these goals.

What are examples of Circulation Element Updates?

Update roadway classifications to better reflect existing conditions:



Source: City of Calabasas, 2018 and Rincon Consultants, 2021. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VI-1
Calabasas Roadway System

What are examples of Circulation Element Updates?

Remove or modify goals, polices, or projects related to level of service:

- *Section VI.A Vehicle Circulation - Objectives:*
  Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, ~~achieve and maintain level of service (LOS) C for all intersections and roadway links within the City except as indicated on Figure VI-1 (Calabasas Roadway System)~~ maintain an efficient circulation system to improve travel conditions and reduce vehicle miles traveled through future infrastructure investments and land use development.

DRAFT EDITS

What are examples of Circulation Element Updates?

Add goals, policies, or projects in support of multi-modal transportation and reducing greenhouse gas emissions:

- *Section VI.A Vehicle Circulation – General Plan Approach:*
  Require each new development that would contribute to the need for improvements or additions to the City's circulation system to fund its pro-rata share of such improvements or additions and/or provide programs to reduce their contribution to the number of vehicle miles traveled in the community and region.

DRAFT EDITS

What is the Safety Element?

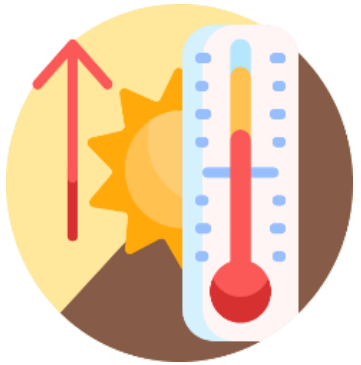
The Safety Element seeks to identify and, whenever possible, reduce the impact of natural and man-made hazards that may threaten the health, safety, and property of Calabasas residents, business owners, and visitors.

- Issues addressed in the Safety Element include:
  - *Geology and seismicity*
  - *Stormwater management and flooding*
  - ***Fire Hazards***
  - *Radon Gas*
  - *Hazardous Materials*
  - ***Disaster Response***
  - ***Climate Change *new***

What are examples of Safety Element Updates?

- **Climate Change Vulnerability Assessment**
  - Public health impacts from heat and smoke
  - More intense and frequent flooding and landslides
  - Extended drought causes water shortages and price hikes
  - Vegetation and habitat impacts, including tree die-offs
  - Increase in wildfire frequency and intensity
- **Vulnerable populations**
  - Seniors
  - Youth
  - Outdoor workers
  - Low-income households
  - Mobile home residents
  - Physical disabilities

Extended Drought



Extreme Heat

Stronger Storms

Wildfire

What are examples of Safety Element Updates?

- Sample Climate Change Policies
  - **Mitigate landslide risks** in the hills by improving drainage, reconstructing retaining walls, installing netting and vegetation, avoiding clear cutting, and stabilizing the soil after tree clearing, such as with compost and mulch.
  - Coordinate with emergency management services to establish **solar photovoltaic systems and battery storage** and water resources at emergency centers, resilience hubs, and cooling centers in case of power outages.
  - Weatherize homes using a **holistic "healthy homes" model** that addresses severe weather protection, energy efficiency, indoor air improvements, and other housing improvements.
  - Use available data and studies to **simulate how expanded wildfire, flooding, and landslide impacts might affect the transportation system**; in particular, study changes along designated evacuation routes associated with more frequent and severe wildfire, flood, and landslide events.

What are examples of Safety Element Updates?

- Disaster Response Section
  - Emergency evacuation capacity analysis (new technical appendix and new policies)
  - Single-access residential neighborhoods (new map and new policies)
  - Acknowledge EPIC and CERP
  - Describe critical evacuation routes and evacuation shelters
  - Describe mobility-impaired groups and facilities

What are examples of Safety Element Updates?

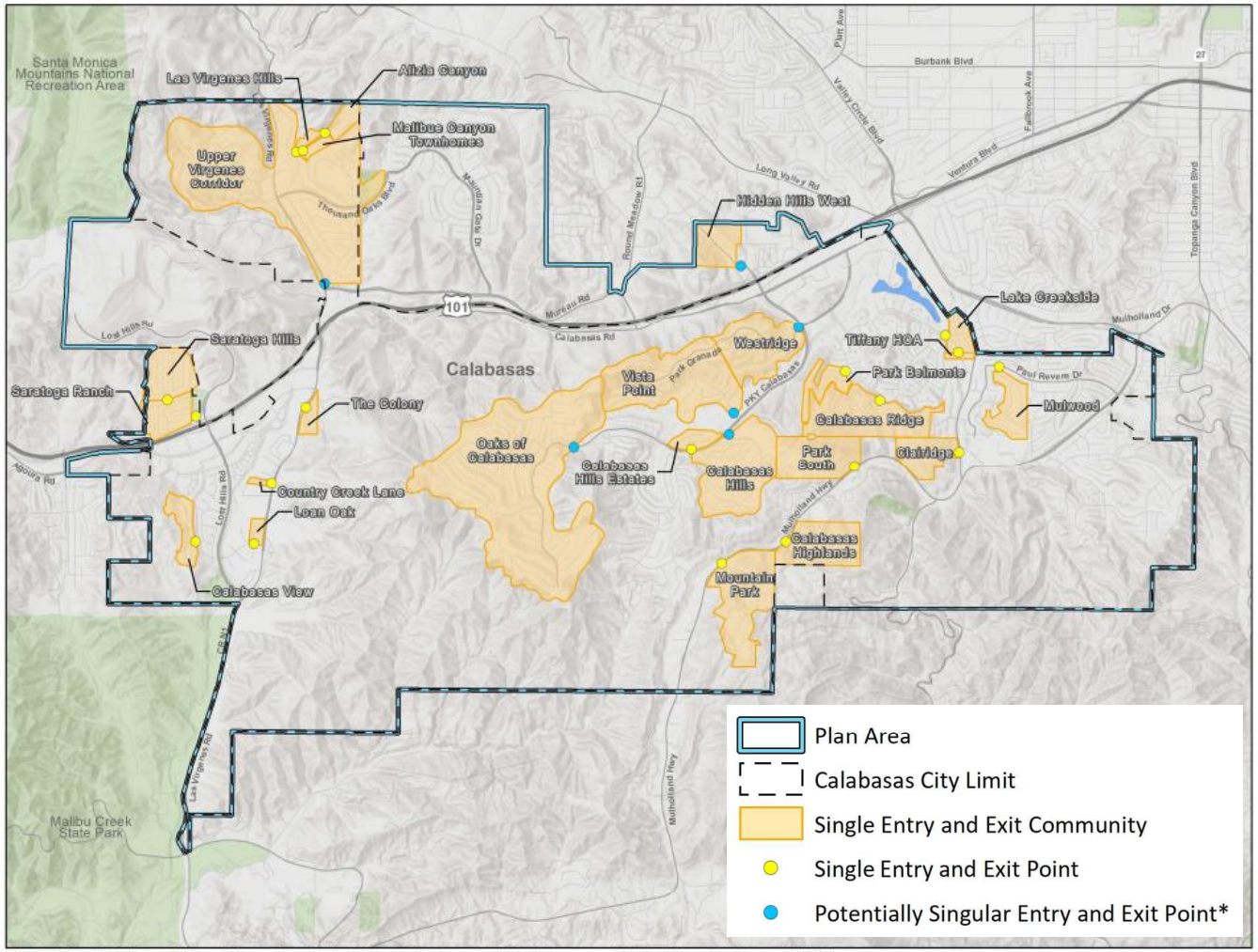
- Example policies
  - **Enhance Calabasas Emergency Radio Program's (CERP) participation** with volunteers and agencies and incorporate emergency preparedness **procedures** on a continuing basis.
  - Engage **residents** to better prepare for wildfire mitigation and protection. Empower EPIC (Emergency Preparedness in Calabasas) to serve as one of the City's Fire Safe Councils and **offer Defensible Space and Home Hardening Training and Assessments**
  - **Provide Community Emergency Response Training (CERT)** to increase disaster preparedness to the community **at the neighborhood level**.
  - Update and regularly maintain the **City of Calabasas' Emergency Operations Plan (EOP)** to include an assessment of current emergency service and projected emergency service needs specific to the City of Calabasas. The EOP should be prepared in consultation with the Los Angeles County Fire Department and Sheriff Department and align with the Los Angeles County Operational Area Emergency Response Plan.
  - Establish and maintain **a Disaster Recovery Plan** that includes critical needs, such as debris removal and evaluation of post-disaster redevelopment options.
  - Improve **coordination between frontline emergency personnel, CERP, EPIC, and media sources** to ensure accurate and clear information is being disseminated.

Why does the Safety Element require an evacuation analysis?

Senate Bill (SB) 99 requires jurisdictions to identify residential developments in hazard areas that do not have at least two (2) emergency evacuation routes.

- Passed in 2019
- After the next revision of the Housing Element on or after January 1, 2020, this analysis is required as part of the Safety Element

Single Entry and Exit Communities in Calabasas



Source: City of Calabasas, 2018, and Rincon Consultants, 2021. Updated August 2021. Basemap provided by ESRI and its licensors © 2021.

Why does the Safety Element require an evacuation analysis?

Assembly Bills (AB) 747 and 1409 requires jurisdictions to identify evacuation routes and their capacity, safety, and viability and evacuation locations under a range of emergency scenarios.

- Passed in 2019
- On or after January 1, 2022, this analysis is required as part of a Local Hazard Mitigation Plan or Safety Element

How are the emergency scenarios analyzed?

Evacuation Modeling Tool – Evac+:

Used to identify evacuation bottlenecks and develop policies for Safety Element and Circulation Element updates.

- Builds from SCAG Travel Demand Forecasting Model roadway network and land use data.
- Dynamic Traffic Assignment (DTA) Model.
- 24-hour model with 2-hour evacuation window.

What emergency scenarios are analyzed?

There is a wide range of emergency scenarios with varying levels of complexity that could occur in Calabasas.

Four evacuation scenarios were identified to reflect a range of potential worst-case emergency scenarios:

- Regional Fire Evacuation (e.g., Woolsey Fire)
- Calabasas Citywide Fire Evacuation (two time periods)
- Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction

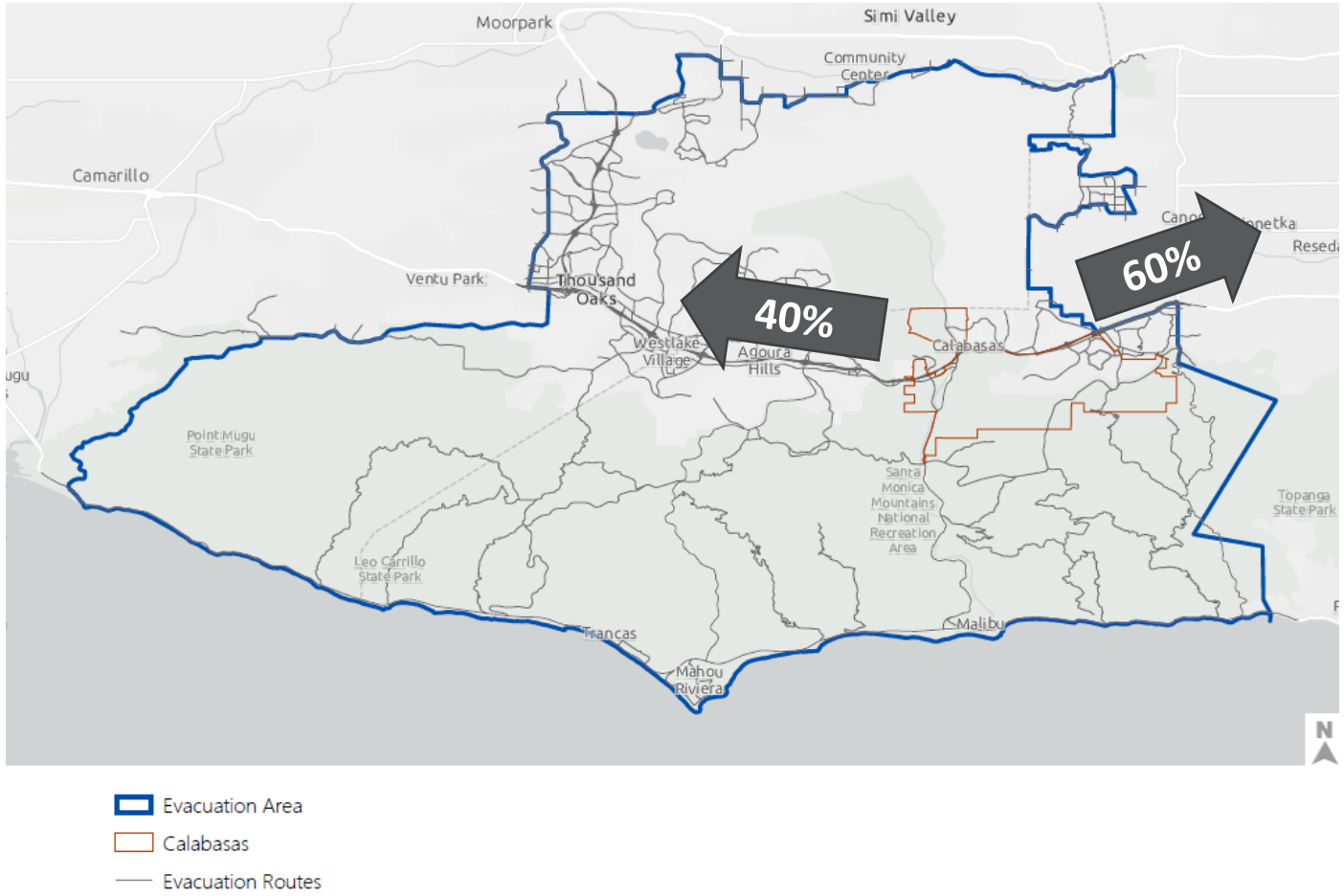
What emergency scenarios are analyzed?

For all scenarios:

- Analysis Year: 2030
- Socioeconomic Data:
  - Calabasas includes 2021 – 2029 Housing Element update housing sites.
  - Remaining evacuation area reflects growth in SCAG travel demand model.

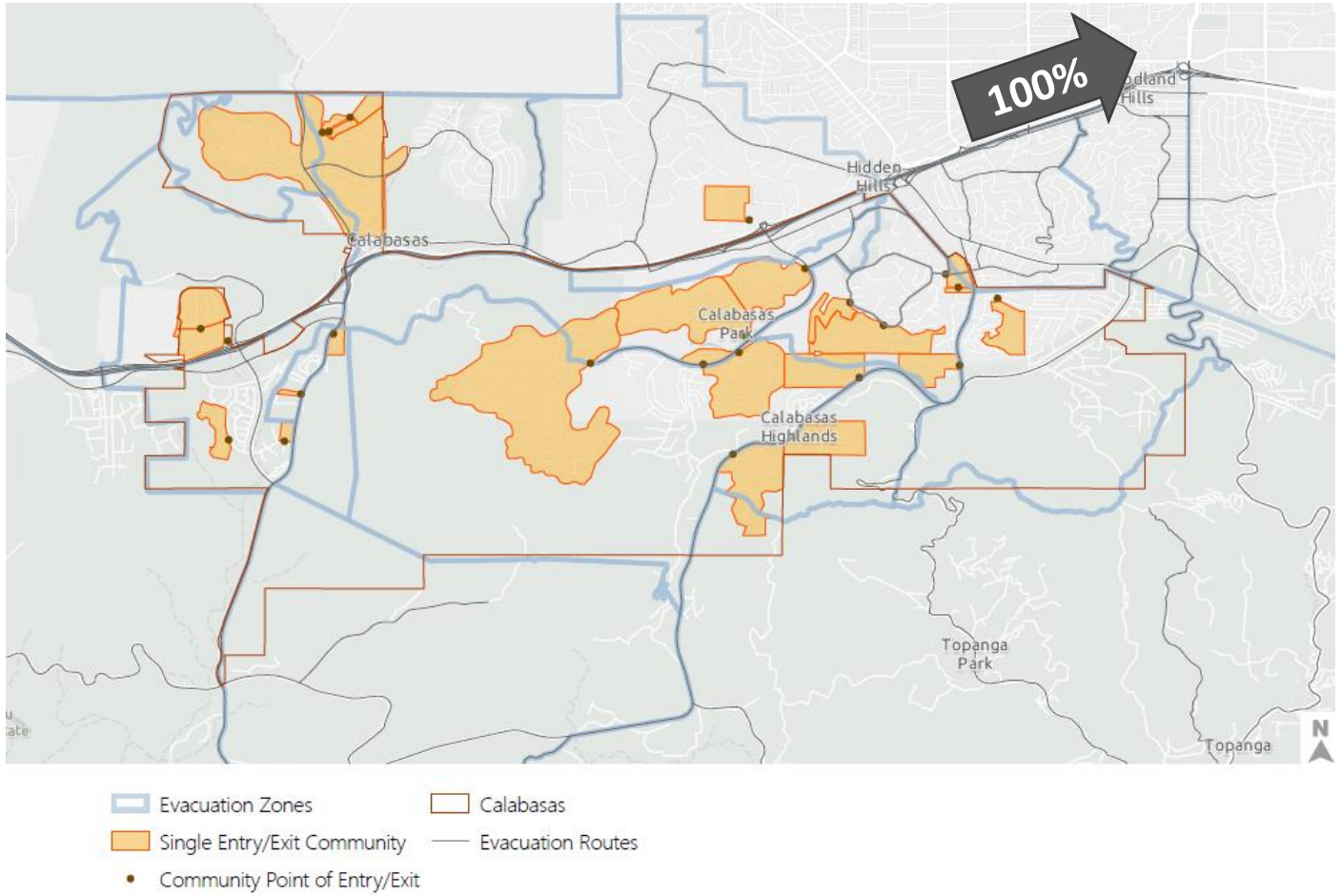
Scenario 1: Regional Fire Evacuation

- Evacuation Time Window:
  1 AM – 3 AM
- Evacuee Details:
  - ~122,000 people
  - ~43,000 households
  - ~79,000 vehicles
- Evacuation Routes:
  - Area north of Mulholland Highway evacuates along US-101.
  - Area south of Mulholland Highway (e.g., Malibu) evacuates along Pacific Coast Highway.



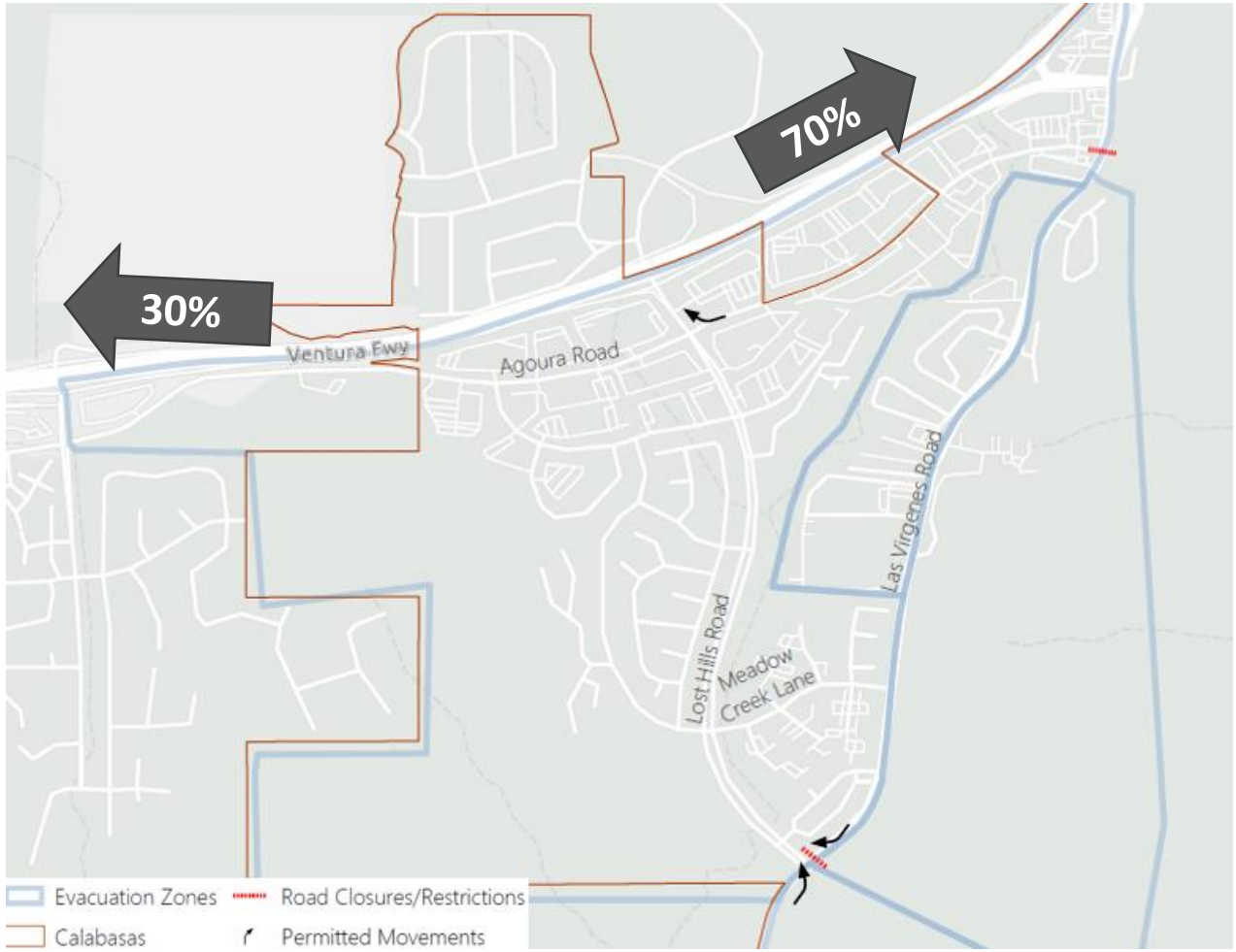
Scenario 2: Calabasas Citywide Fire Evacuation

- Evacuation Time Window:
  1 AM – 3 AM
- Evacuee Details:
  - ~31,000 people
  - ~11,000 households
  - ~22,000 vehicles
- Evacuation Routes:
  - All vehicles travel east on US-101 South due to smoke restricting ability to travel west on US-101 North.



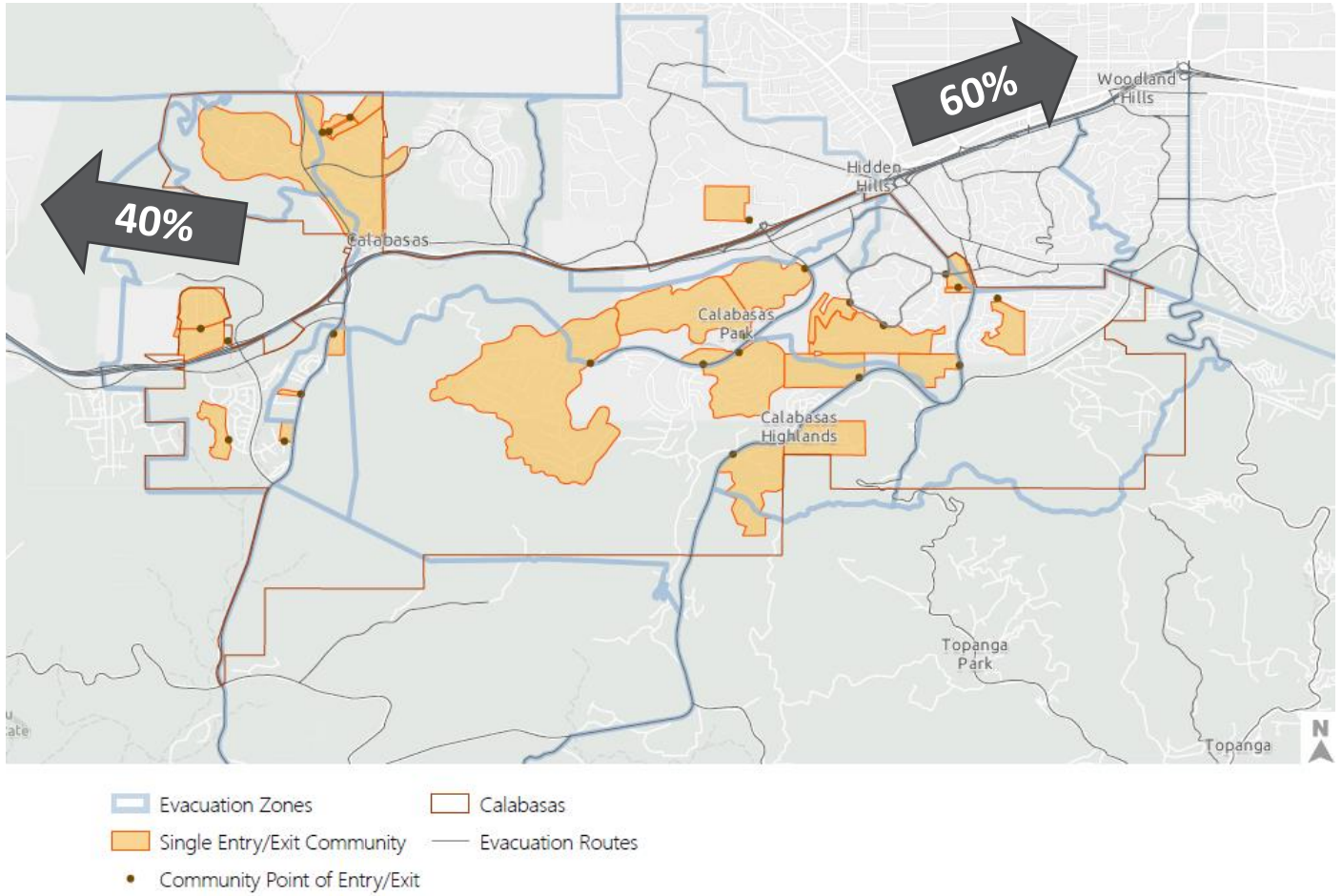
Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction

- Evacuation Time Window:
  1 AM – 3 AM
- Evacuee Details:
  - ~13,000 people
  - ~4,000 households
  - ~8,000 vehicles
- Evacuation Routes:
  - Agoura Road & Las Virgenes Road closed.
  - Turn restrictions at Lost Hills Road & Las Virgenes Road.
  - Primary evacuation along US-101



Scenario 4: Calabasas Citywide Fire Evacuation

- Evacuation Time Window:
  7 AM – 9 AM
- Evacuee Details:
  - ~31,000 people
  - ~11,000 households
  - ~22,000 vehicles
- Evacuation Routes:
  - Vehicles can travel east or west on US-101



Recommendations

Three types of recommendations to improve evacuation:

- **Demand-Side:** how, when, and where people evacuate in an emergency.
- **Supply-Side:** the physical and operational infrastructure that facilitates an emergency evacuation.
- **Information-Side:** how information is shared and received in an emergency.

Recommendations

The Safety Element contains a range of evacuation policies:

Demand-Side:

- Evaluate availability for **community facilities to serve as evacuation centers**.

Supply-Side:

- Develop and maintain **evacuation options for residents with mobility challenges**.
- Ensure that the **LACFD has complete access to all locations** in the City, including gated communities and critical infrastructure.

Information-Side:

- Encourage collaboration and partnership with local and regional partners on future **enhancements of alert and notification systems**.
- Conduct regular **evacuation trainings with single-access community** HOAs and residents.

Recommendations

Additional considerations for emergency evacuation:

Demand-Side:

- **Phased evacuation** by neighborhood or based on hazard characteristics (e.g., fire spread)
- Households use **minimum number of necessary vehicles**

Supply-Side:

- **Flexible roadway design** for additional capacity during evacuation
- **Manage traffic signals** to increase flow through intersections

Information-Side:

- Use alerts and wayfinding to **dynamically reroute** people to evacuation routes
- Establish a **redundant and resilient communications system** to continue emergency operations and communications: back-up generators, phone/text alerts, radio, and signage.

Recommendations: Supply-Side

The Circulation Element identifies seven intersections and roadway corridors that are critical to overall vehicle movement in Calabasas:

- Old Topanga Road/Mulholland Highway
- Calabasas Road/Parkway Calabasas
- Lost Hills Road
- Las Virgenes Road
- Agoura Road
- Thousand Oaks Boulevard
- Mureau Road

Signal prioritization and access management would prioritize these roadways for people in Calabasas to safely and efficiently evacuate.

Recommendations: Supply-Side

The Circulation Element identifies potential transportation projects on major roadways that can consider emergency access needs.

Projects Identified in Circulation Element	Emergency Access Consideration
No widening of Mulholland Highway to create additional through travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary except to provide for walking and bicycling facilities.	Explore bicycle facility or shoulder design that can accommodate vehicle travel during an evacuation.
Provide bicyclist and pedestrian-only connectivity to Las Virgenes Road from the end of Calabasas Road.	Explore bicycle/pedestrian corridor design that can facilitate emergency vehicle access during an evacuation.

What are examples of Safety Element Updates?

- Fire Hazards Section
  - New maps
  - New wildfire assessment (included as an appendix – based on TSS Consultants)
    - Wildfire Fundamentals
    - Wildfire Hazard Designations
    - Post-fire Slope Instability and Drainage Pattern
    - Citywide Conditions (Hillside Slope and Aspect, Vegetation, Weather and Atmosphere, Wind Pattern)
    - Emergency Response Facilities
    - Wildfire Risk
    - Regional and Local Plans

Very High Fire Hazard Severity Zone

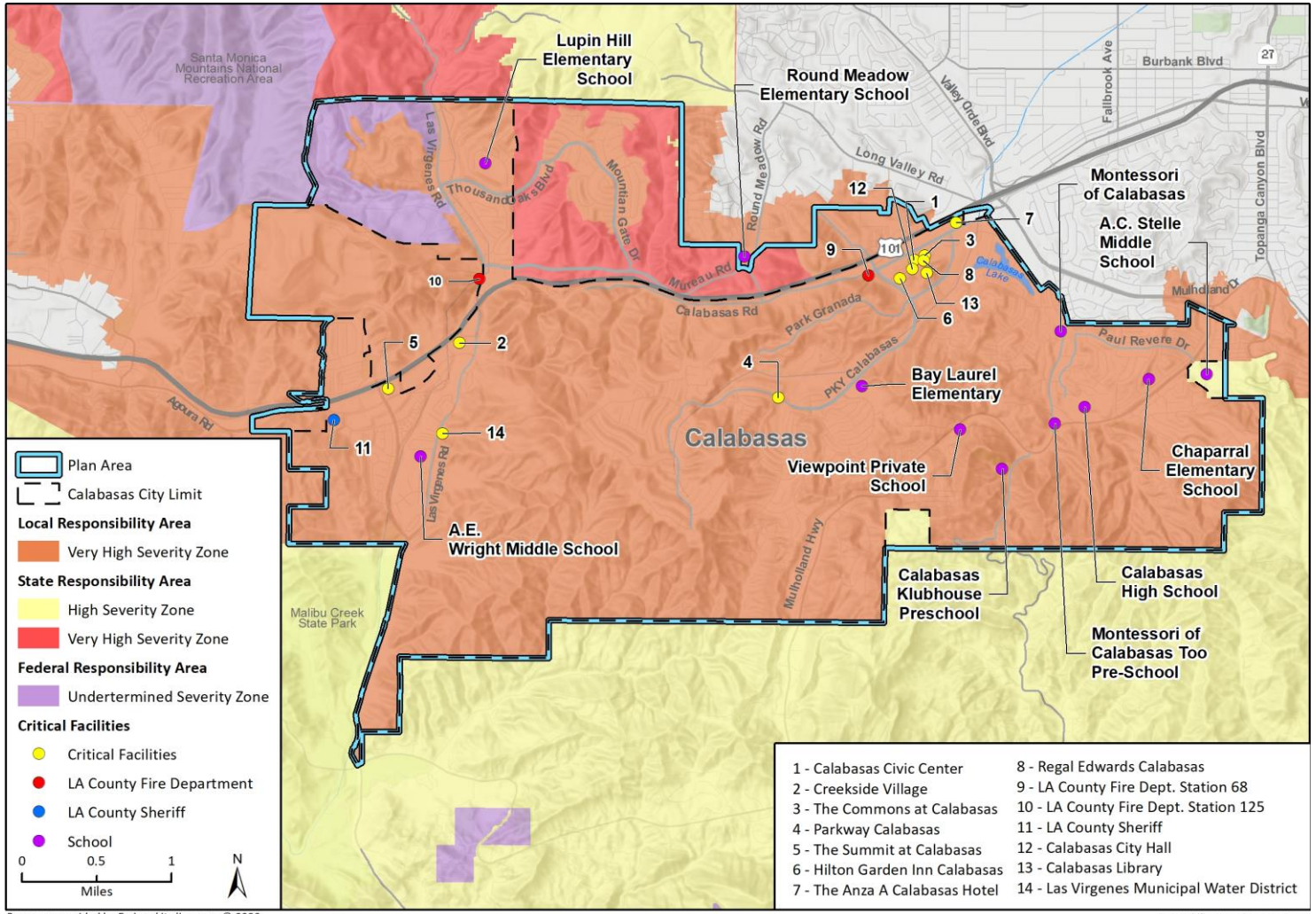


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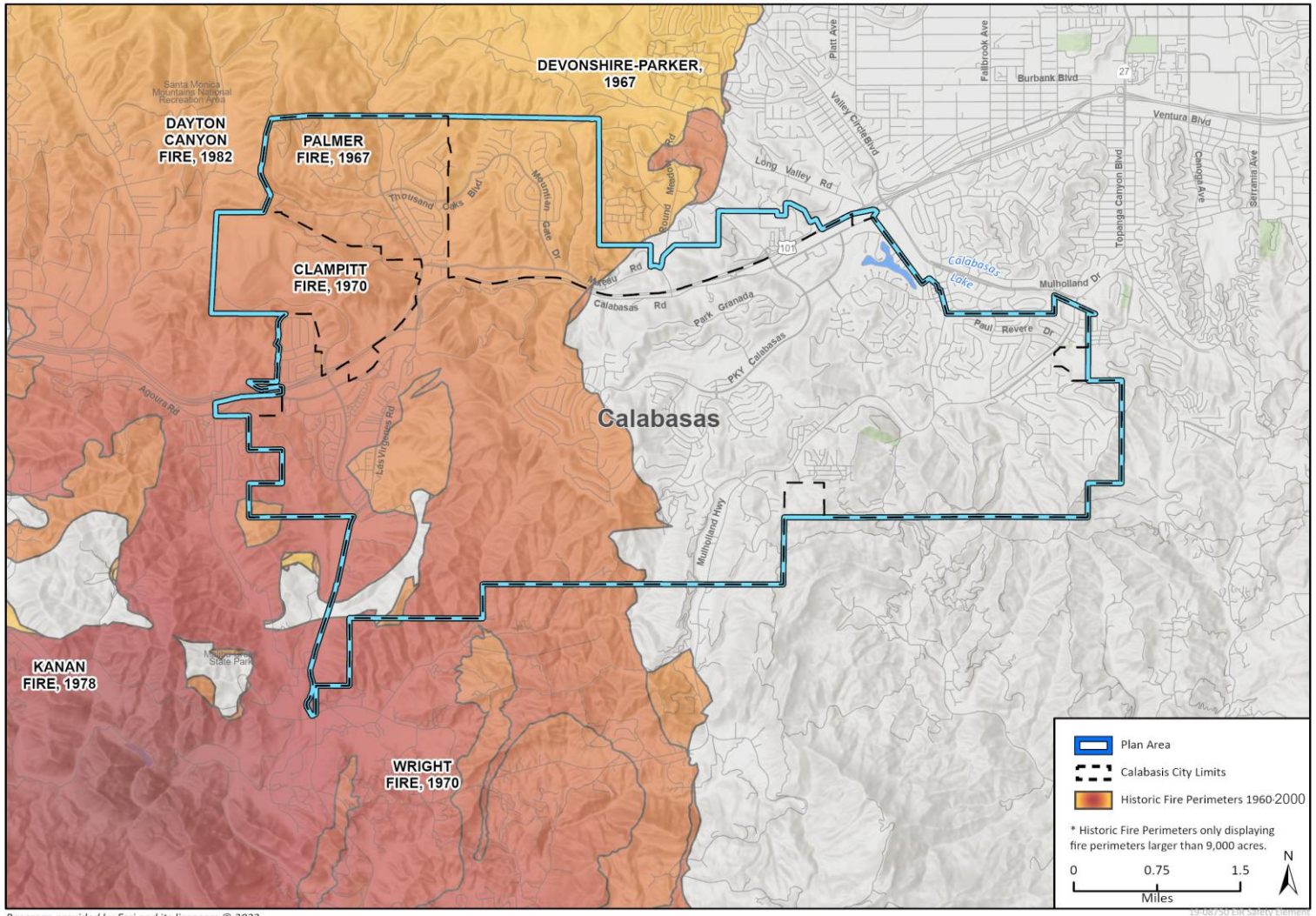
Fig X Wildfire Hazard Severity Zones

Historic Wildfires



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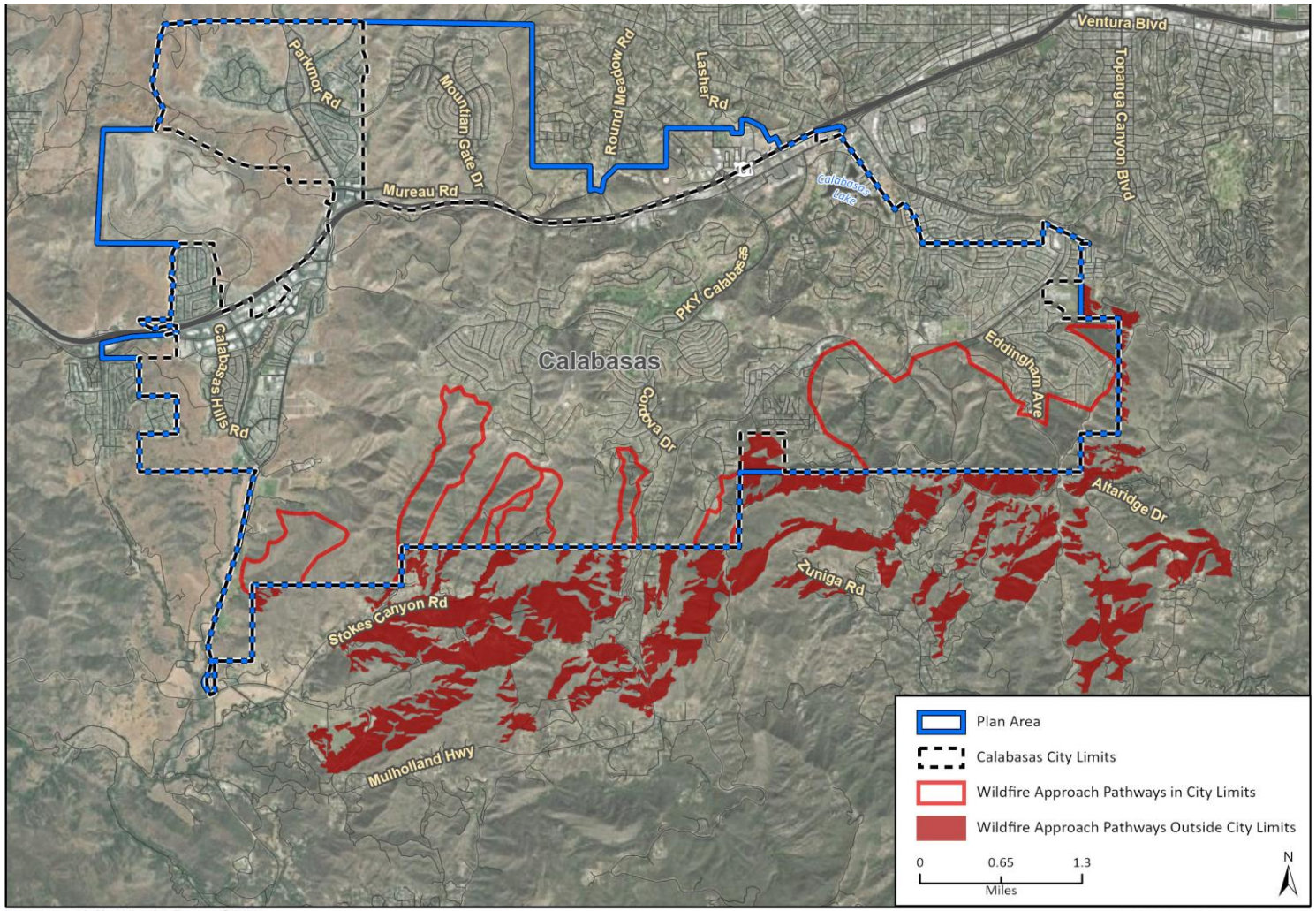
Wildfire Approach Pathways



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Fire Hazard Policy Samples

- Actively collaborate with regional, state and Federal fire agencies to **coordinate and implement wildfire mitigation measures and fuel load modifications / reduction zones,** including load clearing, prescribed burns, fire breaks, livestock grazing, and public and private road clearance and other mitigation activities for areas proximal to the city, particularly **potential wildfire approach pathways located to the south of the city** as identified in Figure 8 of Appendix D-1. Establish **cooperative management agreements** with entities that have jurisdiction over lands located to the south of the city limits.
- **Survey the conditions in the wildfire approach pathways located within city limits** as identified in Figure 8 of Appendix D-1 to assess vegetation management actions that could reduce wildfire movement.
- Conduct **a City-wide survey of vegetation conditions in drainage corridors, hillsides,** and similarly well vegetated areas that could provide opportunities for wildfire to approach valued assets, and specify recommended actions to reduce wildfire risks in these locations.
- Develop and disseminate education and outreach materials about home retrofits and home hardening that align with recommendations from CAL FIRE's Wildfire Home Retrofit Guide**. Identify financial resources that support home retrofit cost subsidies.**
- Discourage development and encourage sensitive siting of structures within hazardous fire areas as higher priorities than attempting to implement fuel modification techniques that would **adversely affect significant biological resources.**

Next Steps

- Publish and circulate revised Draft Safety and Circulation Elements
- Submit Safety Element to State Board of Forestry and Fire Protection
- Public hearings:
  - Planning Commission issues recommendation to City Council
  - City Council considers adoption of updated Circulation and Safety Elements

Thank you for your time!

Questions or comments?

Links to Bills

- **Climate change (Senate Bill 379)**
  https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB379
- **Evacuation (Senate Bill 99, Assembly Bills 1409 and 747)**
  https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB99
  https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1409
- **Wildfire (Senate Bill 1241)**
  https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB1241
- **Adoption process (Assembly Bill 3065)**
  https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200320040AB3065
- **Vehicle Miles Traveled (Senate Bill 743)**
  https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743

Acronyms

- SB – Senate Bill
- AB – Assembly Bill
- TS – Transportation Study
- LOS – Level of service
- VMT – Vehicle miles traveled
- GHG – Greenhouse Gas Emissions
- EPIC – Emergency Preparedness in Calabasas: A Fire Safe Council
- CERP - Calabasas Emergency Response Radio Program
- SCAG – Southern California Association of Governments
- DTA - Dynamic Traffic Assignment

Glossary

- **Level of service** - a measure of traffic congestion along a roadway or at an intersection.
- **Vehicle Miles Traveled** - a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips.
- **Board of Forestry and Fire Protection** - a government-appointed body within the Department of Forestry and Fire Protection who is responsible for developing the general forest policy of the state and representing the state's interest in federal forestland in California
- **Very High Fire Hazard Severity Zone** - CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. To reduce fire risk under State regulations, areas within Very High FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas.