



CITY of CALABASAS

**CITY COUNCIL AGENDA  
REGULAR MEETING**

**WEDNESDAY, APRIL 26, 2023, 7:00 P.M.**

**100 CIVIC CENTER WAY  
CALABASAS, CA 91302**

**HYBRID/ZOOM TELECONFERENCE**

[www.cityofcalabasas.com](http://www.cityofcalabasas.com)

The meeting will be broadcast on CTV Channel 3 and the live stream of the meeting may be viewed online at [www.cityofcalabasas.com/ctvlive](http://www.cityofcalabasas.com/ctvlive).

Members of the public may join the meeting via Zoom teleconference using steps listed below:

From a PC, Mac, iPhone or Android device please go to:

<https://cityofcalabasas.zoom.us/j/83056508084?pwd=NENIWGRhSHFaeXdEU09Bc0xQQld0QT09>

Passcode: 053431

Webinar ID: 83056508084

Or iPhone one-tap:

US: +16694449171, 83056508084# or +16699009128, 83056508084#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 669 444 9171 or +1 669 900 9128 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 719 359 4580 or +1 301 715 8592 or +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 360 209 5623 or +1 386 347 5053 or +1 507 473 4847 or +1 564 217 2000 or +1 646 558 8656 or +1 646 931 3860 or +1 689 278 1000

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Please access a [Guide to Virtual Meeting Participation](#) for more information on how to join City Council or Commission meetings.

The City Council reserves the right to alter the order of the agenda to allow for an effective meeting. Attendance at the entire meeting may be necessary to ensure interested parties hear a particular item. The public may speak on a closed session item prior to Council's discussion. To do so, a speaker card must be submitted to the City Clerk at least five minutes prior to the start of closed session. The City values and invites written comments from residents on matters set for Council consideration. **In order to provide councilmembers ample time to review all correspondence, any written communication must be submitted to the City Clerk's office before 5:00 p.m. on the Monday prior to the meeting. Note: Any written materials submitted to the City Council are public record under the Public Records Act.**

Any legal action by an applicant, appellant, or other person, seeking to obtain judicial review of any City Council decisions may be subject to the 90-day filing period of, and governed by, Code of Civil Procedure sections 1094.5 and 1094.6.

## **CLOSED SESSION - 6:00 P.M.**

1. Conference with Real Property Negotiator (Gov't Code §54956.8)  
Property Address: APN: 2063043015, Calabasas, CA 91302  
Agency Negotiator: Kindon Meik, City Manager  
Negotiating Party: Wetton Trust  
Under Negotiation: Price and Terms of Payment
2. Conference with Legal Counsel; Initiation of Litigation  
(Gov. Code § 54956.9(d)(4))  
Number of Potential Cases: 1

## **OPENING MATTERS**

Call to Order/Roll Call of Councilmembers  
Pledge of Allegiance by Boy Scouts Troop 127  
Approval of Agenda  
Report on Closed Session

## **PRESENTATIONS**

- Proclamation recognizing Administrative Professionals Day
- Proclamation recognizing Municipal Clerks Week April 30-May 6, 2023
- [Sheriff's Crime Report - March 2023](#)

## **ANNOUNCEMENTS/INTRODUCTIONS**

## **ORAL COMMUNICATION – PUBLIC COMMENT**

## **CONSENT ITEMS**

1. [Approval of April 12 and April 18, 2023, meeting minutes](#)
2. [Recommendation to approve Amendment No. 1 to the emergency Professional Services Agreement with American Landscape LP for landscape of common areas located within the Calabasas Park Estates Homeowner Association, which will extend the contract duration until August 31, 2023, and increase the not to exceed amount to \\$2,486,523.95](#)

## **PUBLIC HEARING**

3. Consideration of Resolution No. 2023-1850 to approve an updated Safety Element, updated Circulation Element and an updated Implementation Chapter of the Calabasas General Plan, as necessary to comply with federal and state law. In compliance with the provision of the California Environmental Quality Act (CEQA), a Calabasas 2030 General Plan updated final Environmental Impact Report was prepared and was certified on October 13, 2021, as being in compliance with the provisions of CEQA; and an addendum to the Environmental Impact Report was prepared and circulated for this project which determines that the General Plan updates do not trigger the need for supplemental or subsequent Environmental Impact review under Section 15162 of the CEQA Guidelines

## **INFORMATIONAL REPORTS**

4. Check Register for the period of April 1-14, 2023

## **TASK FORCE REPORTS**

## **CITY MANAGER'S REPORT**

## **FUTURE INFORMATION/AGENDA ITEMS**

## **ADJOURN**

The City Council will adjourn to a regular meeting on Wednesday, May 10, 2023, at 7:00 p.m.



# OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF



April 6, 2023

Kindon Meik, City Manager  
City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302

Dear Mr. Meik:

Listed below are the year-to-date crime statistic comparisons for the City of Calabasas for the month of March 2023.

## I. CRIME STATISTICS

CRIME	CURRENT MTH	YTD 2023	YTD 2022	CHANGE
Homicide	0	0	0	0
Rape	0	1	1	0
<b>Robbery</b>				
Armed	0	2	1	1
Strong-Arm	0	0	1	-1
Assault	1	4	3	1
<b>Burglary</b>				
Residential	3	10	17	-7
Business	2	4	3	1
Garage/Out-Building	0	2	4	-2
Vehicle (locked)	7	14	16	-2
<b>Theft</b>				
Grand (\$950 +)	4	10	13	-3
Petty	4	14	17	-3
Vehicle (unlocked)	6	18	16	2
Grand Theft Vehicle	0	0	7	-7
Arson	0	0	1	-1
Domestic Violence Felony	0	2	1	1
<b>Total Part I Crimes</b>	<b>27</b>	<b>81</b>	<b>101</b>	<b>-20</b>
<b>Percent Change</b>				<b>-19.8%</b>
Domestic Violence Misdemeanor	1	4	11	-7
Swatting	0	0	1	-1

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

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<b>CRIME</b>	<b>YTD 2020</b>	<b>YTD 2021</b>	<b>YTD 2022</b>	<b>YTD 2023</b>
Homicide	0	0	0	0
Rape	2	4	1	1
<b>Robbery</b>				
Armed	1	0	1	2
Strong-Arm	3	3	1	0
Assault	2	2	3	4
<b>Burglary</b>				
Residential	9	5	17	10
Business	1	2	3	4
Garage/Out-Building	2	0	4	2
Vehicle (locked)	10	11	16	14
<b>Theft</b>				
Grand (\$950 +)	6	12	13	10
Petty	12	22	17	14
Vehicle (unlocked)	9	15	16	18
Grand Theft Vehicle	4	6	7	0
Arson	1	0	1	0
Domestic Violence Felony	4	0	1	2
<b>Total Part I Crimes</b>	<b>66</b>	<b>82</b>	<b>101</b>	<b>81</b>
<b>Percent Change</b>		<b>+24.2%</b>	<b>+23.2%</b>	<b>-19.8%</b>
Domestic Violence Misdemeanor	11	11	11	4
Swatting	1	0	1	0

YTD = January 1 to March 1

Percent Change = comparison of current YTD Part 1 Crime total to previous YTD Part 1 Crime total,  
example: YTD 2021 Part 1 Crime total (82) compared to YTD 2020 Part 1 Crime total (66) is an increase of 24.2%.

## II. NOTEWORTHY INCIDENTS

A Tarzana resident was arrested on Calabasas Road for assault. The suspect accelerated his vehicle at a high rate of speed towards the victim who was able to move out of the way (23-01184)

A resident of Canoga Park was arrested on Calabasas Road for a theft that occurred in December 2022. The suspect entered the location with another suspect, selected fragrances and exited the location without paying. (22-06819)

A theft was reported on Commons Way. A Canoga Park resident was arrested for stealing store items from two stores in the shopping center. All property was recovered. (23-01368)

A Palmdale resident was arrested for possession of burglary tools on Calabasas Road. The suspect was seen at a car dealership attempting to open locked car doors at the location. The suspect was additionally charged with driving with a suspended driver's license. (23-01036)

## III. TRAFFIC

See attached.

## IV. AGENDIZED CAR

See attached

## V. CRIME PREVENTION

See attached

## VI. JUVENILE INTERVENTION TEAM

See attached.

**VII. ARREST STATISTICS**

The numbers of arrests listed below are the most current available.

	YEAR TO DATE 2023		CURRENT MONTH MARCH	
	ADULT	JUVENILE	ADULT	JUVENILE
Criminal Homicide	0	0	0	0
Forcible Rape	0	0	0	0
Robbery	0	0	0	0
Aggravated Assault	3	0	1	0
Burglary	2	0	0	0
Larceny Theft	3	0	1	0
Grand Theft Auto	1	0	0	0
Arson	0	0	0	0
Forgery	0	0	0	0
Fraud and NSF checks	3	0	2	0
Sex Offenses, Felonies	0	0	0	0
Sex Offenses, Misdemeanors	0	0	0	0
Non-Aggravated Assaults	0	2	0	0
Domestic Violence, Felony	0	0	0	0
Domestic Violence, Misd.	1	0	0	0
Weapon Laws	4	0	3	0
Offenses Against Family	0	0	0	0
Narcotics	16	0	9	0
Liquor Laws	0	0	0	0
Drunk/Alcohol/Drugs	2	0	0	0
Disorderly Conduct	0	0	0	0
Vagrancy	0	0	0	0
Gambling	0	0	0	0
Drunk Driving Vehicle/Boat	3	0	1	0
Vehicle/Boating Laws	8	1	2	0
Vandalism	1	0	1	0
Warrants	17	0	4	0
Receiving Stolen Property	0	0	0	0
Federal Offenses W/O Money	0	0	0	0
Federal Offenses With Money	0	0	0	0
Felonies, Miscellaneous	0	0	0	0
Misdemeanors, Miscellaneous	3	1	1	0
<b>ARREST TOTALS</b>	<b>67</b>	<b>4</b>	<b>25</b>	<b>0</b>

Sincerely,

ROBERT G. LUNA, SHERIFF



Jennifer L. Seetoo, Captain  
Malibu/Lost Hills Station





<b>COLLISION SUMMARY*</b>	<b>This Month</b>	<b>Month Year Prior</b>	<b>Total YTD</b>	<b>Total Prior YTD</b>	<b>Change +/-</b>
<b>Total Collisions - Excluding Private Property</b>	17	21	41	47	-6
Fatal Collisions	0	0	0	0	0
Injury Collisions	7	11	11	20	-9
Property Collisions	10	10	30	27	+3
Private Property Collisions	4	4	7	10	-3
DUI Collisions with Injuries	0	1	0	2	-2
DUI Collisions with Property Damage	0	2	0	2	-2
<b>Total Pedestrian Collisions</b>	1	1	1	2	-1
Pedestrians Killed	0	0	0	0	0
Pedestrians Injured	2	1	2	2	0
<b>Total Hit &amp; Run Collisions</b>	3	1	10	8	+2
Hit & Run Fatalities	0	0	0	0	0
Hit & Run Injuries	0	0	1	0	+1
Hit & Run Property Only	3	1	9	8	+1
<b>CITATION SUMMARY*</b>	<b>This Month</b>	<b>Month Year Prior</b>	<b>Total YTD</b>	<b>Total Prior YTD</b>	<b>Change +/-</b>
<b>Traffic Total</b>	243	183	602	627	-25
Hazardous Violations	124	97	358	375	-17
Non-Hazardous Violations	49	45	96	163	-67
Parking Violations	69	38	145	80	+65
DUI Arrests	1	3	3	9	-6

\*Collision Summary and Citation Summary does not reflect all collisions and citations which were not entered into the database.

**L.A. County Sheriff's Department  
Lost Hills & Malibu Station**

**Traffic Analysis Report**

4/12/2023 City of CALABASAS

Date Range Reported: 3/1/2023 to 3/31/2023

	This Period	Year-to-Date
<b>Total Collisions</b>	17	42
<b>Total Collisions Involving Fatality</b>	0	0
<b>Total Collisions Involving Injury</b>	7	11
<b>Total Collisions Involving Property Damage</b>	10	31
<b>Total Fatalities</b>	0	0
<b>Total Injuries</b>	11	16
<b>Total DUI Collisions</b>	0	0
<b>DUI Collisions Involving Fatality</b>	0	0
<b>DUI Collisions Involving Injury</b>	0	0
<b>DUI Collisions Involving Property Damage</b>	0	0
<b>Total DUI Fatalities</b>	0	0
<b>Total DUI Injuries</b>	0	0
<b>DUI Arrests</b>	1	3
<b>Total Non-DUI Collisions</b>	17	42
<b>Non-DUI Collisions Involving Fatalities</b>	0	0
<b>Non-DUI Collisions Involving Injuries</b>	7	11
<b>Non-DUI Collisions Involving Property Damage</b>	10	31
<b>Total Non-DUI Fatalities</b>	0	0
<b>Total Non-DUI Injuries</b>	11	16
<b>Private Property Collisions</b>	4	8
<b>Total Bicycle Collisions</b>	0	0
<b>Total Pedestrian Collisions</b>	1	1
<b>Total Citations</b>	145	456
<b>Hazardous Citations</b>	120	385
<b>Non-Hazardous Citations</b>	25	71
<b>Seat Belt Citations</b>	0	0
<b>Child Restraint Citations</b>	0	1
<b>Traffic Enforcement Index</b>	17.1	35.0
<b>Traffic Collision Index</b>	1.4	2.8
<b>DUI Index</b>	0	0
<b>Safety Restraint Index</b>	0	0.00
<b>Most Frequent Primary Collision Factor</b>	Unsafe Speed	Improper Turning
<b>Most Frequently Cited Violation</b>	22350: UNSAFE SPEED	22350: UNSAFE SPEED

Footnotes:

Traffic Enforcement Index	Haz Citations + DUI Arrests / Fatal & Injury Collisions (20:1)
Traffic Collision Index	Non-Injury Collisions / Fatal + Injury Collisions (2.5:1)
DUI Index	DUI Arrests / DUI Fatal + Injury Collisions (10:1)
Safety Restraint Index	Seat Belt + Child Restraint Citations / Haz + Non-Haz Citations

L.A. County Sheriff's Department  
Lost Hills & Malibu Station

Monthly Traffic Collision Statistics

3/1/2023 to 3/31/2023 City: CALABASAS

Primary Collision Factor: Excessive Speed

Secondary Collision Factor: Failure to Yield

Tertiary Collision Factor: Unsafe Turning

Day of Week When Majority Occurs: Sunday, Tuesday

Time of Day When Majority Occurs: 16:00 to 19:59

Top 3 Locations Where Majority Occur:

<u>Rank</u>	<u>Location</u>	<u>Collisions</u>
1	Park Granada / Parkway Calabasas	3
2	26787 Agoura Rd / Private Property	1
3	4335 Willow Glen St / Private Property	1
3	4754 Commons Way / Private Property	1
3	4799 Commons Way / Private Property	1
3	Agoura Rd / Las Virgenes Rd	1
3	Calabasas Hills Rd / Lost Hills Rd	1
3	Camino Portal / Parkway Calabasas	1
3	De Grasse Dr / Liberty Bell Rd	1
3	Declaration Av / Mulholland Hwy	1
3	Lost Hills Rd / Meadow Creek Ln	1
3	Mulholland Hwy / Parched Dr	1
3	Old Topanga Canyon Rd / Valdez Rd (1)	1
3	Park Capri / Park Granada	1
3	Park Serena / Park Sienna	1



**L.A. County Sheriff's Department  
Lost Hills & Malibu Station**

**Detailed Citation Report**

**From 3/1/2023 to 3/31/2023 City: CALABASAS**

<b>Category</b>	<b>Quantity</b>
Excessive Speed Citations	36
Excessive Speed Violations	36
Signs and Signals Citations	17
Signs and Signals Violations	17
Unsafe Turning Citations	3
Unsafe Turning Violations	3
Failure to Yield Citations	6
Failure to Yield Violations	6
Child Restraint Citations	0
Child Restraint Violations	0
Safety Belt Citations	0
Safety Belt Violations	0
DUI Cites	1
DUI Arrests	0
Actual DUI	1
Other Hazardous Citations	59
Other Hazardous Violations	62
Non-Hazardous Citations	25
Non-Hazardous Violations	49
Total Hazardous Citations	120
Total Hazardous Violations	124
Pedestrian Citations	0
Pedestrian Violations	0
Bicycle Citations	0
Bicycle Violations	0
Financial Responsibility	8
Radar Cites	60
Parking Cites	0
Total Hazardous Double Stat	120
Total Citations	145
Total Violations	173

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**L.A. County Sheriff's Department  
Lost Hills & Malibu Station**

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**Monthly Traffic Collision Report**

**4/12/2023**     *City of CALABASAS*

**Date Range Reported: 3/1/2023 to 3/31/2023**

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**Collisions**

Total Non-Injury Collisions	10
Total Injury and Fatal Collisions	7
Total Collisions (Injury + Non-Injury)	17

**DUI Collisions**

Number of DUI Collisions with Fatalities	0
Number of DUI Collisions with Injuries	0
Number of DUI Collisions Involving Property Damage	0
Total Number of DUI Collision Deaths	0
Total Number of DUI Collision injuries	0
Total Number of DUI Collisions	0
Total Actual Number of DUI Arrests	1

**Non-DUI Collisions**

Number of Non-DUI Collisions with Fatalities	0
Number of Non-DUI Collisions with Injuries	7
Number of Non-DUI Collisions Involving Property Damage	10
Total Number of Non-DUI Collision Deaths	0
Total Number of Non-DUI Collision injuries	11

**Vehicle/Pedestrian Collisions**

Number of Vehicle/Pedestrian Collisions with Fatalities	0
Number of Vehicle/Pedestrian Collisions with Injuries	1
Total Number of Pedestrian Fatalities	0
Total Number of Pedestrian Injuries	2

**Vehicle/Bicycle Collisions**

Number of Vehicle/Bicycle Collisions with Fatalities	0
Number of Vehicle/Bicycle Collisions with Injuries	0
Total Number of Vehicle/Bicycle Collision Fatalities	0
Total Number of Vehicle/Bicycle Collision Injuries	0

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**Hit & Run Collisions**

Total Number of Hit & Run Fatalities	0
Total Number of Hit & Run Injuries	0
Total Number of PDO Hit & Run Collisions	3

**Traffic Citations**

Total Number of Radar Citations Issued	60
Total Number of Bicycle Citations Issued	0
Total Number of Pedestrian Citations Issued	0
Total Number of Safety Belt Citations Issued	0
Total Number of Child Restraint Citations Issued	0
Total Number of Financial Responsibility Citations Issued	8
Total Number of Hazardous Citations Issued	120
Total Number of Non-Hazardous Citations Issued	25
Total Number of Citations Issued	145

**Parking Citations**

Total Number of Parking Citations Issued	0
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**Miscellaneous**

Child in Passenger Seat or Belts, Number of Fatalities	
Child in Passenger Seat or Belts, Number of Injuries	
Child Not in Passenger Seat or Belts, Number of Fatalities	
Child Not in Passenger Seat or Belts, Number of Injuries	
Number of Code 3 or Pursuit Collision Fatalities	
Number of Code 3 or Pursuit Collision Injuries	
Number of Patrol Vehicle Rear-End Collisions with Amber On	

**Enforcement Index**

Enforcement Index	17.1
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**LOST HILLS JUVENILE INTERVENTION UNIT  
ACTIVITY REPORT FOR MARCH 2023  
CALABASAS**

**SCHOOL ISSUES**

Contacted AP of Calabasas HS re: Parent information of Cal HS student possibly selling THC/Shrooms to AE Wright students.

Contacted AP at AE Wright regarding possible child abuse involving parent providing THC gummies. Responded to Round Meadow Elementary during school drop off on two separate occasions regarding suspicious male causing disturbance.

Contacted Calabasas HS regarding information on student selling fake identifications via online order form.

Responded to Muse school re telephonic voice mail involving treat made to school. School canvased, report taken, patrol checks conducted during pickup/drop off. Threat determined to be non-viable.

J team notified of students trespassing/on campus with knife. Knife confiscated; report taken. Students suspended and parents notified. School staff determined knife was brought onto campus unintentionally.

**INTERVENTIONS**

Contacted and counseled AC Stelle student and mother at residence regarding repetitive truancies. Parties receptive to counseling.

**COMMUNITY / CRIMINAL ISSUES**

1. We spoke with numerous citizens and parents who called to question various juvenile concerns and issues in the community. We also provide the parents with resource programs within our community.
2. We inquired with the Sylmar Juvenile Court District Attorney regarding the investigation and filing of criminal charges against juvenile offenders.
4. Met with Captain Jennifer Seetoo throughout the month to keep her up to date regarding our unit's investigations and current juvenile issues within our city.
5. Entered juveniles into the Youth Diversion Program for various violations.
6. We-investigated, prepared, and filed cases with the District Attorney's office. We additionally assisted other investigators in the preparation of cases for court.
7. Met with station narcotic detectives to exchange information regarding juvenile and drug related issues.
8. Handled the processing and follow-up of various juvenile referrals brought to the attention of this unit for various juvenile contacts with uniform personnel.
9. Conducted our normal checks of juvenile problem areas in the city during weekend evenings and responded to juvenile related calls for service.
10. Assisted Patrol re: CARP, backfill behind patrol/shortage, mandatory overtime.
11. Visited Chaparral Elementary for police officer show and tell with TK students. Discussed topics on emergent vs non-emergent incidents.

12. Conducted Tobacco sting operation in city of Calabasas to confirm merchants are complying with state tobacco sales laws.

13. Attended SARB meeting via Zoom with LVUSD

14. Attended Community 360 counseling center at LVUSD district office for middle school and high school students.

**MINUTES OF A REGULAR MEETING OF  
THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA  
HELD WEDNESDAY, APRIL 12, 2023**

Mayor Shapiro called the Closed Session to order at 6:00 p.m. in the Council Conference Room, 100 Civic Center Way, Calabasas, CA.

Present: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut

Absent: None

1. Conference with Legal Counsel - Anticipated Litigation  
Pursuant to Government Code Section 54956.9(d)(2)  
Number of Potential Cases: 1
  
2. Conference with Real Property Negotiator  
(Gov't Code §54956.8)  
Property Address: 23075 Mulholland Highway, Calabasas, CA 91302  
Agency Negotiator: Kindon Meik, City Manager  
Negotiating Party: TreePeople Land Trust  
Under Negotiation: Price and Terms of Payment
  
3. Conference with Real Property Negotiator  
(Gov't Code §54956.8)  
Property Address: 27040 Malibu Hills Rd., Calabasas, CA 91301  
Agency Negotiator: Kindon Meik, City Manager  
Negotiating Party: City of Agoura Hills  
Under Negotiation: Price and Terms of Payment

Mayor Shapiro called the Open Session to order at 7:04 p.m. in the Council Chambers, 100 Civic Center Way, Calabasas, CA.

Present: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut

Absent: None

Staff: Ahlers, Hernandez, Holden, Meik, Mendoza, Russo, Summers and Yalda

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Brad Boelman.

**APPROVAL OF AGENDA**

**Mayor pro Tem Weintraub moved, seconded by Councilmember Kraut to**



**approve the agenda with modifications. MOTION CARRIED 5/0 as follows:**

**AYES:** Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut

### **CITY ATTORNEY REPORT ON CLOSED SESSION**

Mr. Summers reported that the City Council met in Closed Session to address Item Nos. 1-3. The City Council provided direction and there were no reportable actions.

### **PRESENTATIONS**

- To Calabasas High School Model UN Team for winning Best Delegation at the National High School Model United Nations Conference in March

Mayor Shapiro and Councilmembers congratulated the CHS Model UN Team and their coach for their achievements.

Coach Brad Boelman and UN Team President Aashi Jhaver expressed gratitude for the recognition.

- Proclamation recognizing April as Genocide Awareness and Prevention Month

Mayor Shapiro read Proclamation in recognition of Genocide Awareness and Prevention Month.

Councilmembers made some remarks regarding the Proclamation.

### **ANNOUNCEMENTS/INTRODUCTIONS**

Members of the Council made the following announcements:

Mayor pro Tem Weintraub:

- Shared that the City's mobile application, Connect with Calabasas, has been updated and encouraged everyone to download and use it.
- Extended an invitation to the Lost Hills Sheriff's Station open house on May 15.
- Reminded everyone to monitor their SCE and CPA monthly bills for accuracy.
- Extended her thoughts and prayers to the Louisville mass shooting victims and first responders.

Councilmember Albrecht:

- Reported that Councilmember Bozajian and he attended the CCCA Local Advocacy Day.

- Reported on his attendance to a breakfast meeting hosted by SCE.
- Reported his attendance to the Annual PFC/PFA meeting and presentation of Education Grants.
- Shared that the traffic signal and landscaping at Wild Walnut Park are moving along.

Councilmember Bozajian:

- Extended an invitation to the Earth Day Festival at Las Virgenes Creek on April 23.

Councilmember Kraut:

- Shared that the City's summer recreation brochure is now available and Calabasas residents and members are eligible for early enrollment.

Mayor Shapiro:

- Stated he concurs with Mayor pro Tem Weintraub's comments regarding the Louisville mass shooting.
- Extended an invitation to the Earth Day Festival at Las Virgenes Creek on April 23 and Law Day hosted by the Calabasas Chamber of Commerce on May 1.

### **ORAL COMMUNICATIONS – PUBLIC COMMENT**

Douglas Waim and Mark Levinson spoke during public comment.

### **CONSENT ITEMS**

1. Approval of March 22, March 29 and April 4, 2023 meeting minutes
2. Adoption of Ordinance 2023-401, adding Chapter 2.06 to the Calabasas Municipal Code regarding Campaign Disclosure documents and statements Economic Interests
3. Adoption of Resolution No. 2023-1843, approving the Annual Investment Policy for Fiscal Year 2022-23 and rescinding Resolution No. 2022-1783
4. Quarterly Investment Report for quarter ending March 31, 2023
5. Consider a letter opposing an involuntary deputy rotation plan as presented by the Sheriff Civilian Oversight Commission
6. Consideration of Resolution No. 2023-1844, approving participation in National Opioid Settlement Agreement with Teva, Allergan, Walmart, Walgreens and CVS and authorizing the City Attorney and/or City Manager to execute the related participation agreement

Councilmember Bozajian requested Item Nos. 2 and 5 be pulled from Consent.

Mayor Shapiro also requested Item No. 5 be pulled from Consent.

Ms. Hernandez and Mr. Summers addressed the City Council regarding Consent Item. No. 2.

Mayor Shapiro and Councilmember Bozajian expressed their support for letter of opposition regarding the rotation of Sheriff's deputies.

**Mayor pro Tem Weintraub moved, seconded by Councilmember Kraut to approve Consent Item Nos. 1-6. MOTION CARRIED 5/0 as follows:**

AYES: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut

### **CONTINUED BUSINESS**

7. Presentation by Southern California Gas Company

Marisol Espinoza addressed the City Council.

Carol Davis and Joe Chilco spoke during public comment.

Members of the City Council addressed Ms. Espinoza regarding issues with Southern California Gas.

### **NEW BUSINESS**

8. Approval of Professional Services Agreement with Kimley Horn and Associates for the final design and PS&E for the Green Street Project Phase II, roundabout at the intersection of Las Virgenes Road and Thousand Oaks Blvd., in an amount not to exceed One Hundred Thirty-Three Thousand, Three Hundred Fifteen Dollars (\$133,315)

Ms. Holden and Mr. Yalda presented the report.

Joe Chilco and John Suwara spoke during public comment.

**Councilmember Kraut moved, seconded by Mayor Shapiro to postpone the approval of Professional Services Agreement with Kimley Horn and Associates to a future meeting to get additional public input and provide a cost estimate of the project. MOTION CARRIED 5/0 as follows:**

AYES: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut

### **INFORMATIONAL REPORTS**

9. Check Register for the period of March 11-March 31, 2023

**No action taken on this item.**

### **TASK FORCE REPORTS**

Mayor pro Tem Weintraub reported that Mayor Shapiro, Councilmember Albrecht and she attended the Annual PFC/PFA meeting and presentation of Education Grants.

Councilmember Kraut reported he met with the Budget Taskforce and expressed his gratitude to Mr. Meik and Mr. Ahlers for their hard work.

Councilmember Albrecht reported he attended the CPA Board of Directors meeting on April 6 and plans to attend an upcoming class to learn more about their services.

Councilmember Bozajian reported that Councilmember Albrecht and he attended the CCCA Local Advocacy Day. Additionally, he reported that Councilmember Kraut and he will be attending the AHCCC Board meeting on April 27.

Mayor Shapiro reported he presented at the CPHA meeting on April 11. He also reported his attendance to various SCAG meetings and his re-election as Vice Chair for the CEHD Committee. Additionally, he reported he will be attending the General Assembly on May 4. Moreover, he reported he attended a Valley Economic Alliance Board meeting and will be attending the Gala on April 13. Furthermore, he shared he will be attending the VICA Congressional luncheon on April 13. In addition, he shared that Mayor pro Tem Weintraub, City Clerk Mari Hernandez and he had a great MYC meeting on April 10. Lastly, he reported his attendance to Mayor's dinner hosted by Mayor Karen Bass.

### **CITY MANGER'S REPORT**

Mr. Meik reported that City staff will be meeting with residents to discuss coyote sightings and available resources. Additionally, the CBGB program has resumed and staff is currently working with an applicant to improve their home. Moreover, he reported he met with Contract Law and Captain Jennifer Seetoo to review service levels. Mr. Meik also reported an additional meeting with Captain Jennifer Seetoo to discuss ways to enhance services that address crime.

Furthermore, he shared that staff has been working on the Emergency Operations Plan which is currently being reviewed by the Emergency Preparedness Taskforce. Lastly, he stated an update on the parks will be provided at an upcoming meeting.

### **FUTURE AGENDA ITEMS**

Councilmember Albrecht requested a discussion regarding commissioners and how to best utilize their talents.

Mayor pro Tem Weintraub noted she previously requested to review the services provided by the Library; an update from SCE regarding their infrastructure improvements, the County Charter amendment regarding the Sheriff's and lastly, a discussion regarding inconsistencies on the COG and what representatives are authorized to vote on. Moreover, she warned residents that LA County is projected to have the worst mosquito season in years. Mayor Bozajian stated that Vector Control would be able to provide information.

Councilmember Bozajian requested updated from AT&T which they promised at the March 8 Council meeting. Additionally, he requested information on line items that get rejected during the budget process.

### **ADJOURN**

The City Council adjourned at 9:33 p.m. to a regular meeting scheduled on Wednesday, April 26, 2023, at 7:00 p.m.

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Maricela Hernandez, City Clerk  
*Master Municipal Clerk*  
*California Professional Municipal Clerk*

**MINUTES OF A SPECIAL MEETING OF  
THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA  
HELD TUESDAY, APRIL 18, 2023**

Mayor pro Tem Weintraub called the meeting to order at 1:00 p.m.

**ROLL CALL**

Present: Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut  
Absent: Mayor Shapiro

There were no public comments.

**CLOSED SESSION**

1. Conference with Legal Counsel: Anticipated Litigation  
Government Code Section 54956.9(d)(2)
2. Public Employee Performance Evaluation (Gov. Code § 54957)  
Position Title: City Manager

The City Council considered both matters and took no reportable action.

**ADJOURN**

The meeting adjourned at 2:35 p.m. to their next regular meeting scheduled on Wednesday, April 12, 2023, at 7:00 p.m.

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Maricela Hernandez, City Clerk  
*Master Municipal Clerk*  
*California Professional Municipal Clerk*





**CITY of CALABASAS**

**CITY COUNCIL AGENDA REPORT**

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**DATE: APRIL 17, 2023**

**TO: HONORABLE MAYOR AND COUNCILMEMBERS**

**FROM: ROBERT YALDA, P.E., T.E., PUBLIC WORKS DIRECTOR/CITY ENGINEER  
HEATHER MELTON, LANDSCAPE DISTRICT MAINTENANCE MANAGER**

**SUBJECT: RECOMMENDATION TO APPROVE AMENDMENT NO. 1 TO THE EMERGENCY PROFESSIONAL SERVICES AGREEMENT WITH AMERICAN LANDSCAPE LP FOR LANDSCAPE MAINTENANCE OF COMMON AREAS LOCATED WITHIN THE CALABASAS PARK ESTATES HOMEOWNER ASSOCIATION WHICH WILL EXTEND THE CONTRACT DURATION UNTIL AUGUST 31, 2023 AND INCREASE THE NOT TO EXCEED AMOUNT TO \$2,486,523.95**

**MEETING**

**DATE: APRIL 26, 2023**

---

**SUMMARY RECOMMENDATION:**

Recommendation to approve Amendment No. 1 to the Emergency Professional Services Agreement (PSA) with American Landscape LP for landscape maintenance of common areas located within the Calabasas Park Estates Homeowner Association which will extend the contract duration until August 31, 2023 and increase the not to exceed amount to \$2,486,523.95.

**BACKGROUND:**

In September 2021 the landscape maintenance service for Calabasas Park Estates Zone 8 went out for a Request for Proposal. At the mandatory information session five contractors attended. The award went to the lowest responsible contractor

which was Venco Western in October 2021 for a five-year term. In January 2022 Venco Western, Inc. announced they had new owners and provided a letter that they would not be able to provide landscape service to Calabasas Park Estates Zone 8. When this occurred, the City reached out to the next lowest responsible contractor which was American Heritage Landscape LP who agreed to take over the landscape maintenance on an Emergency Professional Services Agreement (PSA) for one year and honor the terms and the cost from the Venco Western original agreement.

**DISCUSSION/ANALYSIS:**

In general, the scope of work this contract consists of, but is not limited to landscape maintenance of landscape spaces, including mowing, edging, weeding, pruning of shrubs and groundcovers, litter clean-up, and tree trimming for pedestrian clearances within the locations shown on the work area map enclosed.

The City reached out in January 2023 to several landscape contractors and inquired about the possible cost increase for several communities. All stated that the annual price would go up due to inflation and other economic increases. The City spoke to Calabasas Park Estates representatives and to American Heritage Landscape LP and American Heritage agreed to hold the price for two years with only the possibility of a Consumer Price Index (CPI) increase. This still would have been within the 5-years of the original Professional Services Agreement (PSA). This would also need approval from the City Council.

Staff took this information and backup documents and requested to be placed on the City Council Meeting Agenda schedule for March 22, 2023. All documents and back up letters from the Calabasas Park Estates Homeowners Association and American Heritage LP were part of the council package.

At the March 22, 2023 council meeting the agenda item was pulled and at the direction of City Council they directed the Public Works Department and the Landscape Division to please take the services out for a Request for Proposal.

With this direction staff is currently working and preparing documents for Calabasas Park Estates Zone 08 for a Request for Proposal (RFP). To avoid any disruption of the landscape maintenance service, we are asking for an amendment to the existing Emergency Professional Services Agreement to August 31, 2023. There is no scope of work change in the amendment. It includes the monthly general landscape maintenance cost and additional services which were included in the Emergency Professional Services Agreement (PSA). The costs are summarized in the table below.



Exhibit A: Amendment No.1  
Exhibit B: Articles of Agreement (Previous Contract)

**AMENDMENT No. # 1 TO PROFESSIONAL SERVICES AGREEMENT**  
(City of Calabasas and American Heritage Landscape LP)

This Amendment No. #1 (“Amendment”) to Professional Services Agreement (“Agreement”) is made on this 26<sup>th</sup> day of April, 2023 at Calabasas, California, by and between the City of Calabasas, a municipal corporation, 100 Civic Center Way, Calabasas, California 91302 (“City”) and American Heritage Landscape LP, 7013 Owensmouth Ave., Canoga Park, CA 91303 (“Contractor/Consultant”)

This “Amendment” modifies the original Agreement between the “City” and American Heritage Landscape LP dated March 1, 2022 for Calabasas Park Estates / Zone 8, in the following fashion:

- A. City and Contractor/Consultant desire to amend the Agreement by modifying section 3.1 – Scope of Services as set forth in Contractor/Consultant’s [Month, Day, Year] proposal to City attached hereto as Exhibit [A-1] and incorporated herein by this reference.
- B. City and Contractor/Consultant desire to amend the Agreement by modifying section 3.2 – Approved Fee Schedule as set forth in Contractor/Consultant’s [Month, Day, Year] fee schedule to City attached hereto as Exhibit [B-1] and incorporated herein by this reference.
- C. City and Contractor/Consultant desire to amend the Agreement by modifying section 3.4 – Expiration Date of the Agreement to read as follows:  
  
3.4 “Expiration Date”: August 31, 2023.  
  
Section 4 of the Agreement is also amended to incorporate the new Expiration Date.
- D. City and Contractor/Consultant desire to amend the Agreement by modifying Section 6 so that the total compensation and costs payable to Contractor/Consultant under this Agreement is a not-to-exceed sum of \$2,487,000.
- E. City and Contractor/Consultant desire to amend the Agreement by modifying Section 5 – Consultant/Contractor’s Services to include those additional services as set forth in Contractor/Consultant’s [Month, Day, Year] proposal to City attached hereto as Exhibit [C-1] and incorporated herein by this reference.

Initials: (City) \_\_\_\_\_ (American Heritage Landscape LP) \_\_\_\_\_

**TO EFFECTUATE THIS AGREEMENT**, the parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

**“City”**  
**City of Calabasas**

**“Consultant/Contractor”**  
**American Heritage Landscape LP**

By: \_\_\_\_\_  
David J. Shapiro, Mayor

By: \_\_\_\_\_  
David Price, CFO

Date: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Kindon Meik, City Manager

By: \_\_\_\_\_  
Name, Title

Date: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Robert Yalda, P.E., T.E.

Date: \_\_\_\_\_

Attest:

By: \_\_\_\_\_  
Maricela Hernandez, MMC, CPMC  
City Clerk

Date: \_\_\_\_\_

Approved as to form:

By: \_\_\_\_\_  
Matthew T. Summers, City Attorney

Date: \_\_\_\_\_



**PROFESSIONAL SERVICES AGREEMENT**

**CONTRACT SUMMARY**

<b>Name of Contractor:</b>	American Heritage Landscape, LP
<b>City Department in charge of Contract:</b>	Landscape LMD 22 Calabasas Park Estates – Public Works
<b>Contact Person for City Department:</b>	Heather Melton
<b>Period of Performance for Contract:</b>	March 1 <sup>st</sup> , 2022 to February 28 <sup>th</sup> , 2023
<b>Not to Exceed Amount of Contract:</b>	Two Million Three Hundred and Seven Thousand Dollars (\$2,307,000.00)
<b>Scope of Work for Contract:</b>	Landscape Maintenance of Common Area Within the Association

**Insurance Requirements for Contract:**

X yes  no - Is General Liability insurance required in this contract?

If yes, please provide coverage amounts:

X yes  no - Is Auto insurance required in this contract?

If yes, please provide coverage amounts:

yes X no - Is Professional insurance required in this contract?

If yes, please provide coverage amounts:

X yes  no - Is Workers Comprehensive insurance required in this contract?

If yes, please provide coverage amounts:

Other:

**Proper documentation is required and must be attached.**

Initials: (City) EM (Contractor) HP

**PROFESSIONAL SERVICES AGREEMENT  
Providing for Payment of Prevailing Wages**

(City of Calabasas/ *American Heritage Landscape, LP*)

1. **IDENTIFICATION**

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the City of Calabasas, a California municipal corporation (“City”), and *American Heritage Landscape, LP* a Limited Partnership (“Consultant”).

2. **RECITALS**

- 2.1 City has determined that it requires the following professional services from a consultant: **Landscape Maintenance of the Public Works Street Medians, Sidewalks, Parkways and Freeway Interchanges and any additional required Emergency Work and/or Extra Work within the City of Calabasas for Calabasas Park Estates.**
- 2.2 Consultant represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Consultant further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

**NOW, THEREFORE**, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant agree as follows:

3. **DEFINITIONS**

- 3.1 “Scope of Services”: Such professional services as are set forth in Consultant’s **March 1<sup>st</sup>, 2022** proposal to City attached hereto as Exhibit A and incorporated herein by this reference.
- 3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in Consultant’s **March 1<sup>st</sup>, 2022** fee schedule to City attached hereto as Exhibit B and incorporated herein by this reference.
- 3.3 “Commencement Date”: March 1<sup>st</sup>, 2022.
- 3.4 “Expiration Date”: February 28<sup>th</sup>, 2023.

4. **TERM**

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date

Initials: (City) BT (Contractor) DP

and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the parties or terminated earlier in accordance with Section 17 ("Termination") below.

**5. CONSULTANT'S SERVICES**

- 5.1 Consultant shall perform the services identified in the Scope of Services. City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to Consultant under this Agreement exceed the sum of **Two Million Three Hundred and Seven Thousand Dollars (\$2,307,000.00)** unless specifically approved in advance and in writing by City.
- 5.2 Consultant shall perform all work to the highest professional standards of Consultant's profession and in a manner reasonably satisfactory to City. Consultant shall comply with all applicable federal, state and local laws and regulations, including the conflict of interest provisions of Government Code Section 1090 and the Political Reform Act (Government Code Section 81000 *et seq.*).
- 5.3 During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working at the Commencement Date if both (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute and (ii) City has not consented in writing to Consultant's performance of such work.
- 5.4 Consultant represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. **Andrea Musick** shall be Consultant's project administrator and shall have direct responsibility for management of Consultant's performance under this Agreement. No change shall be made in Consultant's project administrator without City's prior written consent.

**6. COMPENSATION**

- 6.1 City agrees to compensate Consultant for the services provided under this Agreement, and Consultant agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule.
- 6.2 Consultant shall submit to City an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize

Initials: (City)   *JS*   (Contractor)   *DP*

the services rendered during the billing period and the amount due. Within ten business days of receipt of each invoice, City shall notify Consultant in writing of any disputed amounts included on the invoice. Within thirty calendar days of receipt of each invoice, City shall pay all undisputed amounts included on the invoice. City shall not withhold applicable taxes or other authorized deductions from payments made to Consultant.

- 6.3 Payments for any services requested by City and not included in the Scope of Services shall be made to Consultant by City on a time-and-materials basis using Consultant's standard fee schedule. Consultant shall be entitled to increase the fees in this fee schedule at such time as it increases its fees for its clients generally; provided, however, in no event shall Consultant be entitled to increase fees for services rendered before the thirtieth day after Consultant notifies City in writing of an increase in that fee schedule. Fees for such additional services shall be paid within sixty days of the date Consultant issues an invoice to City for such services.

#### 7. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products" herein) developed by Consultant in the performance of this Agreement shall be and remain the property of City without restriction or limitation upon its use or dissemination by City. Consultant may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Consultant.

#### 8. RELATIONSHIP OF PARTIES

Consultant is, and shall at all times remain as to City, a wholly independent contractor. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not represent that it is, or that any of its agents or employees are, in any manner employees of City.

#### 9. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without prior written consent by City. City shall grant such consent if disclosure is legally required. Upon request, all City data shall be returned to City upon the termination or expiration of this Agreement.

Initials: (City)  (Contractor) 

**10. INDEMNIFICATION**

- 10.1 The parties agree that City, its officers, agents, employees and volunteers should, to the fullest extent permitted by law, be protected from any and all loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the parties to be interpreted and construed to provide the City with the fullest protection possible under the law. Consultant acknowledges that City would not enter into this Agreement in the absence of Consultant's commitment to indemnify and protect City as set forth herein.
- 10.2 To the fullest extent permitted by law, Consultant shall indemnify, hold harmless and defend City, its officers, agents, employees and volunteers from and against any and all claims and losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Consultant or any of its officers, employees, servants, agents, or subcontractors in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice.
- 10.3 City shall have the right to offset against the amount of any compensation due Consultant under this Agreement any amount due City from Consultant as a result of Consultant's failure to pay City promptly any indemnification arising under this Section 10 and related to Consultant's failure to either (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.
- 10.4 The obligations of Consultant under this Section 10 will not be limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives its statutory immunity under such statutes or laws as to City, its officers, agents, employees and volunteers.
- 10.5 Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 10 from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. In the event Consultant fails to obtain such indemnity obligations from others as required herein, Consultant agrees to be fully responsible and indemnify, hold harmless and defend City, its officers, agents, employees and volunteers from and against any and all claims and losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Consultant's subcontractors or any other person or entity involved by, for, with or on behalf of

Initials: (City) BA (Contractor) AP

**Professional Services Agreement  
City of Calabasas/American Heritage Landscape, LP**

Consultant in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice.

- 10.6 City does not, and shall not waive any rights that it may possess against Consultant because of the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

**11. INSURANCE**

- 11.1 During the term of this Agreement, Consultant shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Consultant's performance of this Agreement. Such insurance shall be of the types and in the amounts as set forth below:
- 11.1.1 Comprehensive General Liability Insurance with coverage limits of not less than One Million Dollars (\$1,000,000) including products and operations hazard, contractual insurance, broad form property damage, independent consultants, personal injury, underground hazard, and explosion and collapse hazard where applicable.
- 11.1.2 Automobile Liability Insurance for vehicles used in connection with the performance of this Agreement with minimum limits of One Million Dollars (\$1,000,000) per claimant and One Million dollars (\$1,000,000) per incident.
- 11.1.3 Worker's Compensation insurance as required by the laws of the State of California.
- 11.2 Consultant shall require each of its subcontractors to maintain insurance coverage that meets all of the requirements of this Agreement.
- 11.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A: VII in the latest edition of Best's Insurance Guide.
- 11.4 Consultant agrees that if it does not keep the aforesaid insurance in full force and effect, City may either (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Consultant's expense, the premium thereon.

Initials: (City)   

(Contractor)



the necessary insurance and pay, at Consultant's expense, the premium thereon.

- 11.5 At all times during the term of this Agreement, Consultant shall maintain on file with City's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and naming the City and its officers, employees, agents and volunteers as additional insureds. Consultant shall, prior to commencement of work under this Agreement, file with City's Risk Manager such certificate(s).
- 11.6 Consultant shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two weeks prior to the expiration of the coverages.
- 11.7 The General Liability Policy of insurance required by this Agreement shall contain an endorsement naming City and its officers, employees, agents and volunteers as additional insureds. The General Liability Policy required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to City. Consultant agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions. If this contract provides service to a Homeowners Association, that Homeowners Association must be listed as an additional insured in addition to the City.
- 11.8 The insurance provided by Consultant shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City and/or its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.
- 11.9 All insurance coverage provided pursuant to this Agreement shall not prohibit Consultant, and Consultant's employees, agents or subcontractors, from waiving the right of subrogation prior to a loss. Consultant hereby waives all rights of subrogation against the City.
- 11.10 Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of City, Consultant shall either reduce or eliminate the deductibles or self-insured retentions with respect to City, or Consultant shall procure a bond guaranteeing payment of losses and expenses.
- 11.11 Procurement of insurance by Consultant shall not be construed as a limitation of Consultant's liability or as full performance of Consultant's duties to indemnify, hold harmless and defend under Section 10 of this Agreement.

Initials: (City) EB (Contractor) OP

**12. MUTUAL COOPERATION**

- 12.1 City shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available for the proper performance of Consultant's services under this Agreement.
- 12.2 In the event any claim or action is brought against City relating to Consultant's performance in connection with this Agreement, Consultant shall render any reasonable assistance that City may require.

**13. RECORDS AND INSPECTIONS**

Consultant shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. City shall have the right to access and examine such records, without charge, during normal business hours. City shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

**14. PERMITS AND APPROVALS**

Consultant shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

**15. NOTICES**

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile or overnight courier service during Consultant's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the parties may, from time to time, designate in writing).

If to City

City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302  
Attn: **Heather Melton,**  
**Landscape District Manager**  
Telephone: (818) 224-1600  
Facsimile: (818) 225-7338

If to Consultant:

American Heritage Landscape, LP  
7013 Owensmouth Ave.  
Canoga Park, CA 91303  
Attn: **David Price**  
**CFO**  
Telephone: (818)999-2041

Initials: (City) BM (Contractor) DP



With courtesy copy to:

Matthew T. Summers  
Colantuono, Highsmith & Whatley, PC  
City Attorney  
790 E. Colorado Blvd., Suite 850  
Pasadena, CA 91101  
Telephone: (213) 542-5700  
Facsimile: (213) 542-5710

**16. SURVIVING COVENANTS**

The parties agree that the covenants contained in Section 9, Section 10, Paragraph 12.2 and Section 13 of this Agreement shall survive the expiration or termination of this Agreement.

**17. TERMINATION**

- 17.1. City shall have the right to terminate this Agreement for any reason on five calendar days' written notice to Consultant. Consultant shall have the right to terminate this Agreement for any reason on sixty calendar days' written notice to City. Consultant agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data, documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.
- 17.2 If City terminates this Agreement due to no fault or failure of performance by Consultant, then Consultant shall be paid based on the work satisfactorily performed at the time of termination. In no event shall Consultant be entitled to receive more than the amount that would be paid to Consultant for the full performance of the services required by this Agreement.

**18. GENERAL PROVISIONS**

- 18.1 Consultant shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any party other than Consultant.
- 18.2 In the performance of this Agreement, Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of race, color, creed, religion, sex, marital status, sexual orientation, national origin, ancestry, age, physical or mental disability or medical condition.

Initials: (City) MS (Contractor) MS

- 18.3 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement. Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).
- 18.4 The waiver by City or Consultant of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing.
- 18.5 Consultant shall not be liable for any failure to perform if Consultant presents acceptable evidence, in City's sole judgment that such failure was due to causes beyond the control and without the fault or negligence of Consultant.
- 18.6 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any of all of such other rights, powers or remedies. In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the party prevailing in such action, whether reduced to judgment or not, shall be entitled to its reasonable court costs, including accountants' fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.
- 18.7 If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

Initials: (City) PT (Contractor) DP

Professional Services Agreement  
City of Calabasas/**American Heritage Landscape, LP**

- 18.8 This Agreement shall be governed and construed in accordance with the laws of the State of California.
- 18.9 All documents referenced as exhibits in this Agreement are hereby incorporated into this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Consultant with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed by City and Consultant.
- 18.10 In consideration of this agreement, consultant (or artist(s), or performer(s) grants to city and its officers and employees, the right to film, through photography, video, or other media, the performance(s) contemplated under this agreement. The city is authorized to use of the performer(s) name(s) and/or Artist approved photographs. The city is also authorized, without limitation, to broadcast or re-broadcast the performance(s) on City CTV, through the city's website, news media, or through other forms of media (e.g. streaming).

Initials: (City)   *HA*   (Contractor)   *GO*

Professional Services Agreement  
City of Calabasas/American Heritage Landscape, LP

TO EFFECTUATE THIS AGREEMENT, the parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.


**"City"**  
City of Calabasas

By:   
Mary Sue Maurer, City Mayor


Date: 3/7/2022

By:   
Kindon Meik, City Manager


Date: 3/7/2022

By:   
Robert Yalda, P.E., T.E.  
Public Works Director

Date: 2/24/2022

Attest:  
By:   
Maricela Hernandez, MMC, CPMC  
City Clerk

Date: 3/8/2022

Approved as to form:  
By:   
Matthew T. Summers  
Colantuono, Highsmith & Whatley, PC  
City Attorney

Date: 3/7/2022

**"Consultant"**  
American Heritage Landscape, LP

By:   
David Price, CFO

Date: 2-24-2022

**ANTI-RODENTICIDE PROVISION**  
(City of Calabasas and *American Heritage Landscape, LP*)

This following provision is included in the "Agreement" for Items 2 and 3 between the City and the Consultant:

- "Consultant agrees to comply with all provision of Food and Agriculture Code section 12978.7 and further to not use any pesticide product containing any of the following active ingredients: (A) Brodifacoum, (B) Bromadiolone, (C) Difenacoum, or (D) Difethialone, in the course of completing the scope of services under this Agreement."

**"City"**

City of Calabasas

By: 

Robert Yalda, P.E., T.E.

Public Works Director/City Engineer

Date: 2/24/2022

**"Consultant"**

*American Heritage Landscape, LP*

By: 

David Price, CFO

Date: 2-24-2022

Attest:

By: 

Maricela Hernandez, MMC

City Clerk

Date: 3/8/2022

EXCIBIT A  
CITY MANAGER'S LETTER



CITY of CALABASAS

February 3<sup>rd</sup> 2022

***The City has established an emergency contractor to allow the City to quickly contract with contractors during emergency situations. Venco Western, Inc. has cancelled all current City contracts effective immediately because the City is unwilling to increase their rates by 35%. Venco Western, Inc. provides landscaping maintenance service to the City as well as multiple homeowner association's throughout the City. This constitutes an emergency situation and the City will be unable to comply with normal purchasing, bidding, and contracting requirements but will nevertheless have a need to quickly and efficiently contract for services. Therefore, the objective of this Agreement is for the Contractor to provide such services as further designated herein in Sections A and B (Scope of Work and Fee Schedule) on an emergency basis until such time as the City can resume its normal purchasing, bidding, and contracting procedures.***

Sincerely,



**Kindon Meik  
City Manager**

EXCIBIT B  
CONTRACTOR'S LETTER



Since 1973 • Services in Los Angeles, Ventura, and Orange Counties

February 3, 2022

City of Calabasas  
100 Civic Center Way  
Calabasas CA 91302  
Attention: Heather Melton

Re: Calabasas Park Estates HOA ~ Zone 8

Dear Heather,

American Heritage is agreeing to assist with the unforeseen situation and will provide landscape maintenance service for Classic Calabasas Park HOA ~ Zone 7. We will perform the services at the existing cost incorporating the discussed modifications at the meeting on 1/27/22. The enclosed frequency schedule changes will begin starting March 1<sup>st</sup> 2022.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrea Musick", written over a light blue horizontal line.

Andrea Musick  
Director of Maintenance



**EXCIBIT C  
SCOPE OF WORK/FEE SCHEDULE**

ADDENDUM NO. 1						
CALABASAS PARK ESTATES HOA - ZONE 8						
Description	Unit	Estimated Quantity	Unit Prices	Annual Frequency	Amount	
<b>GENERAL MAINTENANCE</b>						
Facility inspection by contractor, visual/operational	LS	1		12		
Walk through inspection with HOA/LLAD representative	LS	1		12		
Paved sidewalks, walkways, medians,	100/SF	1065	\$629.77	12	\$7,557.28	
<b>DRAINAGE FACILITIES</b>						
ditches, inlets, bench drains, swales and curb drains		265	\$989.85	12	\$11,878.18	
<b>LAWN AREAS</b>						
Mowing (mulching permitted) and edging	100/SF	401	\$563.59	42	\$23,670.58	
Fertilization	100/SF	401	\$1,312.16	4	\$5,248.64	
Weed Control	100/SF	401	\$2,086.98	2	\$4,173.96	
Aeration ~ to be proposed as an additional service	100/SF	401		EXTRA	\$0.00	
Dethatching ~ to be proposed as an additional service	100/SF	401		EXTRA	\$0.00	
<b>GROUNDCOVER AND SHRUB AREAS (non-slope) Entries, Monument Corners and Parkways</b>						
Inspect weed and clean groundcover and shrub beds	100/SF	506	\$508.11	48	\$24,389.48	
Pruning	100/SF	506	\$173.73	48	\$8,339.16	
Edging	LS	1	\$1,093.28	12	\$13,119.40	
Fertilization	100/SF	506	\$1,421.93	4	\$5,687.72	
Replace Annual Color Plants ~ to be proposed as an additional service	100/SF	39		EXTRA	\$0.00	
<b>TREES</b>						
Inspect of damage and/or special needs for safety and health	LS	1	\$482.06	12	\$5,784.76	
Pruning for pedestrian/vehicular clearances	LS	1	\$482.06	12	\$5,784.76	
Maintain tree wells and watering basins including weeding	LS			26	\$0.00	
Inspect and adjust tree stakes, ties and guys	LS	1	\$481.32	12	\$5,775.88	
Development of a tree management program	LS	1		EXTRA	\$0.00	



Professional Services Agreement  
City of Calabasas/American Heritage Landscape, LP

<b>PLANTED SLOPES</b>						
Inspect for damage and special needs to maintain health	100/SF	18,908	\$316.14	12	\$3,793.67	
Pruning shrubs & lowering groundcover	100/SF	18,908	\$11,523.29	6	\$69,139.73	
Edging	LS	1	\$3,194.32	12	\$38,331.88	
Weed control	100/SF	18,908	\$4,527.33	6	\$27,163.97	
Fertilization	100/SF	18,908	\$1,869.62	3	\$5,608.85	
<b>IRRIGATION SYSTEMS</b>						
Operate, observe and adjust irrigation systems ~ to be proposed as an additional service	1,000/SF			EXTRA	\$0.00	
Probe for soil water content and adjust irrigation systems to meet seasonal needs ~	1,000/SF			EXTRA	\$0.00	
Annual irrigation system audit ~ to be proposed as an additional service	1,000/SF			EXTRA	\$0.00	
<b>PARK AND RECREATION FACILITIES</b>						
Tennis Court Sweeping/Blowing ~ to be proposed as an additional service				EXTRA	\$0.00	
Tennis Court Washing ~ to be proposed as an additional service				EXTRA	\$0.00	
<b>TOTAL AMOUNT BID SCHEDULE IN FIGURES</b>					<b>\$265,447.90</b>	
<b>TOTAL AMOUNT BID SCHEDULE IN WORDS</b>			<b>Two hundred sixty five thousand four hundred forty seven dollars &amp; ninety cents</b>			
*	For multiplication purposes treat as (1)					
**	See Appendix C for "sample" calculation					
Note:	Brush Clearance is not part of the Landscape Maintenance Contract					

Professional Services Agreement  
City of Calabasas/American Heritage Landscape, LP

Unit Price List			
Prices for Additional Work: Includes Labor and Material in Unit Price			
Description		Unit Price	Unit
Misc irrigation system repair parts @ cost plus 15%			
Pop Up sprinkler in place repair or replace	4"	\$22.00	
	6"	\$29.00	EA
	12"	\$38.00	EA
Pop Up gear drive sprinkler in place repair or replace	4"	\$32.00	EA
	12"	\$39.00	EA
Fixed shrub sprinkler in place or repair		\$24.00	EA
Fixed shrub gear drive sprinkler in place or repair		\$34.00	EA
<b>Standard Shrubs</b>			
1 Gal shrub/Perennial install ~ includes all ammendments		\$19.00	EA
2 Gal shrub/Perennial install ~ includes all ammendments		\$28.00	EA
5 Gal shrub/Perennial install ~ includes all ammendments		\$42.00	EA
<b>Patented Shrubs</b>			
2 Gal shrub/Perennial install ~ includes all ammendments		\$54.00	EA
5 Gal shrub/Perennial install ~ includes all ammendments		\$70.00	EA
5 Gal Tree in place (stakes included) ~ includes all ammendments w/ mulch		\$118.00	EA
15 Gal Tree in place (stakes included) ~ includes all ammendments w/ mulch		\$194.00	EA
24" Box Tree in place (stakes included) ~ includes all ammendments w/ mulch		\$447.00	EA
36" Box Tree in place (stakes included) ~ includes all ammendments w/ mulch		\$1,289.00	EA
48" Box Tree in place (stakes included) ~ includes all ammendments w/ mulch		\$2,690.00	EA
Hand Watering Tree Well		\$68.00	EA
Standard Flats ground cover installed ~ includes all ammendments		\$42.00	EA
Patented Flats ground cover installed ~ includes all ammendments		\$60.00	Per Flat
Standard Flat of 4" color ~ w/ ammendments		\$42.00	Per Flat
Specialty Flat 4" Color ~ Kale, Double Impatiens, Angelonia w/ammendments		\$52.00	Per Flat
Premium Color/Perennial Flat 4" pot w/ ammendments		\$90.00	Per Flat
Planter Bed Mulch in place (City Approved)		\$125.00	cu yd
Turf Renovation (dethatch, over-seed, top dress)		\$0.68	1,000 sq ft
Turf Aeration		\$0.32	1,000 sq ft
Additional Landscape Labor		\$40.00	man/hr
Additional Landscape Supervisor/Irrigation Technician		\$70.00	man/hr
Additional Mowing		\$0.23	100/sq ft
Sod Installation		\$8.25	SF
Seed Installation		\$1.25	SF
Fertilizer (Shrub bed or turf)		\$410.00	AS/Acre
Soil Test and analysis		\$215	Unit
Plant Tissue Anaysis		\$215	Unit
Plant Pathology Test		\$340.00	Unit
Backflow Prevention Inspection		\$420.00	Unit
Pesticide application on trees for disease control: Blight, (not Shot Hole Borer)		\$225.00	Tree
Landscape Design Services		\$198.00	Hour
Submit disease/pest control records to county commissioner		\$270.00	Per Occurrence
Insect & Disease Control of Groundcover & Shrubs		\$623.00	10,000 Sq ft

**RIDER**

**U.S. SPECIALTY INSURANCE COMPANY**

To be attached to and form a part of:

Bond No. **1001093842**

Bond Amount: **\$708,589.76**

Type of Bond: **PERFORMANCE AND PAYMENT BOND**

Executed by **AMERICAN HERITAGE LANDSCAPE, LP**, as Principal, and by **U.S. SPECIALTY INSURANCE COMPANY**, as Surety, in favor of **THE CITY OF CALABASAS** and dated **FEBRUARY 17, 2022**.

In consideration of the premium charged for the attached bond, it is hereby agreed to change:  
**THE BOND NUMBER**

**From:**

**1001093842**

---

**To:**

**1001093843**

---

This rider is effective **February 17, 2022**.

This rider is executed upon the express condition that the surety's liability under said bond shall not be cumulative and shall in no event exceed the amount specifically set forth in said bond or any existing certificate changing the amount of said bond. The referenced bond shall be subject to all its agreements, limitations and conditions except as herein expressly modified.

SIGNED, SEALED AND DATED this **22<sup>nd</sup>** day of **February, 2022**.

**U.S. SPECIALTY INSURANCE COMPANY**

By: \_\_\_\_\_

**ADRIANA VALENZUELA, Attorney-in-Fact**



TOKIO MARINE  
HCC

Surety Group  
801 S Figueroa Street, Suite 700  
Los Angeles, CA 90017 USA  
Tel: 310-649-0990

Bond Number 1001093842

Initial Premium \$ included in performance bond

**PAYMENT BOND – PUBLIC WORKS**

KNOW ALL MEN BY THESE PRESENTS, That we, American Heritage Landscape, LP, as Principal, and U.S. Specialty Insurance Company, a corporation organized and existing under the laws of the State of Texas, and authorized to transact a general surety business in the State of California as Surety, are held and firmly bound unto The City of Calabasas, as Obligee, in the sum of Seven Hundred Eight Thousand Five Hundred Eighty Nine & 76/100 Dollars (\$ 708,589.76), lawful money of the United States of America, for the payment whereof, well and truly to be made, we hereby bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that

WHEREAS, the above-bounden Principal has entered into a contract dated March 1, 2022 with said Obligee to do and perform the following work, to wit:

- Professional Services Agreement for Landscape Maintenance:
- Landscape LMD 22 Calabasas Park Estates
- Landscape LMD 22 Calabasas Hills and Estates HOA
- Landscape LMD 22 Las Villas HOA
- Landscape LMD 22 Bellagio HOA
- LMD 22 Calabasas Park HOA

NOW, THEREFORE, if the above-bounden Principal shall faithfully pay all laborers, mechanics, subcontractors, materialmen and all persons who shall supply such person or persons, or subcontractors, with materials and supplies for the carrying on of such work, then this bond shall be null and void; otherwise it shall remain in full force and effect.

Signed, sealed and dated this 17th day of February, 2022.

American Heritage Landscape, LP  
Principal

By: [Signature]

U.S. Specialty Insurance Company  
Surety

By: [Signature]  
Adriana Valenzuela, Attorney In Fact



TOKIO MARINE  
HCC

**POWER OF ATTORNEY**

**AMERICAN CONTRACTORS INDEMNITY COMPANY TEXAS BONDING COMPANY  
UNITED STATES SURETY COMPANY U.S. SPECIALTY INSURANCE COMPANY**

KNOW ALL MEN BY THESE PRESENTS: That American Contractors Indemnity Company, a California corporation, Texas Bonding Company, an assumed name of American Contractors Indemnity Company, United States Surety Company, a Maryland corporation and U.S. Specialty Insurance Company, a Texas corporation (collectively, the "Companies"), do by these presents make, constitute and appoint:

**DENNIS LANGER, THOMAS MCCALL, JANINA MONROE, TIMOTHY NOONAN  
CHARLES R. TETER, III, JENNIFER OCHS, ADRIANA VALENZUELA** of Los Angeles, CA

its true and lawful Attorney(s)-in-fact, each in their separate capacity if more than one is named above, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver any and all bonds, recognizances, undertakings or other instruments or contracts of suretyship to include riders, amendments, and consents of surety, providing the bond penalty does not exceed \*\*\*\*\* Fifteen Million and 00/100 \*\*\*\*\* Dollars (\*\* \$15,000,000.00 \*\*). This Power of Attorney shall expire without further action on April 23<sup>rd</sup>, 2022. This Power of Attorney is granted under and by authority of the following resolutions adopted by the Boards of Directors of the Companies:

Be it Resolved, that the President, any Vice-President, any Assistant Vice-President, any Secretary or any Assistant Secretary shall be and is hereby vested with full power and authority to appoint any one or more suitable persons as Attorney(s)-in-Fact to represent and act for and on behalf of the Company subject to the following provisions:

Attorney-in-Fact may be given full power and authority for and in the name of and on behalf of the Company, to execute, acknowledge and deliver, any and all bonds, recognizances, contracts, agreements or indemnity and other conditional or obligatory undertakings, including any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts, and any and all notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be binding upon the Company as if signed by the President and sealed and effected by the Corporate Secretary.

Be it Resolved, that the signature of any authorized officer and seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signature or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, The Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 1<sup>st</sup> day of June, 2018.

**AMERICAN CONTRACTORS INDEMNITY COMPANY TEXAS BONDING COMPANY  
UNITED STATES SURETY COMPANY U.S. SPECIALTY INSURANCE COMPANY**

State of California  
County of Los Angeles



By:   
Daniel P. Aguilar, Vice President

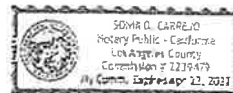
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document

On this 1<sup>st</sup> day of June, 2018, before me, Sonia O. Carrejo, a notary public, personally appeared Daniel P. Aguilar, Vice President of American Contractors Indemnity Company, Texas Bonding Company, United States Surety Company and U.S. Specialty Insurance Company who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature  (seal)



I, Kio Lo, Assistant Secretary of American Contractors Indemnity Company, Texas Bonding Company, United States Surety Company and U.S. Specialty Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Companies, which is still in full force and effect; furthermore, the resolutions of the Boards of Directors, set out in the Power of Attorney are in full force and effect.

In Witness Whereof, I have hereunto set my hand and affixed the seals of said Companies at Los Angeles, California this 22<sup>nd</sup> day of FEBRUARY, 2022.

Corporate Seals  
Bond No. 1001093643  
Agency No. 5020 - PDF POA



  
Kio Lo, Assistant Secretary



**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of LOS ANGELES )

On February 22, 2022 before me, RHONDA LARSON, NOTARY PUBLIC  
Date Here Insert Name and Title of the Officer

personally appeared ADRIANA VALENZUELA  
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature]  
Signature of Notary Public  
RHONDA LARSON, NOTARY PUBLIC

Place Notary Seal Above

**OPTIONAL**

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**Description of Attached Document**

Title or Type of Document: \_\_\_\_\_ Document Date: \_\_\_\_\_  
Number of Pages: \_\_\_\_\_ Signer(s) Other Than Named Above: \_\_\_\_\_

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: \_\_\_\_\_  
 Corporate Officer -- Title(s): \_\_\_\_\_  
 Partner --  Limited  General  
 Individual  Attorney in Fact  
 Trustee  Guardian or Conservator  
 Other: \_\_\_\_\_  
Signer Is Representing: \_\_\_\_\_

Signer's Name: \_\_\_\_\_  
 Corporate Officer -- Title(s): \_\_\_\_\_  
 Partner --  Limited  General  
 Individual  Attorney in Fact  
 Trustee  Guardian or Conservator  
 Other: \_\_\_\_\_  
Signer Is Representing: \_\_\_\_\_

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of Los Angeles )

On February 21, 2022 before me, Laura Diana Martinez, Notary Public  
*Date Here Insert Name and Title of the Officer*

personally appeared David G. Price  
*Name(s) of Signer(s)*

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature]  
*Signature of Notary Public*

Place Notary Seal Above

**OPTIONAL**

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**Description of Attached Document**

Title or Type of Document: Payment Bond Document Date: 02/17/2022  
Number of Pages: 1 Signer(s) Other Than Named Above: Adriana Valenzuela, Attorney in Fact

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: David G. Price  
 Corporate Officer — Title(s): Principal  
 Partner —  Limited  General  
 Individual  Attorney in Fact  
 Trustee  Guardian or Conservator  
 Other: \_\_\_\_\_  
Signer Is Representing: \_\_\_\_\_

Signer's Name: \_\_\_\_\_  
 Corporate Officer — Title(s): \_\_\_\_\_  
 Partner —  Limited  General  
 Individual  Attorney in Fact  
 Trustee  Guardian or Conservator  
 Other: \_\_\_\_\_  
Signer Is Representing: \_\_\_\_\_



# CERTIFICATE OF LIABILITY INSURANCE

4/1/2022

DATE (MM/DD/YYYY)  
10/28/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Lockton Insurance Brokers, LLC License #0F15767 4275 Executive Square, Suite 600 La Jolla CA 92037 (858) 587-3100	<b>CONTACT NAME:</b> PHONE (A/C No, Ext): FAX (A/C, No): E-MAIL ADDRESS:													
	<table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : Transportation Insurance Company</td> <td>20494</td> </tr> <tr> <td>INSURER B : Continental Casualty Company</td> <td>20443</td> </tr> <tr> <td>INSURER C : Great American Insurance Company</td> <td>16691</td> </tr> <tr> <td>INSURER D : Everest National Insurance Company</td> <td>10120</td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Transportation Insurance Company	20494	INSURER B : Continental Casualty Company	20443	INSURER C : Great American Insurance Company	16691	INSURER D : Everest National Insurance Company	10120	INSURER E :		INSURER F :
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INSURER B : Continental Casualty Company	20443													
INSURER C : Great American Insurance Company	16691													
INSURER D : Everest National Insurance Company	10120													
INSURER E :														
INSURER F :														
<b>INSURED</b> 1380066 American Heritage Landscape, LP dba: American Landscape Management dba: Custom Lawn Services 7013 Owensmouth Ave Canoga Park CA 91303														

COVERAGES **AMEHE08** CERTIFICATE NUMBER: **15740106** REVISION NUMBER: **XXXXXXX**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADOL	SUBR	INSP	WYO	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> 10.000 Ded. GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y	N			4022978129	4/1/2021	4/1/2022	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
B	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY <input checked="" type="checkbox"/> Comp. Ded. \$500	N	N			5091505672	4/1/2021	4/1/2022	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX Coll Ded. \$ 1,000
C	<b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB DED RETENTION \$ 50 <input type="checkbox"/> CLAIMS-MADE	N	N			TUE033265812	4/1/2021	4/1/2022	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$ XXXXXXXX
D	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A			CA10002691211	4/1/2021	4/1/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	<b>Contractor's Equipment</b> Special Form, incl. Theft	N	N			4022978129	4/1/2021	4/1/2022	Scheduled Equip.: \$1,623,659 Leased/Rented: \$100,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
THIS CERTIFICATE SUPERSEDES ALL PREVIOUSLY ISSUED CERTIFICATES FOR THIS HOLDER, APPLICABLE TO THE CARRIERS LISTED AND THE POLICY TERM(S) REFERENCED.  
Re: Landscape Maintenance of Common Benefit Areas within Landscape Maintenance District 22: CBA 1 - Zone 21, CBA 4 - Zone 24, CBA 5 - Zone 25; Calabasas Road Commercial District - Zone 26 (A), Calabasas Road Old Town District - Zone 26 (B), Civic Center Way - Zone 26 (C), Civic Center Site - Zone 26 (D). City of Calabasas, its officers, employees, agents and volunteers, CBA-1 Association Park/McCoy Creek, CBA-4 Park Capri, Park Entrada, Park Granada, Park Ora & Park Sorrento, CBA-5 Parkway Calabasas, CBA-6 Civic Center Sites, and Palantino - Zone 14 are an Additional Insured to the extent provided by the policy language or endorsement issued or approved by the insurance carrier.

### CERTIFICATE HOLDER

**15740106**  
City of Calabasas  
100 Civic Center Way  
Calabasas CA 91302

### CANCELLATION See Attachment

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**CONTINUATION DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS (Use only if more space is required)**

Insurance provided to Additional Insured(s) is primary and non-contributory to the extent provided by the policy language or endorsement issued or approved by the insurance carrier.

**CNA**

**CNA PARAMOUNT**

**Blanket Additional Insured - Owners, Lessees or  
Contractors - with Products-Completed  
Operations Coverage Endorsement**

This endorsement modifies insurance provided under the following:

**COMMERCIAL GENERAL LIABILITY COVERAGE PART**

It is understood and agreed as follows:

I. **WHO IS AN INSURED** is amended to include as an Insured any person or organization whom you are required by written contract to add as an additional insured on this coverage part, but only with respect to liability for bodily injury, property damage or personal and advertising injury caused in whole or in part by your acts or omissions, or the acts or omissions of those acting on your behalf:

- A. in the performance of your ongoing operations subject to such written contract; or
- B. in the performance of your work subject to such written contract, but only with respect to bodily injury or property damage included in the products-completed operations hazard, and only if:
  - 1. the written contract requires you to provide the additional insured such coverage; and
  - 2. this coverage part provides such coverage.

II. But if the written contract requires:

- A. additional insured coverage under the 11-85 edition, 10-93 edition, or 10-01 edition of CG2010, or under the 1001 edition of CG2037; or
  - B. additional insured coverage with "arising out of language; or
  - C. additional insured coverage to the greatest extent permissible by law;
- then paragraph I. above is deleted in its entirety and replaced by the following:

**WHO IS AN INSURED** is amended to include as an Insured any person or organization whom you are required by written contract to add as an additional insured on this coverage part, but only with respect to liability for bodily injury, property damage or personal and advertising injury arising out of your work that is subject to such written contract.

III. Subject always to the terms and conditions of this policy, including the limits of insurance, the Insurer will not provide such additional insured with:

- A. coverage broader than required by the written contract; or
- B. a higher limit of insurance than required by the written contract.

IV. The insurance granted by this endorsement to the additional insured does not apply to bodily injury, property damage, or personal and advertising injury arising out of:

- A. the rendering of, or the failure to render, any professional architectural, engineering, or surveying services, including:
  - 1. the preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; and
  - 2. supervisory, inspection, architectural or engineering activities; or
- B. any premises or work for which the additional insured is specifically listed as an additional insured on another endorsement attached to this coverage part.

V. Under **COMMERCIAL GENERAL LIABILITY CONDITIONS**, the Condition entitled Other Insurance is amended to add the following, which supersedes any provision to the contrary in this Condition or elsewhere in this coverage part:

CNA

CNA PARAMOUNT

Blanket Additional Insured - Owners, Lessees or Contractors - with Products-Completed Operations Coverage Endorsement

Primary and Noncontributory Insurance

With respect to other insurance available to the additional insured under which the additional insured is a named insured, this insurance is primary to and will not seek contribution from such other insurance, provided that a written contract requires the insurance provided by this policy to be:

1. primary and non-contributing with other insurance available to the additional insured; or
2. primary and to not seek contribution from any other insurance available to the additional insured. But except as specified above, this insurance will be excess of all other insurance available to the additional insured.

VI. Solely with respect to the insurance granted by this endorsement, the section entitled COMMERCIAL GENERAL LIABILITY CONDITIONS is amended as follows:

The Condition entitled Duties In The Event of Occurrence, Offense, Claim or Suit is amended with the addition of the following:

Any additional insured pursuant to this endorsement will as soon as practicable:

1. give the Insurer written notice of any claim, or any occurrence or offense which may result in a claim;
2. send the Insurer copies of all legal papers received, and otherwise cooperate with the Insurer in the investigation, defense, or settlement of the claim; and
3. make available any other insurance, and tender the defense and indemnity of any claim to any other insurer or self-insurer, whose policy or program applies to a loss that the Insurer covers under this coverage part. However, if the written contract requires this insurance to be primary and non-contributory, this paragraph 3. does not apply to insurance on which the additional insured is a named insured.

The Insurer has no duty to defend or indemnify an additional insured under this endorsement until the Insurer receives written notice of a claim from the additional insured.

VII. Solely with respect to the insurance granted by this endorsement, the section entitled DEFINITIONS is amended to add the following definition:

Written contract means a written contract or written agreement that requires you to make a person or organization an additional insured on this coverage part, provided the contract or agreement:

- A. is currently in effect or becomes effective during the term of this policy; and
- B. was executed prior to:
  1. the bodily injury or property damage; or
  2. the offense that caused the personal and advertising injury;
 for which the additional insured seeks coverage.

Any coverage granted by this endorsement shall apply solely to the extent permissible by law.

All other terms and conditions of the Policy remain unchanged.

This endorsement, which forms a part of and is for attachment to the Policy issued by the designated Insurers, takes effect on the effective date of said Policy at the hour stated in said Policy, unless another effective date is shown below, and expires concurrently with said Policy.





**CITY of CALABASAS**  
**CITY COUNCIL AGENDA REPORT**

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**DATE:** APRIL 17, 2023

**TO:** MEMBERS OF THE CALABASAS CITY COUNCIL

**FROM:** MICHAEL KLEIN, AICP, COMMUNITY DEVELOPMENT DIRECTOR  
TOM BARTLETT, AICP, CITY PLANNER

**SUBJECT:** CONSIDERATION OF RESOLUTION NO. 2023-1850, APPROVING UPDATES TO THE SAFETY ELEMENT, CIRCULATION ELEMENT, AND IMPLEMENTATION CHAPTER OF THE CALABASAS 2030 GENERAL PLAN, AS NECESSARY TO COMPLY WITH CALIFORNIA LAW.

**MEETING**

**DATE:** APRIL 26, 2023

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**SUMMARY RECOMMENDATION:**

Staff recommends that the City Council approve and adopt by resolution (draft Resolution No. 2023 – 1850, Attachment A) updates to the Calabasas 2030 General Plan Circulation Element (Attachment B), the Calabasas 2030 General Plan Safety Element (Attachments C and D), and the Calabasas 2030 General Plan “Implementation” chapter (Attachment E). The Planning Commission conducted a public hearing and reviewed the General Plan updates on January 19, 2023 and recommended approval (see Attachment F - Planning Commission Resolution No. 2023 – 746).

**BACKGROUND:**

Every city and county in California must prepare, adopt and implement a General Plan, which establishes overall goals and policies for future growth of the jurisdiction. As set out in the California Government Code, a city’s General Plan must include seven mandatory elements, including a Housing Element, Circulation Element and

Safety Element. For Cities located within the Southern California Association of Governments (SCAG) area, the Housing Element is required to be updated every eight years to address regional housing needs.

On October 13, 2021, the City Council adopted Resolution No. 2021-1755 updating the Housing Element and Land Use Element of the 2030 General Plan to comply with the most recent State-determined housing update cycle; and, on March 30, 2022 the City Council adopted Resolution 2022 – 1778, re-adopting the 2021 – 2029 Housing Element with four revisions to address concerns raised by the California Department of Housing and Development (HCD). Subsequently, on April 25, 2022 HCD certified that the City’s updated Housing Element fully conforms to the statutory requirements for the 2021 – 2029 RHNA cycle.

In accordance with State law, the Safety Element of the General Plan must be updated when the Housing Element is updated. The proposed Safety Element update incorporates new policies based on new local and regional data, as necessary to address the requirements of the following recently adopted and chaptered State laws:

- **Senate Bill (SB) 99** requires jurisdictions, upon the next revision of the Housing Element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. The Safety Element Update therefore includes information about residential developments in hazard areas that do not have at least two emergency evacuation routes, as well as an assessment of residential emergency evacuation routes.
- **Senate Bill 379** requires Safety Elements to include a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy. In addition, **Senate Bill 1035** requires cities and counties to update their safety element during a housing element or local hazard mitigation plan update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous revision of the safety element. The Safety Element Update therefore identifies populations vulnerable to climate change, presents climate change projection information, and includes new goals, policies and implementation programs addressing climate change.
- **Senate Bill 1241** requires review and update of the Safety Element, upon the next revision of the housing element on or after January 1, 2014, as necessary to address the risk of fire in state responsibility areas and very high fire hazard severity zones. Accordingly, the Safety Element update includes new goals,

policies and programs related to fire hazard planning and preparedness consistent with CAL FIRE requirements.

- **Assembly Bill (AB) 747** requires each jurisdiction to review and update as necessary the Safety Element to identify evacuation routes and capacity, safety, and viability under a range of emergency scenarios. The Safety Element Update therefore identifies emergency scenarios and goals, policies, and implementation programs to mitigate potential impacts associated with emergency evacuation.

Regarding the General Plan Circulation Element, **Senate Bill 743** mandates that the City update its Circulation Element to incorporate traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service. (Level of service is a measure to describe how well roadway intersections and other transportation facilities operate for drivers, while vehicle miles traveled evaluates the number of miles traveled by each vehicle.) **Senate Bill 743** also mandated that starting in 2021 environmental impact evaluations no longer utilize level of service, and shall only use vehicle miles traveled. The City Public Works Department therefore conducted the necessary analyses and established appropriate VMT thresholds for the City. Accordingly, starting in 2021, all CEQA reviews conducted by the City have consistently adhered to the new VMT requirement. Furthermore, the proposed updates to the Circulation Element, therefore, include added references and policies applicable to VMT, consistent with the new State requirements.

### **Reviews of the Draft General Plan Updates by City Commissions**

Various drafts of the General Plan element updates, as well as a handful of related updates to the "Implementation" chapter of the General Plan, were shared with the members of the Traffic and Transportation Commission, Public Safety Commission, and Planning Commission. Each commission conducted reviews as part of their regular public meetings. Additionally, input was obtained from the general public, the Las Virgenes Municipal Water District, the Los Angeles County Fire Department, Los Angeles County Sheriff's Department, and the City's own Public Safety and Public Works Departments.

On February 28, 2022, the Public Safety Commission and the Traffic and Transportation Commission held a joint public meeting to discuss the proposed updates to the Circulation and Safety Elements of the 2030 General Plan, and the Public Safety Commission further reviewed the draft Safety Element update on April 25, 2022. Prior to presentation to the Planning Commission, the draft updated

General Plan elements were revised to incorporate the input provided by both Commissions.

As required by California Government Code sections 65353 and 65354, and in accordance with chapter 17.76 of the Calabasas Municipal Code, the Planning Commission must review and consider proposed amendments to the General Plan elements, and then forward a recommendation to the City Council. Accordingly, on July 21, 2022, October 6, 2022, and January 19, 2023 the Planning Commission conducted public hearings to review and consider proposed updates to the General Plan Circulation Element, Safety Element, and Implementation chapter (Chapter XIII).

At the conclusion of the Planning Commission's final public hearing on this topic (January 19, 2023), the Commission approved P. C. Resolution No. 2023-746 recommending to the City Council approval of the proposed General Plan updates. P.C. Resolution No. 2023-746 is attached to this report as Attachment F; note however, the actual final draft updated General Plan elements and Implementation chapter are separately and individually attached to this report (refer to Attachments B, C, D, and E).

California Government Code section 65302.5(b)(1) requires that the final draft Safety Element update (as recommended by the Planning Commission to the City Council) be formally submitted to the State Board of Forestry and Fire Protection (a.k.a., CAL FIRE) for review and approval, and that City Council adoption of the updated Safety Element shall not occur until after CAL FIRE Board approval. Accordingly, staff submitted the final draft of the updated Safety Element to CAL FIRE immediately following the Planning Commission action on January 19th. The initial review by CAL FIRE staff resulted in several further refinements to the Safety Element, after which the final draft updated Safety Element was placed on the Board of Forestry and Fire Protection agenda for April 4, 2023. The Board of Forestry and Fire Protection approved the City's final draft updated Safety Element with no further changes required (see Attachment G).

#### **CONTENT OF THIS REPORT:**

The staff reports for the three Planning Commission hearings discussed above provide in detail the reasons behind the General Plan updates, the planning process employed to prepare the proposed updates, and key components of the proposed updates. Therefore, the detailed information in the Planning Commission reports is not replicated here; rather, this report explains and discusses the basis for the General Plan updates, and summarizes the more substantial updates. Below are the webpage links to the agendas and reports for the July 21, 2022, October 6, 2022, and January 19, 2023 meetings of the Planning Commission (recorded



videos of each meeting may also be accessed here

[http://calabasas.granicus.com/ViewPublisher.php?view\\_id=4](http://calabasas.granicus.com/ViewPublisher.php?view_id=4) ):

- <https://www.cityofcalabasas.com/Home/Components/Calendar/Event/4571/135?curm=1&cury=2023> (Go to **Item #4** on the meeting agenda for the applicable hyperlinks)
- <https://www.cityofcalabasas.com/Home/Components/Calendar/Event/2891/135?curm=10&cury=2022> (Go to **Item #2** on the meeting agenda for the applicable hyperlinks)
- <https://www.cityofcalabasas.com/Home/Components/Calendar/Event/2880/135?curm=7&cury=2022> (Go to **Item #3** on the meeting agenda for the applicable hyperlinks)

### **DISCUSSION/ANALYSIS:**

Below is a synopsis of the more substantial updates and revisions to the Circulation Element, Safety Element, and Implementation chapter of the Calabasas 2030 General Plan.

#### **Circulation Element – Summary of Key Updates and Revisions**

- The number of individual policy statements in this element have been increased from 27 to 28.
- Updated and added language and terminology regarding vehicle miles traveled (VMT), as necessary to comply with Senate Bill 743;
- Updated roadway classifications and bicycle facilities figures to better reflect existing conditions;
- Updated the lists and descriptions of planned circulation system enhancement projects;
- Added new emergency evacuation analyses and associated policies;
- Revised analyses and policies to address complete street concepts and updated proposed circulation enhancements for critical intersections and roadway corridors;
- Added Agoura Road and Mureau Road as roadway segments affected by freeway diversion, along with the Parkway Calabasas freeway interchange;

- Added (new) Policy VI-13: “Develop sample roadway cross sections to reference as best practice treatments for flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation;”
- Added a detailed explanation of how the City intends to continue using Level of Service (LOS) for evaluation of potential traffic impacts, in addition to the State-mandated Vehicle Miles Traveled (VMT) traffic impact review thresholds and process;
- Added that the City plans to prepare a new fee study that could result in new and/or updated traffic and transportation impact mitigation fee(s);
- Incorporated examples of how the City can improve traffic operational efficiencies that do not necessitate addition of vehicular lanes; and
- Added language that directs future updates to the Bicycle Master Plan to consider Class I and Class IV bike lanes.

#### **Safety Element – Summary of Key Updates and Revisions**

- The number of individual policy statements in this Element have been increased from 27 to 111.
- Added policy statements to address wildfire risk, emergency preparedness, emergency response and evacuations, and post-disaster recovery; and, climate change vulnerability and adaptation;
- Prepared and incorporated into the updated Element a new Wildfire Assessment report, as Appendix D-1;
- Prepared and incorporated into the updated Element a new Emergency Evacuation Traffic Assessment, as Appendix D-2;
- Added and updated figures and map exhibits which depict seismic risk, liquefaction risk, flood risk, wildfire risk, historic fires, radon risk, and single-access neighborhoods;
- Added discussions on the availability of emergency water supplies in case of a natural disaster such as an earthquake or wildfire;
- Reorganized policies under Disaster Response under new headings titled Disaster Response Planning, Disaster Response Coordination, Disaster Response Preparedness, Community Awareness, Single-access Residential Communities, and Emergency Evacuation;

- Added a policy to prepare a bridge preventative maintenance plan and to implement bridge maintenance recommendations;
- Added a policy to develop a continuity of operations/government plan to ensure the City has the ability to operate and provide services regardless of an emergency;
- Added a policy for the City to explore issuing voluntary evacuation orders early prior to a wildfire event occurring, such as during exceptionally high fire risk conditions;
- Added a discussion regarding steps the Las Virgenes Municipal Water District is taking to diversify their water supply sources;
- Added two policies encouraging reductions in water demand for residential landscaping;
- Clarified the water storage capacity of the Las Virgenes Reservoir;
- Added a new map that identifies residential neighborhoods and senior living facilities with a single access route;
- Added an acknowledgment that the transportation network could be significantly impacted during an emergency evacuation;
- Added Cal-Adapt temperature and extreme heat climate projection data to correspond to hottest area of Calabasas (eastern area);
- Incorporated NOAA weather station historic temperature data;
- Added a new policy directing the City to prepare a Community Wildfire Protection Plan that aligns with the Los Angeles County Community Wildfire Protection plan by the next revision of the City of Calabasas Safety Element;
- Added a new policy stating that the Los Angeles County Fire Department should evaluate their capacity to adequately suppress wildfire by evaluating both existing and new developed areas;
- Added a new policy requiring coordination with the Las Virgenes Municipal Water District to ensure long-term maintenance and integrity of water supply and water pressure for existing and future developed areas for firefighting purposes;
- Added a new policy directing the City to require for new developments (via building covenants, or homeowner covenants, conditions and restrictions) ongoing maintenance and upkeep of buildings and landscaping;

- Added a new policy directing the City to minimize wildfire risk by increasing resistance of structure to heat, flames, and embers through review of current building code standards and others applicable standards regarding construction;
- Added a new policy indicating that the City will discourage development where wildfire risk mitigation measures would significantly impact biological resources. Where development must be accommodated, the City would implement fuel modification techniques that would not adversely affect significant biological resources, the greatest extent feasible and site structures to maximize low-flammability landscape features to buffer against wildfire spread;
- Added a new policy stating that “Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, in areas of the City that are already developed rather than on properties adjacent to undeveloped lands”;
- Added a new policy indicating that the City will permit new development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows;
- Added a new policy indicating that the City will limit new development along steep slopes and amidst rugged terrain to limit rapid fire spread and increase accessibility for firefighting;
- Added a new policy indicating that the City will coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk; and,
- Added a new policy directing the City to coordinate with telecommunication service entities and the Los Angeles County Cable and Telecommunications Office regarding efforts to fire-harden communications infrastructure.

#### **Implementation Chapter – Summary of Key Revisions**

- Added coordination with the Las Virgenes Unified School District on emergency preparedness, response and recovery;
- Added coordination with local, regional, state and federal entities to implement wildfire reduction strategies;

- Added review of funding opportunities to facilitate implementation of disaster preparedness policies;
- Added water availability and climate projections to the list of topics that require new data as part of Calabasas' Resource Inventory;
- Removed outdated information regarding the Oak Tree Reforestation Fund; and,
- Added a provision stating that Safety Element policies take priority over other General Element policies in situations where policy conflicts occur between the General Plan elements.

**REVIEW OF POTENTIAL ENVIRONMENTAL IMPACTS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):**

Planning staff and Rincon Consultants prepared an Addendum to the *City of Calabasas General Plan Update Final Environmental Impact Report (EIR)* (State Clearinghouse #2021020150), which was certified by the City of Calabasas City Council on October 13, 2021. The General Plan Update Final EIR analyzed updates to the Land Use, Housing, Safety, and Circulation Elements which were known and under consideration at that time; and the Addendum analyzes the currently proposed updates to the General Plan Safety Element, Circulation Element, and Implementation Chapters. The analysis in the EIR Addendum demonstrates that the proposed project does not require preparation of a subsequent EIR or an EIR Amendment. (The General Plan Update Final EIR Addendum is attached as Attachment H.)

**REQUESTED ACTION:**

Staff recommends that the City Council approve and adopt by resolution (Attachment A): the proposed updates to the Calabasas 2030 General Plan Circulation Element (Attachment B); the proposed updates to the Calabasas 2030 General Plan Safety Element (Attachments C and D); and, the proposed updates to the Calabasas 2030 General Plan "Implementation" chapter (Attachment E).

**ATTACHMENTS:**

Attachment A: City Council Resolution No. 2023-1850 (Draft)

Attachment B: Proposed Update of General Plan Circulation Element

Attachment C: Proposed Update of General Plan Safety Element

Attachment D: Appendices D-1 and D-2 to the Proposed Safety Element Update

Attachment E: Proposed Update of General Plan Chapter XIII (Implementation)

Attachment F: Planning Commission Resolution No. 2023-746

Attachment G: Report from the California Board of Forestry and Fire Prevention

Attachment H: Addendum to the City of Calabasas General Plan Update Final Environmental Impact Report (EIR)

**RESOLUTION NO. 2023-1850**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS ADOPTING AN UPDATED SAFETY ELEMENT, UPDATED CIRCULATION ELEMENT, AND AN UPDATED IMPLEMENTATION CHAPTER OF THE CALABASAS 2030 GENERAL PLAN, AS NECESSARY TO COMPLY WITH CALIFORNIA LAW**

**WHEREAS**, The City Council of the City of Calabasas has considered all of the evidence submitted into the administrative record which includes, but is not limited to:

1. Agenda reports prepared by the Community Development Department;
2. Staff presentation at the public hearing held by the City Council on April 26, 2023;
3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes;
4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the project;
5. All related documents received and/or submitted at or prior to the public hearing; and

**WHEREAS**, The City Council of the City of Calabasas finds that:

1. The Safety Element and the Circulation Element are required elements of the General Plan per State law (Government Code Section 65302);
2. In accordance with California Government Code Section 65588, the Planning Commission recommended, and the City Council approved and adopted, an updated Land Use Element and Housing Element for the 2021 – 2029 RHNA planning period; the updated 2021 – 2029 Housing Element was accepted and certified by the California Department of Housing and Community Development on April 25, 2022 as being consistent with applicable State housing laws;

3. Senate Bill 99 (section 65302 of the California Government Code), requires that when a City updates its Housing Element the City must update the General Plan Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes;
4. Senate Bill 379 (section 65302(g) of the California Government Code), requires that upon the next revision of a general plan or local hazard mitigation plan, the safety element is to be updated as necessary to address climate adaptation and resiliency strategies applicable to the city;
5. Senate Bill 1241 (ref. sections 65302, 65302.5, 65040.20 and 66474.02 of the California Government Code), requires that when a city updates its General Plan Housing Element, on or after January 1, 2014, the city must also update its General Plan Safety Element to address the risk of fire in state responsibility areas and very high fire hazard severity zones.
6. Senate Bill 1035 (ref. 65302(g)(5) of the California Government Code) requires cities and counties to update their General Plan Safety Elements during a Housing Element update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous Safety Element revision;
7. Assembly Bill 747 and Assembly Bill 1409 (ref. 65302.15 of the California Government Code) require each local jurisdiction to review and update its General Plan Safety Element to identify evacuation routes and their capacities, safety, and viability under a range of emergency scenarios; and, to identify evacuation locations;
8. Senate Bill 743 (ref. California Public Resources Code section 21099) required changes to the CEQA Guidelines (California Code of Regulations, Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts such that the criteria for determining the significance of transportation impacts must promote greenhouse gas emission reductions, the development of multimodal transportation networks, and a diversity of land uses; and, relatedly, requires the City to update its General Plan Circulation Element, to incorporate traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service (LOS);
9. Assembly Bill 3065 (ref. section 65302.5(b)(1) of the California Government Code) requires that at least 90 days prior to adoption of an amendment to the General Plan Safety Element, that the draft element



- amendment be submitted to the State Board of Forestry and Fire Protection and to the applicable local fire protection agencies for review;
10. In accordance with the State requirements identified above, City staff, Rincon Consultants, and Fehr & Peers Consulting initiated preparation of the Safety Element and Circulation Element updates in January, 2021;
  11. On February 28, 2022, Planning staff and the consultant team presented to the members of the Public Safety Commission and members of the Traffic and Transportation Commission completed drafts of the updated Safety Element and Circulation Element at a joint meeting of the two City commissions; and, the members of both commissions provided input regarding the draft General Plan element updates, which were incorporated;
  12. Consistent with the provisions of California Government Code section 65302.5(b)(1): on July 29, 2021 Planning staff and consultant met with Los Angeles County Fire Department personnel to discuss and review the draft Safety Element update; on December 14, 2021 Planning staff submitted to the Los Angeles County Fire Department a revised draft Safety Element update for agency review followed by a review meeting on January 10, 2022; on August 12, 2021, November 17, 2022, and again on January 4, 2023 Planning staff and consultant submitted respective drafts of the Safety Element update to Cal FIRE for reviews by agency staff; and on April 4, 2023 the California Board of Forestry and Fire Protection (CAL FIRE) rendered a determination that the City's draft Safety Element Update conforms to applicable State laws and policies;
  13. Consistent with the provisions of California Government Code section 65354, and section 17.76.050 of the Calabasas Municipal Code (CMC), the Planning Commission of the City of Calabasas conducted public hearings on July 21, 2022, October 6, 2022, and January 19, 2023 to take public testimony and to consider the proposed General Plan amendments, after which the Planning Commission passed Planning Commission resolution No. 2023-750, recommending to the City Council approval and adoption of the proposed amendments; and
  14. Notice of the City Council public hearing included the notice requirements set forth in Government Code Section 65009 (b)(2); the hearing notice was posted on the City of Calabasas website, at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, at Calabasas City Hall; and the hearing notice was sent via e-mail to all citizens listed on the City's meeting notifications list.

**NOW, THEREFORE**, the City Council of the City of Calabasas does hereby find and order that:

SECTION 1. In view of all of the evidence and the foregoing, and in accordance with section 17.76.050 of the Calabasas Municipal Code, the City Council of the City of Calabasas hereby finds and concludes that the proposed General Plan Amendments may be approved based on the following findings:

1. *The proposed amendment is internally consistent with the General Plan;*

The City's 2021 – 2029 Housing Element and associated updates to the Land Use Element were approved and adopted by the City Council on October 13, 2021, based in part upon findings that the updates were mutually consistent, as well being consistent with the policies and proposals set forth in the other 2030 General Plan elements. The City Council amended and re-adopted the 2021 – 2029 Housing Element on March 30, 2022 based in part on commensurate findings of internal General Plan consistency. The updates to the General Plan Safety Element and Circulation Element were triggered by the 2021 – 2029 Housing Element update, per State mandates, and were prepared in concert with the Housing Element update. The new policy statements and revised policy statements in the Circulation Element update and the Safety Element update promote greater overall safety and welfare for the community, and the new and amended policy statements do not negate, contradict, or otherwise conflict with policies and programs within the other General Plan elements. Furthermore, relative to the Safety Element, updates to pages XIII-9 and XIII-10 of the 2030 General Plan (Chapter XIII, Implementation) add inter-agency coordination measures regarding emergency preparedness, evacuation, response, and recovery, thereby strengthening internal General Plan consistency. As a result, the proposed amendments are internally consistent with the General Plan and meet this finding.

2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the city;*

The proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans: 1) information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes; 2) a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy; 3) new information on flood hazards, fire hazards, or

climate adaptation or resilience that was not previously available; 4) analyses and policies addressing the risk of fire in state responsibility areas and very high fire hazard severity zones; 5) identification of evacuation routes and capacity, safety, and viability under a range of emergency scenarios; and, 6) traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service. Because the proposed updates to the Circulation Element and the Safety Element of the 2030 General Plan incorporate all of the foregoing, and are therefore beneficial to the public interest, convenience, and welfare of the City, the proposed amendments to the General Plan meet this finding.

3. *The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested/anticipated land use development(s); and*

The proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans a variety of information, analyses, and policies pertaining to wildfire hazard risk and resilience, climate change vulnerability and mitigation measures, emergency evacuation analyses and policies, and vehicle miles traveled based policies regarding traffic impacts. These issues and policies relate to the entirety of the City and are not site specific. Therefore, a determination of site suitability for the proposed General Plan amendments is inapplicable.

4. *The proposed amendment complies with the provisions of the California Environmental Quality Act (CEQA).*

The *City of Calabasas General Plan Update Final Environmental Impact Report (EIR)* (State Clearinghouse #2021020150) was approved and certified by the City of Calabasas City Council on October 13, 2021; the EIR analyzed updates to the Land Use, Housing, Safety, and Circulation Elements. However, some updates to the Safety Element and Circulation Element were accomplished after the General Plan Update Final EIR was approved and certified; therefore, an Addendum to the EIR was prepared for this project. The EIR Addendum, in conjunction with the previously certified Final EIR, addresses the entirety of proposed updates to the Calabasas General Plan Circulation and Safety Elements. The EIR Addendum was prepared in accordance with Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines. Pursuant to CEQA Guidelines section 15162, an explanation of the decision not to

prepare a subsequent EIR, supported by substantial evidence, is included in Section 4 of the EIR Addendum. As a result, the proposed General Plan amendments meet this finding.

SECTION 2. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council of the City of Calabasas hereby approves and adopts the proposed updates to the Safety Element, Circulation Element, and Chapter XIII (Implementation) of the Calabasas 2030 General Plan, in accordance with the April 26, 2023 City Council Meeting Staff Report, inclusive of all attachments, exhibits, and incorporated references.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause the same to be processed in the manner required by law.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
David Shapiro, Mayor

ATTEST:

\_\_\_\_\_  
Maricela Hernandez, City Clerk  
*Master Municipal Clerk*  
*California Professional Municipal Clerk*

APPROVED AS TO FORM:

\_\_\_\_\_  
Matthew T. Summers  
Colantuono, Highsmith & Whatley, PC  
City Attorney

# CITY of CALABASAS

## 2030 General Plan

### VI. CIRCULATION ELEMENT

The Circulation Element of the Calabasas General Plan addresses broad issues of physical mobility -- how people and goods move about within the community. Transportation is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, greenhouse gas emissions, recreation, emergency evacuation, and the City's infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

The goal of the Circulation Element is to achieve and maintain a balanced, safe, and reliable transportation system that:

- *Provides easy and convenient access to all areas of the community*
- *Maintains Calabasas' rural, small town sense of place*
- *Protects significant environmental features*
- *Improve transportation options by providing a high level of pedestrian, bicycle, and public transit travel opportunities*
- *Considers the movement of people and vehicles in the design and operation of transportation systems*
- *Recognizes the special mobility needs of seniors, youth, and persons with disabilities*
- *Provides opportunities for recreation activities to increase community health and well-being*
- *Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life*
- *Contributes to a reduction in vehicle miles traveled*
- *Facilitates emergency evacuation in an efficient and timely manner (see the Safety Element for more information on evacuation)*

These goals support the intent of the Complete Streets Act (Assembly Bill 1358) that was passed in 2008 and took effect on January 1, 2011, which states that the Circulation



## VI. CIRCULATION ELEMENT

Plan must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the local context of the community. These goals also support Senate Bill 743 which was signed into law in 2013 to eliminate level of service/delay measurements from California Environmental Quality Act (CEQA) transportation analyses and establishes vehicle miles traveled (VMT) as the new metric for measuring transportation environmental impacts. This change was made to promote infill development and active transportation, and reduce greenhouse gas emissions. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Active transportation is a means of getting around by using non-motorized transportation, primarily by walking and bicycling.

The change to VMT transportation impact thresholds in the CEQA context does not prohibit the City from requiring development projects to comply with separate, City-adopted Level of Service (LOS) standards for reducing local traffic impacts from proposed development projects. To that end, the City will continue its use of LOS analysis and thresholds under its constitutional land use powers, in addition to analyzing VMT impacts when and as required by CEQA. Use of LOS analyses can determine potentially significant, non-CEQA, traffic impacts for the purpose of providing additional public information, and to identify appropriate traffic system improvements and project-specific mitigation measures or off-setting improvements. Consequently, when assessing traffic impacts associated with larger development projects in conjunction with anticipated future development on other lands in nearby proximity, the City will analyze the projected traffic and transportation impacts using both VMT thresholds and methodologies to assess any potentially significant environmental impacts and LOS thresholds and methodologies to identify potential improvements to the City's traffic and transportation system and additional project-specific mitigation measures or off-setting improvements that would mitigate or reduce identified impacts to roadway segments and intersections, bicycle facilities, pedestrian travel facilities, and mass transit related facilities. The City Council will, after receiving a recommendation from the City's Planning Commission, followed by the City's Traffic and Transportation Commission, adopt City thresholds of significance for VMT impacts and City LOS development standards for larger development projects, including mitigation requirements and potential improvements to the City's traffic and transportation system, that can be employed to reduce a development projects local traffic impacts below the applicable LOS threshold, together with appropriate project-specific mitigation measures. The City is considering, and may undertake, a new fee study process to study, and if warranted, adopt a new traffic and transportation impacts mitigation fee that would provide funding for improvements to the City's traffic and transportation system, including roadway, bicycle, pedestrian, and other multi-modal



## VI. CIRCULATION ELEMENT

and active transportation projects, intended to reduce regional and local traffic impacts from development projects, including build-out to the density as contemplated by the General Plan. As an interim measure, the City intends to update its existing traffic and transportation impact fees via an updated fee study.

A number of circulation and capacity challenges currently hinder traffic operations on the Ventura Freeway (U.S. 101) and other regionally significant roadway corridors such as Malibu Canyon Road–Las Virgenes Road. Interchanges on the Ventura Freeway (Valley Circle Boulevard, Parkway Calabasas, Calabasas Road–Mureau Road, Las Virgenes Road, and Lost Hills Road) are particularly constrained, largely due to the effects of regional traffic. Because Caltrans controls freeway interchanges, the City must coordinate with Caltrans to evaluate operational improvements for these facilities.

Achieving circulation goals is complicated by the following conditions:

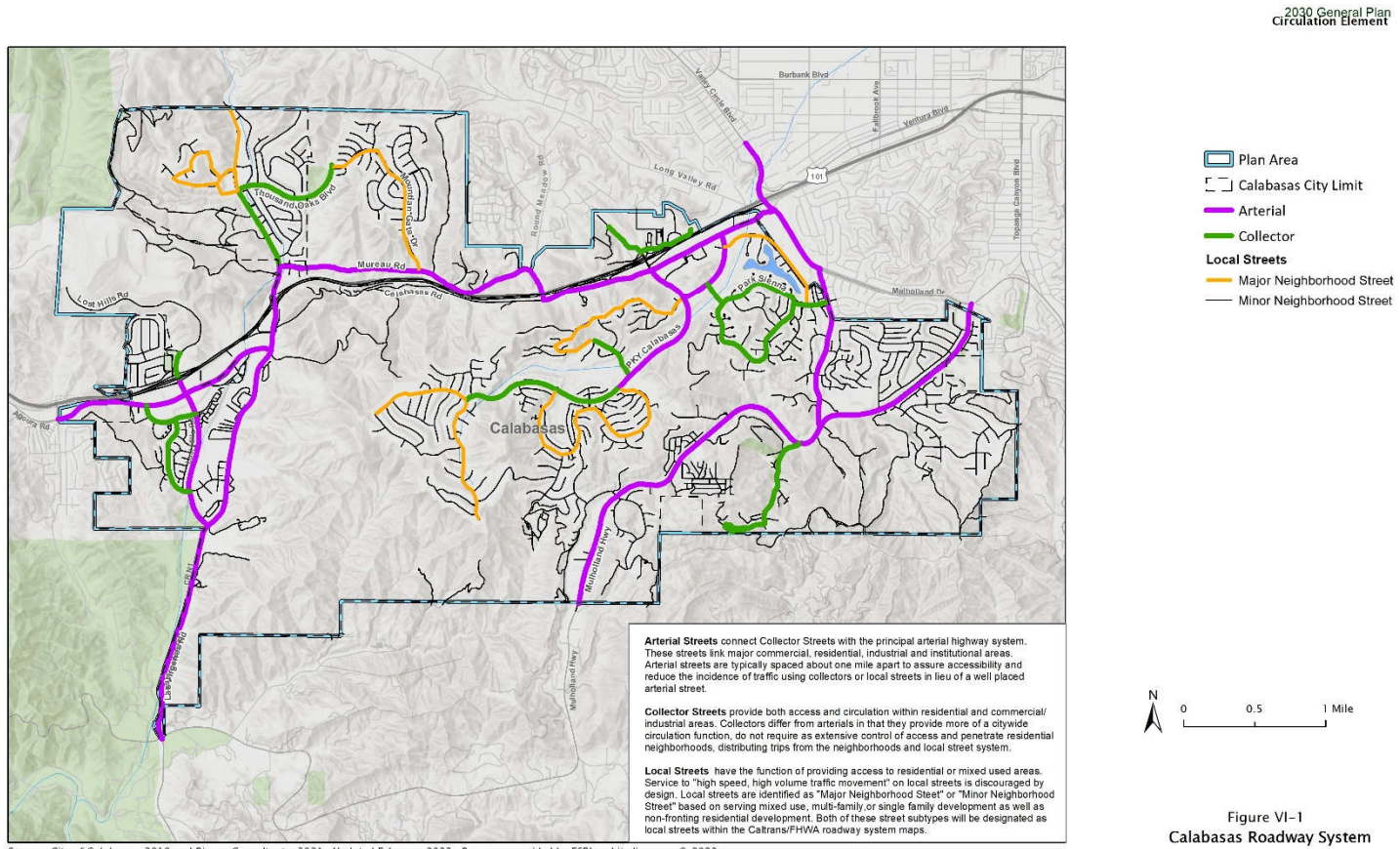
- *Residential growth in nearby communities, combined with employment-generating development in the San Fernando Valley, West Los Angeles, and Ventura County, has resulted in traffic volumes that exceed the design capacity of the Ventura Freeway. Thus, regional traffic has spilled onto Calabasas' roadway system, creating significant congestion during peak commute hours.*
- *Physical, environmental, and neighborhood compatibility constraints prevent roadway capacity increases in many areas.*
- *Many existing and previously planned roadways traverse sensitive environmental areas and cannot be extended or widened without creating significant environmental impacts.*
- *Calabasas is primarily a low intensity bedroom community that is part of a sprawling metropolitan region. As such, the nature of the community is not conducive to widespread fixed-route transit use.*
- *The City intends to limit future expansions to the roadway network in order to protect significant environmental resources and the quality of life within existing neighborhoods.*

Figure VI-1 illustrates the roadway system in the City of Calabasas.



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Figure VI-1 – Calabasas Roadway System





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## VI.A Vehicular Circulation

### Objectives

Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, maintain an efficient circulation system to improve travel conditions and reduce vehicle miles traveled through future infrastructure investments and land use development.

- ❖ Consistent with the purpose and requirements of the Complete Streets Act (AB 1358), as public rights-of-way are resurfaced or otherwise improved or maintained, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure.
- ❖ Protect residential neighborhoods by discouraging local residential streets to carry cut through traffic<sup>1</sup> (local streets are depicted on **Figure VI-1**).
- ❖ Reduce reliance on the use of automobiles by evaluating, designing, constructing , and promoting alternatives such as active transportation (bicycle, pedestrian) and public transit.
- ❖ Reduce demand for and supply of parking where there are opportunities for a park once environment, shared parking and feasible transportation alternatives for travel to and from the project site or district.
- ❖ Provide adequate means to safely move commodities within and through Calabasas, including the availability of truck routes, pipelines, and utility corridors.
- ❖ Consider quality of life and protection of neighborhoods when considering roadway capacity enhancements.
- ❖ Design, maintain, and operate roadways to facilitate efficient and timely emergency evacuation in case a of a disaster or other emergency.

### General Plan Approach

A key concept in the Calabasas General Plan is that the area’s roadway and transportation system is an integral part of the community’s character. Therefore, while it is important to provide for the movement of people (whether via personal vehicles, transit, or alternative modes of travel), goods and services, this goal should not

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<sup>1</sup> “Cut through traffic” is traffic that would need to pass through a local street to reach a collector or arterial roadway (these street types are shown and defined on Figure VI-1). For example, a new development that could only gain access to a collector or arterial via an existing local street would generate “through traffic” on that street.



## VI. CIRCULATION ELEMENT

compromise the more important objectives of providing safe public places and preserving the essential character and natural environment of the area.

Calabasas rejects the notion that a constantly expanding circulation network and endless sequence of programmed street capacity enhancing improvements can solve the problems of local traffic congestion. Construction of every roadway needed to move automobiles at the highest levels of service to respond to future development desired by property owners would result in an irretrievable loss of significant environmental features, decreased safety of non-motorized users, increase in greenhouse gas emissions, and erode community character. Expansion of the area's roadway system will not in most cases respond to the varying landscapes of Calabasas and will tend to preclude non-automobile modes of travel, potentially resulting in the loss of opportunities to improve the quality of life in Calabasas. Thus, the City will take a balanced approach to future transportation improvements. To achieve this sense of balance, the Circulation Element adheres to the *Circulation Element Themes* shown on the following page. The City will take the following steps to align with those themes:

- *Improve the operational efficiency of the existing roadway system consistent with the Circulation Element where it is warranted, feasible, and environmentally prudent to do so. This can be accomplished by evaluating opportunities to implement operational improvements such as monitoring and updating of traffic signal timing, improving turning movement queuing and adding geometric enhancements, installing emergency vehicle preemption, converting traffic signalized intersections to roundabouts, and improving active transportation alternatives,*
- *Require each new development that would contribute to the need for improvements or additions to the City's circulation system due to vehicle miles traveled, safety, or operational impacts to build, 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.*
- *Provide a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer for a wider range of users and more useful for everyday tasks such as travel to shopping, school, work, and recreational facilities and for general walking and biking recreational opportunities.*
- *Achieve and maintain a mix of land uses that integrates places of residence, retail commerce, daily service needs, work, education, and recreation in order to minimize vehicle trips and trip lengths which will reduce the number of vehicle miles traveled in the community and region.*
- *Regulate and limit the type and location of future development to support more efficient development and not exceed the City's thresholds of significance.*



**VI. CIRCULATION ELEMENT**

- *Develop guidelines for evaluating thresholds of significance for vehicle miles traveled, levels of service, and other operational and safety impacts of new development.*
- *Require site plans for individual non-single family residential development projects to minimize or eliminate through traffic from their projects from existing residential neighborhoods.*
- *Continue to participate in developing regional circulation and emergency evacuation improvement measures in cooperation with the State, nearby cities, and the counties of Los Angeles and Ventura.*
- *Design, improve, maintain and operate roadways to facilitate emergency evacuation.*



**VI. CIRCULATION ELEMENT**

*Circulation Element Themes*

***Balance** - An efficient transportation system should offer travelers in Calabasas reasonably efficient automobile traffic distribution and viable alternatives to automobile travel. Implementation of the Circulation Element will improve the balance between various modes of transportation by increasing the safety and desirability of transit, walking, and bicycling.*

***Coordination Between Land Use, Transportation and Environmental Protection Programs.** The General Plan coordinates land use, transportation, air quality, safety, and other environmental concepts and strategies. The objectives of the General Plan are designed to improve transportation options, transportation system efficiencies, and local air quality, reduce greenhouse gas emissions, provide recreational opportunities, and protect sensitive environmental resources by:*

- Increasing roadway capacity only where such increased capacity is feasible and environmentally prudent*
- Reducing the number of automobile trips by continually improving transportation system operations and demand management and providing safe and convenient alternatives to automobile use*
- Reducing the vehicle miles traveled by mixing compatible land uses*
- Providing an arrangement of land uses, including infill development and compact development footprints, that promote efficient travel behaviors and patterns*
- Limiting the intensity and/or location of future development to that which can be accommodated on an existing or improved roadway system as planned to protect community character and significant environmental features*



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Freeway diversion during peak hours and during traffic incidents causes congestion at freeway interchanges and adjacent surface streets in Calabasas. Intersections and roadway segments affected by freeway diversion are listed below.

Interchanges

- Lost Hills Road/Ventura Freeway
- Las Virgenes Road/Ventura Freeway
- Parkway Calabasas/Ventura Freeway

Roadways

- Lost Hills Road
- Las Virgenes Road
- Mureau Road
- Calabasas Road
- Agoura Road

Calabasas does not encourage the diversion of traffic from the Ventura Freeway to City surface streets. Nevertheless, it is recognized that the freeway interchanges and portions of the above-listed roadways immediately adjacent to the Ventura Freeway may experience higher levels of traffic congestion than would be acceptable in other areas of the City.

*Performance Objectives and Planned Improvements*

Calabasas will continue to require new developments to mitigate their transportation impacts, either through local multi-modal roadway improvements, intersection operational improvements, reduction in demand for vehicular travel, and/or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the required improvements in the project vicinity affecting the location where the development is planned. Planned improvements will be necessary to mitigate vehicle miles traveled and local operational and safety impacts associated with proposed developments so that the City's target vehicle miles traveled reduction, local access needs, and traffic safety goals can be achieved. The mitigation requirements will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of fee program transportation infrastructure improvements or who commit to an ongoing vehicle miles traveled mitigation program through a use permit or other long-term requirement..

Seven locations have been identified as "Critical Intersections and Roadway Corridors" because of their importance with respect to overall vehicle movement in Calabasas. In some of these locations, expansion of the roadway network, if not properly scaled to the local neighborhood and environmental conditions, could adversely affect Calabasas' quality of life. These "Critical intersections and Roadway Corridors" include:



**VI. CIRCULATION ELEMENT**

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

For each of these critical locations, specific provisions have been formulated to enhance the roadway’s operations and active transportation (bicycle, pedestrian) opportunities while protecting significant environmental features and adjacent neighborhood areas. **Table VI-1** illustrates potential traffic efficiency enhancements to the specific “critical intersection and roadway corridors.” Potential enhancements should explore flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation event. Additional enhancements other than those listed, are to be thoroughly analyzed and coincide with the objectives of the City.

<b>Table VI-1                      Potential Circulation Enhancements on Critical Intersections and Roadway Corridors</b>	
Critical Intersections/Roadway Corridors	Potential Enhancements
Old Topanga Road/ Mulholland Highway	<u>General Requirements</u> <ul style="list-style-type: none"> <li>• Preserve the riparian habitat in the Old Topanga Canyon Road–Mulholland Highway vicinity.</li> <li>• Recognize that the presence of numerous driveways along Old Topanga Canyon Road, between Mulholland Highway and Park Ora, limits this route’s capacity.</li> <li>• Recognize that Mulholland Highway, west of Old Topanga Canyon Road is a rural, twisting route with many driveways, and provides access to schools. As a result, the actual efficiency and capacity of the roadway is less than its theoretical efficiency and capacity.</li> <li>• Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Highway consistent with scenic corridor policies.</li> <li>• Where feasible, add paved shoulders to Mulholland Highway west of Old Topanga Canyon Road to provide for safer bicycle and pedestrian travel and emergency access capacity.</li> </ul>



VI. CIRCULATION ELEMENT

**Table VI-1  
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors**

Critical Intersections/Roadway Corridors	Potential Enhancements
	<p><u>Potential System Enhancements</u> Incorporate improvements contained in the Mulholland Highway Feasibility Study for Capital Improvements.</p> <p><u>Prohibited Actions</u> In order to protect existing and future rural land uses and to limit future traffic increases through residential neighborhoods:</p> <ul style="list-style-type: none"> <li>• 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 active transportation facilities (i.e., bicycle and/or pedestrian).</li> <li>• No widening of Old Topanga Canyon Road to create additional through travel lanes shall be permitted between Mulholland Highway and Park Ora.</li> </ul>
Calabasas Road/ Parkway Calabasas	<p><u>General Requirements</u> Preserve the non-urban character of Calabasas Road west of Parkway Calabasas. In determining the feasibility of any roadway or active transportation (i.e., bicycle and/or pedestrian) enhancements, it is important to avoid degradation of significant biological habitats.</p> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> <li>• Construct a roundabout, traffic signal, or other intersection operational and safety improvement at the Calabasas Road/Mureau Road intersection.</li> <li>• Construct turnaround at the western terminus of Calabasas Road.</li> <li>• Enhance vehicular, bicycle and pedestrian circulation and safety.</li> <li>• Improve City-owned parcels along the corridor with theme setting fire-resistant landscaping, hardscaping and furniture.</li> <li>• Improve Calabasas Road between Parkway Calabasas and Mureau Road to two lanes in each direction with center turn lanes and bicycle and pedestrian facilities.</li> </ul>



**VI. CIRCULATION ELEMENT**

<b>Table VI-1 Potential Circulation Enhancements on Critical Intersections and Roadway Corridors</b>	
<b>Critical Intersections/Roadway Corridors</b>	<b>Potential Enhancements</b>
	<ul style="list-style-type: none"> <li>• Improve Calabasas Road west of Mureau Road to provide at a minimum, bike lanes, one vehicle lane in each direction, and a minimum 5-foot wide sidewalk with a minimum 5-foot parkway along the south side of the street.</li> <li>• Improve traffic signal operations through synchronization and system upgrades</li> </ul> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> <li>• No street widening or re-striping shall be permitted to create additional traffic through travel lanes along the segment of Calabasas Road within the boundaries of Old Town Calabasas.</li> <li>• Calabasas Road shall not be extended west of a potential relocated Mureau Road bridge to connect to Agoura Road at Las Virgenes Road for general public vehicle traffic. The existing two-lane road section may be extended to provide access to private properties.</li> <li>• Provide active transportation-only (i.e., bicycle and/or pedestrian) connectivity to Las Virgenes Road from the end of Calabasas Road.</li> <li>• In order to preserve natural hillsides and biotic habitats, and to avoid geologic constraints, Parkway Calabasas shall not be completed through to Las Virgenes Road.</li> </ul>
Lost Hills Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> <li>• Provide noise attenuation as part of any future roadway improvement work along this corridor, including but not limited to use of rubberized asphalt for roadway paving or resurfacing and incorporation of berms, and/or sound walls into landscaping programs.</li> </ul> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> <li>• Improve traffic signal operations through synchronization and system upgrades</li> <li>• Consider a reduction in vehicle lanes south of Malibu Hills Road to improve active transportation opportunities (i.e., bicycle and/or pedestrian), improve</li> </ul>





VI. CIRCULATION ELEMENT

**Table VI-1  
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors**

Critical Intersections/Roadway Corridors	Potential Enhancements
	<p>crossing safety, and reduce through vehicle traffic volume and speeds.</p> <p><u>Prohibited Actions</u> In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> <li>• Street widening to provide additional through vehicle lanes shall be prohibited.</li> </ul>
Las Virgenes Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> <li>• Implement traffic operational and freeway access capacity improvements for the segment of Las Virgenes Road between the Ventura Freeway and Agoura Road to improve traffic flow and safety.</li> <li>• Provide noise attenuation as part of any future roadway improvement work along Las Virgenes Road. Attenuation may include, but is not limited to, the use of rubberized asphalt for road paving/re-surfacing and incorporating berms, and/or sound walls into landscaping programs.</li> <li>• Facilitate consolidation of existing access points and elimination of conflicting left-turn movements north of Agoura Road including consideration of a center raised and landscaped median.</li> </ul> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> <li>• Restripe the northbound approach of the Las Virgenes Road/Ventura Freeway Southbound Ramp intersection to provide for two through lanes and a shared through-right lane. The shared through/right-turn lane would become a restricted right turn lane to the Ventura Freeway Southbound on-ramp.</li> <li>• Improve traffic signal operations through synchronization and system upgrades.</li> <li>• Add bike lanes north of Mureau Road and evaluate reducing the number of through lanes while retaining on-street parking where directly adjacent to fronting residential or fronting commercial.</li> </ul> <p><u>Prohibited Actions</u></p>



**VI. CIRCULATION ELEMENT**

**Table VI-1  
 Potential Circulation Enhancements on Critical Intersections and Roadway Corridors**

Critical Intersections/Roadway Corridors	Potential Enhancements
	<ul style="list-style-type: none"> <li>In order to protect habitat linkages and in recognition of the location of Malibu Creek to the west of Las Virgenes Road and steep slopes to the east, the City shall not participate in widening or provision of more than two travel lanes south of Lost Hills Road.</li> <li>In order to protect the existing residential neighborhood north of the Ventura Freeway, creation of additional through lanes north of Mureau Road is prohibited.</li> </ul>
Agoura Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> <li>Maintain Agoura Road as an arterial roadway and alternative to the Ventura Freeway west of Las Virgenes Road into Agoura Hills.</li> <li>Provide local access to business uses within the freeway corridor.</li> <li>Enhance pedestrian amenities and safety in conjunction with future mixed use developments along Agoura Road.</li> </ul> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> <li>Improve traffic signal operations through synchronization and system upgrades</li> </ul> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> <li>In order to protect the existing residential neighborhoods, bicyclists and pedestrians in the area, road widening shall not be permitted along Agoura Road, west of the Lost Hills Sheriff's Station and east of Liberty Canyon.</li> </ul>
Thousand Oaks Boulevard	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> <li>Maintain Thousand Oaks Boulevard as a local collector roadway for the existing residential developments north of the Ventura Freeway.</li> </ul> <p><u>Potential System Enhancements</u></p> <p>None.</p> <ul style="list-style-type: none"> <li>Improvements such as a roundabout at the intersection of Thousand Oaks Boulevard and Las Virgenes Road to facilitate northbound right turn movements that would discourage traffic to cut through Parkmor Road in a way</li> </ul>



VI. CIRCULATION ELEMENT

**Table VI-1  
Potential Circulation Enhancements on Critical Intersections and Roadway Corridors**

Critical Intersections/Roadway Corridors	Potential Enhancements
	<p>that is safe for walking and biking through the intersection and westbound left turn movements that would provide peak hour capacity without the need for signalization.</p> <p><u>Prohibited Actions</u> In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> <li>• Improvements (other than curbs &amp; gutters and active transportation facilities [bicycle, pedestrian]) and road widening shall not be permitted along Thousand Oaks Boulevard west of Parkmor Road. The roadway should be restricted to a two-lane (one in each direction) vehicle through lane section.</li> <li>• Thousand Oaks Boulevard shall not be used as a vehicle roadway connection between the Ventura Freeway and any future developments north or west of Calabasas.</li> </ul>
Mureau Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> <li>• Maintain Mureau Road as the primary access from Calabasas Road and the Mountain View Estates residential community to the Ventura Freeway via Las Virgenes Road.</li> <li>• Consider relocation of the bridge over the Ventura Freeway with a new wider bridge to be located west of the present bridge.</li> </ul> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> <li>• Construct Class II Bike Lanes on both sides of Mureau Road, including across a new or wider bridge.</li> <li>• Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection.</li> </ul> <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> <li>• Road widening or other improvements, except the provision of bicycle or pedestrian facilities, shall not be permitted along Mureau Road east of Mountain Gate Drive unless the present freeway bridge is relocated to the west. This will avoid impacts to significant biological resources along this segment. The existing two-lane</li> </ul>



**VI. CIRCULATION ELEMENT**

**Table VI-1  
 Potential Circulation Enhancements on Critical Intersections and Roadway Corridors**

Critical Intersections/Roadway Corridors	Potential Enhancements
	<p>road configuration shall be maintained within the existing roadway alignment to enable use of this road segment as a secondary alternative/emergency route parallel to the Ventura Freeway east of Crummer Canyon or the new freeway bridge (if it is relocated).</p> <ul style="list-style-type: none"> <li>In order to minimize impacts on the Mountain View Estates neighborhood that might result from relocation of the Mureau Road bridge, a new freeway interchange between Parkway Calabasas and Las Virgenes Road is prohibited.</li> </ul>

*Sources for potential system enhancements:*  
 Mulholland Highway Master Plan for Capital Improvements  
 The Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare Construction Fee District Update, City of Calabasas and County of Los Angeles  
 Las Virgenes Road Corridor Design Plan  
 West Calabasas Road Specific Plan

**Traffic Calming**

Calabasas believes in using “traffic calming” measures to slow traffic on local residential roadways or, in some cases, divert traffic from roadways not intended to accommodate high traffic speed or volumes levels. The effect of traffic calming is to create a safer, quieter environment for adjacent residential land uses.

**Policies**

- VI-1 Promote lower vehicle miles traveled to help reduce adverse impacts to air quality and other sensitive environmental features and improve residents’ quality of life.
- VI-2 Limit the intensity and vehicle miles traveled generation of new development in the City to that which would not compromise attainment and/or maintenance of vehicle miles traveled reduction targets.
- VI-3 Where (1) existing or (2) projected vehicle miles traveled at General Plan buildout prevent a project from complying with Policy VI-2, limit development to the basic development intensity identified in Table II-1 of the Land Use Element, or revise the project such that it will comply with Policy VI-2.



VI. CIRCULATION ELEMENT

- VI-4 Because transportation capital, operation, and maintenance funds are limited, pursue transportation funding based on the following principles:
- *System efficiency enhancements required by new growth are to be paid for by those who generate the need and benefit from them.*
  - *System efficiency enhancements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Freeway interchange improvements should be coordinated with Caltrans and other appropriate agencies. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.*
  - *Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity or multi-modal infrastructure investments just as it would for new roads as long as the new infrastructure does not promote increased vehicle miles traveled.*
  - *Prioritize transportation funding for maintenance of existing infrastructure and improvements that improve safety and reduce vehicle miles traveled.*
  - *To the extent permitted by law, maintenance of the City's transportation infrastructure should be paid for by its users.*
  - *Pursue funding opportunities to implement programs and projects that contribute to the City's vision of achieving a livable community.*
- VI-5 Limit roadway and intersection efficiency enhancement construction to that which will allow maintenance or enhancements to Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection efficiency enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.
- VI-6 Promote the roadway designs that optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
- VI-7 Aggressively enforce posted speed limits and other traffic laws on all City roadways, particularly those located within or adjacent to residential areas and schools.



## VI. CIRCULATION ELEMENT

- VI-8 Discourage regional overflow from freeway traffic and cut through traffic between the Ventura Freeway and points south of Calabasas on roadways such as Mulholland Highway, Las Virgenes Road, Lost Hills Road, Mureau Road, and Calabasas Road.
- VI-9 Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.
- VI-10 Maintain an efficient supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.
- VI-11 Facilitate transportation system efficiency improvements at roads/intersections affected by freeway diversion only to the degree that such improvements would not adversely affect environmental resources and the quality of life for Calabasas residents.
- VI-12 Reduce the need for vehicular travel by:
- *Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders*
  - *Supporting the maintenance and responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area*
  - *Continuing to expand transit options including shuttle services for local travel, shuttle services for major employment centers, and expanding dial-a-ride service as needs dictate and funding allows*
  - *Promoting the use of public transit and ride sharing, including on-demand ride-share services, through development of convenient and attractive facilities, including park-and-ride facilities and connections to the regional transit network and designated passenger loading areas for ride-share vehicles (potential park-and-ride facility locations are shown on **Figure VI-2**)*
  - *Promoting transportation demand management actions that make the use of commute alternatives more attractive through continued implementation of the City's transportation demand management ordinance*
  - *Promoting mixed use development in certain areas of the City to encourage living and working in the same area, thereby reducing the number and length of vehicle trips*
- VI-13 Develop sample roadway cross sections to reference as best practice treatments for flexible roadway design, such as for bicycle facilities or shoulder treatments,



## VI. CIRCULATION ELEMENT

that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation.

### VI.B Bikeway System

#### Objective

Develop and maintain a comprehensive and safe bicycle system that:

- *Provides recreational opportunities and can serve as a partial alternative to automobile use*
- *Connects major destinations within and outside of the City*
- *Provides appropriate connections to regional routes and the bicycle facilities within adjacent jurisdictions*

#### General Plan Approach

Creating a system of bicycle facilities for Calabasas is important, both as recreation and transportation. The hilly nature of Calabasas is a significant constraint to the widespread use of bicycles within the Calabasas area. However, despite the area's hilly terrain, many Calabasas residents desire an expanded bikeway system that can be used both as a means of transportation and for recreation. The recent availability and affordability of electric assist bicycles have made bike travel along roadways with hills and sustained grades more viable and allows for longer trips.

In recognition of the importance of bikeways, the City has adopted a Bicycle Master Plan that identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities. This plan will be updated as needed to identify bike facility opportunities, desirable connections, and appropriate facility types as well as how to direct investments to new bike facilities.

**Figure VI-2** shows bike facilities based on the current 2013 Bicycle Master Plan.

By providing appropriate bicycle facilities throughout the City, riders will be able to travel with a greater sense of security. Thus, the City's vision is to establish a safe system of north-south and east-west bicycle facilities within the City. This type of system will encourage bicycle travel as an alternative when:

- *Commuting to school or work*
- *Riding for recreation or fitness along roadways or to recreational facilities*
- *Riding for day to day needs such as shopping or visiting friends*
- *Riding off-road in the hills and mountains of Calabasas*



## VI. CIRCULATION ELEMENT

To facilitate the use of bicycles in Calabasas, the City will:

- *Update the 2013 Bicycle Master Plan*
- *Explore the feasibility of the use of Class I (shared use path) and Class IV (protected bike lane) facilities to expand safer use to more age groups and abilities.*
- *Continue to develop and expand the system of safe bicycle facilities to connect residential areas to schools, parks, and employment and shopping areas*
- *Coordinate the City's bicycle network with systems planned by Los Angeles County and adjacent communities*
- *Require the provision of bicycle parking, security, resting, and shower facilities (where feasible) at key destinations*
- *Facilitate ongoing bicycle education and safety programs*

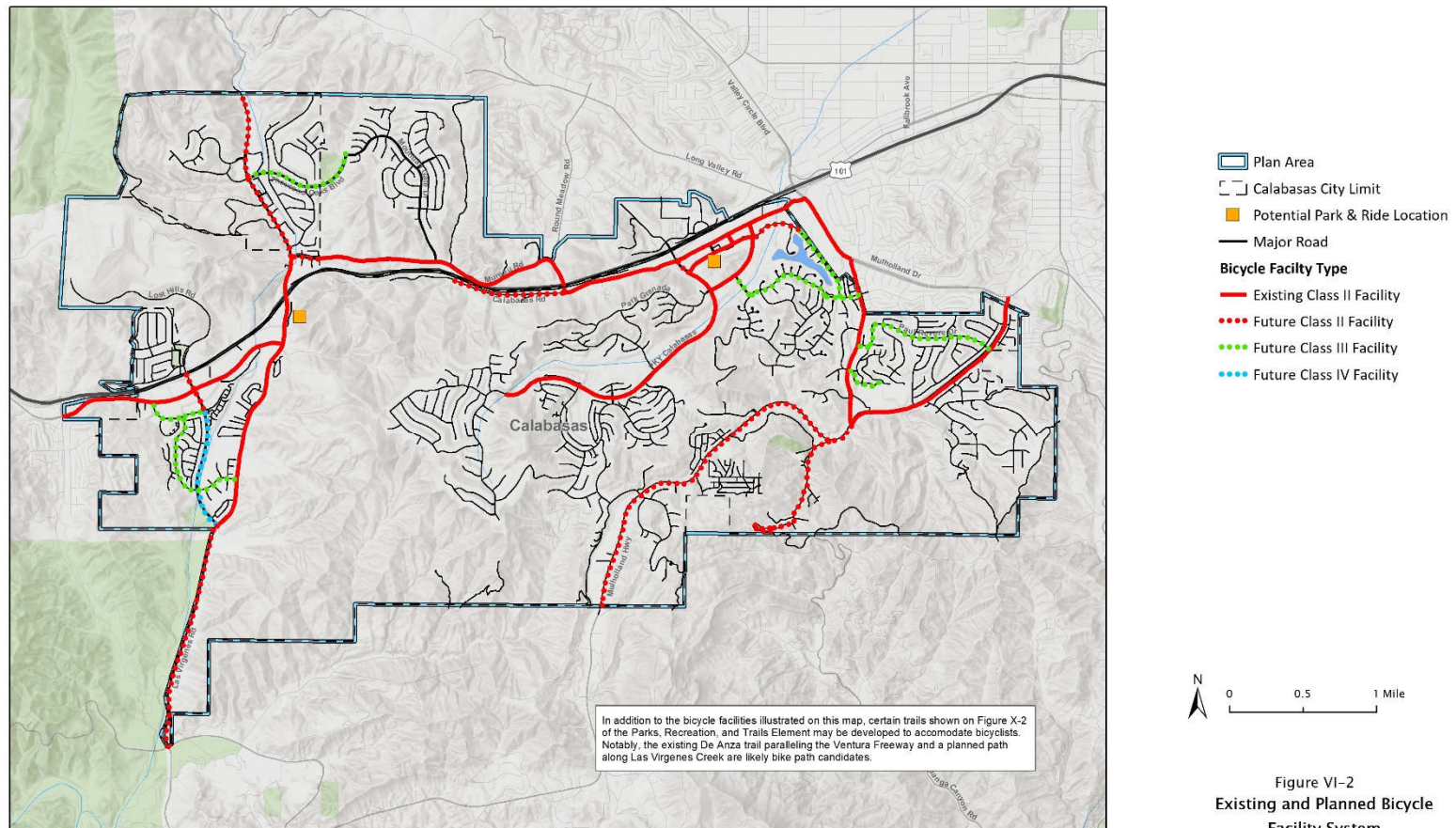




VI. CIRCULATION ELEMENT

Figure VI-2 – 2013 Bicycle Master Plan Identified Bicycle Facilities

2030 General Plan  
Circulation Element



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

Figure VI-2  
Existing and Planned Bicycle  
Facility System

CITY of CALABASAS

VI-21

## VI. CIRCULATION ELEMENT

The State of California identifies bicycle facilities in four classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The classifications do not constitute a hierarchy of bikeways. Each class has its appropriate application, and may include other uses such as hiking, equestrian and pedestrian modes.

### *Summary of Bicycle Facility Types*

*Class I - path on a right-of-way completely separated from roadways*

*Class II - striped one-way lanes set aside for bicycle travel on roadways*

*Class III - on-road routes marked by signs only*

***Class I Bike Path:*** A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built separate from roadway traffic. These alternative transportation routes may serve a variety of users. Bike paths can provide recreational opportunities for bicycles, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized.

***Class II Bike Lanes:*** Class II Bike Lanes are intended to delineate the on-street rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Where adequate roadway width is or can be made available, Class II Bike Lanes are to be provided.

***Class III Bike Route:*** Class III bicycle facilities are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are generally designated using signage along the roadway without special street striping; however, due to limited rights-of-way in many areas, all roadways that do not contain Class II Bike lanes are considered Class III Bike Routes, even if specific signage is not provided.

***Class IV Bikeway:*** Bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

### Policies

**VI-14** Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer safe direct connections between residential and non-residential areas, in accordance with the current and future updates to the Calabasas Bicycle Master Plan.



## VI. CIRCULATION ELEMENT

- VI-15 Ensure that parking for bicycles is available at major destinations to promote bicycle riding for commuting and recreation.
- VI-16 Make the safety and convenience of bicycle riders the primary concern with regard to determining location and types of bicycle facilities.
- VI-17 Develop and implement a safe routes to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.

### VI.C Pedestrian Circulation

#### Objective

Continue to enhance Calabasas' pedestrian circulation system to ensure that walking is a viable transportation option for all City residents.

#### General Plan Approach

Land use patterns and associated urban design elements influence how much walking can safely and effectively occur in a community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction.

In order to be effective in inducing people to walk, pedestrian paths need to be interesting, enjoyable, and provide access to destinations. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of encouraging people to walk. Those most in need of pedestrian access include children, teenagers, the elderly, and those who cannot afford a car or choose not to drive.

The pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, and overpasses. The system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users. Although pedestrian facilities are available in many parts of the community, some areas lack sidewalks, while other pedestrian connections are discontinuous. It is the City's intent to continue to improve the pedestrian system in Calabasas by adding and enhancing sidewalks and multi-use paths where these are lacking or in need of repair, requiring community design standards that do not inhibit walking, and implementing traffic calming in appropriate locations. In particular, the City intends to improve pedestrian systems in the City's commercial and mixed use districts. Such improvements will be made over time as properties redevelop.



## VI. CIRCULATION ELEMENT

### Policies

- VI-18** Develop and Implement a route to school program in coordination with the School District to help ensure that students can safely walk or bicycle to and from school.
- VI-19** Promote pedestrian system improvements that create and sustain vibrant and active streets in major places of activity as well as providing direct connections between residential and non-residential areas.
- VI-20** Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.
- VI-21** Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.
- VI-22** Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.
- VI-23** As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation and safety (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Redesigns of roadways or intersections should be accomplished only when the re-design would support the City's goal of reducing vehicle miles traveled and would not create unsafe conditions for vehicular traffic, cyclists or pedestrians.

### **VI.D Transit**

#### Objectives

- ❖ Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for all City residents.
- ❖ Continue to cooperate with regional transit agencies to provide transit service to other parts of the Southern California region.



## VI. CIRCULATION ELEMENT

### General Plan Approach

Public transit provides a variety of economic, community, environmental, and health benefits. For example, it can help establish corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive. Transit also enhances equity by creating jobs, getting people to work, and providing quality transportation access for individuals who cannot afford automobiles. Finally, use of public transit saves energy and reduces congestion and air pollution by reducing vehicle miles traveled.

Calabasas has a well-developed transit system, given the City's suburban setting. There are no major deficiencies in the transit system. The City's Transportation Department provides a free shuttle service with lines operating throughout the City. The City also runs the Calabasas Trolley, a free service that runs an hour-long loop connecting the east and west sides of the City on Fridays, Saturdays, and Sundays. The City is served by various Los Angeles County Metro routes that provide regional service between Calabasas and the San Fernando Valley, Ventura County, and Los Angeles.

Transit use is high in Calabasas relative to other similar communities. According to surveys conducted by the City, 18% of students ride the bus or shuttle to school. The same surveys showed that 16% of the community utilizes the City shuttles, with 6% riding the shuttles at least once a week.

It is the City's intent to continue to provide a variety of transit options that meet the needs of Calabasas residents and businesses as well as to participate in development and operation of regional transit systems. Transit needs are likely to evolve over time as Calabasas' population ages. The City will continue to monitor the established transit system and adjust transit programs to meet changing needs.

### Policies

- VI-24** Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.
- VI-25** Continue to encourage the use of transit through enhanced service, education, development of park-and-ride facilities, and increased public awareness about available transit options.
- VI-26** Require new developments to provide, and/or provide funding for, transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.
- VI-27** Coordinate transit services and programs with all City departments.



**VI. CIRCULATION ELEMENT**

- VI-28** Provide transit services to support community events that have special mobility needs and have the potential for adverse traffic and parking effects in neighborhoods adjacent to special event venues.



# CITY of CALABASAS

## 2030 General Plan

### VII. SAFETY ELEMENT

The Safety Element is concerned with identifying and, whenever possible, reducing the impact of natural and man-made hazards that may threaten the health, safety, and property of Calabasas residents, business owners, and visitors. The element emphasizes hazards reduction and accident prevention for known hazards and potential disasters. In addition, the element emphasizes the importance of reducing risk and the effects of disaster prevention and/or preparedness.

The Safety Element establishes mechanisms to reduce death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk. Additional information, including hazard profiles, previous occurrences, potential loss estimates, and mitigation strategies can be found in the Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan, of which the City is a participating jurisdiction.

Numerous potential hazards that could affect life and property are present in and around Calabasas. Safety hazards can be grouped into two categories: naturally occurring and man-made. Some hazards – flooding, for example – can be categorized as both naturally-occurring and man-made. Flooding could occur naturally because of intense precipitation in a short duration which causes rivers, natural drainage courses, or low-lying areas to overflow affecting surrounding properties. Man-made flooding could occur as a result of failure of a dam, obstruction of a natural drainage course, to a fire hydrant being broken in an automobile accident. In accordance with Government Code Section 65302, this safety element also includes a climate change vulnerability assessment and measures to address vulnerabilities in the section titled *Climate Change*.

Issues covered in this Safety Element include:

- |  |                               |
|--|-------------------------------|
| <i>A. Geology and Seismicity</i>             | <i>E. Hazardous Materials</i> |
| <i>B. Stormwater Management and Flooding</i> | <i>F. Disaster Response</i>   |
| <i>C. Fire Hazards</i>                       | <i>G. Climate Change</i>      |
| <i>D. Radon Gas</i>                          |                               |





## VII. SAFETY ELEMENT

Included as a technical appendix to the Safety Element are detailed analyses regarding wildfire risk and emergency evacuation. *See Appendix D Safety Element Appendices which include Appendix D-1 Wildfire Assessment and Appendix D-2 Emergency Evacuation Traffic Assessment.*

### VII.A Geology and Seismicity

#### Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic ground shaking and other geologic events.

*The Seismic Hazards Mapping Act, a California law passed in 1990, requires the State Geologist to identify and map zones prone to seismically induced liquefaction, ground-shaking, landslides, and other forms of ground failure resulting from earthquakes.*

#### General Plan Approach

Like all of Southern California, Calabasas is subject to substantial seismic hazards. These seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause property damage and potential loss of life. Although it is not possible to prevent earthquakes, their destructive effects can be minimized through comprehensive hazard-mitigation programs and efforts. The potential for a major earthquake that may result in loss of life, injury, or displacement of many thousands of persons is present throughout Southern California. The precise time of such an event cannot be predicted.

Calabasas is not located within an Alquist-Priolo Fault-Rupture Hazard Zone (California Geological Survey, 1999). However, 25 active and potentially active faults are located within 25 miles of the City. A partial list of these faults includes:

- *Malibu Coast*
- *Anacapa-Dume*
- *Santa Monica*
- *Palos Verdes*
- *Northridge*
- *Hollywood*
- *Simi-Santa Rosa*
- *Santa Susana*
- *Sierra Madre*
- *Newport-Inglewood*
- *Sierra Madre (San Fernando)*
- *Oakridge (onshore)*
- *Verdugo*
- *Holser*
- *San Gabriel*
- *Compton Thrust*
- *San Cayetano*
- *San Andreas*





VII. SAFETY ELEMENT

**Figure VII-1** depicts regional faults that could create severe ground shaking in Calabasas, according to U.S. Geological Survey 2020 data. Although the San Andreas fault is located around 60 miles northeast of Calabasas, it is considered a “master fault” because it is the boundary between the Pacific and North American geology plates. In the event of a 7.8 magnitude San Andreas earthquake, in addition to widespread property damage, power outages, displacement, and loss of life, southern California’s aqueducts would incur significant damage and restoration of water flow to the region would take around four to 18 months (Davis, Craig, and Thomas O’Rourke 2011). According to the Las Virgenes Municipal Water District, during this type of earthquake scenario, water supply can be provided to their service area for up to 6 months from the Las Virgenes Reservoir, which, according to the District’s Urban Water Management Plan, can hold up to 9,500 acre-feet of water.

Although no known faults are located within Calabasas, known fault systems could cause property damage, resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology. **Figure VII-2** depicts the seismic hazard zones delineated by the California Department of Conservation (2021).

The City requires building design to be commensurate with the expected level of ground shaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high-occupancy buildings and buildings that serve needed disaster recovery functions need to be designed to withstand a greater degree of ground shaking than low-occupancy, low-risk buildings. For all buildings, once environmental protection policies are met, construction techniques will be regulated according to the latest edition of the California Building Code with City of Calabasas amendments or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

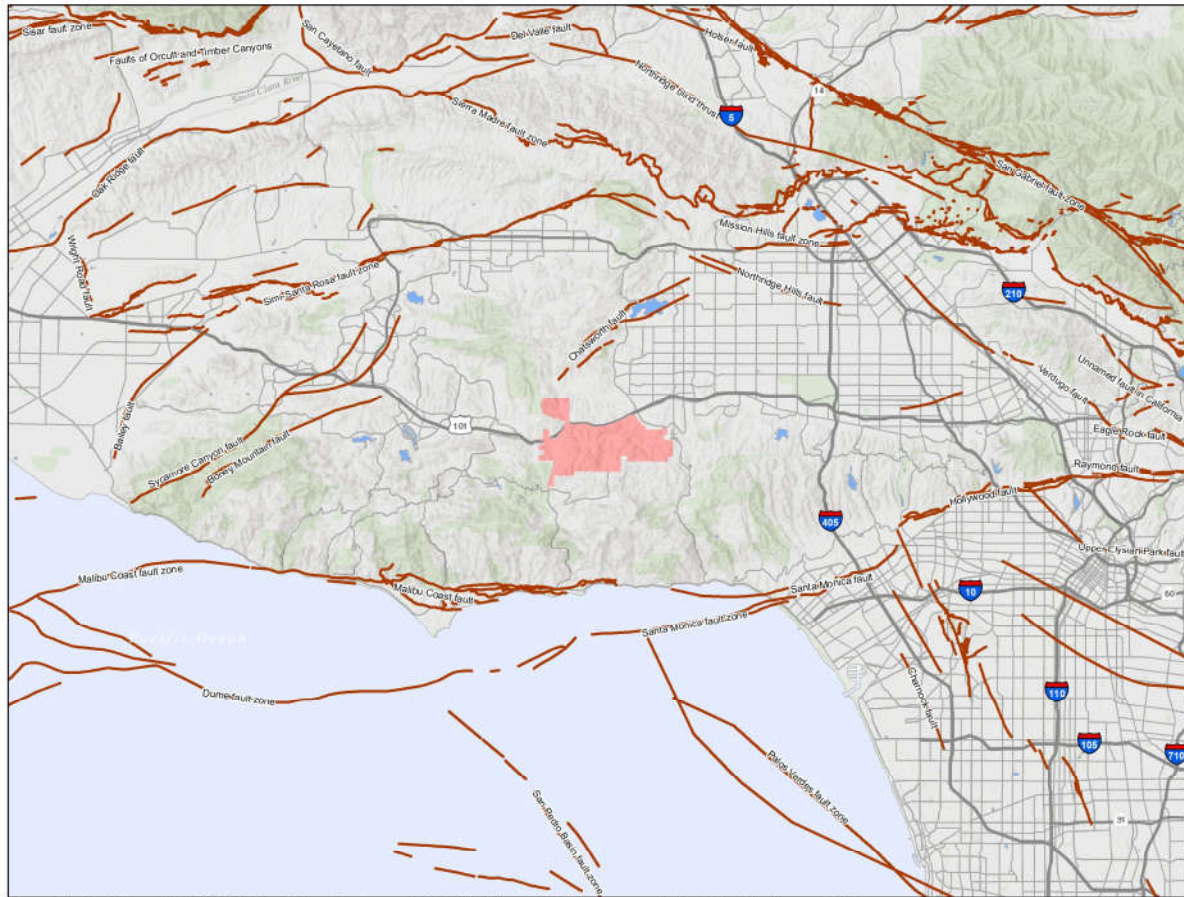
*The California Building Code (CBC) is the regulatory environment for design and construction of building codes and standards covering local, state, federal, land use and environmental regulations which are developed specifically for the purpose of regulating the life-safety, health, and welfare of the public.*



**VII. SAFETY ELEMENT**

**Figure VII-1 Regional Earthquake Faults**

2030 General Plan  
 Safety Element Update



City of Calabasas  
 Quaternary Fault Line



Figure VII-1  
 Regional Earthquake Faults

CITY OF CALABASAS

Source: City of Calabasas, 2018, USGS 2020, and Rincon Consultants, 2021. Updated August 2021. Basemap provided by ESRI and its licensors © 2021.





VII. SAFETY ELEMENT

Figure VII-2 Seismic Hazard Zones

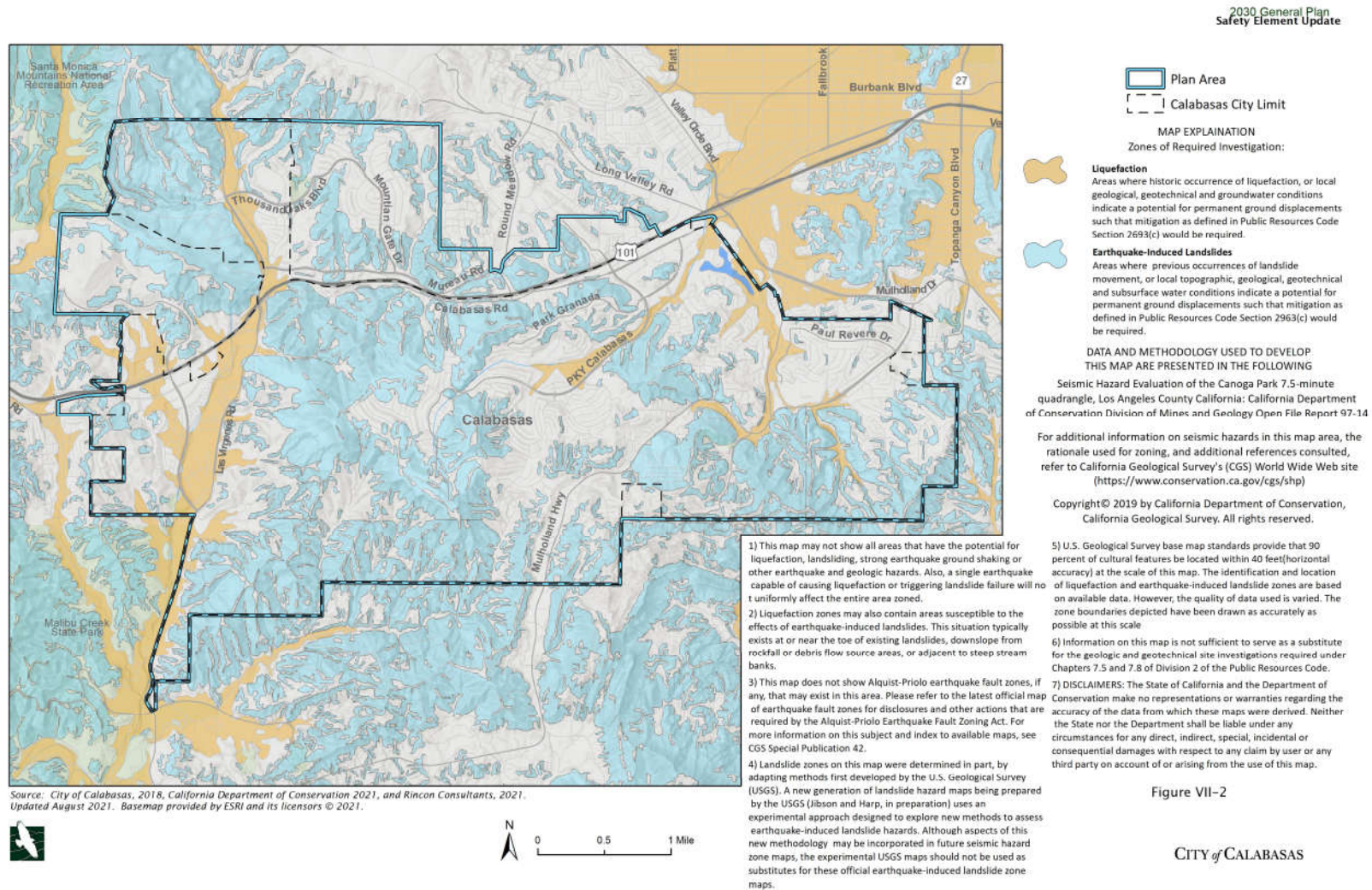


Figure VII-2

CITY OF CALABASAS

## VII. SAFETY ELEMENT

According to the California Department of Conservation (2021), portions of Calabasas may be susceptible to liquefaction (see **Figure VII-2**). Liquefaction results when water-saturated, sandy unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness, causing unreinforced structures to fail.

Liquefaction can cause damage to residential, commercial, and industrial buildings as well as infrastructure including roads, bridges, and pipelines. The primary factors for increased liquefaction susceptibility include areas subject to high seismicity, shallow groundwater, and young, poorly consolidated sandy alluvium. When this type of sandy alluvium is present, liquefaction susceptibility is considered high if groundwater depth is less than ten feet beneath the ground surface, moderate if groundwater depth is between ten and thirty feet, and low if groundwater is between thirty and fifty feet deep. Liquefaction usually is not considered a significant hazard if the groundwater table is more than 50 feet below the ground surface level.

The topography within Calabasas varies and features vertical slopes and steep canyons. The major environmental factors controlling stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made alterations of the natural topography. Development on hillside areas where steep slopes are present can increase rates of erosion and exacerbate landslide hazards that may threaten structures. However, methods contained within the California Building Code reduce negative impacts associated with development on slopes.

Although it is not possible to eliminate all the risks associated with seismic related hazards, it is the intent of the Safety Element to use available tools, such as geotechnical studies, appropriate land use decisions, and adequate building codes to reduce risks.

### Policies

- VII-1** Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential seismic hazards resulting from ground motion or fault rupture. Figure VII-1 depicts regional faults that could create severe ground shaking in Calabasas.
- VII-2** Emphasize prevention of physical and economic loss associated with earthquakes and other geologic disasters through early identification of potentially hazardous conditions prior to project approval.
- VII-3** Facilitate rapid physical and economic recovery following an earthquake, geologic disaster, or wildland fire through early investigation of the event and implementation of effective new standards for design of structures.



## VII. SAFETY ELEMENT

- VII-4 Incorporate the analysis and mitigation of seismic risks into the analysis and design of water supply infrastructure.
- VII-5 Strongly discourage development within potential landslide areas and areas with severe soils limitations as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- VII-6 Where engineering solutions to slope stability constraints are required, implement landform grading programs to recreate a natural hillside appearance.
- VII-7 Include projected climate change impacts of slope stability changes after wildfires and develop mitigation strategies for new areas deemed at risk to slope instability.
- VII-8 Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer.
- VII-9 Work cooperatively with the Las Virgenes Municipal Water District to ensure that water supplies are not interrupted by seismic events such as surface rupture, ground shaking, ground failure, tsunami, seiche, or dam failure. Encourage residents, homeowners, and landlords to maintain an on-site emergency supply of water for 3-days in case a seismic event damages water lines.
- VII-10 Prepare a bridge preventative maintenance plan that is regularly updated in conformance with the findings from Caltrans' annual bridge inspection reports. Implement maintenance recommendations by seeking funding from Caltrans and the Federal Highway Administration and prioritize bridges that are part of critical evacuation routes.

### VII.B Stormwater Management and Flooding

#### Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from flooding.



## VII. SAFETY ELEMENT

### General Plan Approach

Flooding is the inundation of normally dry land because of a rise in the level of surface waters or the rapid accumulation of stormwater runoff; it becomes a hazard when the flow of water has the potential to damage property and threaten human life or health. Flood risks are greatest, and flood hazards most severe, in winter, when water bodies are usually full, and soils saturated. Flooding is primarily a natural process and, therefore, difficult to prevent. However, land use and development decisions have a significant effect on the frequency and severity of floods; in general, urbanization increases the risk of flooding by increasing stormwater runoff and, to a lesser extent, erosion. Flooding is often a regional problem that crosses multiple jurisdictional boundaries.

*A 100-year flood is calculated to be the level of flood water equaled or exceeded at least once in a 100-year period. The 100-year flood is more accurately referred to as the 1% flood, since it is the event that has a 1% chance of being equaled or exceeded in any single year.*

**Figure VII-3** depicts the Federal Emergency Management Agency flood zones in Calabasas using Federal Emergency Management Agency data from 2008 and 2016. A small portion of western Calabasas is within the 100-year floodplain; however, most of the City is not located within any designated flood zones.

Calabasas will facilitate efforts with local, state, and federal agencies, including special districts, to address flooding issues. Development will generally be discouraged in flood-prone areas and individual developers in the City will be required to mitigate their potential contributions to downstream flooding problems.

### Policies

- VII-11** Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential flooding hazards. Mitigation measures should also address projected flooding impacts from climate change.
- VII-12** Strongly discourage development within flood hazard areas and encourage retention of natural drainage as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- VII-13** Ensure that new flood control and drainage facilities as well as improvements to existing facilities are consistent with the General Plan's environmental protection standards.



**VII. SAFETY ELEMENT**

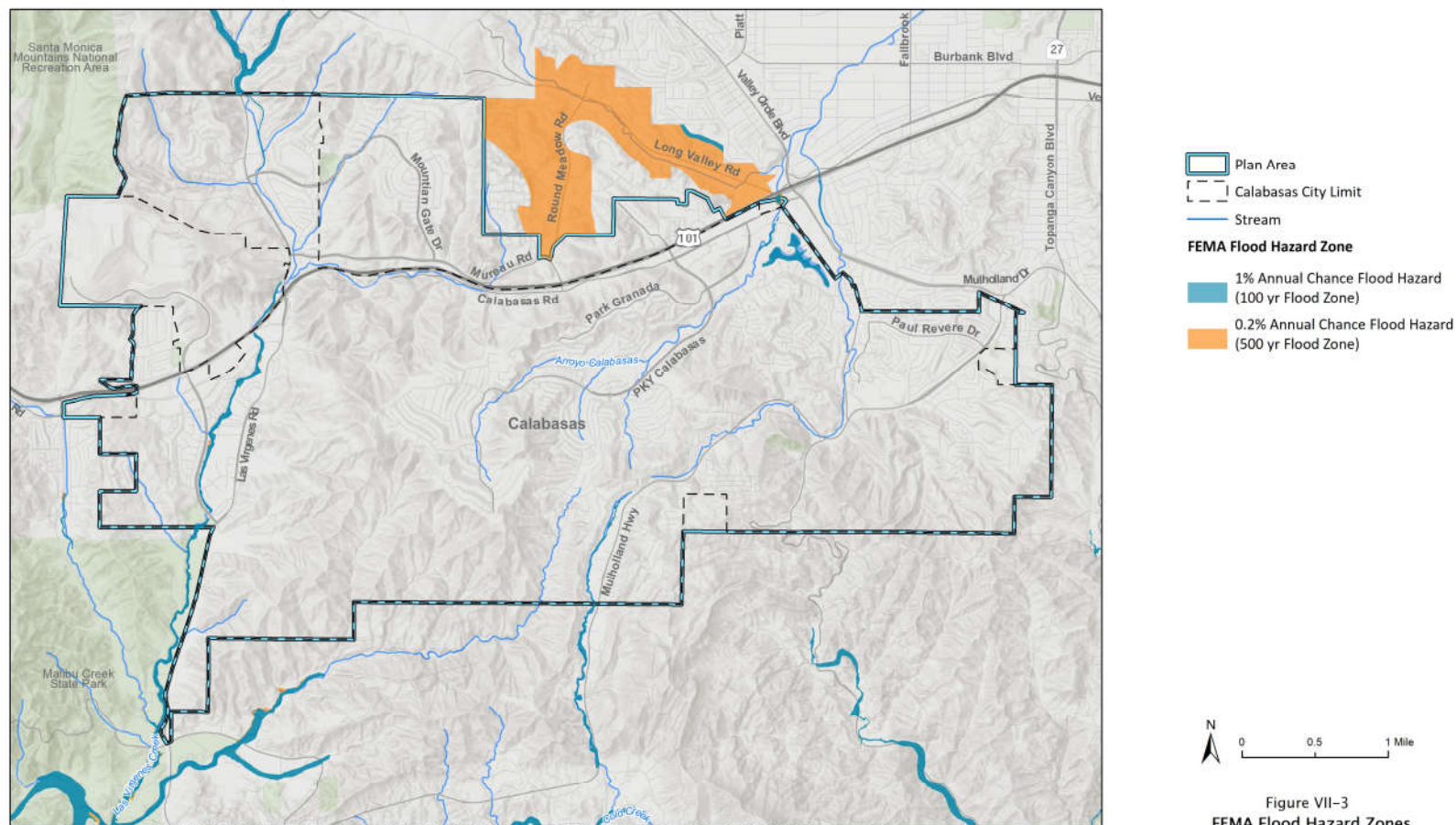
- VII-14** For development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.
- VII-15** Setbacks from stream beds should be sufficient to avoid possible adverse effects associated with future stream bank erosion.
- VII-16** Whenever feasible, locate essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard zones.





Figure VII-3 FEMA Flood Hazard Zones

2030 General Plan  
Safety Element Update



Source: City of Calabasas, 2018, FEMA 2008 FIRM Panel No. 06037C1269F, No. 06037C1266F, No. 06037C1267F, No. 06037C1268F, No. 06037C1531F, No. 06037C1262F, FEMA 2016 FIRM Panel No. 06037C1264G, No. 06037C1527G, and Rincon Consultants, 2021. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

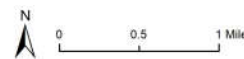


Figure VII-3  
FEMA Flood Hazard Zones

CITY of CALABASAS





## VII. SAFETY ELEMENT

### VII.C Fire Hazards

#### Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from urban and wildland fires.

#### General Plan Approach

Fire is a unique hazard in that it can result both from natural processes and from the intentional or accidental actions of people. There are three main types of fire hazards: (1) wildfires, which affect open space and development on the urban fringe; (2) structural fires, which occur in buildings; and (3) industrial fires, which generally result from the ignition of flammable materials. While fires are not entirely preventable, it is possible to create conditions that reduce the chances of fire and that facilitate efficient response in case fire breaks out. When a fire does ignite, quick response from firefighters and an adequate supply of water are essential in minimizing damage.

General factors that affect an area's risk from fire hazards include its location, land uses, distance from fire stations, ease of accessibility by fire-fighting equipment and personnel, and adequacy of water supply. More specifically, the extent and severity of damage by fires are determined by several key factors affecting vulnerability. All areas within Calabasas' city limits are designated as a very high fire hazard severity zone, according to CAL FIRE 2020 data (see **Figure VII-4**).

There are several critical facilities located within the City of Calabasas and within the very high fire hazard severity zones, as shown on **Figure VII-4**. Critical facilities are structures and institutions necessary for a community's response to and recovery from emergencies. Critical facilities must continue to operate during and following a disaster to reduce the severity of impacts and accelerate recovery. Critical facilities are identified in the Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan, and include schools, emergency services, natural gas and oil pipelines, banking and finance institutions, commercial facilities, the 101 Freeway, and water district headquarters. In addition to the critical facilities shown on **Figure VII-4**, the Agoura Hills/Calabasas Community Center may serve as a critical facility once repairs have been completed and it is reopened.

Fire services are provided to residents by the Los Angeles County Fire Department (LACOFD), including fire protection and emergency medical services as well as wildland fire protection and forestry tree service. No areas in Calabasas have been identified as lacking emergency response services.



## VII. SAFETY ELEMENT

Historical fires in or near Calabasas are mapped below in **Figures VII-5, VII-6, and VII-7** using CAL FIRE data. Fires have impacted the western half of the city with the most recent fire occurring in 2018. The 2018 Woolsey Fire extended into the western half of the City damaging properties, vegetation, and habitat, and triggered a city-wide emergency evacuation.

Fire Stations #68 and #125 are within the City's jurisdictional boundary, located on Calabasas Road and Las Virgenes Road, respectively. Several other stations are nearby, including Fire Stations #67 and #69, which are located south of the City, but they also routinely respond to fires within the City to provide assistance if needed. The Las Virgenes-Malibu Council of Governments (COG) is served by Division VII of LACOFD's Central Regional Operations Bureau. Battalions 1 and 5 are assigned to Division VII.

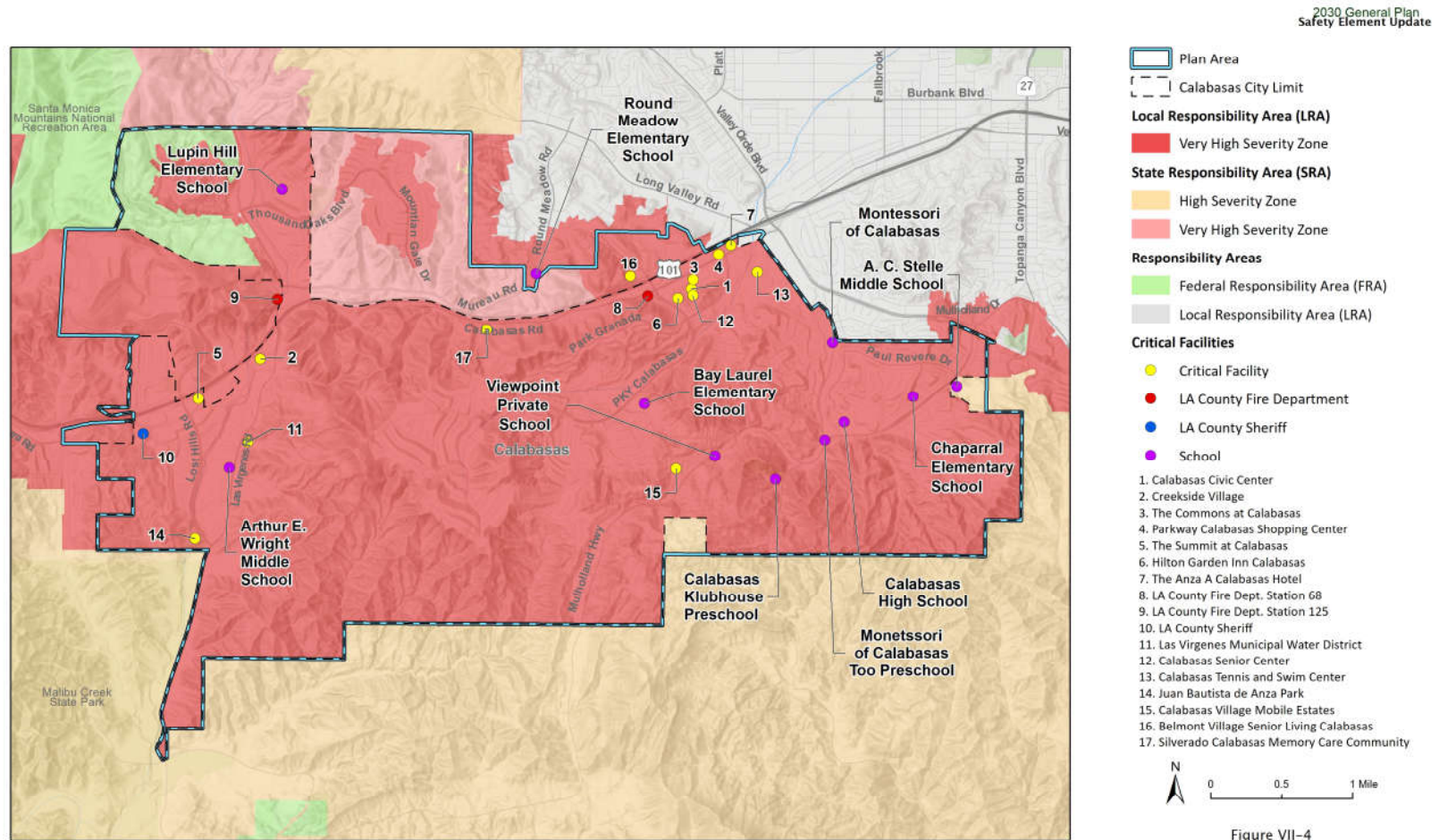
Measures in the California Building Code reduce fire hazards in structures. These include use of specific building construction materials, fire separation walls, building separation, and use of fire sprinklers. Included in development regulations are requirements for minimum road widths that provide adequate access for firefighting equipment and evacuation of residents, as well as clearance around structures (fuel modification areas) to prevent the rapid spread of fire.

Water availability and peak load water supply are essential in combating wildfires. Peak load water supply refers to the supply of water to meet both domestic water and fire-fighting needs during the particular season and time of day when domestic water demand on a water system is at its peak. As development occurs, peak load water supply reserves will need to be increased. The Las Virgenes Municipal Water District (LVMWD) provides water service to Calabasas, as well as Agoura Hills, Hidden Hills, Westlake Village and various unincorporated areas. LVMWD maintains enough peak load water supply to put out a structure fire for the single largest structure within each water pressure zone during the peak summer season. For purposes of fighting wildfires, the LACOFD utilizes the LVMWD Reservoir #2. Calabasas Lake, fire hydrants, and swimming pools can also be utilized when necessary to fight wildfires.



VII. SAFETY ELEMENT

Figure VII-4 Very High Fire Hazard Severity Zone and Critical Facilities



Source: City of Calabasas, 2018, CalFire 2020, and Rincon Consultants, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

Figure VII-4  
Very High Fire Hazard Severity Zone  
and Critical Facilities

CITY OF CALABASAS



**VII. SAFETY ELEMENT**

**Figure VII-5 Historic Fire Perimeters 1900-1959**

2030 General Plan  
 Safety Element Update

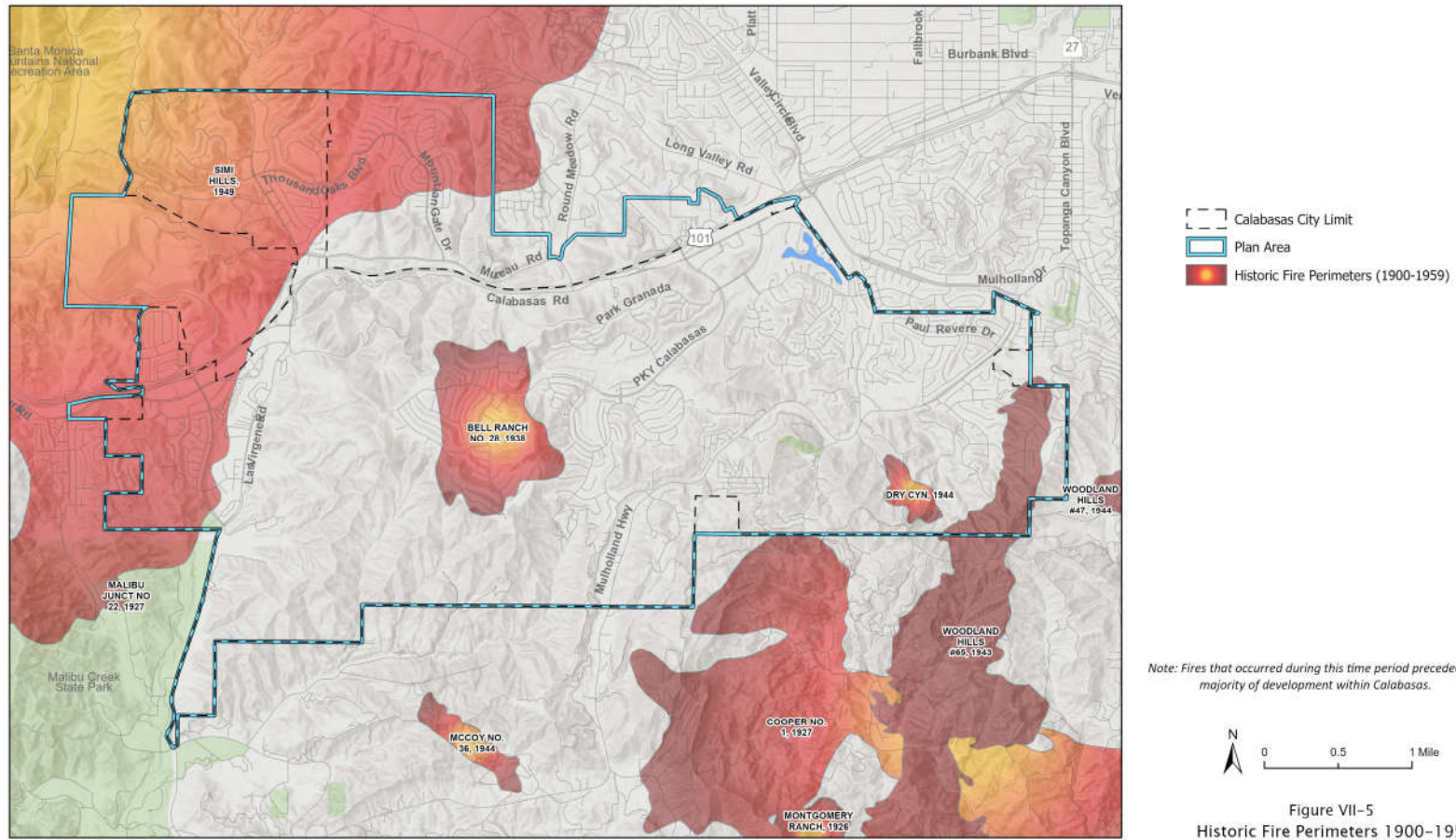


Figure VII-5  
 Historic Fire Perimeters 1900-1959

CITY of CALABASAS

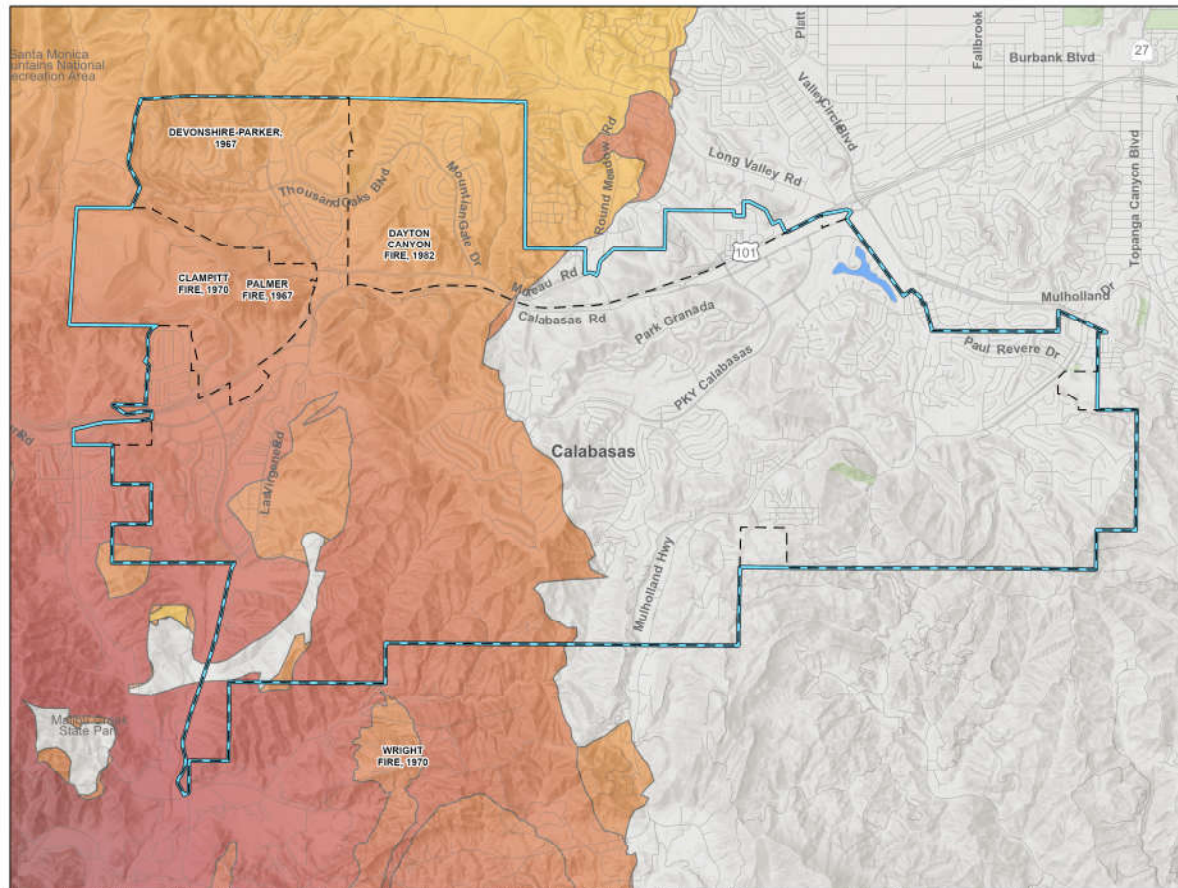




VII. SAFETY ELEMENT

Figure VII-6 Historic Fire Perimeters 1960-1999

2030 General Plan  
Safety Element Update



- Plan Area
- Calabasas City Limit
- Historic Fire Perimeters 1960-1999

Note: Although the geographic extent of the historic fire perimeters includes developed areas within the City of Calabasas, the majority of properties were neither destroyed nor damaged.

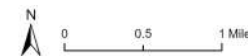


Figure VII-6  
Historic Fire Perimeters 1960-1999

CITY of CALABASAS

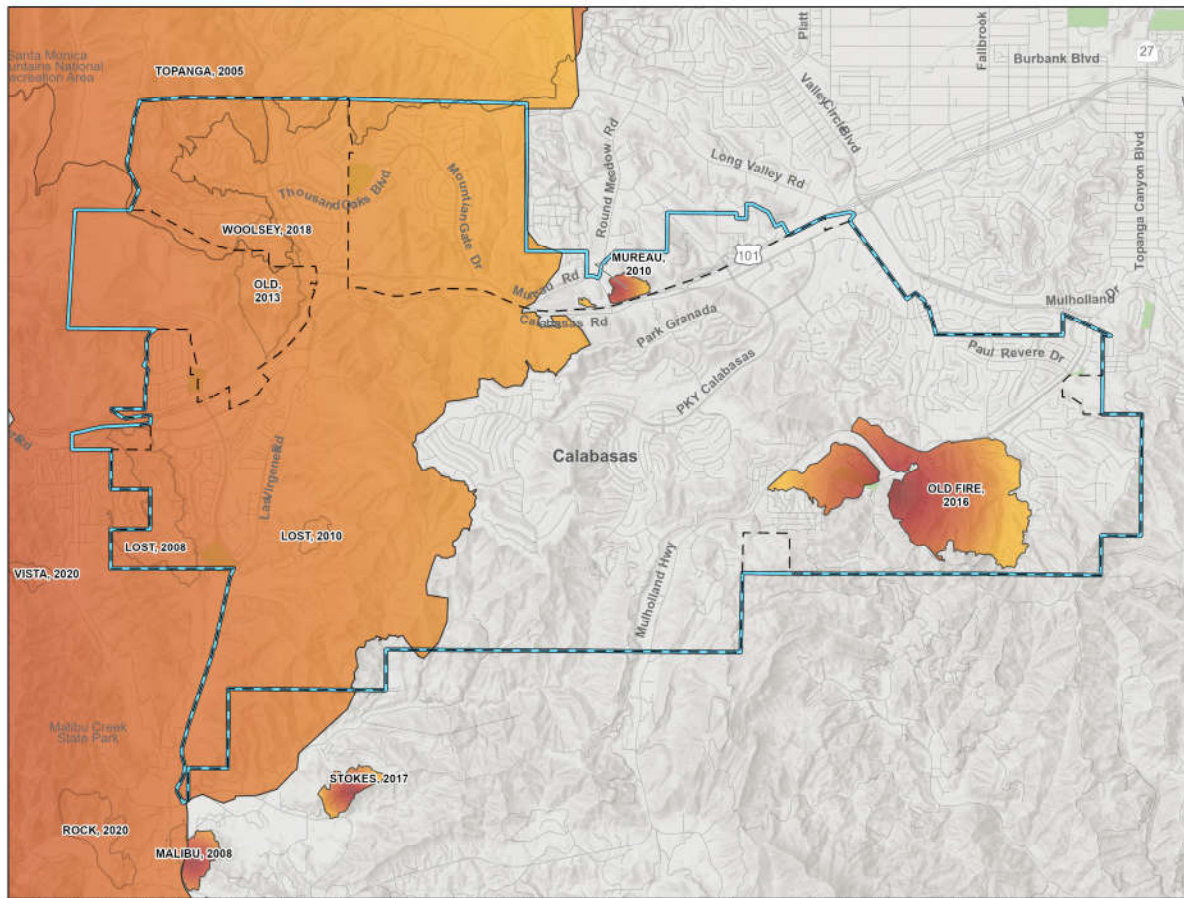


Source: City of Calabasas, 2018, and Rincon Consultants, 2022. Fire Perimeter provided by Cal Fire, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.

VII. SAFETY ELEMENT

Figure VII-7 Historic Fire Perimeters 2000-2021

2030 General Plan  
Safety Element Update



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

Note: Although the geographic extent of the historic fire perimeters includes developed areas within the City of Calabasas, the majority of properties were neither destroyed nor damaged.

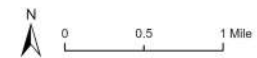


Figure VII-7  
Historic Fire Perimeters 2000-2021

CITY of CALABASAS



**VII. SAFETY ELEMENT**

Policies

- VII-17** 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 identified as high risk areas located to the north and south of the city as identified in Figures 6 and 7 of Appendix D-1 Wildfire Assessment. Establish and maintain for the future, a cooperative management agreement with entities that have jurisdiction over lands located to the north and south of the city limits.
- VII-18** Survey the conditions in the wildfire approach pathways located within city limits as identified in Figure 8 of Appendix D-1 Wildfire Assessment in collaboration with the Los Angeles County Fire Department to assess vegetation management actions that could reduce wildfire movement.
- VII-19** Actively engage with the County of Los Angeles, Santa Monica Mountains Conservancy, and Resource Conservation District of the Santa Monica Mountains as part of wildfire planning and implementation initiatives for unincorporated county areas that impact the City of Calabasas, including in particular those related to the Los Angeles County Fire Department Strategic Plan and the Los Angeles County Countywide Community Wildfire Protection Plan.
- VII-20** Prepare a Community Wildfire Protection Plan for the City of Calabasas that aligns with Los Angeles County’s Countywide Community Wildfire Protection Plan by the next revision of the City of Calabasas Safety Element.
- VII-21** Develop and maintain a GIS-based land inventory to identify fuel reduction status and points of contact to inform load reduction activities.
- VII-22** Incorporate wildfire risk reduction measures, including healthy hillside management, load clearing, and brush management into plans, operations, and maintenance procedures for public access roads, parks, trails, open space, critical roads, and critical infrastructure.
- VII-23** Conduct a City-wide survey of vegetation conditions in drainage corridors, hillsides, and similarly well-vegetated areas that could provide opportunities for wildfire to travel into built areas and specify recommended actions to reduce wildfire risks in these locations.



**VII. SAFETY ELEMENT**

- VII-24** Minimize risks to existing development by identifying existing non-conforming development that does not meet contemporary fire safe standards, in terms of road standards and vegetative hazard, and require all new development to meet or exceed California Code of Regulations, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (State Responsibility Area Fire Safe Regulations).
- VII-25** Encourage existing businesses and residents to adopt drought tolerant and fire-resistant landscaping practices.
- VII-26** Support Los Angeles County’s Defensible Space Inspection Program that enforces defensible space standards of existing development in Calabasas by posting informational resources on the City’s website and distributing via social media platforms.
- VII-27** Develop and disseminate education and outreach materials to homeowners, residents, businesses, and landlords regarding retrofits and hardening that align with recommendations from CAL FIRE’s Wildfire Home Retrofit Guide. Identify resources that can provide financial support for home retrofit and home hardening projects.
- VII-28** Develop and regularly update building and landscaping requirements and protocols that integrate Los Angeles County Fire Department regulations and procedures for retrofits and future development. Require ongoing maintenance and upkeep to be codified as part of building covenants or homeowner covenants, conditions and restrictions. Update the Calabasas Municipal Code with incentives for home retrofits.
- VII-29** Update landscaping requirements and guidelines regarding landscape design, species preferences, installation, and maintenance to reduce vulnerability to ember ignition, and wildfire impacts.
- VII-30** Minimize wildfire risk by increasing resistance of structures to heat, flames, and embers. Review current building code standards and other applicable statutes, regulations, requirements, and guidelines regarding construction, and specifically the use and maintenance of non-flammable materials (both residential and commercial) and consider adopting amendments to implement these higher standards.
- VII-31** To reduce vulnerability of structures to ember ignition and wildfire impacts, review current building code standards and other applicable statutes, regulations, requirements, and guidelines regarding construction, and





**VII. SAFETY ELEMENT**

specifically the use and maintenance of non-flammable materials (both residential and commercial).

- VII-32** Update the City's development standards to be in conformance with title 14, California Code of Regulations, division 1.5, chapter 7, subchapter 2, articles 1–5 (commencing with section 1270) (State Responsibility Area Fire Safe Regulations) and title 14, California Code of Regulations, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations).
- VII-33** Discourage development where wildfire risk mitigation measures would significantly impact biological resources. Where development must be accommodated, implement fuel modification techniques that would not adversely affect significant biological resources, to the greatest extent feasible. Site structures to maximize low-flammability landscape features to buffer against wildfire spread.
- VII-34** In lieu of more highly combustible and non-native tree species, encourage existing residents and new developments to plant native oaks in strategic locations and near existing oak woodlands to protect developments from wildfires, as well as to lessen fire risk associated with developments.
- VII-35** Coordinate with local organizations, such as Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC), to pursue and allocate grant funding to support wildfire risk reduction activities.
- VII-36** Coordinate with Los Angeles County Fire Department to evaluate their capacity to adequately suppress wildfire, taking into account water supply availability and fire protection, including fire stations, fire engines and personnel, required for existing and newly developed areas, as part of the next Las Virgenes–Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan update.
- VII-37** Coordinate with the Las Virgenes Municipal Water District to ensure the long-term maintenance and integrity of water supply and water pressure for existing and future developed areas for firefighting purposes. Support the Las Virgenes–Triunfo Joint Powers Authority's proposed Pure Water Project in order to provide residents with a locally produced water source that can be relied on through disasters and hazard events.
- VII-38** Permit new development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows.
- VII-39** Limit new development along steep slopes and amidst rugged terrain to limit rapid fire spread and increase accessibility for firefighting.



## VII. SAFETY ELEMENT

- VII-40** Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, in areas of the City that are already developed rather than on properties adjacent to undeveloped lands.
- VII-41** Coordinate with telecommunication service entities and the Los Angeles County Cable and Telecommunications Office to fire-harden communications.

### VII.D Radon Gas

#### Objective

Minimize the potential for physical injury and potential loss of life resulting from radon gas exposure.

#### General Plan Approach

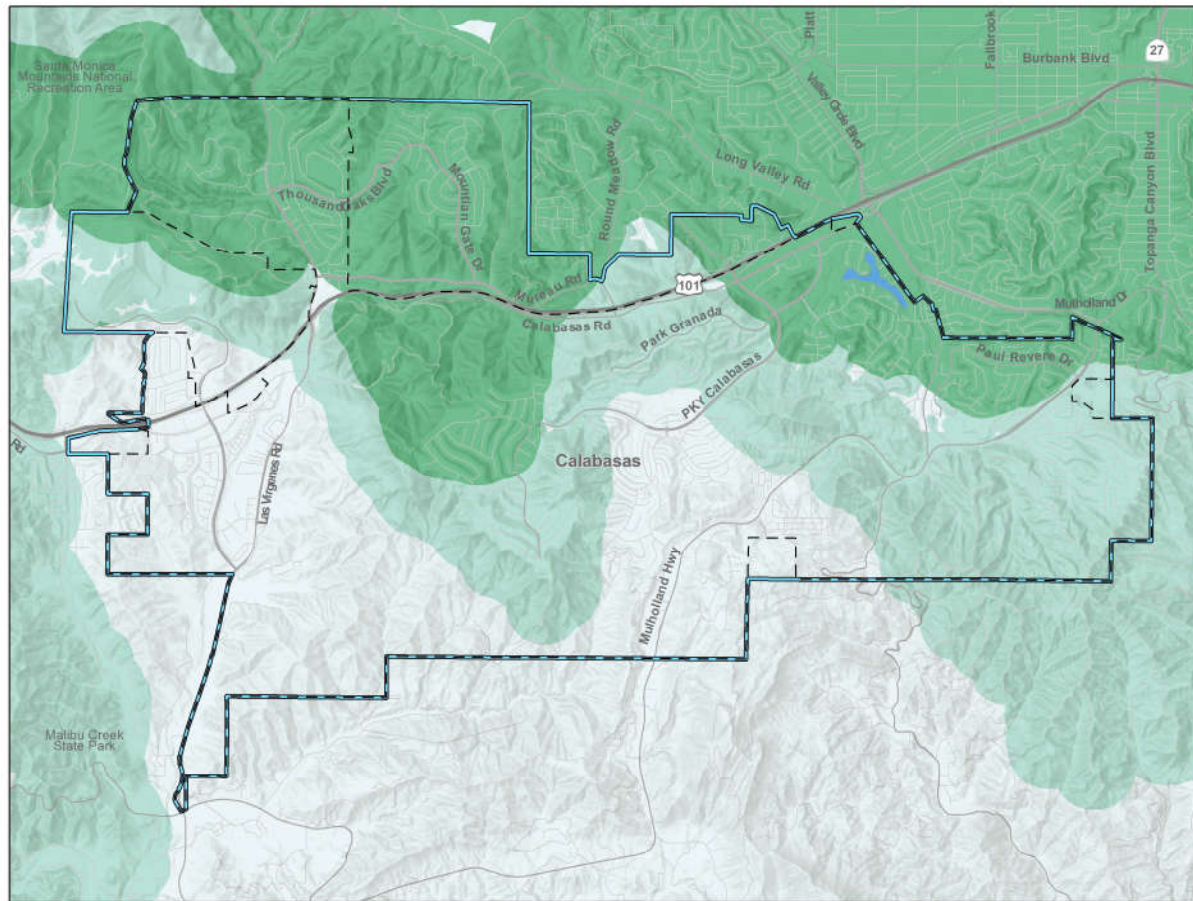
Radon is a cancer-causing natural radioactive gas that is invisible, odorless, and tasteless. Radon forms from the radioactive decay of small amounts of uranium naturally present in the rocks and soil. It can affect indoor air quality, particularly in mountainous areas. Radon gas from natural sources can accumulate in buildings and is a leading cause of non-smoking lung cancer deaths. The aim of the Safety Element is to minimize risks from radon exposure.

The California Geological Survey has developed a radon potential zone map for southern Los Angeles County. The map, shown on **Figure VII-8**, is based on the relative radon potentials of different geologic units provided by California Department of Conservation in 2016. Geologic unit radon potentials were evaluated using short-term indoor-radon measurement data, provided by the Department of Health Services Radon Program and airborne radiometric data from the National Uranium Resource Evaluation Project conducted in the 1970s and early 1980s. The Department of Health Services indoor-radon data from Southern Los Angeles County range less than 0.3 picocuries per liter (pCi/L) to 159.6 pCi/L. The radon level at which the U.S. Environmental Protection Agency recommends considering remedial actions for radon reduction in residences is 4.0 pCi/L. The City of Calabasas is reported to have a moderate potential for radon levels to exceed 4.0 pCi/L (Dept. of Conservation, California Geological Survey, 2005). California Building Code requires residential construction in areas affected by radon to comply with U.S. Environmental Protection Agency recommendations. Radon-resistant construction would include placing a polyethylene sheet in a sub-slab or sub-crawl space and placing a ventilation pipe from below the sheet to above the roof.



Figure VII-8 Radon Hazard Zones

2030 General Plan  
Safety Element Update



- Plan Area
- Calabasas City Limit
- Indoor Radon Potential**
- High Potential for Indoor Radon  
Levels Above 4.0 Picocuries per Liter
- Moderate Potential for Indoor Radon  
Levels Above 4.0 Picocuries per Liter
- Low Potential for Indoor Radon  
Levels Above 4.0 Picocuries per Liter

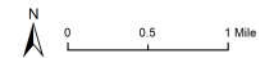


Figure VII-8  
Radon Hazard Zone

CITY of CALABASAS

Source: City of Calabasas, 2018, California Department of Conservation 2016, and Rincon Consultants, 2022. Updated February 2022. Basemap provided by ESRI and its licensors © 2022.



## VII. SAFETY ELEMENT

### Policies

- VII-42 Promote community education regarding potential hazards associated with radon exposure.
- VII-43 Require radon testing for new development within areas with moderate or high potential for indoor radon levels exceeding U.S. Environmental Protection Agency recommended limits.
- VII-44 Where radon levels may exceed U.S. Environmental Protection Agency recommended limits, implement effective measures – such as "sub-slab depressurization" systems – to limit exposure to radon.

### **VII.E Hazardous Materials**

#### Objective

Protect life and property from potential short- and long-term adverse effects associated with the transportation, storage, treatment, and disposal of hazardous materials within Calabasas.

#### General Plan Approach

Calabasas is traversed by a major transportation artery: US Highway 101. Transportation of hazardous materials occurs along this route, thus potentially exposing people to potential catastrophic events. Hazardous chemicals or gases may be released accidentally at an industrial site or from trucks transporting hazardous materials. Such an event could require evacuation, and depending on the hazard and its severity, evacuation may be required for a few hours or several days. The release of hazardous materials requires an immediate response to protect human health and safety, and/or the environment. The Emergency Operations Bureau and the Health Hazardous Materials Division of the LACOFD provide 24-hour emergency response services to hazardous materials incidents occurring throughout Los Angeles County.

The Los Angeles County Hazardous Waste Management Plan, which the City has adopted, requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The Inspection Section of the Health Hazardous Materials Division permits and inspects hazardous material handling and hazardous waste-generating businesses to ensure compliance with federal, state, and local laws and regulations.



## VII. SAFETY ELEMENT

The City will continue to maintain permitting requirements that parallel County requirements for businesses within Calabasas that handle, store, or generate hazardous waste. Recognizing that the residential sector is a major producer of hazardous wastes, Calabasas has also implemented a household hazardous waste collection program so that household hazardous wastes are collected and disposed of in a safe manner. This program will continue to be implemented and will be expanded as appropriate to address the City's hazardous waste disposal needs.

### Policies

- VII-45** Manage activities within Calabasas involving the transport, use, storage or disposal of hazardous materials in a responsible manner that protects public health, safety, and the environment.
- VII-46** Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses and households within and adjacent Calabasas.
- VII-47** Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous materials.
- VII-48** Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

## **VII.F Disaster Response**

### Objective

Maintain a system of emergency services and disaster response preparedness that will save lives, protect property, and facilitate recovery with a minimum of social disruption following both minor emergencies and major catastrophic events. This should include working with LACOFD's Health Hazardous Materials Division to ensure that hazmat handlers are registered with the Certified Unified Program Agency.

### General Plan Approach

The management of emergencies and disasters consists of three distinct phases: (1) mitigation of potential hazards and pre-event preparedness (including event forecasting, response planning, training and public education); (2) response during or soon after the event, most often by fire, police and medical-services personnel (also



## VII. SAFETY ELEMENT

includes public alerts and notification, evacuation, search and rescue, and critical, short-term assistance to victims); and (3) post-event recovery, which generally includes debris removal, re-establishment of public and private services, financial and other longer-term types of assistance to victims, reconstruction, and collection and analysis of data related to the event.

The City contracts with the Los Angeles County Sheriff's Department for law enforcement services. The Malibu/Lost Hills Station is responsible for preparing comprehensive Fire, Flood and Earthquake Evacuation Plans. The plans identify evacuation shelters, secondary evacuation shelters, command post sites, multi-purpose staging areas, and alternate traffic routes. These plans are updated on an annual basis. The City is served by the LACOFD who provides emergency medical services, fire suppression, and hazardous materials response services. Mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources. The City will also continue to utilize the Los Angeles County Operational Area Response & Recovery System, a computer database system that provides detailed, real-time information about emergencies from the County Emergency Operations Center.

The City will continue to maintain an up-to-date Emergency Operations Plan to detail Calabasas' planned response to emergency situations. Local disaster response will continue to be coordinated under the Calabasas Emergency Radio Program (CERP); a volunteer program made up of trained amateur radio operators. Following a disaster, CERP's role is to assess and communicate neighborhood conditions to the City's Emergency Operations Center. Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) is a non-profit organization that helps Calabasas residents to mitigate risks, survive emergency events and recover from fires, earthquakes, and other natural disasters. EPIC provides information to Calabasas residents so they can be prepared for potential emergencies.

First aid securely stowed packages are located throughout Calabasas (locations include Grape Arbor Park, Gates Canyon Park, De Anza Park, Calabasas Tennis and Swim Club, Calabasas High School, and Bay Laurel Elementary School.

### Emergency Evacuation

The City has designated evacuation routes that are used to move residents out of an impacted area during a disaster or hazard event. Evacuation routes differ from disaster routes which are designated routes used to bring emergency personnel, equipment, and supplies into areas impacted by an emergency event. The following highways and roadways serve as the City's critical evacuation routes:



**VII. SAFETY ELEMENT**

- *Highway 101*
- *Mulholland Highway*
- *Mulholland Drive*
- *Old Topanga Canyon Road*
- *Lost Hills Road*
- *Las Virgenes Road*
- *Agoura Road*
- *Calabasas Road*
- *Parkway Calabasas*
- *Mureau Road*
- *Thousand Oaks Boulevard*

There are several emergency evacuation shelters located within Calabasas, including:

- *Calabasas High School*
- *A.C. Stelle Middle School*
- *A.E. Wright Middle School*
- *Calabasas Civic Center*

Some facilities and population groups may require special assistance and support in an emergency evacuation event. These may include:

- *Silverado Calabasas Memory Care Community*
- *Calabasas Senior Center*
- *Belmont Village Senior Living Calabasas*
- *Calabasas Village Mobile Estates*
- *Public and private schools*
- *Childcare facilities*
- *Older adults*
- *Households without vehicle access*
- *Visitors*
- *Transit users*
- *Populations with physical disabilities*
- *Non-English-speaking populations*
- *Day laborers, domestic workers, and caretakers*





## VII. SAFETY ELEMENT

### *Isolated Calabasas Neighborhoods*

Pursuant to Government Code Section 65302, Safety Elements must indicate or identify residential developments in hazard areas that do not have at least two emergency evacuation routes. There are currently 18 neighborhoods in the City that have been identified as having only a single access route. **Figure VII-9** illustrates the 18 identified neighborhoods that have a singular route of entry and exit. In addition to these 18 neighborhoods, the City has several communities that do have secondary access routes but that are restricted by gated entry (see again **Figure VII-9**). These neighborhoods pose additional logistical challenges when coordinating disaster response. Policies VII-66 to VII-69 include policies that seek to alleviate evacuation challenges associated with single access neighborhoods.

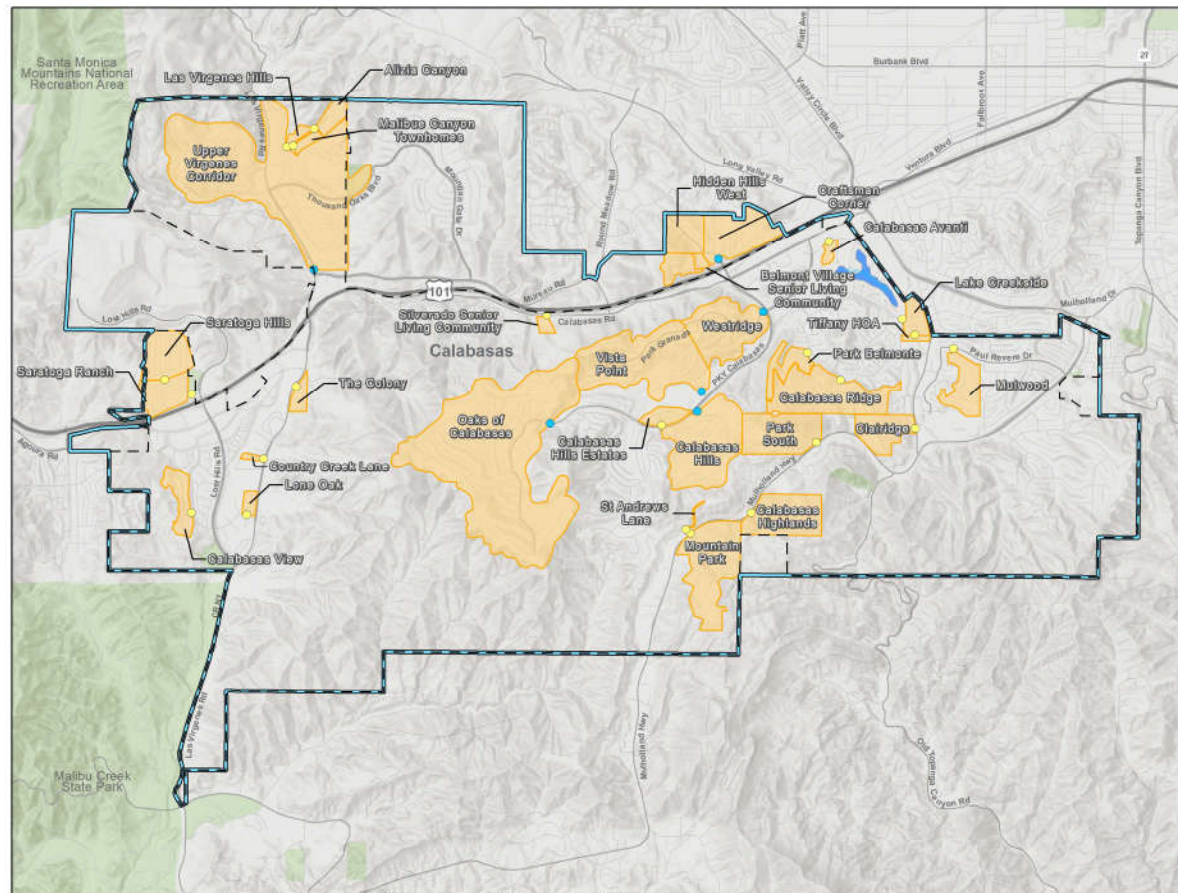




VII. SAFETY ELEMENT

Figure VII-9 Single-Access Route Residential Neighborhoods

2030 General Plan  
Safety Element Update



- Plan Area
- Calabasas City Limit
- Single Entry and Exit Community
- Single Entry and Exit Routes
- Potentially Singular Entry and Exit Routes \*

\*Potentially Singular Entry and Exit Points are potentially singular due to reliance upon a neighboring community for additional points of access.



Figure VII-9  
Single-Access Route Residential Neighborhoods

CITY OF CALABASAS



Source: City of Calabasas, 2018, and Rincon Consultants, 2023. Updated February 2023. Basemap provided by ESRI and its licensors © 2023.

## VII. SAFETY ELEMENT

### *Emergency Evacuation Capacity*

In keeping with Government Code Section 65302, the City conducted an emergency evacuation analysis to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. The City evaluated four different evacuation scenarios that included city-wide evacuations and larger-scale regional evacuations in the event of a wildfire. The City also evaluated a localized evacuation scenario associated with a potential earthquake and liquefaction event. Evacuation scenarios included different time windows, reliance on different evacuation routes, background commute traffic, and roadway capacity constrained by visibility issues such as smoke. During an actual emergency that necessitates evacuation, evacuation routes are selected based on conditions on the ground and the type of hazard event. In some cases, even the US 101 freeway, which functions as the main evacuation route in the region, may be unusable. The evacuation scenarios that were selected for analysis are described in detail in Appendix D-2 Emergency Evacuation Traffic Assessment. As further described in Appendix D-2, the transportation network could be significantly impacted during a city-wide emergency evacuation, constraining the city's ability to evacuate in a timely manner. Policies VII-70 through VII-91 seek to alleviate evacuation constraints based on the results of the evacuation routes analysis.

### Policies

#### *Disaster Response Planning*

- VII-49** Update and regularly maintain the City of Calabasas' Emergency Operations Plan to include an assessment of current emergency service and projected emergency service needs specific to the City of Calabasas. The Emergency Operations Plan should be prepared in consultation with the Los Angeles County Fire Department, Sheriff Department, and the school district and align with the Los Angeles County Operational Area Emergency Response Plan.
- VII-50** Establish and maintain a Disaster Recovery Plan that includes critical needs, such as debris removal and evaluation of post-disaster redevelopment options.
- VII-51** Develop a Continuity of Operations/Government Plan to ensure the city has the ability to operate and provide vital and uninterrupted services regardless of an emergency.
- VII-52** Maintain and update an Evacuation Plan, in conjunction with the Office of Emergency Management, every eight years at a minimum to account for all types of emergencies.



**VII. SAFETY ELEMENT**

- a. Develop and employ evacuation alternatives and/or alternative emergency access routes in neighborhoods that have single ingress/egress.
- b. Develop and maintain evacuation options for vulnerable populations, including residents and workers with mobility challenges.
- c. Designate and publicize evacuation routes; include existing pedestrian pathways.
- d. Designate safety zones or shelter-in-place locations as potential places of refuge when evacuation routes become blocked.

***Disaster Response Coordination***

- VII-53** Engage in regular communication with local, regional, and state partners, including Emergency Preparedness in Calabasas (EPIC), Calabasas Emergency Response Program (CERP), Los Angeles County Office of Emergency Management, Los Angeles County Fire Department, Los Angeles County Sheriff Department, and the school district on emergency preparedness, response, and recovery. Ensure alignment with ongoing planning efforts by these entities, provide a clear understanding of roles and responsibilities, and maintain consistent communication with the general public.
- VII-54** Coordinate with the County of Los Angeles Office of Emergency Management to maintain up-to-date local relevant data on shelter facilities, vulnerable populations, and other critical information as part of emergency evacuation planning and community outreach efforts. Findings from the evacuation scenarios analysis in Appendix D-2 Emergency Evacuation Traffic Assessment should inform coordination efforts.
- VII-55** Improve coordination between frontline emergency personnel, Calabasas Emergency Response Program (CERP), Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC), media sources, and the school district to ensure accurate and clear information is being disseminated.

***Disaster Response Preparedness***

- VII-56** Staff performing emergency preparedness and response duties should be trained as necessary to fulfill their obligations; such training to include (but not be limited to): damage assessment protocols, Emergency Operations Center operations, Standardized Emergency Management System, and Incident Command System protocols and operations.



## VII. SAFETY ELEMENT

- VII-57 Enhance Calabasas Emergency Radio Program's (CERP) participation with volunteers and agencies and incorporate emergency preparedness procedures on a continuing basis.
- VII-58 Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers, shelter in place centers, or designated cooling or smoke relief centers during emergencies. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for these facilities and other critical facilities in the event of power outages.
- VII-59 Require that all homes and businesses have visible street addressing and signage.
- VII-60 Partner with Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) and Calabasas Emergency Radio Program (CERP) to explore funding opportunities to support distribution of hand-cranked or battery-powered radios to residents in Calabasas.

### *Community Awareness*

- VII-61 Provide bilingual (English and Spanish) public health, emergency preparedness, and evacuation information and signage to citizens through libraries, the City website, radio, schools, and social media platforms.
- VII-62 Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as seniors, young children, and individuals with physical disabilities.
- VII-63 Engage residents to better prepare for wildfire mitigation and protection. Empower Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC) to serve as one of the City's Fire Safe Councils that offer defensible space and home hardening training and assessments.
- VII-64 Provide Community Emergency Response Training (CERT) to increase community disaster preparedness at the neighborhood level.
- VII-65 Increase access to essential resources and facilitate effective communication in the community to accelerate recovery following a disaster.



**VII. SAFETY ELEMENT**

***Single-Access Residential Communities***

- VII-66** Ensure that the Los Angeles County Fire Department has complete access to all locations in the City, including gated residential communities and critical infrastructure.
- VII-67** Require new development to provide adequate access (ingress, egress) and a minimum of two roadways with widths and lengths in compliance with California Building Code Chapter 7A requirements.
- VII-68** In coordination with Los Angeles County Fire Department and Los Angeles Sheriff's Department, conduct regular evacuation trainings with single-access community HOAs and residents; encourage residents in single-access communities to maintain emergency supplies for at least 3 – 10 days.
- VII-69** Proactively engage with residential neighborhoods with single routes of entry and exit to encourage home retrofits to meet current standards on structure hardening, proactively enforce defensible space standards, and conduct emergency preparedness trainings.

***Emergency Evacuation***

- VII-70** Explore and, if feasible, issue evacuation orders in coordination with the Los Angeles County Fire Department to facilitate early voluntary evacuation prior to a wildfire event occurring. Conduct a study to identify weather conditions that have a substantial likelihood of resulting in wildfire. Establish monitoring protocols to track such weather conditions in coordination with the Los Angeles County Fire Department. Develop communication and implementation protocols to issue alerts to the public to voluntarily evacuate when certain weather conditions occur.
- VII-71** Maintain emergency roadways and improve them as necessary and appropriate to ensure they stay in operation during hazardous events.
- VII-72** Future roadway design, especially in areas that have less accessibility and on key evacuation routes, should consider evacuation capacity and consider design treatments such as painted medians (instead of raised medians) or other treatments that could assist in creating reversible lanes and facilitate additional capacity in an evacuation event scenario.
- VII-73** Evacuation event signal timing should be periodically reviewed and updated to provide additional evacuation capacity. Incorporate Caltrans in the City's emergency operations center protocol to develop emergency evacuation signal timing for freeway on- and off-ramps.



**VII. SAFETY ELEMENT**

- VII-74** Continue coordinating with nearby jurisdictions, including adjacent cities and Ventura County, the Las Virgenes–Malibu Council of Governments and Los Angeles County Office of Emergency Management on developing strategies to address freeway congestion on the US–101 freeway which functions as the main evacuation route in the region.
- VII-75** Consider the needs of vulnerable populations in the City, such as senior housing facilities and schools, and others without access to a personal vehicle in City evacuation plans.
- VII-76** Encourage residents to evacuate in a timely manner to reduce last-minute evacuations and concentrated demand on the roadway network. Coordinate with the school district to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.
- VII-77** Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Anticipate school district evacuation needs as part of evacuation orders.
- VII-78** Issue mandatory evacuation orders based on characteristics of the hazard, such as fire spread characteristics.
- VII-79** Encourage residents to take only one or two vehicles (based on household size) to reduce the number of evacuating vehicles. Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.
- VII-80** Close routes upstream from the hazardous area to decrease demand on key evacuation routes.
- VII-81** Coordinate with Caltrans to manage freeway lanes restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway.
- VII-82** Set traffic signals to prioritize certain traffic movements to increase flow through the intersection or prioritize evacuating vehicles.
- VII-83** Use high-capacity public transit vehicles to reduce the use of single-occupancy vehicles and increase the number of evacuees.
- VII-84** Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.
- VII-85** Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems)



## VII. SAFETY ELEMENT

- VII-86 Monitor traffic using intelligent transportation system technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as needed.
- VII-87 Establish a redundant and resilient communications system to ensure uninterrupted emergency operations and communications such as through solar photovoltaic systems and battery storage, phone/text alerts, AM radio, sirens/loudspeaker, and signage.
- VII-88 Increase defensible space and vegetation maintenance and clearing associated with critical evacuation roadways.
- VII-89 Coordinate with Southern California Edison to accomplish replacements of wooden poles with fire-resistant steel poles, and to enhance preventative maintenance activities along critical evacuation roadways.
- VII-90 Coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk.
- VII-91 Engage with Southern California Association of Governments, Caltrans, California Highway Patrol, adjacent cities, and Los Angeles County to identify regional evacuation solutions to address constraints on the Highway 101 system, as described in Appendix D-2 Emergency Evacuation Traffic Assessment.

### VII.G Climate Change & Vulnerable Populations Objective

Prepare for climate change impacts associated with increases in temperatures, more severe storms, increases in extreme heat events, changes in precipitation patterns, extended drought conditions, and increasing wildfire risk by increasing the resilience of the Calabasas community and infrastructure systems.

#### General Plan Approach

Climate change adaptation and resilience strategies must be included in the City's General Plan via its Safety Element in accordance with California Government Code § 65302(g) (as updated by SB 379). The review and update must consist of the following components:

1. A vulnerability assessment that identifies the risks climate change poses to the local jurisdiction and the geographic areas at risk from climate change.





## VII. SAFETY ELEMENT

2. Set of adaptation and resilience goals, policies, and objectives based on the information specified in the vulnerability assessment.
3. Set of feasible implementation measures designed to carry out the goals, policies, and objectives identified in the adaptation objectives.

The Intergovernmental Panel on Climate Change provides several GHG emissions scenarios used to describe possible future GHG emissions and associated changes to global climate patterns. The State recommends two Representative Concentration Pathways (RCPs) to assess the City’s potential vulnerability to climate change. RCP 4.5 represents a “mitigation” scenario in which global emissions peak around 2040 and then decline at the end of the century. RCP 4.5 is an unlikely scenario due to ongoing global emissions.<sup>1</sup> This scenario assumes global agreement and implementation of GHG reduction strategies. RCP 8.5 represents a “business as usual” scenario in which emissions continue to rise throughout the 21st century. Climate projection data associated with both emission scenarios are presented below; however, the policies were formulated based on the projections associated with the RCP 8.5 scenario.

The State requires local jurisdictions to rely on the Cal-Adapt tool for climate adaptation and resilience planning. Cal-Adapt is a web-based platform that provides climate change projections and climate impact research that are downscaled to the local level for different RCP scenarios. The projections are based on the extensive body of climate research described in California’s Fourth Climate Change Assessment, Los Angeles Region Report (2018).<sup>2</sup> The Safety Element includes climate change projections for the RCP 4.5 and RCP 8.5 scenarios taken from Cal-Adapt for Temperature, Precipitation, and Wildfire. These climate change projections provide an understanding of possible future climate change impacts and help prioritize policies to increase community resilience to climate change. Data for Calabasas is provided as part of three separate grid cells. Temperature results associated with the easternmost grid cell is presented here as that represents the highest temperature ranges that could affect Calabasas.

### Temperature

Observations over the past century indicate that temperature has increased across the Southern California region. Based on historical temperature records (1896–2015) from the California South Coast NOAA Climate Division, which encompasses the Los Angeles

<sup>1</sup> <https://cal-adapt.org/help/faqs/which-rcp-scenarios-should-i-use-in-my-analysis/>

<sup>2</sup> [https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf)





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region, significant trends were identified in annual average, maximum, and minimum temperatures.<sup>3</sup>

Warming is expected to increase across the Los Angeles region in the coming decades. Under RCP 4.5, future model-average temperature values are projected to increase by 2.3°F by the early-21st century, 4.2°F by the mid-21st century, and 5.2°F by the late-21st century compared to the modeled historical annual average maximum temperature of 72.5°F. Furthermore, the intensity and frequency of extreme heat days are also projected to increase over the Los Angeles region. Under RCP 4.5, the average hottest day of the year is expected to increase by 4–7°F.

Average maximum and minimum temperatures are expected to increase in the City. Compared to the observed baseline (1961–1990), average maximum temperatures in Calabasas are expected to rise between 4.3° Fahrenheit (F) (RCP 4.5) and 8.1°F (RCP 8.7) by the end of the century.<sup>4</sup> Average minimum temperatures in Calabasas are expected to rise similarly, between 3.8°F (RCP 4.5) and 8.2°F (RCP 8.5) by the end of the century. According to “Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface” prepared by the Malibu Foundation, the cities of Calabasas, Agoura Hills, and Hidden Hills, will face the highest temperature increases in the Santa Monica Mountains region.<sup>5</sup>

The number of extreme heat days per year is also expected to increase. In Calabasas, an extreme heat day is when the maximum temperature exceeds 103.9°F. Historically, the region experiences four extreme heat days per year on average. By the end of the century, extreme heat days are expected to increase by 13 days per year under RCP 4.5 and approximately 36 days per year under RCP 8.5.

Changes in temperature are in **Figures VII–10** and **VII–11**. In both figures, the purple lines show high emissions scenario (RCP 8.5), the blue lines show the medium emissions scenario (RCP 4.5), the grey lines show the current trend (observed), and the gold lines show the modeled historical data. The shaded areas indicate the range for the emissions scenario. For example, the blue shaded areas represent the range of data for the medium emissions scenario (RCP 4.5).

Although Cal-Adapt presents 30-year average modeled historic data for Calabasas at 78.2°F, data from the National Oceanic and Atmospheric Association (NOAA), shows historic average maximum temperatures significantly higher, as seen in **Figure VII–12**. The NOAA station, from which this data is sourced, is located east of Calabasas, at

<sup>3</sup> [https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf)

<sup>4</sup> <https://cal-adapt.org/tools/local-climate-change-snapshot/>

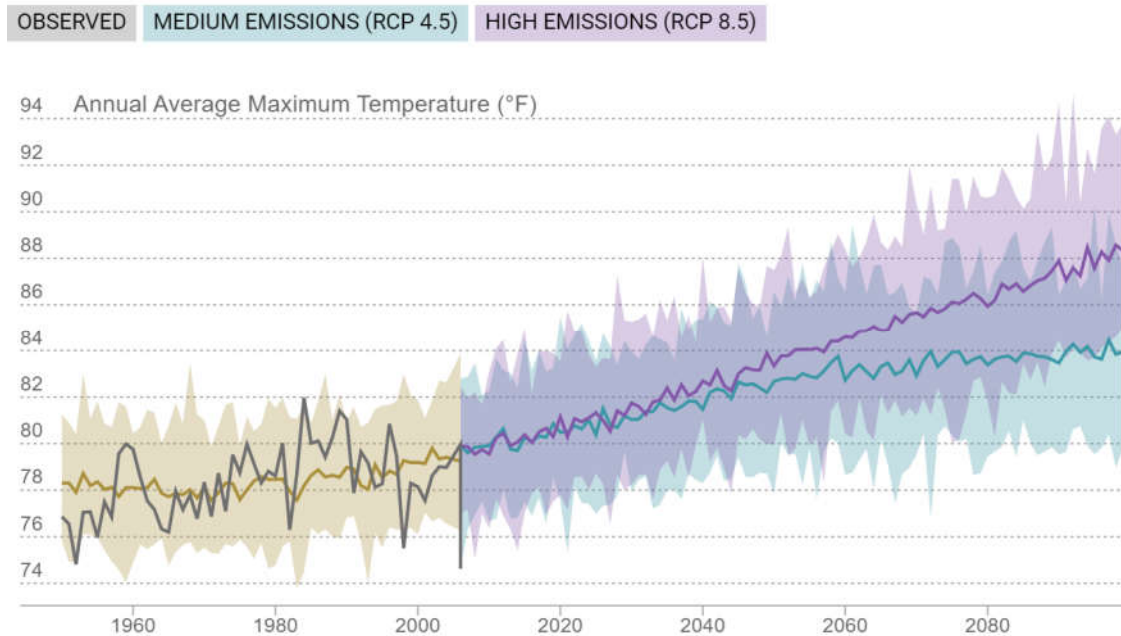
<sup>5</sup> <https://www.themalibufoundation.org/resilience-report>



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Pierce College in the City of Los Angeles. The maximum temperatures within this figure are averages of the maximum temperatures between the months of April to October spanning 1961–1990 for the City of Los Angeles.<sup>6</sup> The observed 30-year average for this NOAA station was 102°F while the range was 96.6°F to 106.6°F. This historical baseline shows an upward trend in maximum temperatures.

**Figure VII-10 Annual Average Maximum Temperature**

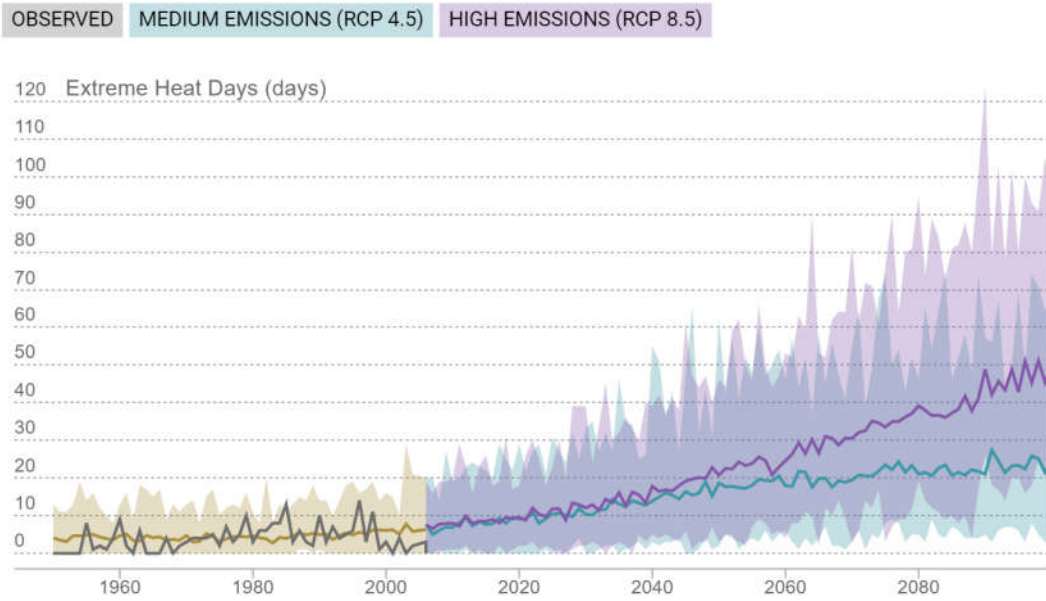


<sup>6</sup> NOAA Station Woodland Hills Pierce College, CA. <https://www.weather.gov/wrh/climate?wfo=lox>



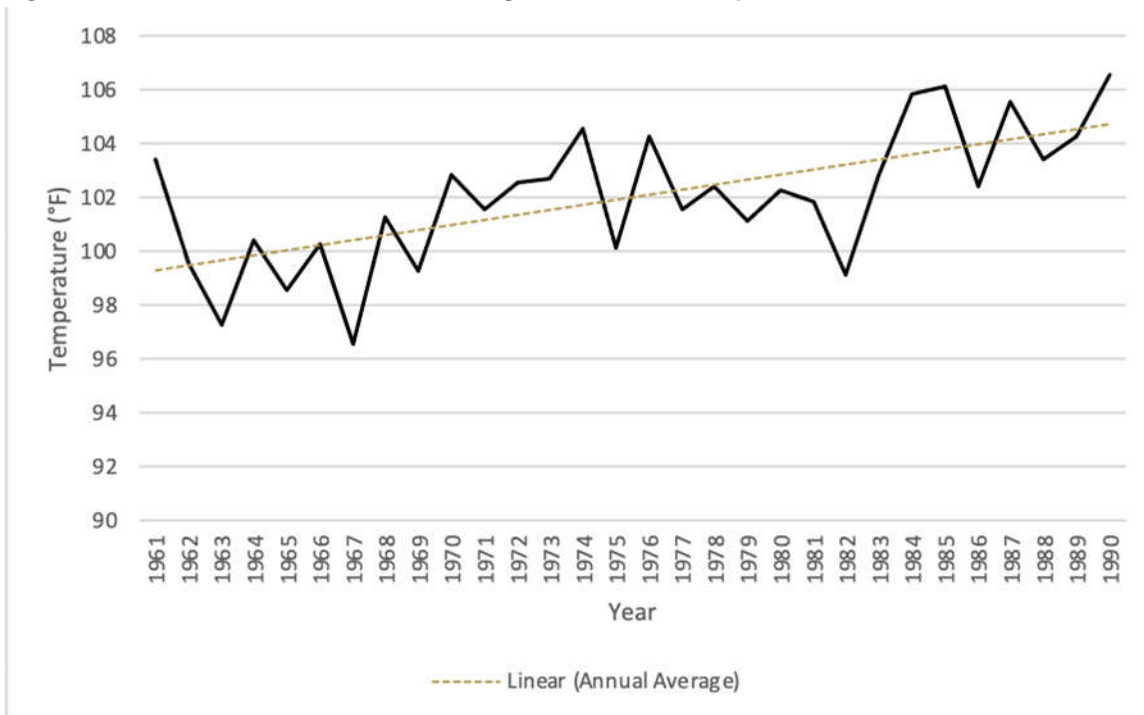
VII. SAFETY ELEMENT

Figure VII-11 Extreme Heat Days



**VII. SAFETY ELEMENT**

**Figure VII-12 Historical Annual Average Maximum Temperature (NOAA)**



Precipitation

Precipitation over the Los Angeles region is highly variable from year to year. According to California’s Fourth Climate Change Assessment, Los Angeles Region Report (2018), typically about five storms each year generate approximately 50 percent of total precipitation.<sup>7</sup> Model projections are inconsistent, but in general, small changes in average annual precipitation are expected relative to the region’s historic variability. However, dry and wet extremes are both expected to increase in the future thus increasing the potential for higher variability in precipitation. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25–30 percent increases under RCP 8.5. According to California’s Fourth Climate Change Assessment, Los Angeles Region Report (2018), extremely dry years are also projected to increase, potentially a doubling or more in frequency by the end of the 21<sup>st</sup> century.<sup>8</sup>

<sup>7</sup> [https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf)

<sup>8</sup> Los Angeles Summary Report, California’s Fourth Climate Change Assessment. [https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf).



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In the City, the modeled historical annual precipitation is a 30-year average of approximately 19.5 inches.<sup>9</sup> Mid-century projections predict annual precipitation to decrease between 0.3 (RCP8.5) and 0.4 inches (RCP4.5). However, by the end of the century, annual precipitation is expected to increase above the current 30-year average of 19.5 inches by 0.1 inches (RCP4.5) due to more extreme storms and precipitation events.

Changes in precipitation are in **Figure VII-13**. The purple line shows high emissions scenario (RCP 8.5), the blue line shows the medium emissions scenario (RCP 4.5), the grey line shows the current trend (observed), and the gold line shows the modeled historical data. The shaded areas indicate the range for the emissions scenario. For example, the blue shaded areas represent the range of data for the medium emissions scenario (RCP 4.5). Overall, the projections show no clear or consistent trends during the next century. However, even small changes in precipitation can lead to significant effects on the water supply. Projections for the Los Angeles region predict an intensification of precipitation, as well as an increase in the annual number of dry days and a decrease in the number of wet days. Fewer but more severe rainfall events are projected, which may result in intense runoff during storm events.

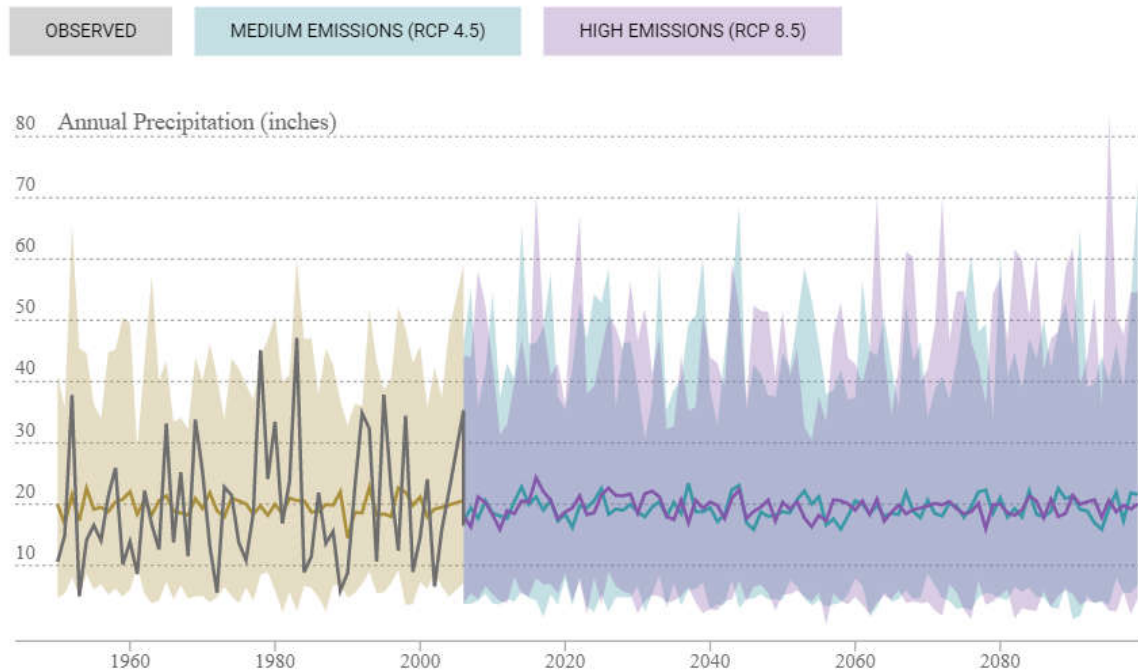
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<sup>9</sup> <https://cal-adapt.org/tools/local-climate-change-snapshot/>



**VII. SAFETY ELEMENT**

**Figure VII-13 Total Annual Precipitation**



**Intense Precipitation Events**

A warming climate is likely to influence the frequency and intensity of precipitation events and may cause more frequent flooding and trigger landslides in Calabasas. There is a Federal Emergency Management Agency –designated flood zone along Las Virgenes Creek located in the western portion of Calabasas (see **Figure VII-3**). This creek as well as other streams in Calabasas could experience more frequent flooding because of climate change. FEMA flood zone designations are identified based on historical data and do not account for future climate projections. Therefore, future risk associated with floods may not be accurately depicted on **Figure VII-3**.

Flooding may also occur when the amount of water generated from rainfall and runoff exceeds the City’s stormwater system’s capability to remove it. During periods of urban flooding, streets can become swift-moving rivers, buildings can be flooded, and storm drains can back up with vegetative debris causing additional, localized flooding.

During years of intense levels of precipitation and storms, the city could also see an increase in the number of landslides or make landslides greater than usual. **Figure VII-2** identifies areas in the City that are at-risk of landslides. Due to the topography within Calabasas, as well as other factors, the vast majority of Calabasas carries landslide risks.



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*Drought*

Droughts occur when there is a period of unusually persistent dry weather with below-average rainfall. Drought severity depends upon the degree of moisture deficiency, the duration, and the size of the affected area. Climate change is projected to increase the probability that low precipitation years will coincide with above-average temperature years. This increases the likelihood of drought due to decreased supply of moisture and increased atmospheric demand for moisture as evaporation from bare soils and evapotranspiration from plants increase. Global climate models project a 25 percent to 100 percent increase in extreme dry-to-wet precipitation events throughout the state by the end of the century (Swain, 2018). However, the specifics of projected drought conditions, such as their magnitude and duration, are not currently available for California or Calabasas. These periods of drought would negatively impact vegetation throughout the Santa Monica Mountains, as well as within Calabasas, including City parks, open spaces, and street trees, reducing localized carbon sequestration as well as limiting areas for shading and cooling (Remote Sensing of Environment, 2020). According to *Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface* prepared by Malibu Foundation, prolonged droughts and deteriorating forest health (over 123,000 trees in the Santa Monica Mountains died between 2015 and 2017) will make the Santa Monica Mountains region more susceptible to wildfires.<sup>10</sup>

In addition to evidence of increased drought severity, there is evidence for occasional wet years. Because precipitation is projected to be variable, some years will be less drought prone than others due to more frequent and stronger storms. Even if there is greater precipitation, the projected increase in evaporative demand from higher temperatures implies that more water could be lost to the atmosphere and increase the possibility of drought. Water shortages and price hikes resulting from droughts could affect access to safe, affordable water. Additionally, when the Sierra Nevada Mountain range does not receive adequate snowfall during the winter, much of the state will feel the impact the following summer and fall and drought severity can increase.

In recognition of the impacts drought will have on water supply, the LVMWD has been working to diversify their water supply portfolio. Currently, the LVMWD relies exclusively on the State Water Project. The Pure Water Project proposed by the LVMWD and Las Virgenes-Triunfo Joint Powers Authority (JPA) will increase local water resource reliability by treating surplus water that is currently discharged to Malibu Creek from the Tapia Water Reclamation Facility. The treated water will be added to imported water stored at the Las Virgenes Reservoir and distributed for residential consumption following additional treatment at the Westlake Filtration Plant. The Pure Water Project, once in

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<sup>10</sup> <https://www.themalibufoundation.org/resilience-report>





## VII. SAFETY ELEMENT

operation, will increase local water supplies and account for 20 percent of the LVMWD water supply portfolio. LVMWD is also working with the Metropolitan Water District to receive Colorado River water to further diversify their water supply portfolio. In addition to these supply-side strategies, LVMWD implements an aggressive landscape conversion program to incentivize homeowners to drastically reduce their per capita water demand.

### Wildfire

According to California's Fourth Climate Change Assessment, Los Angeles Region Report (2018), in the Southern California region, wildfire risk is influenced by a multitude of compounding factors that include its dry and warm Mediterranean climate, periodic episodes of offshore Santa Ana winds, drought events, the type and spatial distribution of vegetation, varying topography, large urban-wildland interfaces, past fire suppression attempts, and human activities.<sup>11</sup> Regionally, approximately 80 percent of wildfire events occur during the summer and fall, with a quarter of annual wildfires occurring during Santa Ana wind events. Future projections using statistical models indicate that Southern California may experience a larger number of wildfires and burned area by the mid-21st century under RCP 8.5. Overall burned area is projected to increase over 60 percent for Santa Ana-based fires and over 75 percent for non-Santa Ana fires.

All parts of the City of Calabasas are mapped as within the CAL FIRE-designated Very High Fire Hazard Severity Zone (see **Figure VII-4**). This designation also applies to vast swaths of the Santa Monica Mountain region. According to *The Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface* and the Los Angeles County Climate Vulnerability Assessment, wildfires are anticipated to increase in number and size in the region<sup>12</sup>.

In the City, the baseline 30-year average (1961-1990) of acres burned ranges between 52.7 acres and 53.2 acres depending on the emissions scenario.<sup>13</sup> Although this is the historical modeled 30-year average, many factors affect projected future occurrence of wildfire because of climate change. There are significant uncertainties associated with the influence of climate change on the future occurrence of wildfire in the City. However, by both the mid-century and the end of century, the 30-year average acres burned is expected to slightly increase under an intermediate emissions scenario (RCP4.5) but decrease under a high emissions scenario (RCP8.5). **Figure VII-14** below shows wildfire

<sup>11</sup> [https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf)

<sup>12</sup> <https://www.themalibufoundation.org/resilience-report> and <https://ceo.lacounty.gov/cso-actions/>

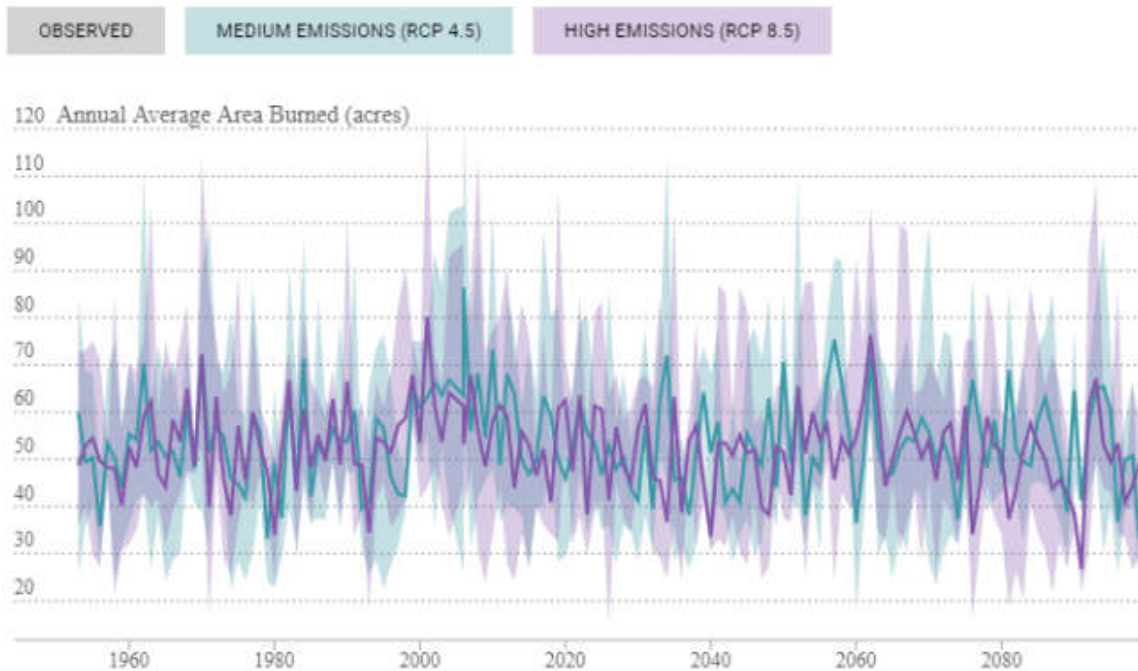
<sup>13</sup> <https://cal-adapt.org/tools/local-climate-change-snapshot/>



**VII. SAFETY ELEMENT**

scenario projections using a statistical model based on historical data of climate, vegetation, population density, and fire history between 1953 and 2099.

**Figure VII-14 Annual Average Area Burned**



Vegetation loss due to more frequent wildfires increases the likelihood of landslides due to the lack of root networks holding the soil together. Landslides that occur after a wildfire are called post-wildfire debris flows. The Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface prepared by Malibu Foundation identified several areas within Calabasas that were at an elevated risk for post-wildfire debris flows after the Woolsey Fire of 2018.<sup>14</sup> In addition to increased landslide risk, wildfires can decrease air quality, releasing vast amounts of smoke which includes toxic pollutants. Wildfire smoke is comprised of air pollutants, including particulate matter, and is known to be a public health risk (CDC, 2013). According to the Los Angeles County Climate Vulnerability Assessment, by mid-century, the total number of smoke waves, average intensity, and length of season are projected to increase significantly.<sup>15</sup>

Vulnerability

Communities will be affected by climate change to varying degrees depending on their sensitivity to its impacts. Social vulnerabilities can inhibit the adaptive capacity of a

<sup>14</sup> <https://www.themalibufoundation.org/resilience-report>

<sup>15</sup> <https://ceo.lacounty.gov/cso-actions/>



## VII. SAFETY ELEMENT

community. On a larger scale, communities may be more vulnerable because of limited access to financial capital and resources, various institutional barriers, social network limitations, and compromised access to critical infrastructure. Adaptive capacity is largely influenced by governance, management, and institutions, thus making it imperative that adaptive capacity is addressed through effective policy implementation. On a more local level, the sensitivity of a community depends more on the specific makeup of the community (i.e., specific populations and assets).

The impacts of climate change that Calabasas may experience include increases in average maximum and minimum temperatures, more severe storms, increases in extreme heat events, changes in precipitation patterns, extended drought conditions, and increasing wildfire risk.

Certain population groups may be disproportionately harmed by the impacts of climate change in Calabasas. The California Healthy Places Index tool identifies vulnerable populations by census tract. Vulnerable populations identified in Calabasas include but are not limited to; unemployed, seniors, young children, outdoor workers, low-income households, mobile home residents, and individuals with physical disabilities.

The City's residents and workers rely on infrastructure for mobility, water, power, and communications. These systems are vulnerable to climate change, which in turn can reduce the ability of people to adapt. Health risks may arise or be exacerbated because of damaged infrastructure, such as from the loss of access to electricity, or impacts to sanitation, safe food, water supplies, health care, communication, and transportation. To help reduce negative impacts on vulnerable populations and increase adaptive capacity, strategies and policies must be identified regarding vulnerable infrastructure, ensuring a high standard of condition and performance on infrastructure systems, and overall disaster preparedness.

External factors present in the Calabasas community that also contribute to climate change vulnerability include high housing cost burden and exposure to poor air quality and other environmental conditions. Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all citizens of Calabasas.

### Policies

- VII-92** Consider shading and usability of resources on hot days when designing inland trails, parks, and freshwater recreation areas and when acquiring new land for recreation.



**VII. SAFETY ELEMENT**

- VII-93** Promote and expand the use of green infrastructure, such as street trees, bioswales, understory planting, and green roofs, which provides shading, mitigates wind, tolerates drought, and resists fire, as part of cooling and resilience strategies in public and private spaces. Promote the addition of shade structures in public spaces.
- VII-94** Coordinate with Los Angeles County Department of Public Health to identify and map cooling centers in locations accessible to vulnerable populations and establish standardized temperature triggers for when they will be opened.
- VII-95** Support prioritization of shading, drinking water, and permeable paving on multi-use transportation corridors.
- VII-96** Partner with Southern California Edison to promote alternatives to air conditioning such as ceiling fans, air exchangers, increased insulation, and low-solar gain exterior materials to reduce peak electrical demands during extreme heat events to ensure reliability of the electrical grid.
- VII-97** Work cooperatively with utilities to harden vulnerable overhead power lines against winds.
- VII-98** Mitigate landslide and debris flow 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.
- VII-99** Establish a regular inspection and maintenance cycle for existing physical landslide and debris flow defenses, including inspections prior to heavy rain events and post-wildfire events.
- VII-100** Incorporate climate change projections in future resource conservation plans and land use plans, including research and monitoring plans.
- VII-101** Incorporate consideration of climate change impacts as part of infrastructure planning and operation. Identify projects as part of capital improvement programs that should consider climate adaptation priorities.
- VII-102** 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.
- VII-103** Explore the feasibility of installing self-sufficient energy systems, such as microgrids, at city-owned facilities to minimize service disruptions during power outages triggered by a climate event.



**VII. SAFETY ELEMENT**

- VII-104** Restore degraded ecosystems to enhance the natural adaptive capacity of biological communities that are vulnerable to the effects of climate change.
- VII-105** Weatherize homes using a holistic "healthy homes" model that addresses severe weather protection, energy efficiency, indoor air improvements, and other housing improvements.
- VII-106** Identify targeted and sustained funding sources to improve access to solar with battery backup to blackout-proof the homes of vulnerable populations.
- VII-107** Partner with the Los Angeles County Health Department to develop and enhance disaster and emergency early warning systems to incorporate objective data and information for potential health threats such as heat-illness, and illnesses complicated by low air quality due to climate change hazards.
- VII-108** Use federal, state, and regional resources, as they become available, to address localized exposure to elevated air pollutant levels (such as along U.S. 101).
- VII-109** Provide incentives to promote air pollution reduction, including incentives for developers who go beyond applicable requirements and mitigate pollution for facilities and operations that are not otherwise regulated.
- VII-110** Minimize risk of disease spread and economic disruption due to infectious diseases by coordinating with the Los Angeles County Department of Public Health to provide testing and contact tracing resources and promoting public safety protocols, maintaining up-to-date health services on the City's website, and partnering with local non-governmental organizations and community groups to provide economic support services.
- VII-111** Disseminate education and outreach materials regarding the Las Virgenes Municipal Water District Landscape Conversation Program to homeowners, residents, and landlords to decrease water demand.



**CITY of CALABASAS**  
**2030 General Plan**

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**Appendix D:**  
**Safety Element Appendices**

**D1. Wildfire Assessment**

**D2. Emergency Evacuation Traffic  
Assessment**



**APPENDIX D1**  
**WILDFIRE ASSESSMENT**

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## Appendix D Safety Element

### Appendix D-1 Wildfire Assessment

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**May 2022**



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# Introduction

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This technical appendix to the General Plan Safety Element describes wildfire conditions present in the City of Calabasas. It includes a description of wildfire fundamentals, identifies wildfire hazard designations for Calabasas, describes citywide conditions related to slope and aspect, vegetation, weather and atmosphere, and wind pattern, presents existing emergency response facilities, and identifies areas of varying wildfire risk in the areas surrounding Calabasas. Information throughout this appendix is supported by the Wildfire Assessment prepared for the General Plan Update by TSS Consultants (see City of Calabasas General Plan Update Final Program Environmental Impact Report, Appendix E).

## Wildfire Fundamentals

A wildfire is an uncontrolled fire in an area containing combustible fuel types, primarily vegetation formations and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas, such as landscaping zones parks and conservation areas, that provide combustible materials. Buildings may become involved if a wildfire spreads into developed areas in Calabasas or surrounding communities. The land uses in Calabasas include rural-residential, high density residential, commercial, industrial, services, and community facilities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions.

A significant part of western Los Angeles County is developed urban area situated near rugged topography with highly flammable vegetation. The County of Los Angeles experiences wet winters and warm, dry summers that dry out vegetation. During the fall, Santa Ana winds, known for the dry air and high wind speeds originating in the deserts north and east of Los Angeles County, sweep west into the county and further desiccate vegetation. Historically, fires that burn more than 1,000 acres have occurred in the County about every one to three years, with the most recent being the Woolsey Fire (November 2018) which burned 96,949 acres (County of Los Angeles 2019).

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks.

Wildfire has three basic elements that need to be considered when determining its associated risk level: how and where its ignition occurred; how and why it moves across a landscape from its point of ignition; and what is the fire's nature upon arrival at a location important to the City. In general, a fire's nature is defined by eight behavioral characteristics:

1. Direction of the advance of the fire front
2. Speed of the advance of the fire front (rate of spread)
3. Mechanism causing the advance
4. Duration at any one location
5. Fuelbed structure-related consumption of fuels

6. Flame length
7. Intensity
8. Gaining control

A fire front's direction of travel is primarily determined by wind direction (long-term prevailing winds more temporal variations), geographic aspect, and condition of the fuels in the advance direction. The speed of a fire front's advance is typically a result of combinations of conditions including wind speed, terrain slope percentage and the nature of combustible fuels at the site of the currently burning material and on lands in the advance direction of the fire.

Wildfires advance by two principal mechanisms, combustion resulting from radiant heating, and remote ignition resulting from ember production. The length of time a wildfire stays at one location is primarily determined by the size classes of the material being consumed. Grass formations are dominated by low volumes of very "fine" fuels (small size classes) and, depending on the level of dryness, can be consumed, with the fire advancing, in a matter of minutes. In grassland situations fires tend to have lower intensities and can advance by radiant heating effectively only through vegetation types with similar fuel sizes. Grassland fires are generally not aided significantly by the ember process as the small fuel particles are completely consumed before traveling significant distances. On the other hand, tree-dominated formations have significantly greater volumes of available fuel and a far greater quantity of larger-sized pieces. Fires can remain at these locations for days, often weeks, and sometimes months (on heavily wooded conifer sites). These fires burn with very high intensities (in the realm of 1,800°F) and can effectively advance through adjacent vegetation characterized by all fuel size types. Fires burning in these more heavily wooded types can also produce larger ignited fuel particles that can travel significant distances before being completely consumed, and if the still-burning particle lands in a location with available fuels, it can start another fire (referred to as a "spot" fire) well in advance of the original fire front.

Fires burn where fuels are available. Fires in grasslands burn at one level set by the height of the grass, while fires in brushlands can burn surface fuels and typically consume the stems and leafy crowns to the full height of the plants. Fires in tree formations have a much more complex pattern of movement based primarily on the continuity (or "connectedness") of the fuels. In these stands there are typically three distinct layers of fuels, arranged vertically, surface, stems and trunks, and the crown composed of branches, twigs, and leaves. The continuity of fuels is important to consider in both horizontal and vertical directions. If a fire enters a stand and is advancing only as a surface fire it will continue this manner of advance if there is high horizontal fuel connectivity. However, if there is also a high degree of vertical continuity (provided by fuels referred to as "ladder fuels") then a fire can move into the crown as well as involving the entire stand structure.

Flame lengths are generally determined by the volume of fuels burning, the amount of time to total consumption, and the height of the species comprising the formation. Grassland produces flame lengths typically ranging from one to three feet as they are composed of low volumes of fine materials that are consumed quickly. Flame lengths are at their maximum when the material is dry. Brush formations can produce flame lengths from 4 to 10 feet. Native oak-dominated hardwood formations can generate 20- to 40-foot flame lengths and stands of exotics, such as *Eucalyptus globulus* or *E. cinerea*, or dense conifer stands, over 100 feet. Flame length is important as it sets the distance over which radiant heating-related combustion can occur.

The temperature achieved in a wildfire is directly related to the amount of cellulosic material available for consumption. Grasslands have very low amounts and attain lower temperatures but

woodland, characterized by large amounts of highly concentrated cellulosic material, can attain temperatures on the order of 1,800 degrees Fahrenheit.

Gaining control over a wildfire's behavioral character is the objective of response efforts. Grassland fires, burning in low fuel volume, rapid consumption, and at a single level are the easiest to bring under control. On the other end, fires that are burning in high fuel volumes, full spectrum size classes, and entire stand structure involvement, can require days, weeks, even months, to bring under complete control.

## Wildfire Hazard Designations

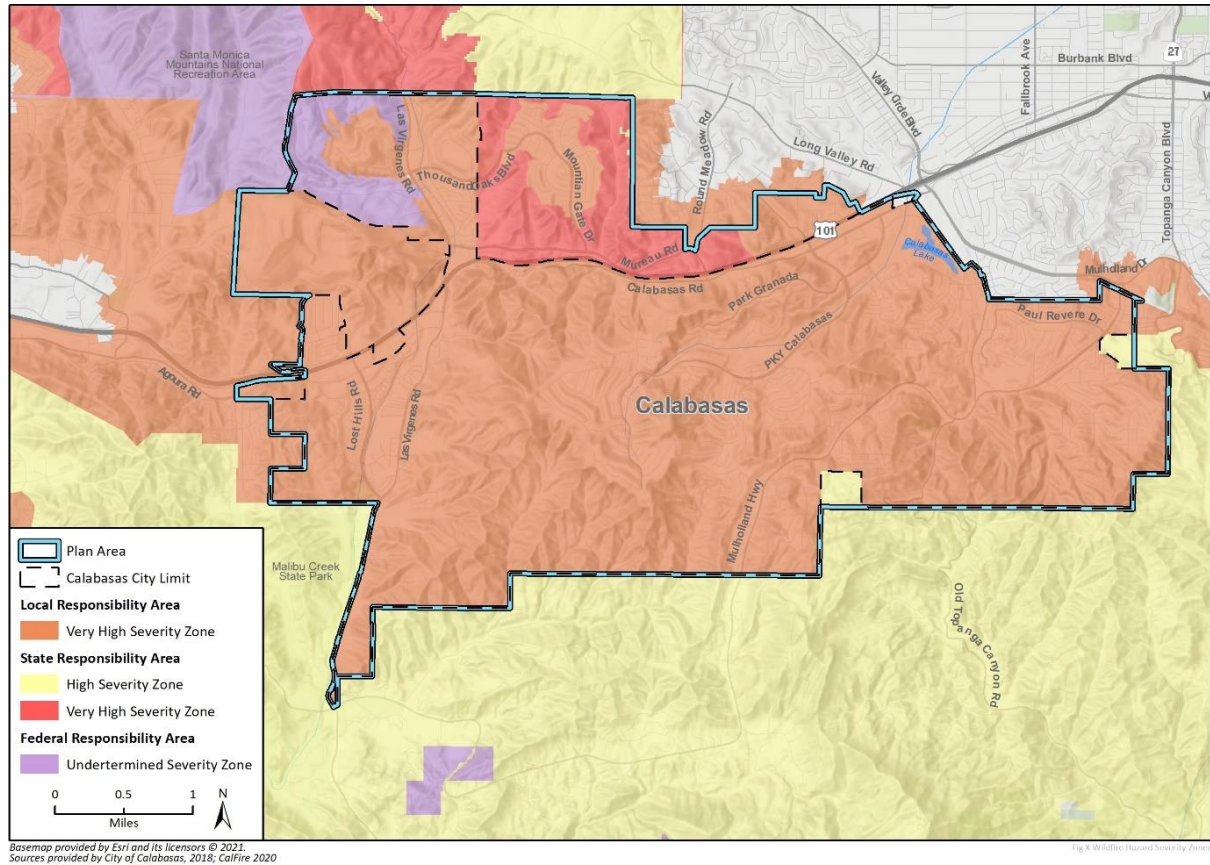
In California, responsibility for wildfire prevention and suppression is shared by local (cities and counties), state, and federal agencies depending on jurisdiction. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). CAL FIRE manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. 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. Only the Very High FHSZs are mapped for LRAs. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. However, none of the fire zones specifically prohibit development or construction. 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. Figure 1 illustrates the entirety of Calabasas is designated as a Very High FHSZ (City of Calabasas 2015).

CAL FIRE's Fire and Resource Assessment Program (FRAP) has classified the surrounding areas of Calabasas as being a High and Very High FHSZ within an SRA, as well as Cheseboro and Palo Comado Canyon being within an FRA (CAL FIRE 2020).



**Figure 1 Calabasas Fire Hazard Severity Zones**



## Post-fire Slope Instability and Drainage Pattern

The topography of Calabasas contains multiple hillsides, significant ridgelines, as well as vertical slopes and steep canyons (City of Calabasas 2015). Landslides in these areas may result from heavy rain, erosion, removal of vegetation, seismic activity, wildfire, or combinations of these and other factors.

Wildfire can affect drainage and soil stability in two different ways:

1. Removal of the portions of vegetation which grow above ground which causes a loss of evapotranspiration capacity, and
2. Alteration of the nature of surface soils.

Without vegetation cover, water that enters the soil will not be removed via transpiration, resulting in increased potential for soil liquefaction and mass rotational movement (landslides). These landslides generally reach the drainage system which lead to flow blockages and deposition of sediments.

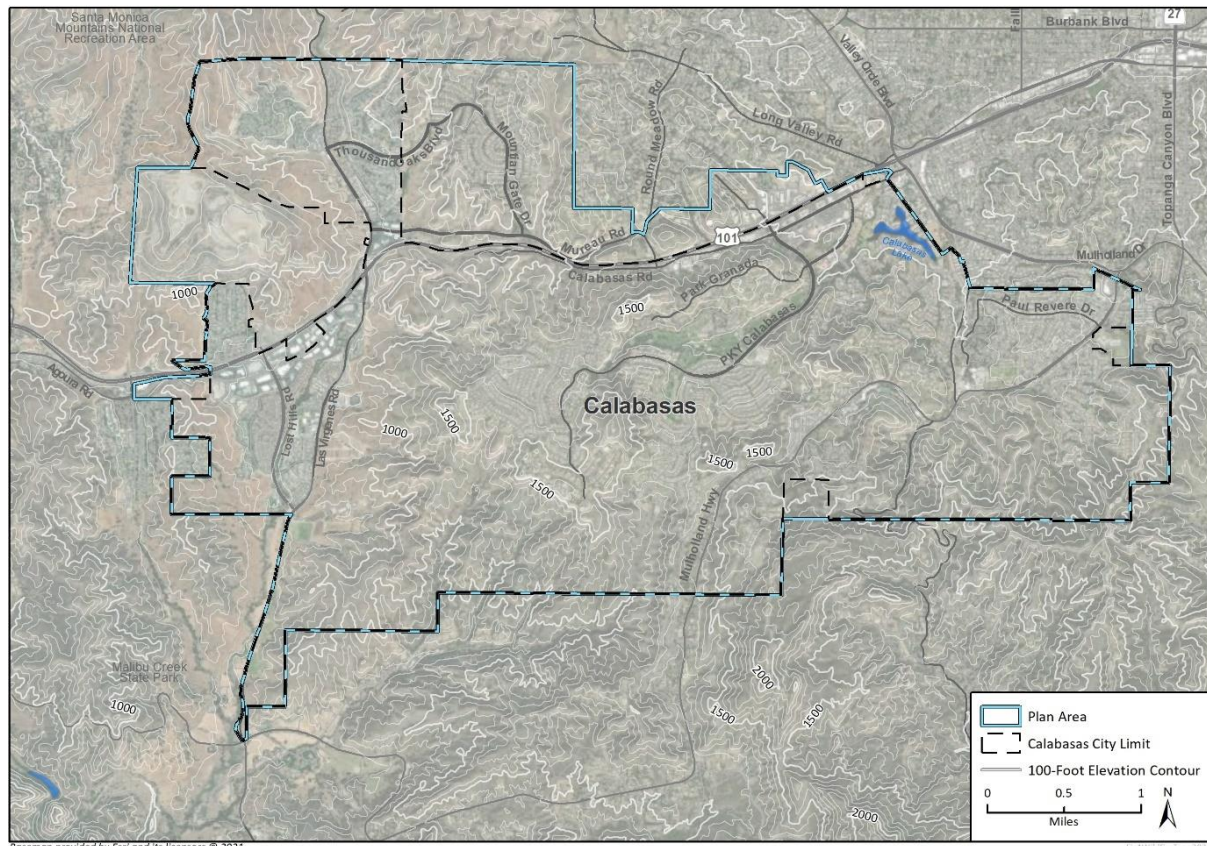
Depending on a wildfire’s heating intensity and residence time, the chemistry of the soil surface can be altered to significantly restrict permeability and infiltration into the lower portions of the profile. The result is increased surface runoff that can result in undesirable changes to a stream’s hydrograph and increased levels of sediment deposition.

# Citywide Conditions

## Hillside Slope and Aspect

Calabasas lies at the base of the northern facing slope of the Santa Monica Mountains. The City is located approximately five miles north of the east-west oriented primary ridge line of the mountain range as shown in the topography in Figure 2. The portions of the City located on the northern-facing slope of the Santa Monica Mountains are characterized by highly dissected branching drainage patterns with a wide range of slopes (0 -90 percent). Elevation changes within the City limits, on a north-to-south trend line, start at approximately 1,000 feet (AMSL) along U.S. 101 to 1,500 feet AMSL along the southern City limits. The soil resource across the City is comprised of five principal soils series: Balcom ,Gazos, Linne, Nipolomol, and Topanga. In terms of soil slippage rating the key factor is slope; Balcom silty clay loam, Linne-Los Ossos Association, and Xerorthents-Urban-Balcom, and Xerorthents-Urban-Gazos. Associations are rated as “high” when slopes exceed 30 percent. In addition, there are occurrences of fluvaquents (un-consolidated fluvial deposits) and Xerorthents (soils with a dominantly xeric moisture regime) in and around the city. The Xerorthents are generally located on low slope classes and have been, historically, the sites of urban development. The City is largely developed and aims to avoid building on hillsides and slopes to prevent wildfire and seismic related hazards (City of Calabasas 2015).

**Figure 2 Calabasas Topography**

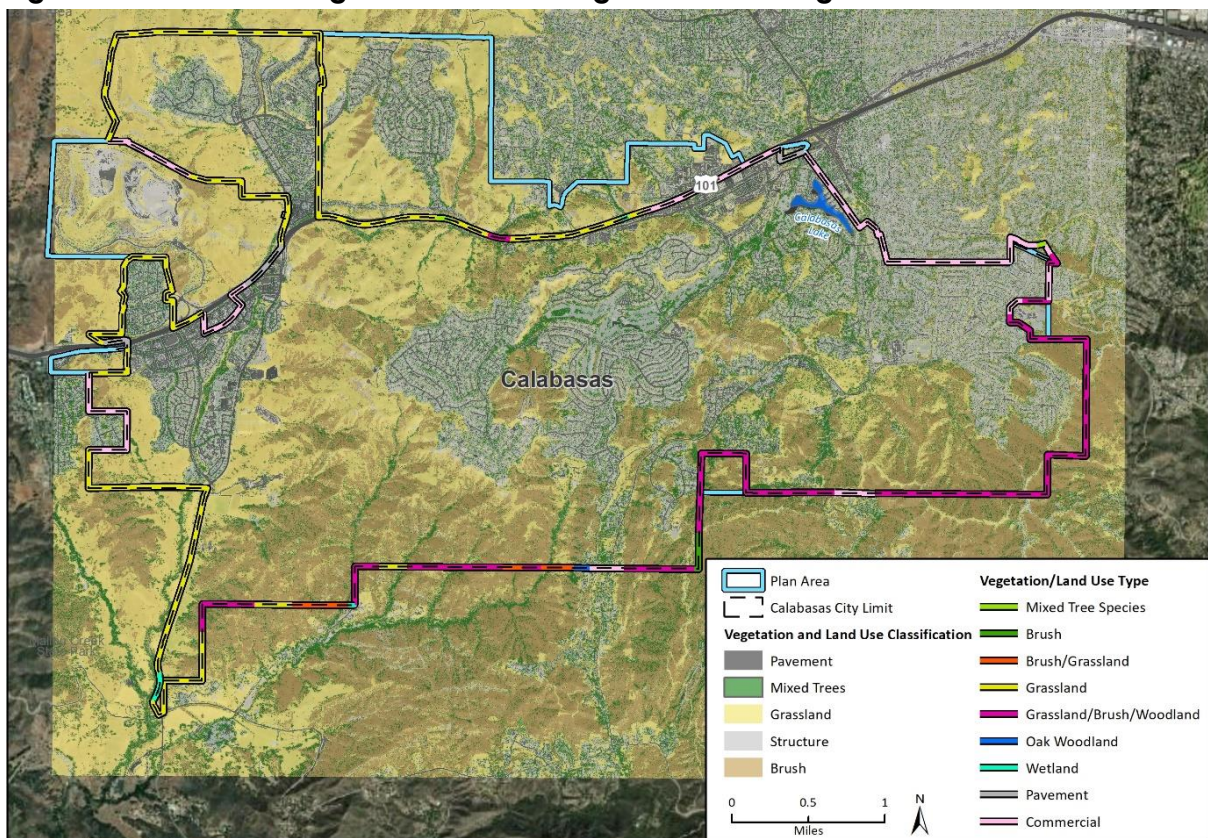




## Vegetation

The City of Calabasas includes predominantly developed areas such as commercial and residential buildings, roads, and parking lots, situated among rolling hills and thousands of acres of open space. Eleven different vegetation and existing land use categories are present surrounding the Plan Area and shown in Figure 3. The two highest land use categories that make up the Plan Area boundary include grassland (approximately 42 percent) and grassland/brush/oak woodland (approximately 27 percent). Each vegetation and existing land use category has different wildfire behaviors characterized by susceptibility to ignition; rates of fire-front advance across surfaces occupied by a particular land use; nature (surface, crown, full structure involvement); intensity; and residence time. A comparative wildfire risk index associated with each of the vegetation and land use category is provided in Table 1.

**Figure 3 Calabasas Vegetation and Existing Land Use Categories**



Basemap provided by Esri and its licensors © 2022.  
 Sources provided by City of Calabasas, 2021  
 Imagery classified based on NAIP, 2020

Fig. 3. Calabasas Imagery Classification

**Table 1 Vegetation and Land Use Types – Risk Factor and Boundary Distances**

Vegetation/Land Use Type	Risk Factor	Percent of Boundary Distance
Pavement	1	2%
Residential Development	1	11%
Commercial/Institutional	1	11%
Agriculture	1	1%
Grassland	2	42%
Brush/Grassland	3	2%
Wetland	3	1%
Brush	4	0.9%
Oak Woodlands	5	0.4%
Grassland/Brush/Oak Woodlands	5	27%
Mixed Tree Species	5	0.6%

## Weather and Atmosphere

The Western Regional Climate Center maintains a weather monitoring station in Thousand Oaks, approximately 10.3 miles west of Calabasas. According to data collected at this weather station, most precipitation is received from November through March, with an average annual rainfall of approximately 16.5 inches (U.S. Climate Data 2021). May through September is the driest part of the year and coincides with what was traditionally considered the fire season in California. However, increasingly persistent drought and climatic changes in the state have resulted in drier winters. Fires during the autumn, winter, and spring months are becoming more common (Western Regional Climate Center 2021).

## Wind Pattern

A significant influencer of wildfire behavior is wind; its direction of flow, speed, temperature, and degree of aridity. There are four weather stations that provide wind data for Calabasas. Table 2 presents data from the four stations and includes the primary wind source directions (PWD) and average wind speed (AWS). The data has been further broken out into two seasonal periods: March to October (which roughly corresponds to the fire season) and the wetter months between November and April.

The Plan Area is subject to Santa Ana winds, which are strong dry offshore winds that affect southern California in autumn and winter. They can range from hot to cold, depending on the prevailing temperatures in the source regions, the Great Basin, and upper Mojave Desert (Tufts University 2018). The winds are known for the hot dry weather (often the hottest of the year) that occur in the fall and are infamous for fanning regional wildfires. Wildfire smoke produced from combustion of natural biomass contains thousands of individual compounds, including particulate matter, carbon dioxide, water vapor, carbon monoxide, hydrocarbons and other organic chemicals, nitrogen oxides, and trace minerals that can be carried in the wind. As shown in Table 2, prevailing winds from west to east and east to northeast could push a potential wildfire and wildfire smoke through areas of low fuel volumes and to areas with substantial development.

**Table 2 Wind Data**

Station	Seasonal Period			
	March – October		November – April	
	PWD	AWS (mph)	PWD	AWS (mph)
Simi Valley	East/Northeast	5-10	East	7-10
Malibu Canyon	South	10-20	South	10-20
Calabasas-Stunt Ranch	West/Northwest	2-5	West/Northwest	1-5
Topanga Raws	South	7-15	North	7-10

PWD = wind source direction, AWS = average wind speed, mph = miles per hour

## Emergency Response Facilities

Calabasas is served by three LACFD stations and the Los Angeles County Sherriff’s Department (LACSD) Malibu/Los Hills Sheriff’s Station, which provide immediate emergency assistance to the Plan Area. In addition, three more LACFD stations are within distance of the Plan Area to provide assistance during a wildfire event. Table 3 includes a list of emergency response facilities that serve the Plan Area, including their distance to the center of the City, and Figure 4 shows locations of the facilities.

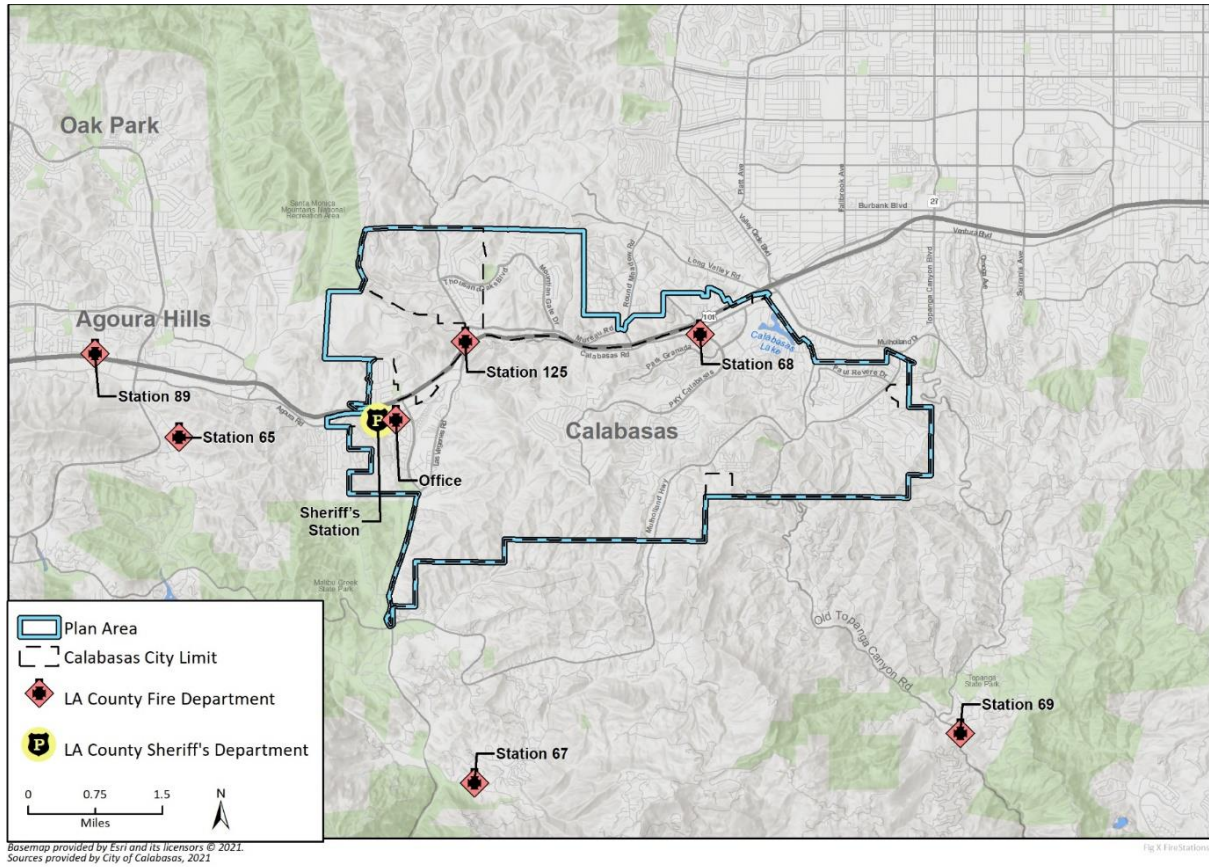
**Table 3 Emergency Response Facilities Serving Calabasas**

Station Number	Physical Address	Distance to Center of City (miles)	Roads Utilized
125	5215 Las Virgenes Road Calabasas	3.0	Las Virgenes Road; VFW; Mureau Road; Calabasas Road
68	24130 Calabasas Road, Calabasas	0.5	Calabasas Road
67	25801 Pluma Road, Calabasas	8.8	Pluma Rd; Las Virgenes Road, VFW, Mureau Road; Calabasas Road
89	29575 Canwood Street, Agoura Hills	7.7	Canwood Street; VFW, Las Virgenes Road; Mureau Road; Calabasas Road
69	401 S. Topanga Boulevard, Topanga	9.0	S. Topanga Canyon Boulevard; Mulholland Drive; Calabasas Road
65	4206 Cornell Road, Agoura Hills	8.1	Cornell Road; Kanan Road; VFW; Las Virgenes Road; Mureau Road; Calabasas Road
LACSD	27050 Agoura Road, Calabasas	4.2	Agoura Road; Las Virgenes Road; VFW; Mureau Road; Calabasas Road

VFW = Ventura Freeway

Source: TSS Consultants 2021, Appendix E

**Figure 4 Emergency Response Facilities Serving Calabasas**



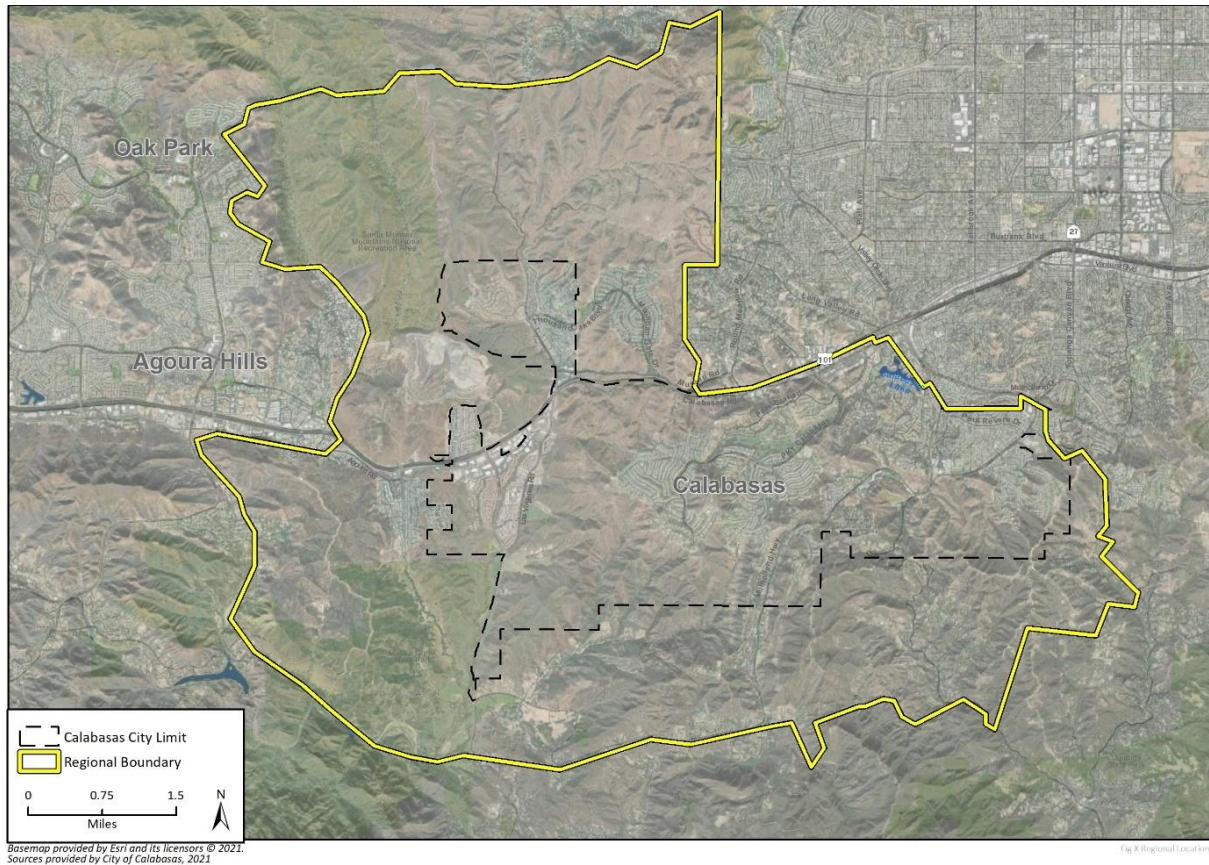
Basemap provided by Esri and its licensors © 2021.  
Sources provided by City of Calabasas, 2021



## Wildfire Risk in the Regional Planning Area

A 18,577-acre Regional Planning Area, as shown in Figure 5, was analyzed to examine wildfire risk to Calabasas resulting from regional wildfire behavior conditions. The Regional Planning Area includes lands adjacent to approximately three quarters of the City limits. The northeastern quadrant surrounding the City was excluded from analysis because it has been fully developed as part of the City of Los Angeles. The examination was completed using satellite imagery and it was determined that the Regional Planning Area includes slopes ranging from 5 to 90 percent with an average slope of 25 percent. In addition to slope, wind speed and direction, and vegetation type contribute to wildfire risk in Calabasas. Wind direction for Calabasas is north, southwest, northeast, and southeast. Vegetation types surrounding the City susceptible to wildfire include: annual grasses and forbs, chapparal, scrublands, oak dominated woodlands, oak savannah, and mixed tree formations in drainages.

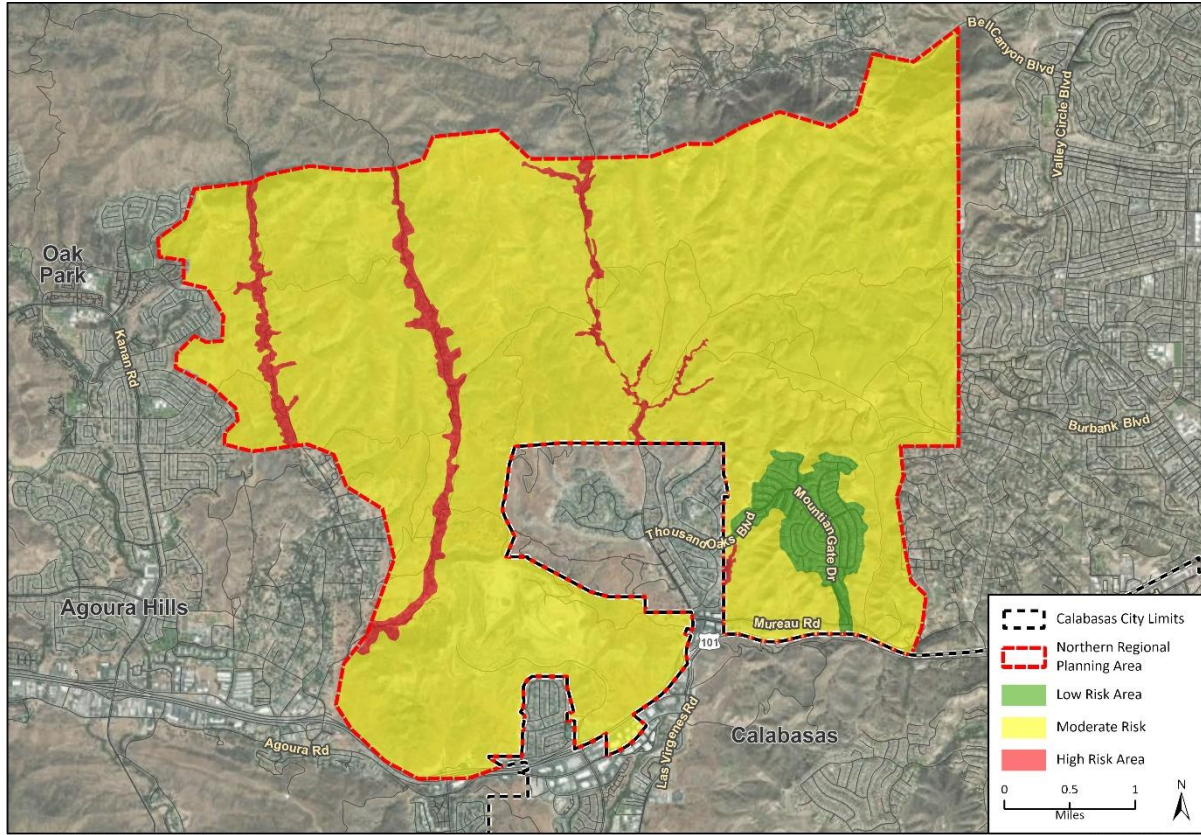
**Figure 5 Regional Planning Area**





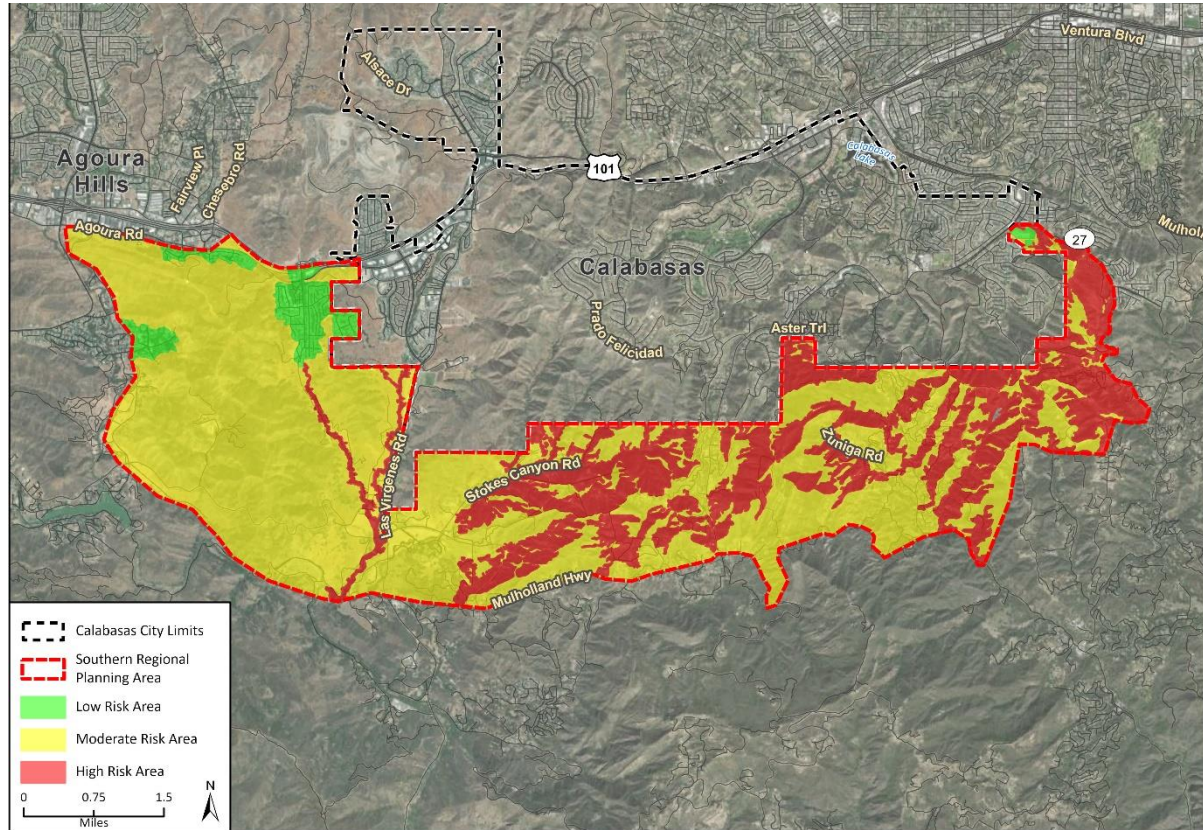
Based on this evaluation, the northern portion of the Regional Planning Area, located above the Ventura Freeway, has a low-to-moderate wildfire risk level with watercourses that have high risk levels. As shown in Figure 6 Northern Regional Plan Area Wildfire Risk, high risk areas are depicted in red, moderate risk areas are depicted in orange, and low risk areas are depicted in green.

**Figure 6 Northern Regional Planning Area Wildfire Risk**



Located below the Ventura Freeway on its western end, and below the southern City limits boundary, the southern portion of the Regional Planning Area is characterized by areas of low, medium, and high wildfire risk levels. Figure 7 shows low risk areas with green shading, areas posing moderate risk levels in yellow shading, and high risk areas shaded in red.

**Figure 7 Southern Regional Planning Area Wildfire Risk**



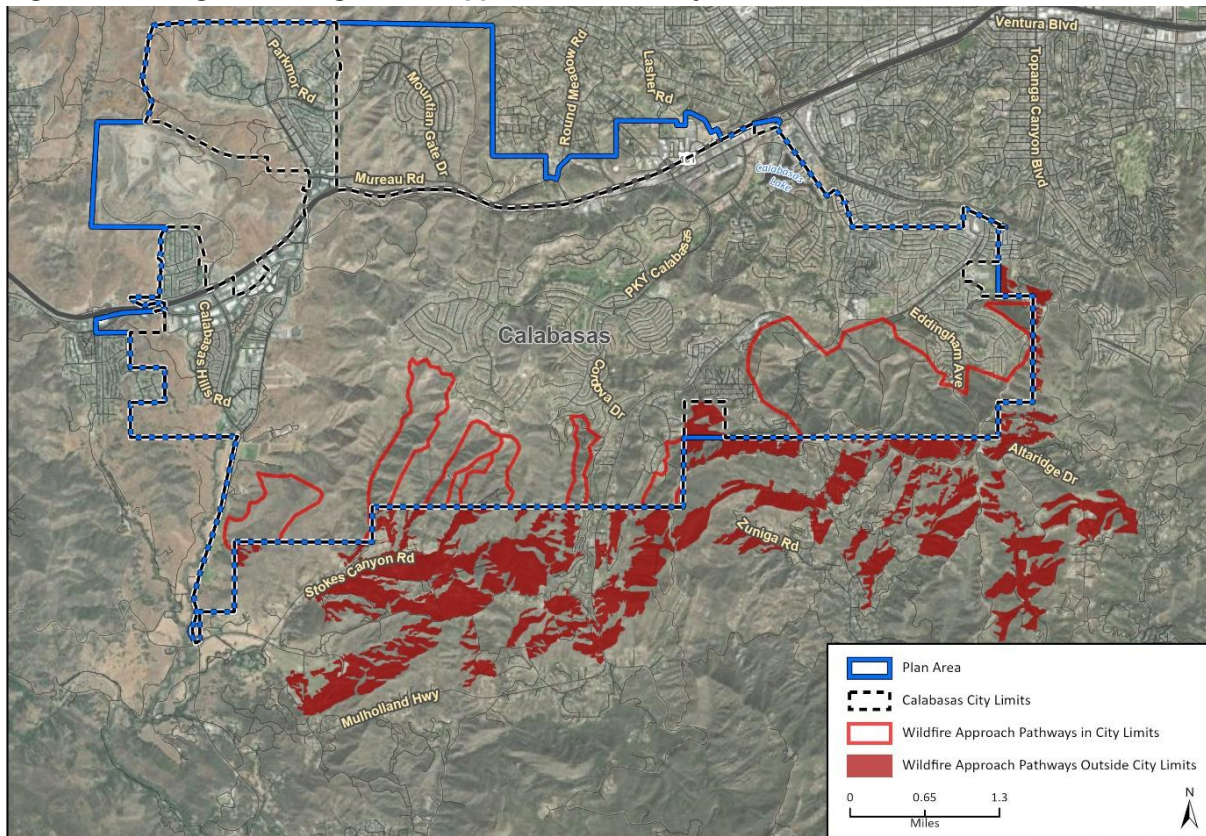
Basemap provided by Esri and its licensors © 2022.  
Sources provided by City of Calabasas, 2022, TSS Consultants, 2022

Additional analyses were conducted to identify potential pathways that wildfire could follow to reach the City boundary in the area to the south and southeast of the City. These areas were identified in consideration of the following aspects:

- These lands have a relatively high percentage of ground cover by vegetation types that once ignited could produce dangerous fire behavior.
- The predominant direction of prevailing winds during fire season is from the south.
- Fire history maps show a majority of the wildfires in recent history (except Woolsey fire) ignited to the south of the City and advanced north.

Vegetation types that could play a role as wildfire moves from the south toward the City were mapped. Vegetation units mapped were typically comprised of dense-to-moderately dense mixed oak stands and brush, with minor areas of grassland. Figure 8 shows the locations of dangerous vegetation types to the south and southeast of the City.



**Figure 8 Dangerous Vegetation Types Located Adjacent to Calabasas**

Basemap provided by Esri and its licensors © 2022.  
Sources provided by City of Calabasas, 2021.

19-08730 Calabasas City of, Geoinformatics, Inc.

## Regional and Local Plans

### Emergency Response and Evacuation Plans

#### *Los Angeles County Operational Area Emergency Response Plan*

The County of Los Angeles developed an Emergency Response Plan (ERP) to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address day-to-day emergencies or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in the ERP focus on potential large-scale disasters such as emergency situations associated with natural and man-made disasters and technological incidents that can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the ERP is to incorporate and coordinate all the facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid, and other appropriate response procedures. The goal of the ERP is to take effective life safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery (County of Los Angeles 2012).

### *County of Los Angeles Disaster Route Maps*

Disaster routes in Los Angeles County are defined as freeway, highway or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. Disaster Routes are not evacuation routes. Although an emergency may warrant a road be used as both a disaster and evacuation route, they are completely different. An evacuation route is used to move the affected population out of an impacted area. Generally, Interstate and State highways are designated as Primary Disaster Routes and major arterials as Secondary Disaster Routes (Los Angeles County Department of Public Works 2008; 2021).

### *Malibu/Lost Hills Sherriff's Station Natural Disaster and Evacuation Plan*

The Lost Hills Sherriff's Station Evacuation Plan describes the operational procedures, personnel responsibilities, and administrative instructions associated with a safe and successful evacuation of Calabasas and the surrounding mountainous area in the event of a disaster or wildfire hazard event. The Plan describes the roles of Sheriffs personnel and local and regional agencies, including the Los Angeles County Fire Department, in the evacuation process (Lost Hills Sherriff's Station, Undated).

### *School Disaster Preparedness Plans*

Each school within the Las Virgenes Unified School District has developed a disaster preparedness plan which identifies the process to evacuate staff and students due to an emergency event, including a potential natural disaster such as a wildfire event. Protocols regarding transport, aid, supplies, communications, student release, and overall safety procedures are identified, including responsible personnel and operational procedures to ensure a safe and efficient evacuation process (Bay Laurel Elementary School 2021) (Calabasas High School Undated).

### *City of Calabasas Emergency Preparedness Guide*

The City of Calabasas' Emergency Preparedness Guide serves as a handbook for resident's individual awareness, family preparedness, and self-sufficiency for potential catastrophes or emergencies. The guide covers how to develop a family plan for emergencies, what to pack in emergency kits, and basic first aid. To prevent fires and react to wildland fires the Emergency Preparedness Guide outlines fire hazard reduction requirements, brush clearance guidelines, a preparedness checklist for wildfire, and evacuation information. Sector maps include in the Emergency Preparedness Guide indicate first aid unit locations during an emergency (City of Calabasas 2019).

## **Hazard Mitigation Plans**

### *County of Los Angeles All Hazard Mitigation Plan*

The All Hazard Mitigation Plan (AHMP), updated in 2019, for the County of Los Angeles assesses risk posed by natural hazards and develops a mitigation action plan for reducing those risks. The AHMP provides an overview of the planning process, outlines public involvement in that planning, and incorporates existing plans. The AHMP identifies the community it impacts before identifying eight hazards, including wildfire, and their given risks. Those hazards and associated risks are addressed in the AHMP's mitigation strategy (County of Los Angeles 2019)

### *Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan 2018*

The Las Virgenes-Malibu Council of Governments (LVMCOG) developed the Multi-Jurisdictional Hazard Mitigation Plan to ensure a more thorough Hazard Mitigation Plan (HMP) among the cities of Westlake Village, Agoura Hills, Hidden Hills, Calabasas, and Malibu. The HMP provides a framework for pre-emptive planning of hazards by combining efforts, identifying common threats, and establishing regional mitigation strategies that allows for mutual participation and more effective use of resources. The LVMCOG aims to accomplish the HMP's main goal of protecting life, property, and environment through the following:

- Implementing activities that assist in protecting lives by making homes, businesses, infrastructure, critical facilities, and other property more resistant to hazards;
- Reducing losses and repetitive damages for chronic hazard events while promoting insurance coverage for catastrophic hazards; and
- Encouraging preventative measures for existing and new development in areas vulnerable to hazards (LVMCOG 2018).

The LHMP is updated on a five-year cycle to maintain eligibility for funding through FEMA. The next anticipated update to the LHMP is 2023 (Las Virgenes-Malibu Council of Governments 2018).

## **Wildfire Mitigation Plans**

### *Los Angeles County Fire Department 2021 Strategic Fire Plan*

The Los Angeles County Fire Department (LACFD) 2021 Strategic Fire Plan outlines goals and strategies to improve fire protection throughout Los Angeles. The Plan outlines pre-fire management strategies, tactics, and projects centering around fuel reduction and vegetation management. Notably, the Plan identifies a critical area adjacent to Calabasas for a possible fuel reduction project. The project would require collaboration between public agencies and private landowners to implement wildfire mitigation strategies near Las Virgenes Road and the 101 Freeway, where many wind-driven fires have jumped the freeway and continued towards the Pacific Ocean (County of Los Angeles 2021).

### *Santa Monica Mountains Community Wildfire Protection Plan*

The Santa Monica Mountains Community Wildfire Protection Plan provides guidance to local fire safe councils, private landowners, land management agencies, and local emergency service providers on strategies to reduce wildfire risks and mitigate the impacts wildfire hazards have on communities, developments, and wildlands in the Santa Monica Mountains. The Plan focuses identifying and prioritizing wildfire mitigation and prevention efforts that reduce long-term threats of wildfire on the communities in the Santa Monica Mountains. The Plan describes opportunities for public engagement and community collaboration between neighborhoods, community partners, agencies, and service providers (County of Los Angeles & Ventura County 2013).

The Plan consolidates a collection of community recommended hazard mitigation projects within the planning area. The following objectives and project descriptions were specifically proposed for the City of Calabasas:

**Appendix D Safety Element**

- Improve evacuation success
  - Develop a comprehensive plan for the evacuation of large animals during wildfire events
- Improve house-out defensible space
  - Initiate a community-wide fire hazardous tree removal program

**Resilience Plans**

*Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface*

The *Our Climate Crisis: A Guide for SoCal Communities in the Wildland Urban Interface* is a climate vulnerability assessment and resilience plan developed by the Malibu Foundation. The Malibu Foundation engaged a project advisory committee of stakeholders from local agencies, representatives from NGOs and private organizations, local and regional agencies, and residents. The Report includes an assessment of local climate hazards of concerns, critical infrastructure vulnerabilities, and social vulnerabilities, and identifies emergency communications and climate resilience strategies. The Report specifically evaluates the Santa Monica Mountains wildland-urban interface cities of Malibu, Agoura Hills, Calabasas, Hidden Hills, Westlake Village, Topanga, the Pacific Palisades, Sunset Mesa, and adjacent unincorporated communities.

The Malibu Foundation evaluated and mapped the following assets and their vulnerabilities to climate hazards, including wildfire risk: community assets, emergency response resources, swimming pools, housing, building heat performance index, evacuation routes, and roadways and debris flows. The Report assessed vulnerabilities for the following populations, communities, and sites: older adults, day laborers/domestic workers/caregivers, mobile home communities, the business community, the unhoused community, and sacred Native American sites (The Malibu Foundation 2022).

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**APPENDIX D2**  
**EMERGENCY EVACUATION**  
**TRAFFIC ASSESSMENT**

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# Emergency Evacuation Traffic Assessment

Prepared for:  
City of Calabasas

September 2022

LA20-3212.00

FEHR  PEERS

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# Executive Summary

This emergency evacuation traffic assessment evaluates traffic operations during various emergency evacuation scenarios to identify key evacuation roadways, operational constraints, and policy recommendations for the City of Calabasas Safety Element Update and Circulation Element Update. The methodology and recommendations are consistent with the requirements outlined in Assembly Bill (AB) 747<sup>1</sup>, AB 1409<sup>2</sup>, and Senate Bill (SB) 99<sup>3</sup>. The purpose of the assessment is to identify bottlenecks in the roadway network and inform policy development. The emergency evacuation study does not recreate past evacuation events or predict future evacuation events.

## Emergency Evacuation Scenarios

A wide range of potential emergency scenarios, with varying levels of complexity, could occur in Calabasas. Four evacuation scenarios were developed with City of Calabasas staff (many who are local residents) and LA County emergency services providers, such as the County Fire Department, Sheriff's Department, and Office of Emergency Management. The scenarios incorporate details from past emergency planning efforts, such as the City of Calabasas Safety Element and the Las Virgenes-Malibu Council of Governments (LVMCOG) Local Hazard Mitigation Plan; the scenarios also incorporate details from recent events, such as those documented in the Woolsey Fire After Action Report. The four evacuation scenarios do not reflect every potential type of emergency scenario but are intended to reflect a range of potential emergency scenarios.

Each evacuation scenario assumes a two-hour evacuation period to illustrate traffic operations with full demand in a concentrated time period. The likelihood of all residents evacuating (i.e., leaving their homes) within two hours is unrealistic, as some people would need extra preparation time, may delay evacuating until a later time, or may avoid evacuating altogether and remain in their home. However, consistent with California law, the purpose of analyzing traffic operations over a two-hour evacuation window is to highlight key intersections and roadways that are critical for evacuation in the City. Table E.1 on the following page summarizes each evacuation scenario analyzed in this assessment.

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<sup>1</sup> CA Government Code Section 65302.15(a)

<sup>2</sup> CA Government Code Section 65302.15(a)

<sup>3</sup> CA Government Code Section 65302(g)(5)

**Table E.1 – Emergency Evacuation Scenarios**

<b>Evacuation Criteria</b>	<b>Scenario</b>			
	<b>Scenario 1: Regional Fire Evacuation</b>	<b>Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)</b>	<b>Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction</b>	<b>Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)</b>
<b>Description</b>	Large wildfire requiring a regional evacuation.	Wildfire requiring local evacuation with heavy smoke limiting visibility.	Earthquake causes liquefaction* along Las Virgenes Road, and the intersection of Las Virgenes Road & Agoura Road is closed. A sub-set of Malibu residents evacuate north on Malibu Canyon Road to Las Virgenes Road due to a tsunami hazard.	Wildfire requiring local evacuation.
<b>Purpose</b>	Assess impact of regional evacuation on local roads and evacuation routes.	Assess impact of closing key regional evacuation route.	Assess impact of closing key local evacuation route.	Assess impact of background commute traffic on local evacuation.
<b>Area</b>	Woolsey Fire footprint, including Calabasas, Agoura Hills, Thousand Oaks, and Malibu	Calabasas	Neighborhoods along Las Virgenes Road and Malibu Canyon Road in Calabasas and Malibu	Calabasas
<b>Time</b>	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	7:00 AM – 9:00 AM
<b>Population</b>	122,000	31,000	13,000	31,000
<b>Households</b>	43,000	11,000	4,000	11,000
<b>Vehicles</b>	79,000	22,000	8,000	22,000
<b>Routes</b>	Area north of Mulholland Highway evacuates along US-101, which has 50% capacity to reflect limited visibility due to darkness and smoke. Area south of Mulholland Highway (e.g. Malibu) evacuated along Pacific Coast Highway	All vehicles travel east on US-101 South due to smoke restricting ability to travel west on US-101 North. US-101 has 50% capacity to reflect limited visibility due to darkness and smoke.	Agoura Road & Las Virgenes Road intersection closed due to landslide. Vehicles use Lost Hills Road to evacuate along US-101, which has 50% capacity to reflect limited visibility due to darkness.	Vehicles can travel east or west on US-101. US-101 has full capacity in order to isolate effects of peak period commute travel.
<b>Distribution</b>	40% westbound, 60% eastbound	100% eastbound	30% westbound, 70% eastbound	40% westbound, 60% eastbound

\*Liquefaction occurs when soil grains in loose, saturated silty, sandy, or gravel soils attempt to rearrange themselves in a denser configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.





## **Findings and Recommendations**

The four emergency evacuation scenarios analyzed as part of this emergency evacuation assessment highlight the significance of the US-101 as a key regional evacuation route and the importance of protecting local roadways for people in Calabasas to evacuate as vehicles on the US-101 may utilize local parallel roads as alternative routes to avoid freeway congestion. The following roadways are designated as key evacuation routes by the City:

- Las Virgenes Road
- Mulholland Drive/Valley Circle Boulevard
- Topanga Canyon Boulevard
- US-101

In addition to these roadways, the following roadways would serve as key evacuation routes if the US-101 were not available:

- Agoura Road
- Mureau Road
- Calabasas Road
- Ventura Boulevard
- Mulholland Highway

The Circulation Element identifies the following intersections and roadways as critical to overall vehicle movement in Calabasas, which are also key intersections and roadways for either accessing evacuation routes or evacuating out of the City:

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

Since the City of Calabasas is located in the foothills of the Santa Monica Mountains, the city is bound by topographic constraints and has limited options to manage evacuation demand for the key roadways during an emergency scenario. Despite these constraints and challenges, the City can build on the local and regional coordination that has been led by local agencies and residential groups to incorporate additional strategies that improve the efficiency of evacuation operations. These strategies can be organized into three categories:

1. Demand-side: when, how, and where people evacuate in an emergency.
2. Supply-side: the physical and operational infrastructure that facilitate an emergency evacuation.
3. Information-side: how information is shared and received in an emergency.

The Safety Element has been updated to incorporate policies that address demand-side, supply-side, and information-side strategies to improve emergency evacuation operations based on the findings of this emergency evacuation analysis, lessons learned from previous evacuation events, and best practice research. The Circulation Element includes a table of potential circulation enhancements for critical intersections and roadway corridors (Circulation Element Table VI-1). These potential enhancements could consider evacuation capacity and design treatments that could facilitate additional capacity in an evacuation scenario. Lastly, the City can also develop a catalog of sample roadway cross sections of best practice treatments with emergency access considerations. Although the sample cross sections will not be applicable in every scenario, they can serve as a framework and resource for the City to balance their Complete Streets goals with their emergency evacuation needs.



# Introduction

This emergency evacuation traffic assessment evaluates traffic operations during various emergency evacuation scenarios for the City of Calabasas as part of the City's Safety Element Update, Circulation Element Update, and on-going emergency evacuation planning efforts. The assessment identifies key evacuation roadways, operational constraints, and policy recommendations for the Safety Element, Circulation Element, and local and regional coordination for emergency evacuation. The methodology and recommendations are consistent with the requirements outlined in Assembly Bill (AB) 747<sup>4</sup>, AB 1409<sup>5</sup>, and Senate Bill (SB) 99<sup>6</sup>.

## Limitations and Restrictions

This document is intended to provide an assessment of roadway capacity during various evacuation scenarios. Please note that emergency evacuation can occur due to any number of events. Additionally, any emergency movement is unpredictable because it has an element of individual behavior related to personal risk assessment for each hazard event as the associated evacuation instructions are provided. As such, this assessment is intended to provide the City with a broad understanding of the capacity of the transportation system during an evacuation scenario; it does not provide a guarantee that evacuations will follow modeling that is used for analysis purposes, nor does it guarantee that the findings are applicable to any or all situations.

Moreover, as emergency evacuation assessment is an emerging field, there is no established standard methodology. Fehr & Peers has adopted existing methodologies in transportation planning that, in our knowledge and experience, are the most appropriate. Nevertheless, such methodologies are necessarily limited by the tools and data available and the budgetary and time constraints in the scope of work, and by current knowledge and state of the practice.

While this assessment should help the City better prepare for hazard related events and associated evacuations, the City should take care in planning and implementing any potential evacuation scenario. Fehr & Peers cannot and does not guarantee the efficacy of any of the information used from this assessment as such would be beyond our professional duty and capability.

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<sup>4</sup> CA Government Code Section 65302.15(a)

<sup>5</sup> CA Government Code Section 65302.15(a)

<sup>6</sup> CA Government Code Section 65302(g)(5)

## Background

A variety of events can cause the need for evacuation. In the City of Calabasas, the most likely hazards requiring evacuation include:

- Earthquake
- Flooding
- Hazardous Material Spillage
- Landslide
- Wildfire

These hazards, and several other hazards not directly linked to emergency evacuation, are identified in the City's Safety Element and the Las Virgenes-Malibu Council of Governments (LVMCOG) Multi-Jurisdictional Hazard Mitigation Plan, of which the City is a participating jurisdiction.

## Legislative Requirements

The State recently passed legislation that requires additional review of accessibility and evacuation routes when specific elements of the General Plan or other emergency planning documents, such as a Hazard Mitigation Plan, are completed or updated by a local agency. The three legislative requirements specific to emergency evacuation and the transportation system are described below:

- **SB 99 (2019)** – Requires review and update of the safety element to include information to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. In essence, this legislation assists in identifying neighborhoods and households within a hazard area that have limited accessibility. This analysis was conducted separately as part of the Safety Element Update. The results are included in Attachment A of the report for reference.
- **AB 747 (2019)** – Requires that the safety element be reviewed and updated to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This analysis is the focus of this report.
- **AB 1409 (2021)** – Requires that the safety element be reviewed and updated to identify evacuation locations under a range of emergency scenarios. Although this requirement was passed as the evacuation analysis was already in progress, evacuation locations were considered in the analysis.

## Report Organization

The remainder of this report is organized as follows:

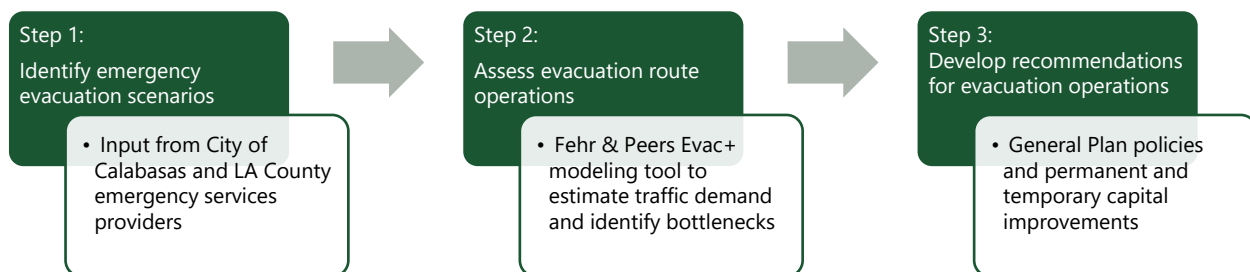
- Approach and Methodology
- Scenario Development and Modeling
- Conclusions and Recommendations



# Approach and Methodology

This analysis focused on evaluating evacuation operations during several emergency scenarios in accordance with AB 747 and AB 1409. The methodology outlined in Figure 1 was applied to analyze four emergency scenarios intended to reflect a range of potential evacuation events.

Figure 1 – Emergency Evacuation Analysis Process



## Identify Emergency Evacuation Scenarios

There is a wide range of potential emergency scenarios with varying levels of complexity that could occur in Calabasas. Four evacuation scenarios were identified and analyzed to reflect a range of potential emergency scenarios. The scenarios were developed by referencing existing documents, such as the Safety Element and LVMCOG Local Hazard Mitigation Plan, recent events, such as the Woolsey Fire After Action Report, and input from City of Calabasas staff and LA County emergency services providers, such as the County Fire Department, Sheriff's Department, and Office of Emergency Management. All scenarios were analyzed with a horizon (future) year of 2030 to include the Calabasas 2021 – 2029 Housing Element update housing opportunity sites. The remaining evacuation area reflects growth forecasted in the Southern California Association of Governments (SCAG) travel demand model, which is described in further detail in the Emergency Evacuation Operations Analysis section below. Table 1 describes the four evacuation scenarios and Figures 2 – 5 illustrate the four evacuation scenarios analyzed as part of this assessment.

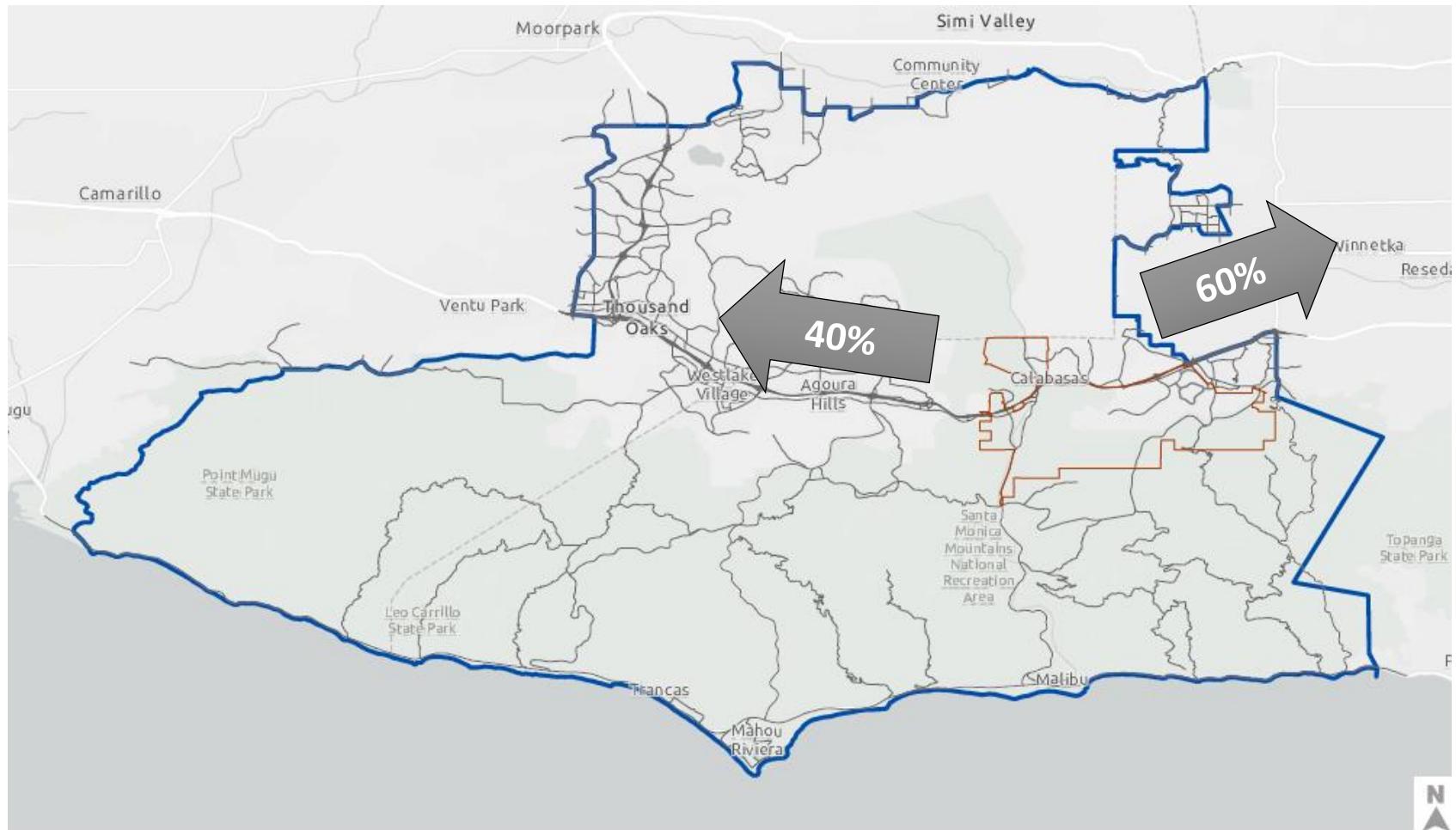
**Table 1 – Emergency Evacuation Scenarios**

Evacuation Criteria	Scenario			
	Scenario 1: Regional Fire Evacuation	Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)	Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction	Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)
<b>Description</b>	Large regional fire, such as the Woolsey Fire, requiring a regional evacuation.	Wildfire requiring local evacuation with heavy smoke limiting visibility.	Earthquake causes liquefaction* along Las Virgenes Road, and the intersection of Las Virgenes Road & Agoura Road is closed. A sub-set of Malibu residents evacuate north on Malibu Canyon Road to Las Virgenes Road due to a tsunami hazard.	Wildfire requiring local evacuation.
<b>Area</b>	Woolsey Fire footprint, including Calabasas, Agoura Hills, Thousand Oaks, and Malibu	Calabasas	Neighborhoods along Las Virgenes Road and Malibu Canyon Road in Calabasas and Malibu.	Calabasas
<b>Time</b>	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	1:00 AM – 3:00 AM	7:00 AM – 9:00 AM
<b>Population</b>	122,000	31,000	13,000	31,000
<b>Households</b>	43,000	11,000	4,000	11,000
<b>Vehicles</b>	79,000	22,000	8,000	22,000
<b>Routes</b>	Area north of Mulholland Highway evacuates along US-101, which has 50% capacity to reflect limited visibility due to darkness and smoke. Area south of Mulholland Highway (e.g. Malibu) evacuated along Pacific Coast Highway	All vehicles travel east on US-101 South due to smoke restricting ability to travel west on US-101 North. US-101 has 50% capacity to reflect limited visibility due to darkness and smoke.	Agoura Road & Las Virgenes Road intersection closed due to landslide. Vehicles use Lost Hills Road to evacuate along US-101, which has 50% capacity to reflect limited visibility due to darkness.	Vehicles can travel east or west on US-101. US-101 has full capacity in order to isolate effects of peak period commute travel.
<b>Distribution</b>	40% westbound, 60% eastbound	100% eastbound	30% westbound, 70% eastbound	40% westbound, 60% eastbound

\*Liquefaction occurs when soil grains in loose, saturated silty, sandy, or gravel soils attempt to rearrange themselves in a denser configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.



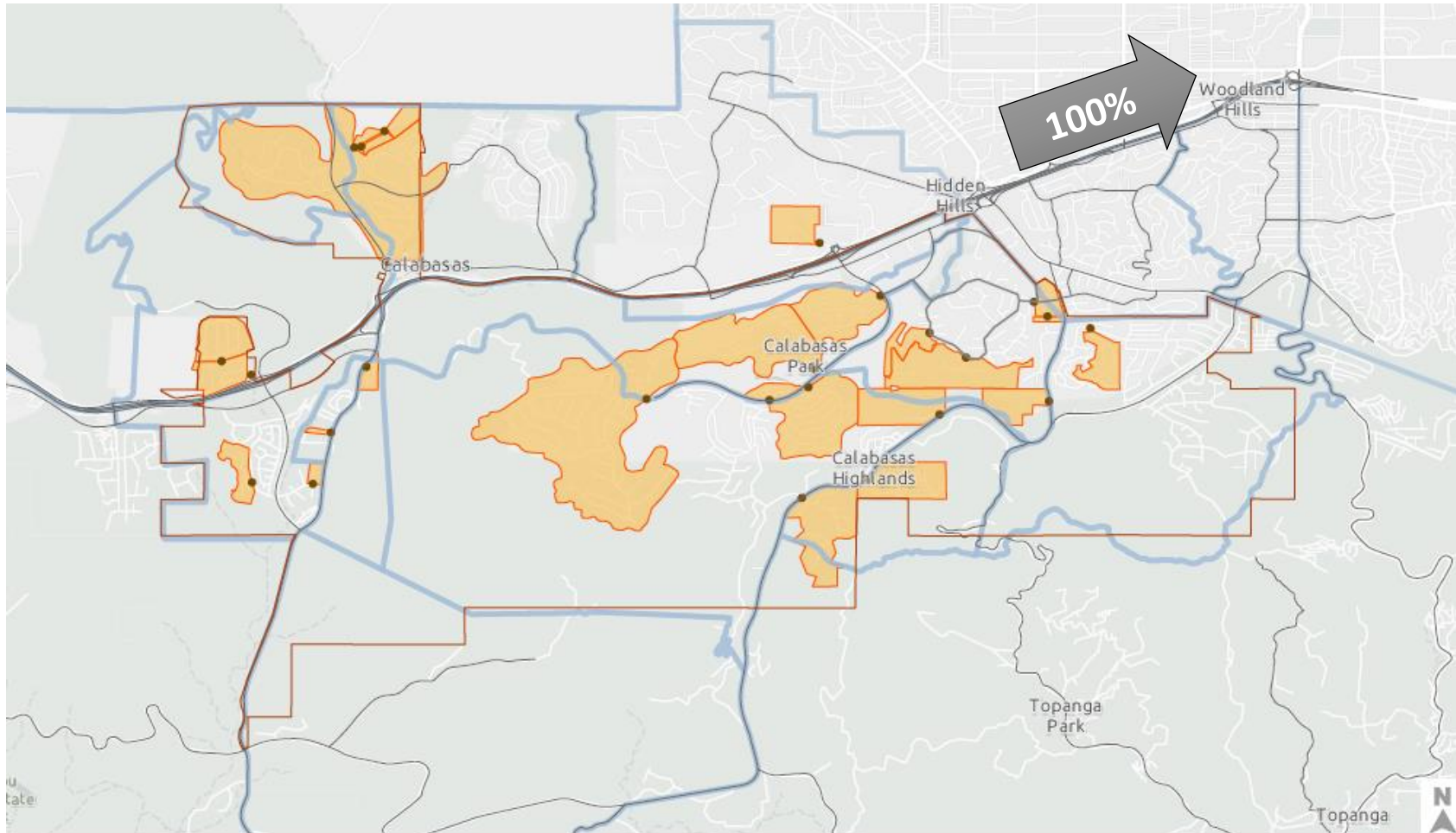
Figure 2 – Scenario 1: Regional Fire Evacuation



- Evacuation Area
- Calabasas City Boundary
- Evacuation Routes



Figure 3 – Scenario 2: Calabasas Citywide Fire Evacuation with US-101 North Closed (Night-time)







-  Evacuation Zones
-  Calabasas City Boundary
-  Single Entry/Exit Community
-  Evacuation Routes
-  Community Point of Entry/Exit



Figure 4 – Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction

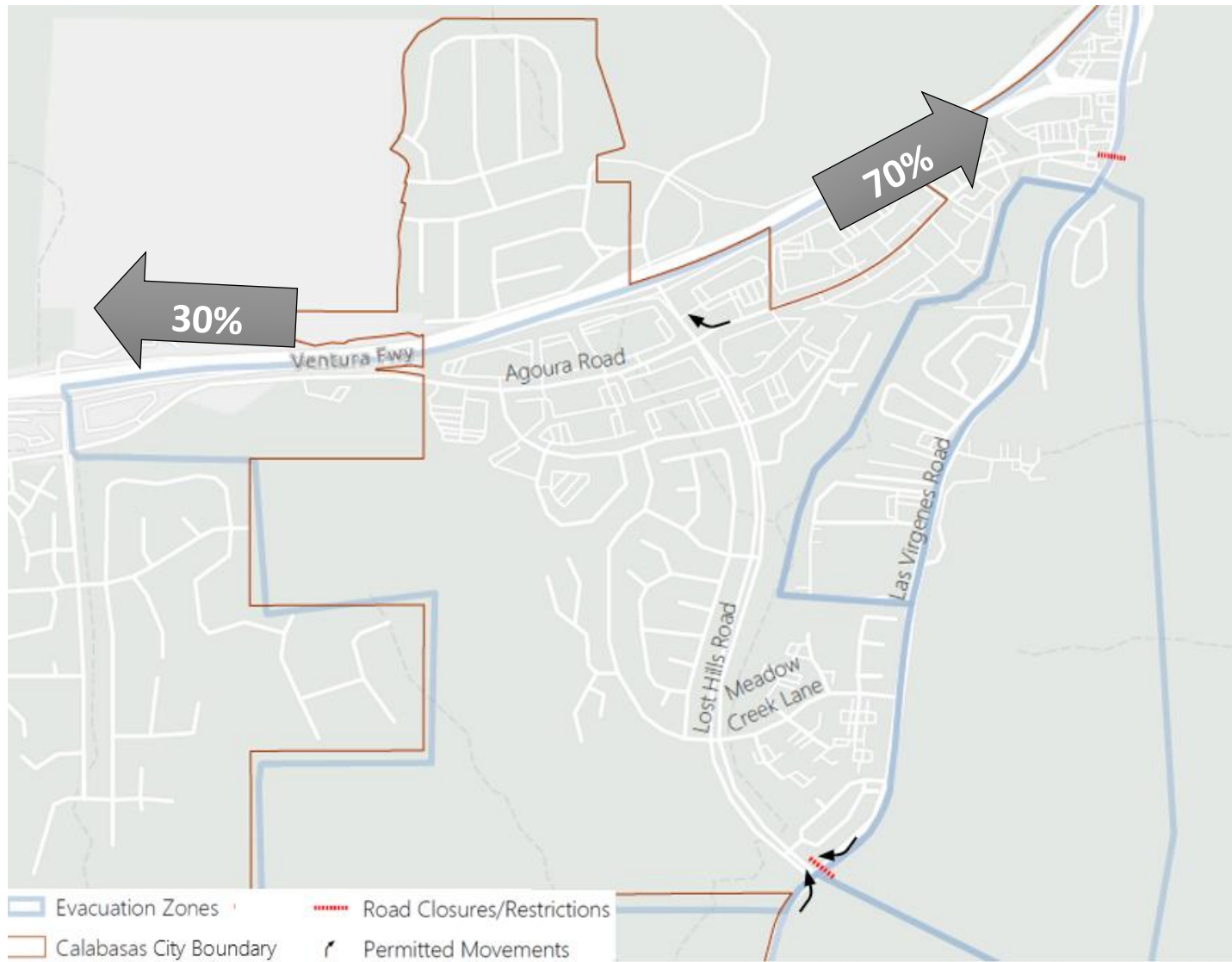
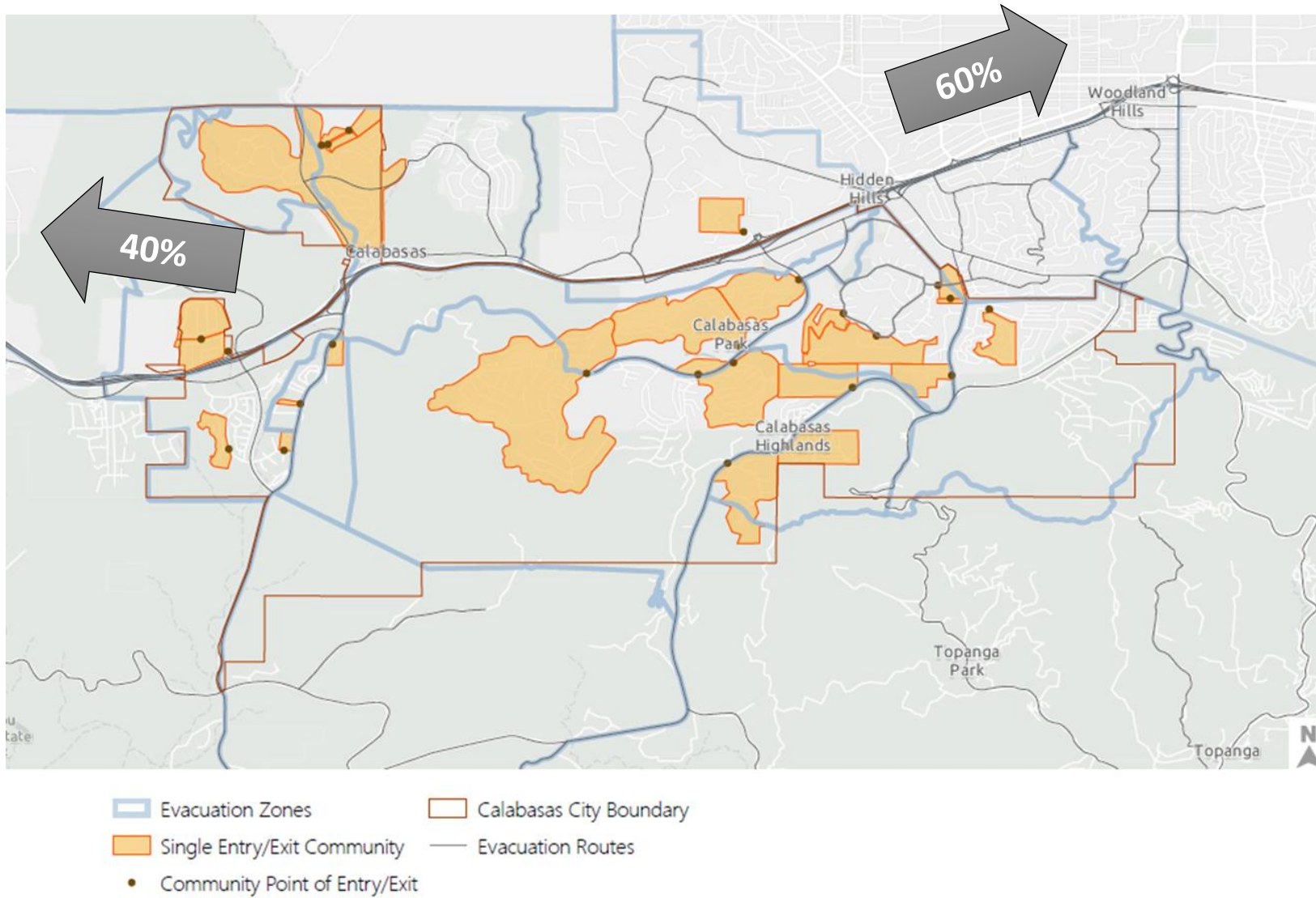


Figure 5 – Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)



## Identify Emergency Evacuation Routes

Since the City of Calabasas is located in the foothills of the Santa Monica Mountains, the city is bound by topography with a limited number of evacuation routes to the US-101 freeway. The City of Calabasas provides an evacuation route map with key evacuation routes as part of their Public Safety & Emergency Preparedness information (see Attachment B for the City's Evacuation Route Map):

- Las Virgenes Road
- Mulholland Drive/Valley Circle Boulevard
- Topanga Canyon Boulevard
- US-101

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

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

These roadway corridors were the focus of the evacuation analysis as critical roadways to access the US-101 and evacuate the City and adjacent areas.

## Emergency Evacuation Operations Analysis

The emergency evacuation operations analysis was conducted using the Fehr & Peers Evac+ tool, which is a modeling workflow that extracts the study area from the SCAG travel demand model to estimate vehicle demand and levels of congestion on 15-minute intervals during an evacuation window. The Evac+ workflow can be broken down into three steps:

1. Prepare the sub-area network representing the study area and the associated background trip tables.
2. Estimate evacuation trips during the evacuation event.
3. Dynamically assign trips, based on congestion, to the sub-area network in 15-minute intervals.

The following sections discuss each of these steps.

### *EVAC+ Step 1: Sub-Area Network and Trip Tables*

Supply and demand are two major aspects of any travel demand modeling exercise. In a travel demand model, the demand is usually derived from people having to perform some activity, for example going to work or evacuating during a wildfire. The resulting travel demand can be estimated from socioeconomic data of the individuals whose travel constitutes such demand. Supply is based on roadway capacity and travel speeds that determine how many vehicles can go through a certain section of the roadway per unit of time. The total travel taking place during an evacuation period is estimated as the sum of background travel, the kind that will happen irrespective of an evacuation, and evacuee vehicles that will enter the roads because there has been an evacuation order creating the need to travel. To obtain anticipated background travel for the analysis year (2030), the SCAG model was run with the Calabasas Housing Element Update opportunity sites. Since the entire SCAG area is too large to work with for the purposes of this analysis, a subset of the SCAG model area that covers the Woolsey Fire footprint, which is the largest geography covered in the evacuation scenarios, was extracted to analyze evacuation operations. The sub-area spans from the northern end of State Route 23 to the north, the western border of Thousand Oaks to the west, Pacific Coast Highway to the south, and Topanga Canyon Boulevard to the east.

The sub-area extraction includes roadways, trip tables, and transportation analysis zones (TAZs). The trip tables contain all the vehicular trips by trip purpose (e.g. work) between each of the TAZs and external gateways, which are primarily freeways and large arterials at the edge of the sub-area network that serve as a proxy for trips that start in and depart the sub-area. A conventional travel demand model looks at trip patterns aggregated in time periods. The SCAG model includes the following time periods: AM peak hour (AM: 6 AM to 9 AM), Midday (MD: 9 AM to 3 PM), PM peak hour (PM: 3 PM to 7 PM), Evening (EVE: 7 PM – 9 PM), and Night (NT: 9 PM to 6 AM). These standard time periods are too large to assess travel patterns and roadway operations during an evacuation with a large number of trips entering the roadway network at once. Therefore, the trip tables were disaggregated into 15-minute time periods to allow traffic assignment in 15-minute intervals.

### *EVAC+ Step 2: Estimate Evacuation Trips*

#### *Vehicle Travel Demand*

TAZs were used to represent neighborhoods and estimate evacuation travel demand with the number of trips per household. Each TAZ includes socioeconomic information based on census data, such as population, household size, number of employees, auto-ownership, and other factors that could affect the number of vehicles per household used during an evacuation. Since the SCAG model does not provide granular information regarding driver's license holders in a household, an Auto Utilization Factor was calculated based on the household size and number of vehicles ownership that is reflected in the socioeconomic data within the SCAG dataset (which is derived from household census data). It was assumed that some households with more than two vehicles would not be able to utilize all vehicles during an evacuation event (e.g., homes with three or four vehicles but only two licensed drivers).





Due to the nature of the SCAG model, travel by public transit, other shared modes (i.e., vanpool), or walking/biking were not considered in the operations analysis. This estimate also assumes that the zero vehicle households would require outside assistance. Evacuation needs for people without access to a vehicle were incorporated as part of the recommendations.

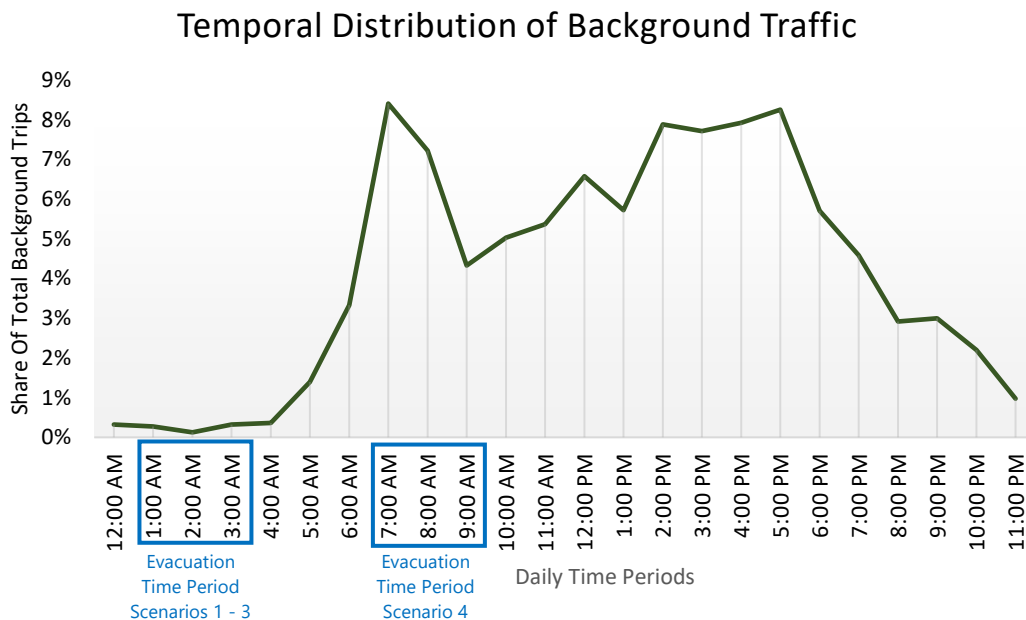
### Evacuation Traffic

The SCAG model is a 24-hour model with travel behavior changing depending on the time of day. When an evacuation order is issued, the starting point for evacuees is based on the estimated travel for typical daily activity. For example, an evacuation event during the middle of the night would create an evacuation trip for most that would begin at their residence and end at an evacuation destination either within or external to Calabasas. Conversely, an event that occurs during the middle of the day (when children are in school) could add trips (a trip home to pick up pets or belongings, a trip to pick up children at school or a school evacuation site, and then a trip to the ultimate evacuation destination). This analysis assumed residents were evacuating directly from their home without making any return trips.

### Background Traffic

Background traffic is associated with trips traveling to or from evacuation zones and is taken directly from the travel model for a typical day, then distributed over each hour of the day. Trips that do not end in evacuation zones go about their normal activity regardless of if the evacuation order has been given. Trips that would have traveled to the evacuation zone after the evacuation order is given do not travel and stay in the original zone. This assessment assumed an evacuation event during the middle of the night (1:00 – 3:00 AM) for Scenarios 1 - 3 to replicate the Woolsey Fire and minimize the number of variables between the three scenarios. Scenario 4, Calabasas Citywide Fire Evacuation, assumed an evacuation event during the morning commute period (7:00 – 9:00 AM) to maximize the population evacuating from residential neighborhoods and to also capture commute background traffic on the area roadways associated with typical commute travel patterns including heavy travel demand on US-101. Figure 6 illustrates the temporal distribution of background traffic for the evacuation scenarios.

Figure 6 – Temporal Distribution of Background Traffic in the SCAG Model



### Evacuation Departure Time

The departure time leaving the evacuation zones varies by the time and type of the event. For events where ample notice is given or a household/family unit is already together, less time is needed to prepare for the evacuation. On the other hand, where little notice of an event or when the household/family unit is not together, the time required to prepare for an evacuation is typically longer as residents may need to pack belongings, collect their animals, and conduct other coordination before beginning their evacuation trip.

### Evacuation Time Window

The evacuation time window is the time between when the evacuation starts and how many hours the evacuation zones will require to be fully evacuated, based upon the evacuation order. This assessment assumed that residents were evacuating within a two-hour evacuation window with the majority of trips evacuating in the second hour of the evacuation period as shown in Table 2. Although this is the assumed distribution for the EVAC+ model, emergency scenarios are often unpredictable, and driver behavior can be disorderly. Additionally, evacuation events are not linear (e.g., even distribution during the evacuation time period), and it is anticipated that evacuees would vacate at a rate that more closely resembles a bell curve from the time that the evacuation order is issued (as shown in Figure 7 and Table 2). This is consistent with other research on short-notice evacuation events as documented in the Approach to Modeling Demand and Supply for a Short-Notice Evacuation (Noh, Chiu, Zheng, Hickman, and Mirchandani, Transportation Research Record No. 2091) and the Florida Statewide Hurricane Evacuation Model / TIME (Roberto Miguel, AICP, December 9, 2015) presentation (although that distribution was for a much longer evacuation time window due to advanced warnings of hurricanes).





The capacity assessment of the network also changes the time needed for an evacuation. For example, scenarios where a 2-hour time window is assumed for evacuation (generally representing the time from evacuation order to the time most people begin their trip to leave the area), the total time needed for complete evacuation can be longer due to congestion and total distance traveled through and out of the area.

Figure 7 – Temporal Distribution of Evacuation Trips

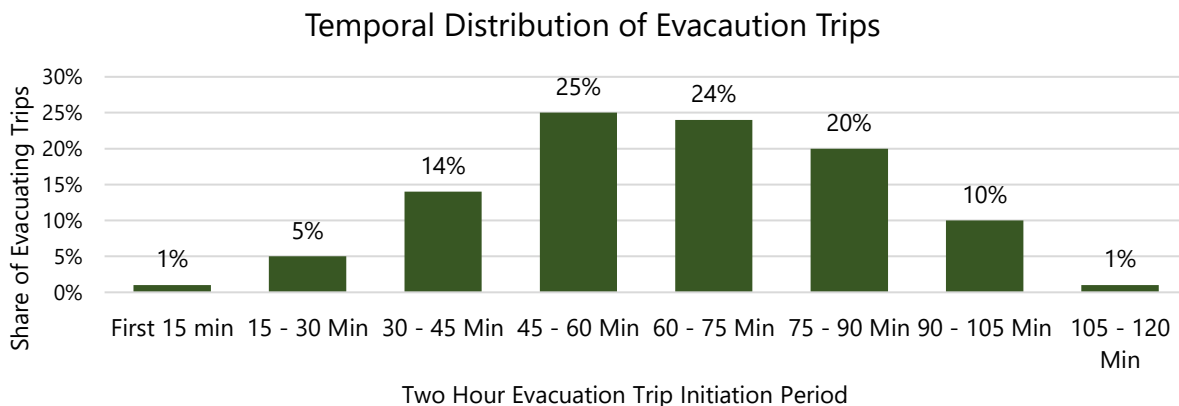


Table 2 – Temporal Distribution of Evacuation Trip Initiation for Evacuation Scenarios

Evacuation Analysis Period		Share of Evacuation Trips
Scenario 1 – 3	Scenario 4	
1:00 AM – 1:14 AM	7:00 AM – 7:14 AM	1%
1:15 AM – 1:29 AM	7:15 AM – 7:29 AM	5%
1:30 AM – 1:44 AM	7:30 AM – 7:44 AM	14%
1:45 AM – 1:59 AM	7:45 AM – 7:59 AM	25%
2:00 AM – 2:14 AM	8:00 AM – 8:14 AM	24%
2:15 AM – 2:29 AM	8:15 AM – 8:29 AM	20%
2:30 AM – 2:44 AM	8:30 AM – 8:44 AM	10%
2:45 AM – 2:59 AM	8:45 AM – 8:59 AM	1%

### Evacuation Destination

Trips departing evacuation zones are allocated to shelters (i.e., hotels or large gathering spaces) or model gateways representing the destinations outside of the model area. The capacity of each shelter within the model area and the shelter opportunities represented at the gateways are used to determine the destinations of evacuation trips. An iterative process is used to assign evacuation trips to shelters without resulting in the shelters being overcapacity. If overcapacity, the additional trips are assigned to shelters outside of the model areas represented by the gateways. Table 3 describes the evacuation destination distribution for Calabasas under each scenario.

**Table 3 – Calabasas Evacuation Destinations**

Evacuation Destination	Scenario 1: Regional Fire Evacuation	Scenario 2: Calabasas Citywide Fire Evacuation (Night)	Scenario 3: Local Evacuation along Las Virgenes Road due to Earthquake with Liquefaction	Scenario 4: Calabasas Citywide Fire Evacuation (AM)
Hotels (Internal to study area)	0% Destination hotels are external to study area.	0% Destination hotels are external to study area.	5% Hotels in Calabasas and Agoura Hills	0% Destination hotels are external to study area.
Shelters & Stadiums (internal to study area)	0% Destination shelters and stadiums are external to study area	0% Destination shelters and stadiums are external to study area	25% Calabasas: AC Stelle Middle School, Calabasas High School, and Civic Center Agoura Hills: Agoura High School and residential neighborhoods near Agoura High School as a proxy for evacuating to local family/friends	0% Destination shelters and stadiums are external to study area
East Gateway	60%	100%	40%	60%
West/North Gateway	40%	0%	30%	40%
South Gateway	0%	0%	0%	0%

*EVAC+ Step 3: Dynamic Trip Assignment*

Trips were assigned using the EVAC+ tool. The EVAC+ tool relies on the Transportation Analysis Zones (TAZs) and existing roadway network extracted from the Southern California Association of Governments (SCAG) travel demand model. Where needed, additional roadway details were added to the network model to better reflect the possible routes people would take to evacuate. The tool references trip tables for areas outside of the study area to form the “background” traffic estimates on the roadways not affected during an evacuation event. Areas affected by the evacuation event are then processed through the EVAC+ tool trip estimator to forecast the number and sequencing of trips that occur due to the event.

The sub-area extracted network and new trip tables are then input into a Dynamic Traffic Assignment (DTA) model. A DTA model estimates traffic and levels of congestion on 15-minute intervals and, as link congestion builds (roads fill with cars), it dynamically reassigns traffic to less congested routes. This process helps identify congested locations on the network that should be considered during an evacuation event.



# Emergency Evacuation Assessment

The EVAC+ tool, as described in the Approach and Methodology section, was used to estimate traffic conditions and operations during each of the four evacuation scenarios. The results of each scenario are described in the following sections.

## Scenario 1: Regional Fire Evacuation

Scenario 1 was modeled after the Woolsey Fire, which was documented in the *County of Los Angeles After Action Review of the Woolsey Fire Incident*<sup>7</sup>. The After Action Report notes that the City of Calabasas received a voluntary evacuation on November 8, 2018 at 3:30 PM followed by a mandatory evacuation notice on November 9, 2018 at 1:35 AM. This analysis scenario defined an evacuation window of 1:00 – 3:00 AM to simulate the study area evacuating on short notice.

Evacuation distribution was estimated using StreetLight data, which is a data platform that provides origin-destination patterns, traffic count estimates, and other mobility metrics using data from location-based services, such as mobile devices and GPS units. A StreetLight data origin-destination analysis was conducted for the Woolsey evacuation period (November 9, 2018 from 1 to 4 AM). The origin-destination analysis assessed the number of trips originating from Calabasas TAZs and traveling to TAZs in the SCAG region. The destination TAZs were aggregated to calculate an approximate distribution of 40% of trips traveling westbound on the US-101 North and 60% of trips traveling eastbound on the US-101 South.

Figure 9 illustrates the results for Scenario 1. As illustrated by the changing thickness (volumes) of the roadway segments, the evacuation activity follows the bell curve of the two-hour evacuation period with 45 percent of evacuees departing in the first hour and 55 percent of evacuees departing in the second hour. This scenario also demonstrates the sensitivity of the US-101 freeway as the main exit route for Calabasas and the surrounding region. Agoura Road, Mureau Road, and Calabasas Road are roadways within Calabasas that are parallel to the US-101 and may be seen as an alternative route to bypass traffic and congestion on the freeway.

## Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)

Scenario 2 modeled a citywide evacuation due to a localized fire with evacuation traffic limited to traveling eastbound on the US-101 south to the Los Angeles area due to hazardous conditions on the US-101 North (locally westbound). Figure 10 illustrates the results for Scenario 2. Similar to Scenario 1, Scenario 2 illustrates the importance of US-101 and parallel routes to facilitate evacuation out of the city. Given that the number of evacuating vehicles is lower than Scenario 1, the demand on US-101 builds up slower and dissipates faster in this scenario.

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<sup>7</sup> County of Los Angeles, *After Action Review of the Woolsey Fire Incident*, November 17, 2019.

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

Scenario 3 modeled a localized evacuation on the US-101 after an earthquake for Calabasas communities along Las Virgenes Road due to liquefaction and for Malibu residents along Malibu Canyon Road due to a tsunami hazard warning<sup>8</sup>. Figure 8 illustrates the liquefaction zones in the region identified in the LVMCOG Local Hazard Mitigation Plan. In some cases, Malibu residents would not be able to travel north on Malibu Canyon Road and Las Virgenes Road due to hazardous road conditions or closures. However, Scenario 3 accounted for evacuees from Malibu to capture the potential for additional evacuation demand on roadways in the City of Calabasas. This scenario assumed that the intersection of Las Virgenes Road & Agoura Road would be closed due to liquefaction. Therefore, vehicles traveling north on Malibu Canyon Road/Las Virgenes Road would be directed to turn left at the Las Virgenes Road & Lost Hills Road intersection. Communities along Las Virgenes Road between Agoura Road and Lost Hills Road would be directed to travel south and turn right on Lost Hills Road to then travel north towards the US-101. Lastly, communities along Agoura Road between Las Virgenes Road and Lost Hills Road would be directed to travel west on Agoura Road and turn right at Lost Hills Road. These road closures/restrictions and permitted turn movements are illustrated in Figure 4 under the Approach and Methodology section (Page 7).

Figure 8 – Liquefaction Zones in the Las Virgenes Malibu Council of Governments Region



Figure 11 illustrates the results for Scenario 3. As congestion on Las Virgenes Road builds, some of the vehicles traveling north on Malibu Canyon Road turn on Piuma Road to connect to Mullholland Highway via Cold Canyon Road. Given that this evacuation scenario is even more localized than Scenario 2, the US-

<sup>8</sup> Liquefaction occurs when soil grains in loose, saturated silty, sandy or gravel soils attempt to rearrange themselves in a dense configuration when subjected to strong earthquake ground motions. Liquefaction can result in landslides and/or damaged utilities and structures supported by shallow or deep foundations.



101 freeway does not have congestion until around 2:00 AM. Although access to the US-101 is also important in this scenario, the key challenge is managing evacuation traffic when there are limited evacuation routes for a localized evacuation due to topography.

## **Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)**

Scenario 4 modeled a citywide evacuation due to a localized fire during the AM peak hour (7:00 AM – 9:00 AM). This scenario had no capacity reductions or travel restrictions on the US-101 to isolate the effects of peak period commute travel on evacuation travel. The AM peak hour was analyzed because most residents would still be at home resulting in a high evacuation demand compared to a PM peak hour where many residents would be away from home.

Figure 12 illustrates the results for Scenario 4. Unlike the other three scenarios, Scenario 4 has roadway congestion on local roads and the US-101 before the citywide evacuation notice is issued as vehicles are already on the road traveling to work and other destinations as part of a “normal” weekday. As the evacuation period begins, local roadways become increasingly congested and the US-101 is heavily impacted with congestion given the significant influx of vehicles evacuating Calabasas. Similar to Scenario 1, given the high number of vehicles on the road, the congestion does not dissipate until after the evacuation period is over.

### **Scenario 4 Alternative (Scenario 4B)**

Given that Calabasas is heavily dependent on the US-101 for not only typical travel but also evacuation travel, Scenario 4 was also modeled without regional through traffic to test how evacuation operations would improve if upstream and downstream traffic on the US-101 was restricted in response to an evacuation event/order. This modified scenario had an approximate 35 percent reduction in the number of vehicles traveling on the US-101. With the reduction in regional through traffic on US-101, this scenario still shows the US-101 experiencing heavy traffic and congestion. However, the local roadways in Calabasas do not get as congested because evacuating vehicles can get on the US-101 more efficiently. Restricting pass-through travel for vehicles that do not need to evacuate would require coordination with neighboring jurisdictions and with Caltrans on how to best manage traffic flows on US-101.



Figure 9 – Results for Scenario 1: Regional Fire Evacuation

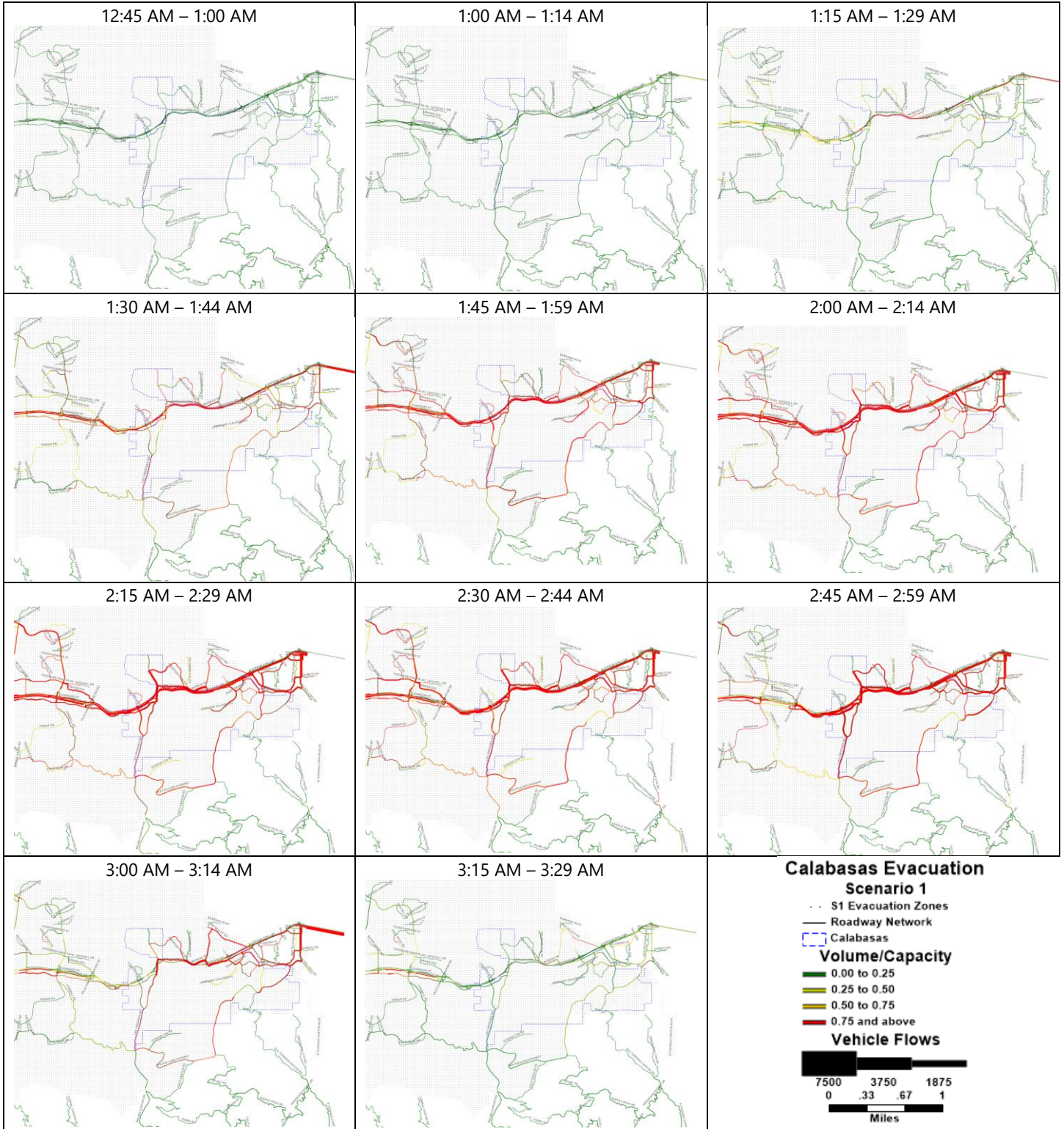




Figure 10 – Results for Scenario 2: Calabasas Citywide Fire Evacuation (Night-time)

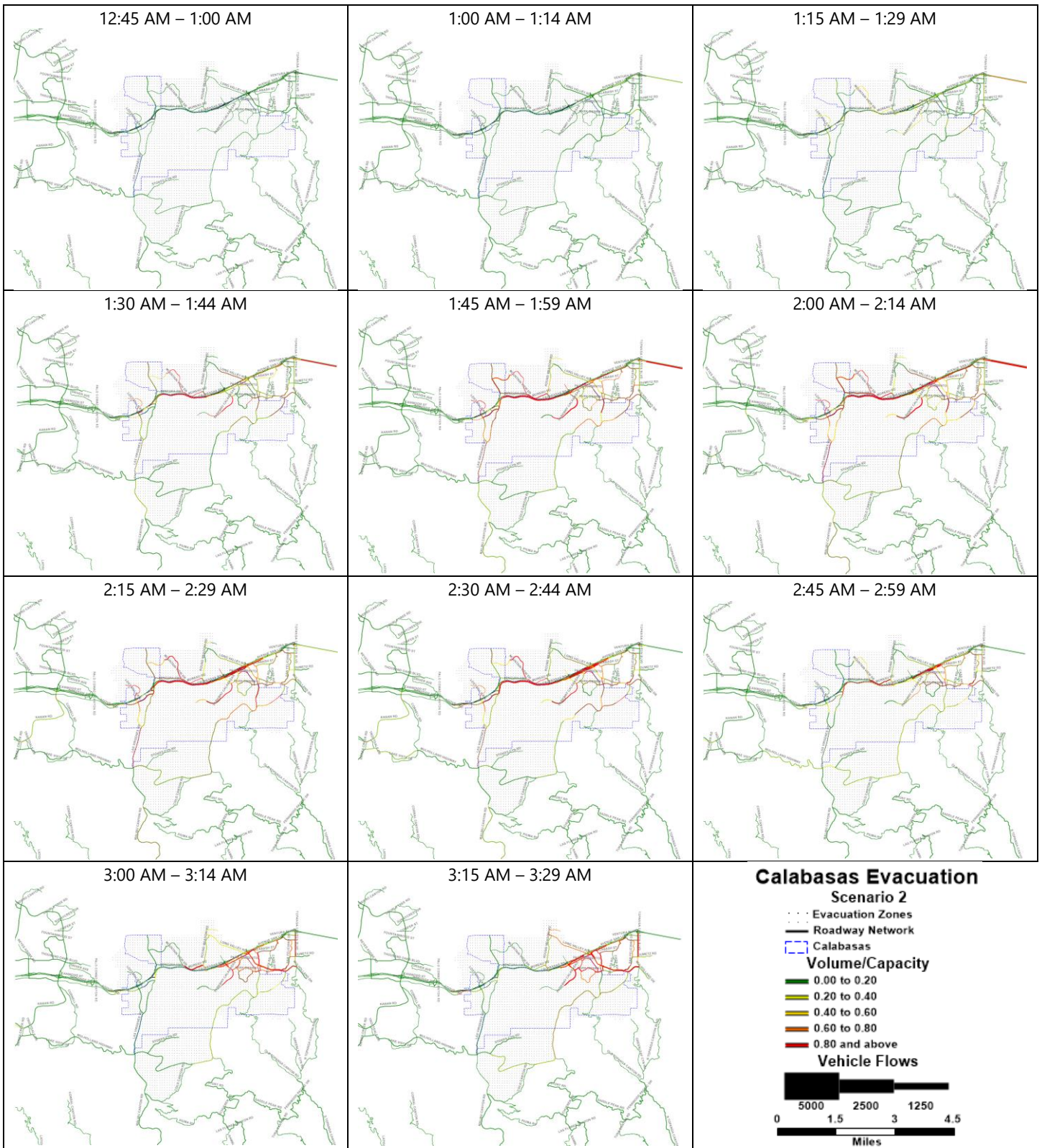




Figure 11 – Results for Scenario 3: Localized Evacuation along Las Virgenes Road due to Earthquake with Liquefaction Evacuation

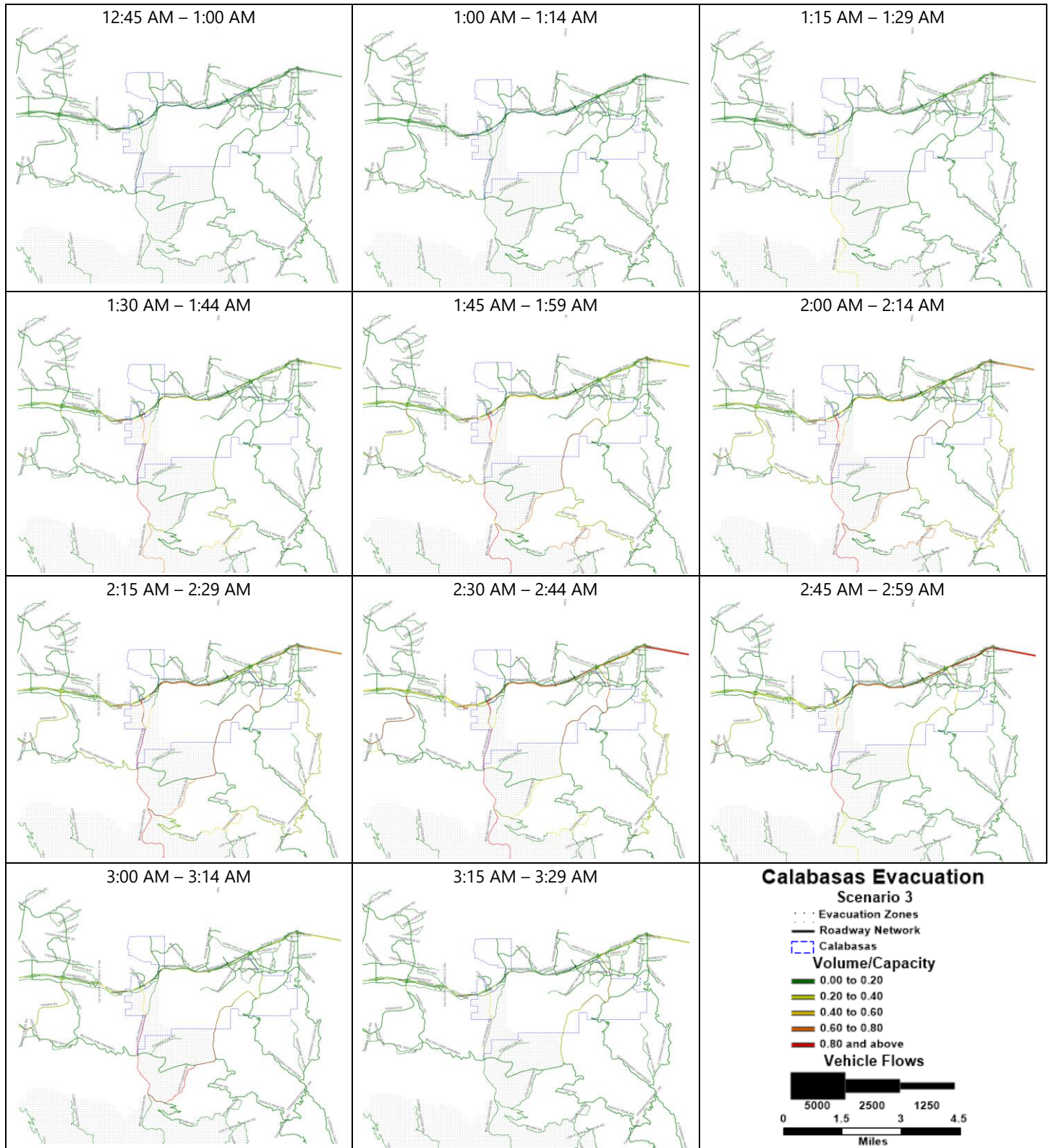


Figure 12 – Results for Scenario 4: Calabasas Citywide Fire Evacuation (Morning Commute Period)

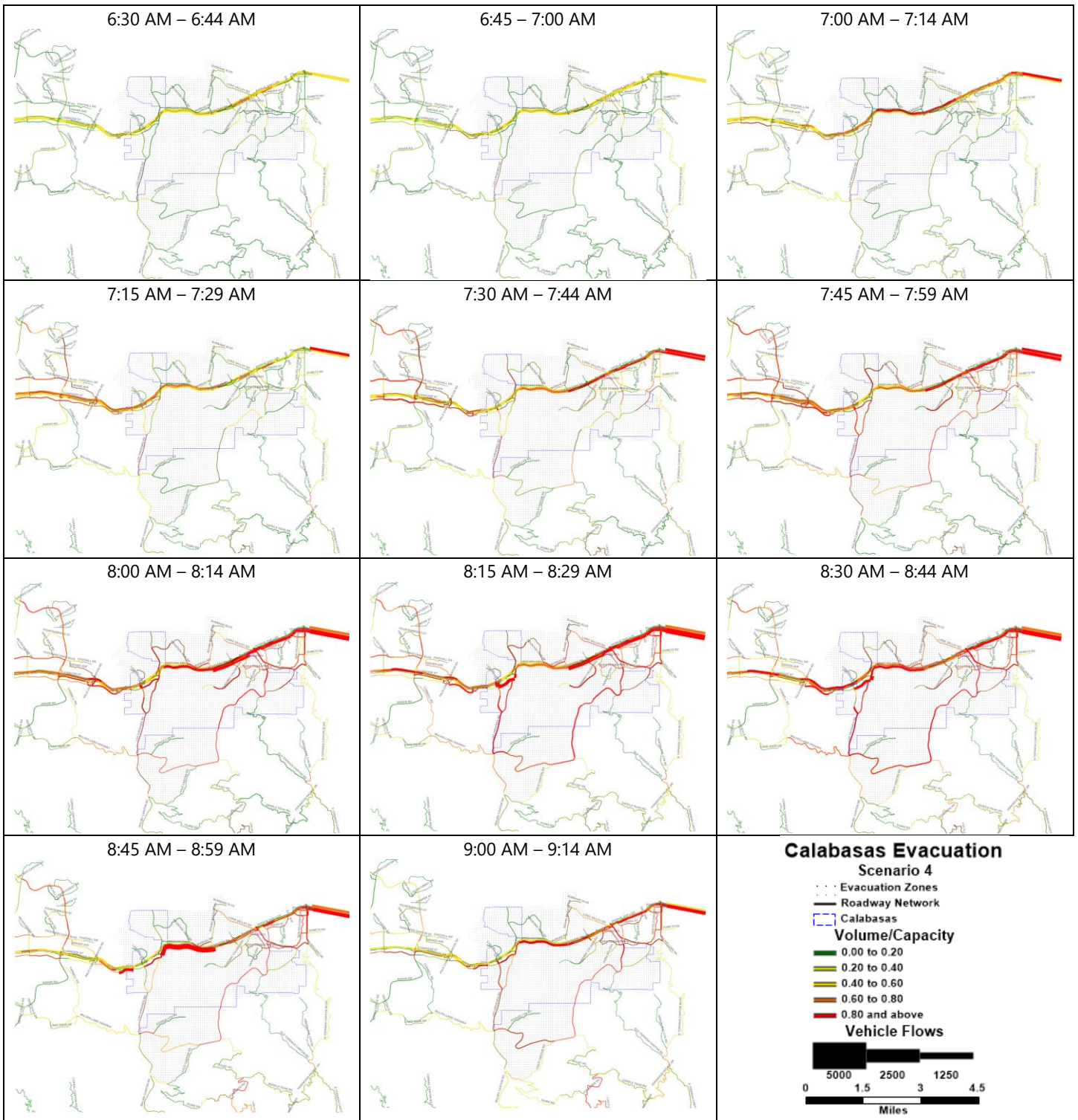
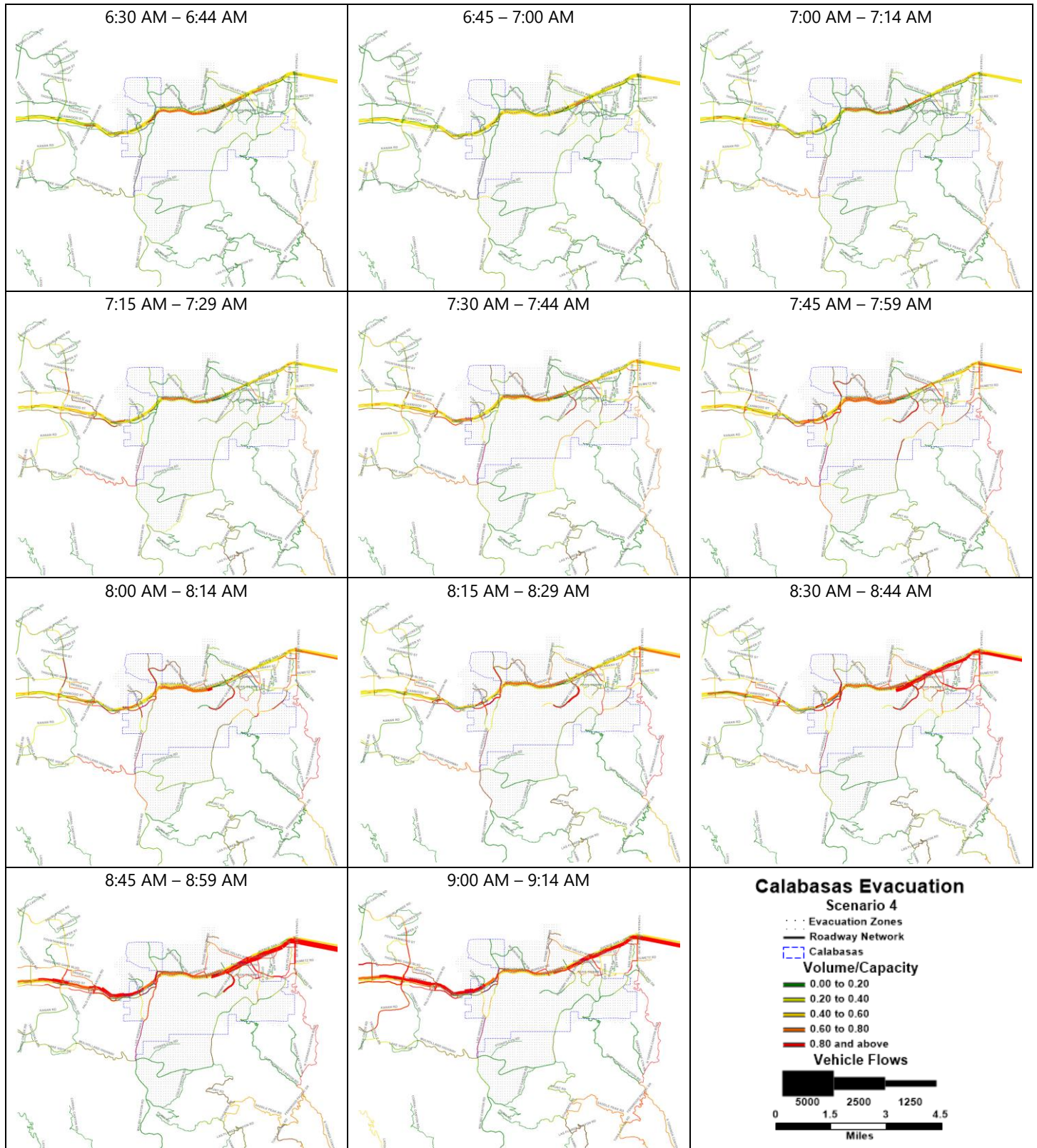




Figure 13 – Results for Scenario 4B: Calabasas Citywide Fire Evacuation (Morning Commute Period) with Restricted Upstream and Downstream Freeway Access



# Recommendations

Given topographic constraints, the City of Calabasas has limited options to manage evacuation demand during an emergency scenario. The four emergency evacuation scenarios analyzed as part of this emergency evacuation assessment highlight the significance of the US-101 as a key regional evacuation route and the importance of protecting local roadways for people in Calabasas to evacuate as vehicles on the US-101 may see local parallel roads as alternative routes to avoid congestion.

Despite these constraints and challenges, the City can build on the local and regional coordination that has been taking place by local agencies and residential groups to incorporate additional strategies that improve the efficiency of evacuation operations. These strategies can be organized into three categories:

4. Demand-side: when, how, and where people evacuate in an emergency.
5. Supply-side: the physical and operational infrastructure that facilitate an emergency evacuation.
6. Information-side: how information is shared and received in an emergency.

## Safety Element of the Calabasas 2030 General Plan

Based on the findings of the evacuation assessment, the City's Safety Element has been updated to incorporate policies that address demand-side, supply-side, and information-side strategies to improve emergency evacuation operations.

### Demand-Side Policies

- Policy VII-55: Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers or designated cooling or smoke relief center during emergencies. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for evacuation centers and other critical facilities in the event of power outages.
- Policy VII-69: Consider the needs of vulnerable populations in the city, such as senior housing facilities and schools, and others without access to a personal vehicle in City evacuation plans.
- Policy VII-70: Encourage residents to evacuate in a timely manner to reduce last-minute evacuations and concentrated demand on the roadway network. Coordinate with the school district to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.
- Policy VII-71: Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Anticipate school district evacuation needs as part of evacuation orders.
- Policy VII-72: Issue mandatory evacuation orders based on characteristics of the hazard, such as fire spread characteristics.

- Policy VII-73: Encourage residents to take only one or two vehicles (based on household size) to reduce the number of evacuating vehicles. Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.
- Policy VII-74: Close routes upstream from the hazardous area to decrease demand on key evacuation routes.
- Policy VII-75: Coordinate with Caltrans to manage freeway lanes restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway.
- Policy VII-78: Use high-capacity public transit vehicles to reduce the use of single occupancy vehicles and increase the number of evacuees.

### Supply-Side Policies

- Policy VII-56: Ensure that the LACFD has completed access to all locations in the City, including gated communities and critical infrastructure.
- Policy VII-59.a: Develop and employ evacuation alternatives and/or alternative emergency access routes in neighborhoods that have single ingress/egress.
- Policy VII-59.b: Develop and maintain evacuation options for vulnerable populations, including residents with mobility challenges.
- Policy VII-59.d: Designate safety zones or shelter-in-place locations as potential places of refuge when evacuation routes become blocked.
- Policy VII-60: Require new development to provide adequate access (ingress, egress) and a minimum of two roadways with widths and lengths in compliance with California Building Code Chapter 7A requirements.
- Policy VII-64: Maintain emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability.
- Policy VII-66: Future roadway design, especially in areas that have less accessibility and on key evacuation routes, should consider evacuation capacity and consider design treatments such as painted medians (instead of raised medians) or other treatments that could assist in creating reversible lanes and facilitate additional capacity in an evacuation event scenario.
- Policy VII-67: Evacuation event signal timing should be periodically reviewed and updated to provide additional evacuation capacity. Incorporate Caltrans in the City's emergency operations center protocol to develop emergency evacuation signal timing for freeway on and off-ramps.
- Policy VII-68: Continue coordinating with nearby jurisdictions, the Las Virgenes-Malibu Council of Governments (LVMCOG) and Los Angeles County Office of Emergency Management on developing strategies to address freeway congestion on the US-101 freeway which functions as the main evacuation route in the region.
- Policy VII-79: Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.



- Policy VII-85: Coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways.

### **Information-Side Policies**

- Policy VII-46: Provide bilingual (English and Spanish) public health, emergency preparedness, and evacuation information and signage to citizens through libraries, the City website, radio, schools, and other social media platforms.
- Policy VII-47: Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as senior, young children, and individuals with physical disabilities.
- Policy VII-49: Provide Community Emergency Response Training (CERT) to increase disaster preparedness training to the community at the neighborhood level.
- Policy VII-59.c: Designate and publicize evacuation routes; include existing pedestrian pathways.
- Policy VII-61: Conduct regular evacuation trainings with single-access community HOAs and residents; encourage residents in single-access communities to maintain emergency supplies for at least 3 - 10 days.
- Policy VII-63: Improve coordination between frontline emergency personnel, CERP, EPIC, media sources, and the school district to ensure accurate and clear information is being disseminated.
- Policy VII-80: Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems).
- Policy VII-81: Monitor traffic using intelligent transportation system (ITS) technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as needed.
- Policy VII-82: Establish a redundant and resilient communications system to ensure uninterrupted emergency operations and communications such as through solar photovoltaic systems and battery storage, phone/text alerts, radio, sirens/loudspeaker, and signage.

## Circulation Element of the Calabasas 2030 General Plan

Safety Element Policy VII-66 recommends that future roadway design should consider evacuation capacity and consider design treatments that could facilitate additional capacity in an evacuation scenario. The Circulation Element includes a table of potential circulation enhancements on critical intersections and roadway corridors (Table VI-1). As those projects are implemented, the City can take emergency access into consideration. Examples of emergency access considerations are noted in Table 4.

**Table 4 – Emergency Access Considerations for Circulation Element Transportation Projects**

Potential Enhancement	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 active transportation facilities.	Explore bicycle facility or shoulder design that can accommodate an additional (temporary) vehicle travel lane during an evacuation.
Consider a reduction in vehicle lanes on Lost Hills Road, south of Malibu Hills Road, to improve active transportation opportunities, improve crossing safety, and reduce through vehicle traffic and speeds.	
Provide active transportation only connectivity to Las Virgenes Road from the end of Calabasas Road (i.e. near the Juan Bautista de Anza East Trailhead).	Explore bicycle/pedestrian corridor design that can facilitate emergency vehicle access during an evacuation.

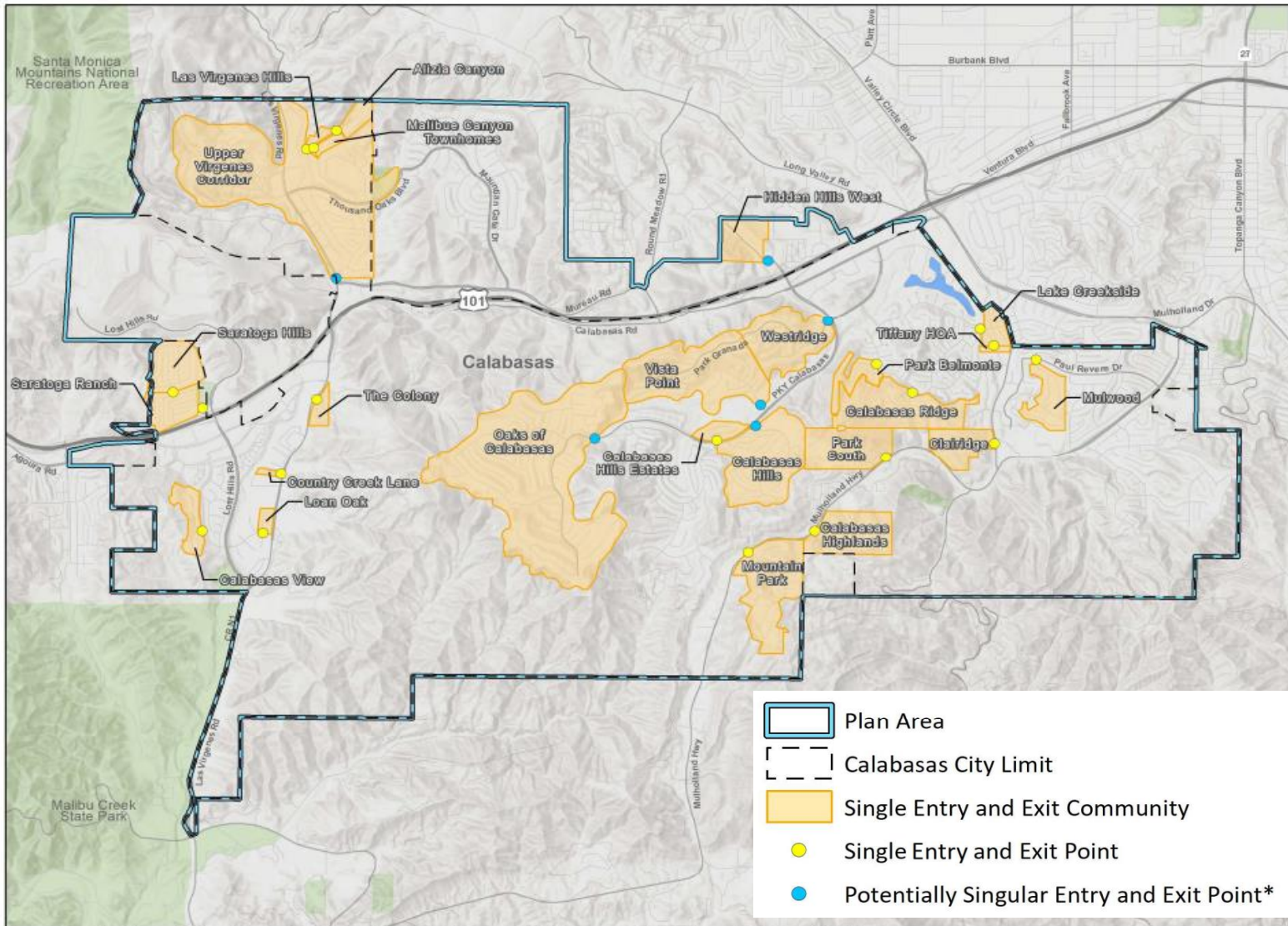
The City can also develop a catalog of sample roadway cross sections of best practice treatments with emergency access considerations. Although the sample cross sections will not be applicable in every scenario, they can serve as a framework and resource for the City to balance their Complete Streets goals with their emergency evacuation needs.





**Attachment A: Senate Bill 99 Analysis –  
Map of Single Point of Entry  
Communities**

# 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.

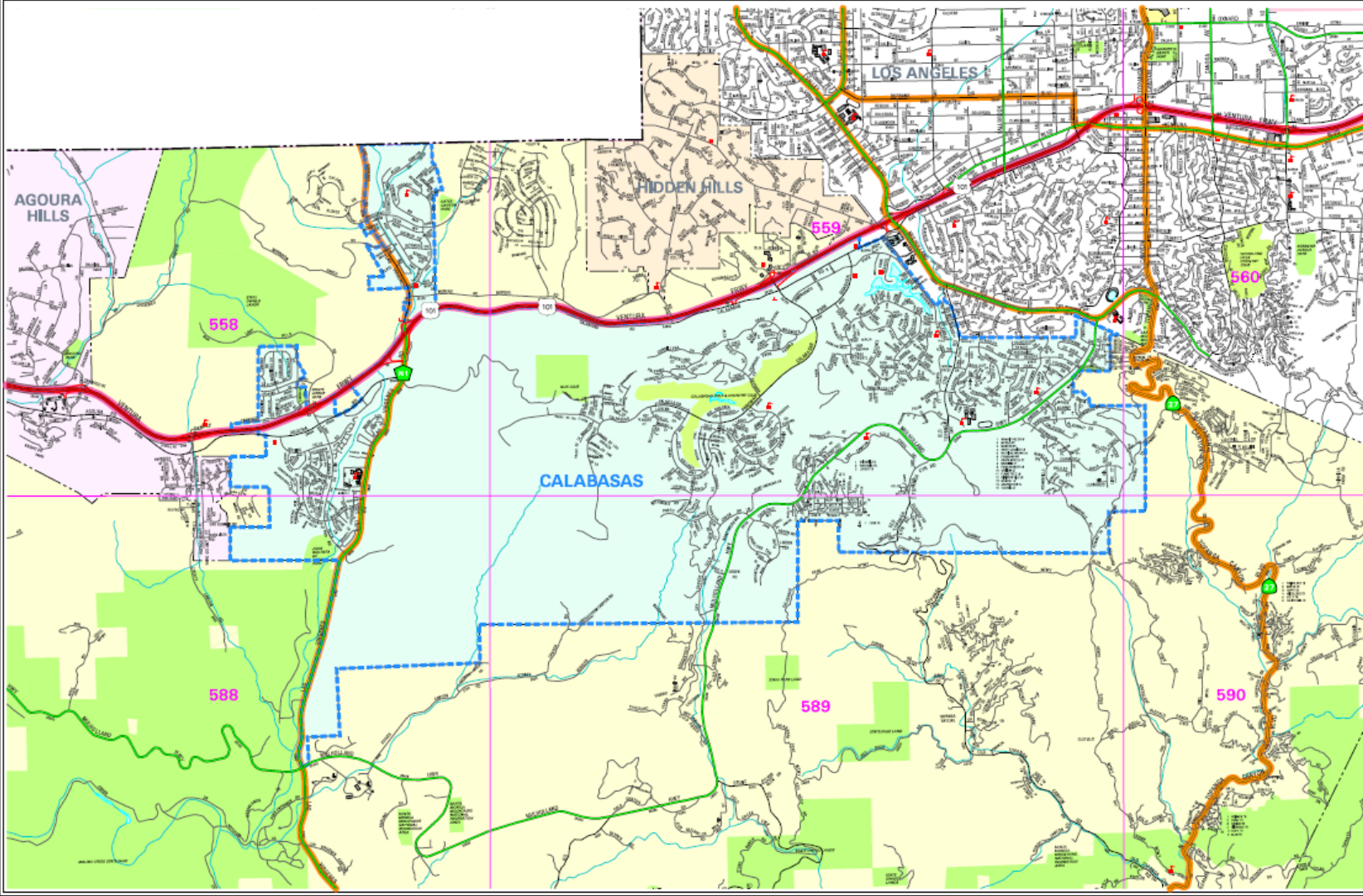
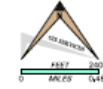
**Attachment B: City of Calabasas Public  
Safety & Emergency Preparedness  
Evacuation Route Map**

- City Boundary
- Freeway Disaster Route
- Disaster Route
- Thomas Gulde Page Grid

# CITY OF CALABASAS

( Map Size: 22" x 17" )

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Source: <https://www.cityofcalabasas.com/government/public-safety-emergency-preparedness/evacuation-route-maps>

# CITY of CALABASAS

## 2030 General Plan

### XIII. GENERAL PLAN IMPLEMENTATION

The implementation programs of the Calabasas General Plan describe the specific actions that the City will take and will require for new development in order to implement the City's vision of its future as expressed in General Plan goals, objectives, approaches, and policies. General Plan implementation is organized into four general categories. In addition to the Housing Improvement Program, which is contained in the Housing Element (Chapter V), the types of implementation actions include the following:

- ***Follow-up Studies and Actions*** include studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.
- ***Intergovernmental Coordination and Community Involvement*** outlines actions to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Calabasas.
- ***Strategic Planning*** integrates the General Plan with the ongoing operations of the City of Calabasas and the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the California Environmental Quality Act (CEQA).

#### XIII.A Follow-Up Studies and Actions

The City will update and maintain a Development Code that provides rules and standards that implement the General Plan. The Development Code will detail the City's development/environmental review process, maximum allowable impacts for individual development projects, and performance standards that must be met by new development. Each of these components will be consistent with 2030 General Plan goals, policies, and approaches.

##### City of Calabasas Development Code<sup>1</sup>

Subsequent to adoption of the 2030 General Plan, the City will adopt an updated Development Code to implement the General Plan. The Development Code will

<sup>1</sup> An updated Land Use and Development Code was adopted in January 2010.





### XIII. GENERAL PLAN IMPLEMENTATION

encompass both zoning and subdivision ordinances. Included in the zoning portion of the Development Code will be preparation of a new zoning map to reflect the General Plan land use map (**Figure II-1** in the Land Use Element, Chapter II).

Issues to be addressed in the updated Development Code include, but are not limited to:

- *Performance standards for proposed new development*
- *Hillside development regulations*
- *Subdivision requirements, including specific requirements for small lots and cabin lots*
- *Grading guidelines and regulations*
- *Land use regulations, including specific requirements for the siting and construction of structures intended for human occupancy within areas subject to wildland fires*
- *National Pollution Discharge Elimination System (NPDES) requirements*
- *Best management practices for erosion control, water quality management, reduction of air pollutant emission, source reduction and recycling, and energy conservation*
- *Code enforcement and development performance monitoring*
- *Signage regulations that require that commercial, office, and business park developments portray a precise concept for adequate signage*
- *Parking, including applicable transportation control measures and management of parking within residential neighborhoods*
- *Screening of recreational vehicles and boats that are stored within residential neighborhoods*
- *Landscaping, including an emphasis on the use of native and naturalized species, requirements for the planting of street trees, and provisions for ongoing maintenance of required landscaping*
- *Open space requirements for multi-family development, including requirements for provision of appropriate active recreational facilities onsite*
- *Siting and design of communication technology facilities*
- *Noise impacts associated with construction activity and other activities on private properties*
- *Regulations for home occupations to provide reasonable opportunities or individuals to work at their own homes without disturbing the residential character of the neighborhood*
- *Administrative procedures for development/environmental review and appeals*
- *Design guidelines*



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- *Non-conforming use guidelines*
- *Environmental protection requirements*
- *Public health and safety requirements*
- *Water and energy efficiency requirements*
- *Oak tree preservation*

#### Future Annexations

The City of Calabasas will undertake studies to determine the feasibility of annexing areas within the City's plan area (as depicted on Figure I-1 in Chapter I, *Introduction*), but outside the Calabasas corporate boundaries. Such studies will assess: (1) whether or not property owners within the potential annexation areas have interest in annexing to the City; (2) whether political obstacles that may make annexation infeasible exist; (3) the potential benefits of annexation to the City; and (4) the fiscal impacts of annexation.

In particular, the City will pursue studies to determine whether or not annexation of the Craftsman's Corner area north of the Ventura Freeway and generally east of Parkway Calabasas is feasible. This area is currently within the City of Hidden Hills' sphere of influence, so it would need to be removed from the Hidden Hills sphere prior to annexation to the City. Any study of the feasibility of annexing this area would necessarily involve discussions with officials at the City of Hidden Hills and the County of Los Angeles. In conjunction with any annexation of the Craftsman's Corner area, the City will prepare a specific plan that identifies appropriate land uses.

#### Calabasas Resources Inventory

A general inventory of resources within the Calabasas plan area has been developed in conjunction with this General Plan and other ongoing planning studies. Because many General Plan policies are keyed to environmental resources, it is imperative that the information presented in these maps accurately reflects the most current information available. Therefore, the resources inventory will be continually updated to incorporate new data on such topics as:

- *Open Space*
- *Hillsides, canyons, and ridgelines*
- *Biotic resources*
- *Historic, archaeological, and paleontological resources*
- *Hazard areas*
- *Scenic resources*





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- *Air quality*
- *Greenhouse gas emissions*
- *Water availability*
- *Climate projections*

This information will be updated and monitored on a continual basis through the City's development/environmental review process, using:

- *Environmental documents*
- *Cumulative resource/impact studies*
- *Regional and state data collection efforts*

#### New Technologies

The General Plan specifies that the City will identify and implement techniques to improve water quality, reduce water consumption and solid waste generation, and conserve energy. Research that expands our understanding of these issues and suggests new technologies to address the problems is continually being undertaken. New technologies will be reviewed continually and the development code and other relevant planning documents will be updated as appropriate to incorporate new technologies.

#### Small Lot Consolidation

The City will continue to pursue programs to provide incentives for owners of existing small residential lots to consolidate their holdings into larger parcels. The programs will consist of pursuing formation of a non-profit entity that would "purchase" these properties, paying for them with shares in the entity. The non-profit entity would then consolidate properties into a single development, and re-subdivide the consolidated property pursuant to the provisions of the General Plan. Once subdivided, parcels would be sold, with the proceeds going to the original landowners in the form of dividends.

#### Capital Improvement Program Maintenance

The City will continue to maintain a Five-Year Capital Improvement Program that will be consistent with the goals, policies, and programs of the General Plan.

#### Maintenance and Update of Transportation Funding Programs

The City will maintain cumulative traffic impact fees for all new discretionary development projects and update fees as appropriate. The fees will be updated as



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necessary to reflect changed conditions and will provide sufficient funds to implement the Capital Improvement Program and mitigate the effects of cumulative development in the City.

Traffic impact fees will enable the City to continue to collect funds from all developments occurring within the City. These funds will then be used for the sole purpose of implementing various improvements to the City's arterial street system. The traffic impact fee system will continue to distribute the costs of identified arterial street improvements to new development based solely on the proportional share of total traffic that the proposed development will generate. Each improvement will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. Fees will continue to be directly proportional to the benefit that each new development will ultimately receive. Also, the City will continue to recognize a fee credit to developers who construct proportions of the identified traffic improvements.

#### Update and Expansion of Landscape Maintenance Districts

The City will investigate the need to update and expand existing landscape maintenance districts to fund needed landscape/hardscape maintenance and upgrades in commercial and mixed use districts. These districts will continue to be funded through assessments on properties within the district.

#### Local Transit Services

The City will continually investigate ways in which local transit services can be improved to meet community needs. Implementation of transit service improvements will be dictated by need and availability of funding. As existing business and mixed use areas redevelop over time, the City will require facility improvements in conjunction with new development that facilitate transit service.

#### Transportation Planning

The City will develop a corridor plan for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan will provide a focused study of the roadway segment and identify options for improving vehicle flow and overall mobility along the segment.



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#### XIII.B Intergovernmental Coordination and Community Involvement

Calabasas is committed to truly representational government that seeks appropriate responses to specific issues. The intergovernmental coordination and community involvement program proposes actions that reflect this commitment. For example, some issues, such as the protection of natural resources, not only affect the City of Calabasas, but also affect adjacent jurisdictions, as well as agencies charged with the management of regional resources. Many issues cross geographic boundaries, and therefore require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Calabasas is committed to working with its neighbors to address these issues.

At the same time, Calabasas recognizes that to be truly representational, local government must reflect the values of the people it serves. Therefore, the City has established mechanisms for informing the community on local issues and soliciting citizen input.

##### Multi-Species Habitat Preservation Programs

Calabasas will continue to support the efforts to create multi-species habitat and open space preservation programs, and will facilitate the establishment of such programs by the following means.

- *The City shall pursue formation of a communitywide assessment district or other similar mechanism to purchase such development rights as may be attached to lands designated for Preservation and Retention in the City's Land Management System.*
- *The City shall pursue an open space dedication program similar to a parks dedication program. In such a program, each developer would be required to dedicate land to an appropriate agency or pay an in-lieu fee where dedication is not appropriate.*
- *To ensure the long-term preservation of lands set aside for open space, the City will require that development rights or a conservation easement be granted to the City, or that another acceptable means of ensuring preservation of such lands in perpetuity is established.*
- *The City will use the guidelines described in the Development Review Program to encourage clustered development where appropriate, preserve a high quality of life and buffer lands dedicated for preservation from adjacent development.*



### XIII. GENERAL PLAN IMPLEMENTATION

#### Coordination of Land Use Planning Activities

Calabasas will undertake the following in order to ensure that land use planning in Calabasas will actively pursue review of the land use planning efforts of adjacent jurisdictions and provide constructive comments regarding the impacts that such programs will have on the City.

- *Work with Los Angeles County and other jurisdictions as part of the Ventura Freeway Corridor Policy Coordinating Committee to achieve compatibility between the Calabasas General Plan and the planning efforts of Los Angeles County. Work with Los Angeles County, other jurisdictions, and residents to update that portion of the Santa Monica Mountains Area Plan that is within the Calabasas General Plan study area.*
- *Continue to work with other local agencies and community groups as a means of increasing the effectiveness of Calabasas' voice in regional planning efforts and the planning efforts of adjacent jurisdictions.*
- *The City will pursue establishment of interjurisdictional agreements for the mitigation of development impacts on a case-by-case basis. It is the City's intent that such interjurisdictional agreements support the City's policy of using adjacent jurisdictions' General Plans and Master Plans as the basis for defining appropriate mitigation of interjurisdictional development impacts.*
- *On an annual basis, the City will initiate discussions of issues of mutual interest with local, regional, State, and Federal agencies whose efforts could benefit or adversely affect the City of Calabasas.*

#### Coordination of Circulation Facility Funding

To the degree feasible and to the extent permitted by inter-agency cooperation, Calabasas will pursue establishment of reciprocal traffic improvement programs with jurisdictions that affect and are affected by traffic in Calabasas (the cities of Malibu, Los Angeles, Hidden Hills, Westlake Village, Agoura Hills and the counties of Los Angeles and Ventura) to ensure that traffic resulting from development in these communities does not adversely affect City streets, and to ensure that traffic resulting from development in Calabasas does not adversely affect the street system in other jurisdictions.

Calabasas will work with Caltrans, the Metropolitan Transit Authority, Los Angeles and Ventura counties, and the cities of Los Angeles, Hidden Hills, Westlake Village, and Agoura Hills to coordinate regional transportation facilities. Coordination efforts will include:



### XIII. GENERAL PLAN IMPLEMENTATION

- *Updating information on the status of development projects, roadway facilities;*
- *Supporting regional public transportation along the Ventura Freeway;*
- *Coordinating with Caltrans, Ventura County, and cities to the west of Calabasas to establish a system of park-and-ride lots along with an active rideshare matching program; and*
- *Coordinating revisions to the City's circulation and bicycle plans with regional circulation planning efforts.*

#### Expansion of Park Facilities and Programs

To ensure the availability of adequate park and recreation programs and facilities, Calabasas will coordinate recreational programming, park planning and park acquisition activities with Los Angeles County, the Las Virgenes School District, the city of Agoura Hills, and local homeowners' associations. City efforts shall include, but not be limited to:

- *Coordinating planned locations of schools and parks with the Las Virgenes Unified School District;*
- *Continued pursuit of joint-use agreements with the Las Virgenes Unified School District that facilitate the use of school facilities for City recreational programs during non-school hours; and*
- *Pursuit of alternative sources of funding for the acquisition and development of active park land.*

#### Update of Technological Capabilities

The City will continue to update communication technology capabilities and implement new technologies as they become available. Communication technology improvements will be coordinated by the City's Media Operations Department, which will continue to monitor system needs and technological advances and regularly report to the City Council on recommendations for system enhancements.

#### Review of Trail Availability

Along with the National Park Service, State Department of Parks and Recreation, and Los Angeles County, the City will establish and participate in an annual survey of recreational trails to ensure appropriate maintenance and confirm that trails are open and available.



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#### Coordination of Planning Programs with the Las Virgenes Unified School District

Calabasas will continue to coordinate future development and emergency preparedness with the Las Virgenes Unified School District (LVUSD) by:

- *Participating with the LVUSD in joint land use/facilities planning efforts;*
- *Requesting that the LVUSD indicate the level of facilities available to serve new development projects requiring discretionary review by the City;*
- *Coordinating with the LVUSD in future updates to its Master Plan of Schools, which outlines specific sites needed to support buildout of the Calabasas General Plan; and*
- *Coordinating with the school district to determine the impacts of development within Calabasas upon school facilities.*
- *Coordinating with the school district on emergency preparedness, response, and recovery, including evacuation and emergency communication protocols.*

#### Library Funding

The City will conduct an evaluation of the possible expansion of library facilities, including analysis of the feasibility and desirability of development impact fees and other sources of funding and developing a new library branch on the west side of Calabasas.

#### Maintenance of Disaster Preparedness

The City will maintain a Hazard Mitigation Plan to coordinate disaster recovery activities within Calabasas. As part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to, fire, sheriff, and the American Red Cross.

To ensure adequate provision of emergency services in the event of a local disaster, the City will continue to maintain mutual aid agreements with the Santa Monica National Recreation Area, the counties of Los Angeles and Ventura, and the cities of Los Angeles, Hidden Hills, Agoura Hills, and Malibu.

To reduce wildfire risk, the City will coordinate with regional, state, and federal entities to implement wildfire mitigation measures and fuel load modification/reduction zones in areas adjacent to the City, including in alignment with initiatives related to the Los Angeles County Fire Department Strategic Plan and the Los Angeles County Countywide Community Wildfire Protection Plan.

To accomplish implementation of the disaster preparedness policies specified within the Safety Element, the Calabasas City Council will explore County, State, and Federal



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funding options; and, based upon successful funding allocations, experts will be retained to carry out policy implementation under the guidance of the City Manager and City Departmental staff, as appropriate.

#### Enhancement of Community Awareness

The effectiveness of the programs described in the Calabasas General Plan is dependent on the participation of Calabasas residents. To ensure that residents are made aware of these programs, the City will publicize local programs and provide a forum for public debate of local issues.

The City will continue to use its newsletter to publicize City-sponsored programs, including, but not limited to, the following:

- *Recycling efforts*
- *Ridesharing programs*
- *Recreation programs*
- *Water conservation techniques*
- *Energy conservation/greenhouse gas reduction techniques*
- *Community policing and Neighborhood Watch programs*
- *Fire prevention programs*
- *Disaster preparedness*

Calabasas will also continue to use local cable television and the City's website as means of providing public information. Ways in which the use of digital media can be expanded for providing public information will continue to be investigated and, as appropriate, implemented. The City's metropolitan area network will continue to be expanded to provide broadband connections to public facilities and connect to regional networks.

The City will also invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities.

Where appropriate, the City will hold "Town Hall Meetings" to facilitate public discussion of current issues facing the community.

#### Involving the Community in the Development Review Process; Identification of Social Compatibility Impacts

In order to facilitate citizen participation in the development review process in a manner that is meaningful to individuals at the neighborhood level, Calabasas encourages informal meetings between citizen groups and developers on proposed development





### XIII. GENERAL PLAN IMPLEMENTATION

projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests in a relaxed, informal setting, and to provide the developer with the opportunity to inform and obtain feedback from the neighborhood. Specifically, the City encourages developers to meet with affected citizens, and ask Calabasas citizens to give direction to proposed developments by:

- *Delineating neighborhood values, goals, and objectives;*
- *Participating in choosing among alternative project designs; and*
- *Participating in the review and modification of development plans.*

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving issues of social compatibility before public hearings begin.

#### Inviting Citizens in Community Decision Making

Many of the questions facing the City of Calabasas are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public forum. To address these issues, the City Council may appoint task forces to research specific issues and provide policy direction to the City Council or Planning Commission. Members of these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendation.

#### Monitoring of Community Satisfaction: Community Survey

To provide local decisionmakers with regular input on how satisfied Calabasas residents are with their community and their quality of life, the Calabasas Community Survey will continue to be updated every two years. Future surveys should address not only general plan issues such as land use, housing and circulation, but also more specific issues facing the City at the time of the survey.

#### Providing Cultural Amenities

In order to expand cultural opportunities for Calabasas residents of all ages, the City will:

- *Expand City cultural programs, including theatrical, musical, dance, and other performing arts activities*



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- *Actively seek the development of public and/or private venues for theater, dance, music, and children's programming*

#### **XIII.C Strategic Planning Programs**

##### Annual General Plan Review

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Calabasas City Council.

In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. For those environmental mitigation strategies outlined in the 2030 General Plan EIR, the annual report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

Pursuant to the provisions of the 2030 General Plan, the City Council will not permit new development to cause the performance of public services and facilities to fall below performance standards included in the updated Development Code. The annual report on General Plan implementation will be used to identify the performance of services and facilities in relation to the performance standards adopted as part of the Development Code update.

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or county and the local public works projects of other local agencies for their consistency with the General Plan ..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed capital improvement projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan and reporting back to the agency. The City will execute these requirements for General Plan consistency reporting and review capital improvement plans to the best of its ability. The annual General Plan implementation report process required by Government Code Section 65400(b) will be used to comply with these reporting requirements.

##### Maintenance of an Up-to-Date General Plan

To continue to function as the "constitution" for managing the community's future, the General Plan should reflect current conditions and social values. As a result, State law



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provides for amending and updating the General Plan. By law, the General Plan may be amended a maximum of four times per year (multiple changes may be grouped into each amendment). State law also requires the City's Housing Element to be updated every 5 years.

It is anticipated that the annual General Plan review will result in amendments to the General Plan that are needed to keep the document up to date. In addition, citizens and landowners may apply for General Plan Amendments. The City Council and Planning Commission may initiate, or any citizen may apply to amend General Plan text, exhibits, or maps. In order to ensure a compatible and internally consistent General Plan, any proposed change to the General Plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with General Plan maps and exhibits.

General Plan amendment requests will be processed in accordance with State planning law, CEQA, and City ordinances. There are three categories of General Plan amendments, with each type being of a different complexity to review and process in accordance with State requirements. Fees for these amendments will reflect the cost of processing each type of application. The three types of amendments, as shown in **Table XIII-1**, include Major, Minor, and Technical amendments.

**Table XIII-1  
Types of General Plan Amendments**

<b>Major Amendments</b>
Major amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would increase development intensity or extend urban services into areas previously intended to be committed to rural or open space use. Under State law, each element of the General Plan may be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
<b>Minor Amendments</b>
Minor Amendments will be considered on an ongoing basis and will be grouped together, as needed, to form individual amendments for final action by the City. Minor Amendments include mapping or simple textual changes that do not increase maximum allowable development intensity and do not create the need for extension of urban services to an area. Under State law, each element of the General Plan may only be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
<b>Technical Corrections</b>
Amendments of this nature are essentially changes to the data base and statistics used in the preparation of the General Plan and contained in the appendices to the General Plan, as well as corrections of grammatical and typographical errors that do not change the meaning of policies and actions as adopted. These will be processed on an ongoing basis. Because Technical Revisions are editorial rather than substantive in nature, more than four Technical Revisions may be approved by the City for any individual element within a year.



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#### Interpretation of the General Plan Land Use Map

In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty:

- *Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.*
- *Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.*
- *Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.*
- *Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.*
- *Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.*
- *Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.*
- *Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.*
- *Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances as are shown on the maps.*
- *Symbols that indicate appropriate locations for proposed public facilities are not property-specific. They indicate only the general area within which a specific facility should be established.*

#### Resolution of Competing Objectives

It is the intent of the Calabasas General Plan to present straightforward goals, objectives, approaches, policies, and implementation programs, and to present



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sufficient information with which to make consistent land use and policy decisions. Nevertheless, the inclusion of goals, objectives, approaches, policies, and implementation programs that are based on competing community values is inevitable. An example of such a case is the requirement for regular watering of areas being graded and the desire for water conservation.

Where such competition between competing values results in seemingly incompatible policies or implementation actions, the General Plan text often describes the relative priorities of the competing objectives. The Safety Element shall prevail in the event of competing objectives. In the absence of such specific direction, City decisionmakers will be required to determine the relative priorities of the values upon which the policies or implementation actions are based, and to act based on that determination.

#### Maintenance of Adequate Municipal Services and Facilities

As part of the annual General Plan review, the City will conduct an assessment of the municipal services and facilities being provided to Calabasas residents and businesses. The assessment will determine whether the performance level of municipal services and facilities fulfill General Plan objectives and policies. This review will also include an evaluation of the adequacy of City facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired levels of service.

If General Plan objectives and policies are not being met, the following procedures will be implemented:

- *The City will determine the nature and geographic extent of the deficiency, and may establish a Municipal Facilities Improvement Area.*
- *Upon establishment of a Municipal Facilities Improvement Area, the City Council will direct the City Manager to prepare a program for City Council adoption to ensure that the performance objectives will be met at the earliest possible date.*
- *As part of the program to cure the identified deficiency, appropriate limitations on new development will be established within the improvement areas to facilitate elimination of the deficiency. These limitations will remain in effect until the deficiency is eliminated.*
- *New development within the improvement area will be required to provide such facilities as are necessary to ensure that the services and facilities provided to the new development meet established performance standards, and that the services and facilities provided to existing development will not be further degraded.*



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#### Promoting Energy Conservation

Calabasas will enforce and periodically update the Green Building Ordinance to minimize energy conservation requirements of new development in the City. The City will also set an example for energy conservation by minimizing energy consumption in City operations. Techniques for energy conservation include, but are not limited to:

- *Emphasizing fuel efficiency in the purchase and use of City-owned vehicles*
- *Periodically reviewing energy use by City operations and implementing programs to conserve energy*
- *Encouraging the use of bicycles by providing bicycle storage facilities at all City facilities*
- *Achieving adopted solid waste source reduction and recycling goals in municipal operations*

#### Expansion of Parks and Recreational Facilities

To ensure that adequate parks and recreational facilities are available to Calabasas residents of Calabasas, the City shall allocate funds for:

- *Continued operation of existing City parks and recreational facilities/activities*
- *Securing public access to Las Virgenes Unified School District sites for non-school recreational programs during after school hours*
- *A fair share of maintenance costs for joint school/park facilities*

The City will also pursue additional sources of funds for the acquisition and development of additional active park land at the locations identified in the Parks, Recreation & Trails Element (Chapter X) or other identified suitable locations.

#### Responsible Regionalism: Project Review

Calabasas will provide timely review and constructive comments on the projects proposed or considered by other agencies that potentially affect Calabasas. The City will base its comments and requests for mitigation of impacts upon the provisions of this General Plan and will actively lobby jurisdictions to apply the same principles of recognizing each agency's General Plan or Master Plan that Calabasas uses in mitigating interjurisdictional impacts of City projects.



**P.C. RESOLUTION NO. 2023-746**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CALABASAS RECOMMENDING TO THE CITY COUNCIL ADOPTION OF AN UPDATED SAFETY ELEMENT AND AN UPDATED CIRCULATION ELEMENT OF THE CALABASAS 2030 GENERAL PLAN, AS NECESSARY TO COMPLY WITH CALIFORNIA LAW.**

**Section 1. The Planning Commission has considered all of the evidence submitted into the administrative record which includes, but is not limited to:**

1. Agenda reports prepared by the Community Development Department.
2. Staff presentations at the public hearings held on July 21, 2022, October 6, 2022, and January 19, 2023 before the Planning Commission.
3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.
4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the project.
5. All related documents received and/or submitted at or prior to the public hearing.

**Section 2. Based on the foregoing evidence, the Planning Commission finds that:**

1. The Safety Element and the Circulation Element are required elements of the General Plan per State law (Government Code Section 65302).
2. In accordance with California Government Code Section 65588, the Planning Commission recommended, and the City Council approved and adopted, an updated Land Use Element and Housing Element for the 2021 – 2029 RHNA planning period; and, the updated 2021 – 2029 Housing Element was accepted and certified by the California Department of Housing and Community Development on April 25, 2022 as being consistent with applicable State housing laws.



3. Senate Bill 99 (section 65302 of the California Government Code), requires that when a City updates its Housing Element the City must update the General Plan Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.
4. Senate Bill 379 (section 65302(g) of the California Government Code), requires that upon the next revision of a general plan or local hazard mitigation plan, the safety element is to be updated as necessary to address climate adaptation and resiliency strategies applicable to the city.
5. Senate Bill 1241 (ref. sections 65302, 65302.5, 65040.20 and 66474.02 of the California Government Code), requires that when a city updates its General Plan Housing Element, on or after January 1, 2014, the city must also update its General Plan Safety Element to address the risk of fire in state responsibility areas and very high fire hazard severity zones.
6. Senate Bill 1035 (ref. 65302(g)(5) of the California Government Code) requires cities and counties to update their General Plan Safety Elements during a Housing Element update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous Safety Element revision.
7. Assembly Bill 747 and Assembly Bill 1409 (ref. 65302.15 of the California Government Code) require each local jurisdiction to review and update its General Plan Safety Element to identify evacuation routes and their capacities, safety, and viability under a range of emergency scenarios; and, to identify evacuation locations.
8. Senate Bill 743 (ref. California Public Resources Code section 21099) required changes to the CEQA Guidelines (California Code of Regulations, Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts such that the criteria for determining the significance of transportation impacts must promote greenhouse gas emission reductions, the development of multimodal transportation networks, and a diversity of land uses; and, relatedly, requires the City to update its General Plan Circulation Element, to incorporate traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service (LOS).
9. Assembly Bill 3065 (ref. section 65302.5(b)(1) of the California Government Code) requires that at least 90 days prior to adoption of an amendment to the General Plan Safety Element, that the draft element amendment be submitted to the State Board of Forestry and Fire Protection and to the applicable local fire protection agency(ies) for review.
10. In accordance with the State requirements identified above, City staff, Rincon Consultants, and Fehr & Peers Consulting initiated preparation of the Safety Element and Circulation Element updates in January, 2021.

11. On February 28, 2022, Planning staff and the consultant team presented to the members of the Public Safety Commission and members of the Traffic and Transportation Commission completed drafts of the updated Safety Element and Circulation Element at a joint meeting of the two City commissions; and, the members of both commissions provided input regarding the draft General Plan element updates, which was incorporated.
12. Consistent with the provisions of California Government Code section 65302.5(b)(1): on July 29, 2021 Planning staff and consultant met with Los Angeles County Fire Department personnel to discuss and review the draft Safety Element update; on December 14, 2021 submitted to the Los Angeles County Fire Department a revised draft Safety Element update for agency review followed by a review meeting on January 10, 2022; on August 12, 2021, November 17, 2022, and again on January 4, 2023 Planning staff and consultant submitted respective drafts of the Safety Element update to Cal FIRE for preliminary reviews by agency staff, and on August 26, 2021 Planning staff and consultant met with agency staff to discuss agency comments.
13. Notices of Planning Commission public hearings included the notice requirements set forth in Government Code Section 65009 (b)(2), and the hearing notices were posted at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, and at Calabasas City Hall.

**Section 4. In view of all of the evidence and based on the foregoing findings, the Planning Commission concludes as follows:**

#### **FINDINGS**

Section 17.76.050 of the Calabasas Municipal Code (CMC) allows the Planning Commission to recommend approval of a proposed **General Plan Amendment** to the City Council provided that the following findings are made:

1. *The proposed amendment is internally consistent with the General Plan;*

The City's 2021 – 2029 Housing Element and associated updates to the Land Use Element were approved and adopted by the City Council on October 13, 2021, based in part upon findings that the updates were mutually consistent, as well being consistent with the policies and proposals set forth in the other 2030 General Plan elements. The City Council amended and re-adopted the 2021 – 2029 Housing Element on March 30, 2022 based in part on commensurate findings of internal General Plan consistency. The updates to the General Plan Safety Element and Circulation Element were triggered by the 2021 – 2029 Housing Element update, per State mandates, and were prepared in concert with the Housing

Element update. The new policy statements and revised policy statements in the Circulation Element update and the Safety Element update promote greater overall safety and welfare for the community, and the new and amended policy statements do not negate, contradict, or otherwise conflict with policies and programs within the other General Plan elements. Furthermore, relative to the Safety Element, updates to pages XIII-9 and XIII-10 of the 2030 General Plan (Chapter XIII, Implementation) add inter-agency coordination measures regarding emergency preparedness, evacuation, response, and recovery, thereby strengthening internal General Plan consistency. As a result, the proposed amendments are internally consistent with the General Plan and meet this finding.

2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the city;*

The proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans: 1) information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes; 2) a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy; 3) new information on flood hazards, fire hazards, or climate adaptation or resilience that was not previously available; 4) analyses and policies addressing the risk of fire in state responsibility areas and very high fire hazard severity zones; 5) identification of evacuation routes and capacity, safety, and viability under a range of emergency scenarios; and, 6) traffic and transportation policies, thresholds, and methodologies based on vehicle miles traveled (VMT) instead of reliance upon and references to level of service. Because the proposed updates to the Circulation Element and the Safety Element of the 2030 General Plan incorporate all of the foregoing, and are therefore beneficial to the public interest, convenience, and welfare of the City, the proposed amendments to the General Plan meet this finding.

3. *The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested/anticipated land use development(s); and*

The proposed Circulation Element update and Safety Element update are mandated by the State to assure that local governments incorporate into their General Plans a variety of information, analyses, and policies pertaining to wildfire hazard risk and resilience, climate change vulnerability and mitigation measures, emergency evacuation analyses and policies, and vehicle miles traveled based policies regarding traffic impacts. These issues and policy sets relate to the entirety of the City and are not site

specific. Therefore, a determination of site suitability for the proposed General Plan amendments is inapplicable.

4. *The proposed amendment complies with the provisions of the California Environmental Quality Act (CEQA).*

The *City of Calabasas General Plan Update Final Environmental Impact Report (EIR)* (State Clearinghouse #2021020150) was approved and certified by the City of Calabasas City Council on October 13, 2021; the EIR analyzed updates to the Land Use, Housing, Safety, and Circulation Elements. However, some updates to the Safety Element and Circulation Element were accomplished after the General Plan Update Final EIR was approved and certified; therefore, an Addendum to the, was prepared for this project. The EIR Addendum, in conjunction with the previously certified Final EIR, addresses the entirety of proposed updates to the Calabasas General Plan Circulation and Safety Elements. The EIR Addendum was prepared in accordance with Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines. Pursuant to CEQA Guidelines section 15162, an explanation of the decision not to prepare a subsequent EIR, supported by substantial evidence, is included in Section 4 of the EIR Addendum. As a result, the proposed General Plan amendments meet this finding.

**Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the Planning Commission recommends that the final draft Safety Element update be re-submitted to the Los Angeles County Fire Department and to the California Board of Forestry and Fire Protection for final reviews and approvals; and, recommends to the City Council approval and adoption of the proposed updates to the Calabasas 2030 General Plan Safety Element, the Calabasas 2030 General Plan Circulation Element, and to Chapter XIII (Implementation) of the Calabasas 2030 General Plan, in accordance with: the July 21, 2022 Planning Commission Staff Report, inclusive of all exhibits; the October 6, 2022 Planning Commission Staff report, inclusive of all exhibits; and, the January 19, 2023 Planning Commission Staff Report, inclusive of all exhibits.**

**Section 5. All documents described in Section 1 of PC Resolution No. 2023-746 are deemed incorporated by reference as set forth at length.**

**PLANNING COMMISSION RESOLUTION NO. 2023-746 PASSED, APPROVED AND ADOPTED this 19th day of January, 2023.**



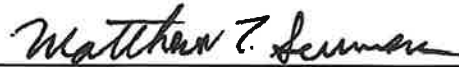
Michael Harrison, Chairperson

ATTEST:



Michael Klein, AICP  
Community Development Director

APPROVED AS TO FORM:



Matthew Summers  
Colantuono, Highsmith & Whatley  
City Attorney

Planning Commission Resolution No. 2023-746, was adopted by the Planning Commission at a special meeting held January 19, 2023, and that it was adopted by the following vote:

AYES: Chair Harrison, Commissioners Byrne and Lia

NOES: Commissioners Fassberg and Washburn

ABSENT: None

ABSTAINED: None

"The Secretary of the Planning Commission shall certify the adoption of this Resolution, and transmit copies of this Resolution to the applicant along with proof of mailing in the form required by law and enter a copy of this Resolution in the book of Resolutions of the Planning Commission. Section 1094.6 of the Civil Code of Procedure governs the time in which judicial review of this decision may be sought."

# General Plan Safety Element Assessment

## Board of Forestry and Fire Protection



June 2020

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## Purpose and Background

Upon the next revision of the housing element on or after January 1, 2014, the safety element is required to be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas and land classified as very high fire hazard severity zones. (Gov. Code, § 65302, subd. (g)(3).)

The safety element is required to include:

- Fire hazard severity zone maps available from the Department of Forestry and Fire Protection.
- Any historical data on wildfires available from local agencies or a reference to where the data can be found.
- Information about wildfire hazard areas that may be available from the United States Geological Survey.
- The general location and distribution of existing and planned uses of land in very high fire hazard severity zones (VHFHSZs) and in state responsibility areas (SRAs), including structures, roads, utilities, and essential public facilities. The location and distribution of planned uses of land shall not require defensible space compliance measures required by state law or local ordinance to occur on publicly owned lands or open space designations of homeowner associations.
- The local, state, and federal agencies with responsibility for fire protection, including special districts and local offices of emergency services. (Gov. Code, § 65302, subd. (g)(3)(A).)

Based on that information, the safety element shall include goals, policies, and objectives that protect the community from the unreasonable risk of wildfire. (Gov. Code, § 65302, subd. (g)(3)(B).) To carry out those goals, policies, and objectives, feasible implementation measures shall be included in the safety element, which include but are not limited to:

- Avoiding or minimizing the wildfire hazards associated with new uses of land.
- Locating, when feasible, new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in the SRA or VHFHSZ.
- Designing adequate infrastructure if a new development is located in the SRA or VHFHSZ, including safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression.
- Working cooperatively with public agencies with responsibility for fire protection. (Gov. Code, § 65302, subd. (g)(3)(C).)

The safety element shall also attach or reference any fire safety plans or other documents adopted by the city or county that fulfill the goals and objectives or contains the information required above. (Gov. Code, § 65302, subd. (g)(3)(D).) This might include Local Hazard Mitigation Plans, Unit Fire Plans, Community Wildfire Protection Plans, or other plans.

There are several reference documents developed by state agencies to assist local jurisdictions in updating their safety elements to include wildfire safety. The Fire Hazard Planning, General Plan Technical Advice Series from the Governor's Office of Planning and Research (OPR), referenced in Government Code section 65302, subdivision (g)(3) and available at

1400 Tenth Street  
Sacramento, CA 95814  
Phone: (916) 322-2318

The Technical Advice Series is also available from the OPR website ([Technical Advice Series link](#)).<sup>\*</sup> The Technical Advice Series provides policy guidance, information resources, and fire hazard planning examples from around California that shall be considered by local jurisdictions when reviewing the safety element of its general plan.

The Board of Forestry and Fire Protection (Board) utilizes this Safety Element Assessment in the Board's review of safety elements under Government Code section 65302.5. At least 90 days prior to the adoption or amendment of their safety element, counties that contain SRAs and cities or counties that contain VHFHSZs shall submit their safety element to the Board. (Gov. Code, § 65302.5, subd. (b).) The Board shall review the safety element and respond to the city or county with its findings regarding the uses of land and policies in SRAs or VHFHSZs that will protect life, property, and natural resources from

unreasonable risks associated with wildfires, and the methods and strategies for wildfire risk reduction and prevention within SRAs or VHFHSZs. (Gov. Code, § 65302.5, subd. (b)(3).)

The CAL FIRE Land Use Planning team provides expert fire protection assistance to local jurisdictions statewide. Fire captains are available to work with cities and counties to revise their safety elements and enhance their strategic fire protection planning.

## **Methodology for Review and Recommendations**

Utilizing staff from the CAL FIRE Land Use Planning team, the Board has established a standardized method to review the safety element of general plans. The methodology includes

- 1) reviewing the safety element for the requirements in Government Code section 65302, subdivision (g)(3)(A),
- 2) examining the safety element for goals, policies, objectives, and implementation measures that mitigate the wildfire risk in the planning area (Gov. Code, § 65302, subd. (g)(3)(B) & (C)), and
- 3) making recommendations for methods and strategies that would reduce the risk of wildfires (Gov. Code, § 65302.5, subd. (b)(3)(B)).

The safety element will be evaluated against the attached Assessment, which contains questions to determine if a safety element meets the fire safety planning requirements outlined in Government Code, section 65302. The reviewer will answer whether or not a submitted safety element addresses the required information, and will recommend changes to the safety element that will reduce the wildfire risk in the planning area. These recommended changes may come from the list of sample goals, policies, objectives, and implementation measures that is included in this document after the Assessment, or may be based on the reviewer's knowledge of the jurisdiction in question and their specific wildfire risk. By answering the questions in the Assessment, the reviewer will determine if the jurisdiction's safety element has adequately addressed and mitigated their wildfire risk. If it hasn't, any specific recommendations from the reviewer will assist the jurisdiction in revising the safety element so that it does.

Once completed, the Assessment should provide clear guidance to a city or county regarding any areas of deficiency in the safety element as well as specific goals, policies, objectives, and implementation measures the Board recommends adopting in order to mitigate or reduce the wildfire threat in the planning area.

## General Plan Safety Element Assessment

Jurisdiction: Calabasas	Notes: Informal review 7	CAL FIRE Unit: BDU	Date Received: 2/23/23
County: Los Angeles	LUPP Reviewer: Merkh	UNIT CONTACT: Chief Littlefield	Date Reviewed: 2/13/23

## BACKGROUND INFORMATION SUMMARY

The safety element must contain specific background information about fire hazards in each jurisdiction.

*Instructions for this table: Indicate whether the safety element includes the specified information. If YES, indicate in the comments where that information can be found; if NO, provide recommendations to the jurisdiction regarding how best to include that information in their revised safety element.*

Required Information	Yes or No	Comments and Recommendations
Are Fire Hazard Severity Zones Identified? <i>CAL FIRE or Locally Adopted Maps</i>	Yes	SE, p. VII-15, Figure VII-4 – Very High Fire Hazard Severity Zone and Critical Facilities
Is historical data on wildfires or a reference to where the data can be found, and information about wildfire hazard areas that may be available from the United States Geological Survey, included?	Yes	SE, p. VII-16, Figure VII-5 – Historic Fire Perimeters (1900 – 1959) SE, p. VII-17, Figure VII-6 – Historic Fire Perimeters (1960 – 1999) SE, p. VII-18, Figure VII-7 – Historic Fire Perimeters (2000 – 2021)
Has the general location and distribution of existing and planned uses of land in very high fire hazard severity zones (VHFHSZs) and in state responsibility areas (SRAs), including structures, roads, utilities, and essential public facilities, been identified?	Yes	SE, p. VII-15, Figure VII-4 – Very High Fire Hazard Severity Zone and Critical Facilities
Have local, state, and federal agencies with responsibility for fire protection, including special districts and local offices of emergency services, been identified?	Yes	SE, p. VII-27, paragraph 3 SE, p. VII-19, Policy VII-17 SE, p. VII-32, Policy VII-54
Are other fire protection plans, such as Community Wildfire Protection Plans, Local Hazard Mitigation Plans, CAL FIRE Unit or Contract County Fire Plans, referenced or incorporated into the Safety Element?	Yes	SE, p. VII-20, Policy VII-20
Are residential developments in hazard areas that do not have at least two emergency evacuation routes identified?	Yes	SE, p. VII-31 & 32, Policy VII-53 SE, p. VII-30, Figure VII-9 -Single Access Road Residential Neighborhoods

Required Information	Yes or No	Comments and Recommendations
Have evacuation routes and their capacity, safety, and viability under a range of emergency scenarios been identified?	Yes	SE, p. VII-32, Policy VII-55 SE, p. VII-34, Policy VII-73 SE, p. VII-30, Figure VII-9-Single Access Road Residential Neighborhoods

Is there any other information in the Safety Element regarding fire hazards in SRAs or VHFHSZs?
Yes

# GOALS, POLICIES, OBJECTIVES, AND FEASIBLE IMPLEMENTATION MEASURES

The safety element must contain a set of goals, policies, and objectives based on the above information to protect the community from unreasonable risk of wildfire and implementation measures to accomplish those stated goals, policies, and objectives.

*Instructions for this table: Critically examine the submitted safety element and determine if it is adequate to address the jurisdiction's unique fire hazard. Answer YES or NO appropriately for each question below. If the recommendation is irrelevant or unrelated to the jurisdiction's fire hazard, answer N/A. For NO, provide information in the Comments/Recommendations section to help the jurisdiction incorporate that change into their safety element revision. This information may utilize example recommendations from Sample Safety Element Recommendations and Fire Hazard Planning in Other Elements of the General Plan below, may indicate how high of a priority this recommendation is for a jurisdiction, or may include other jurisdiction-specific information or recommendations.*

## Section 1 Avoiding or minimizing the wildfire hazards associated with new uses of land

Questions	Yes or No	Comments and Recommendations
Does local ordinance require development standards that meet or exceed title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) ( <b>SRA Fire Safe Regulations</b> ) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) ( <b>Fire Hazard Reduction Around Buildings and Structures Regulations</b> ) for SRAs and/or VHFHSZs?	Yes	SE, p. VII-21, Policy VII-33
Are there goals and policies to avoid or minimize new residential development in VHFHSZs?	Yes	SE, p. VII-21, Policy VII-34
Has fire safe design been incorporated into future development requirements?	Yes	SE, p. VII-21, Policy VII-32 SE, p. VII-21, Policy VII-33
Are new essential public facilities located outside high fire risk areas, such as VHFHSZs, when feasible?	Yes	SE, p. VII-22, Policy VII-41
Are there plans or actions identified to mitigate existing non-conforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard?	Yes	SE, p. VII-20, Policy VII-24
Does the plan include policies to evaluate re-development after a large fire?	Yes	SE, p. VII-31, Policy VII-51 SE, p. VII-20, Policy VII-24
Is fuel modification around homes and subdivisions required for new development in SRAs or VHFHSZs?	Yes	SE, p. VII-19, Policy VII-17
Are fire protection plans required for new development in VHFHSZs?	Yes	SE, p. VII-20 & 21, Policy VII-28

Questions	Yes or No	Comments and Recommendations
Does the plan address long term maintenance of fire hazard reduction projects, including community fire breaks and private road and public road clearance?	Yes	SE, p. VII-19, Policy VII-17
Is there adequate access (ingress, egress) to new development in VHFHSZs?	Yes	SE, p. VII-34, Policy VII-68
Are minimum standards for evacuation of residential areas in VHFHSZs defined?	Yes	SE, p. VII-34, Policy VII-68
If areas exist with inadequate access/evacuation routes, are they identified? Are mitigation measures or improvement plans identified?	Yes	SE, p. VII-31 & 32, Policy VII-53 SE, p. VII-30, Figure VII-9-Single Access Road Residential Neighborhoods
Are there policies or programs promoting public outreach about defensible space or evacuation routes? Are there specific plans to reach at-risk populations?	Yes	SE, p. VII-33, Policy VII-63
Does the plan identify future water supply for fire suppression needs?	Yes	SE, p. VII-22, Policy VII-38
Does new development have adequate fire protection?	Yes	SE, p. VII-21 & 22, Policy VII-37

## Section 2 Develop adequate infrastructure if a new development is located in SRAs or VHFHSZs.

Does the plan identify adequate infrastructure for new development related to:	Yes or No	Comments and Recommendations
Water supply and fire flow?	Yes	SE, p. VII-22, Policy VII-39
Location of anticipated water supply?	Yes	SE, p. VII-22, Policy VII-38
Maintenance and long-term integrity of water supplies?	Yes	SE, p. VII-22, Policy VII-38
Evacuation and emergency vehicle access?	Yes	SE, p. VII-34, Policy VII-67 SE, p. VII-34, Policy VII-69 SE, p. VII-34, Policy VII-71
Fuel modification and defensible space?	Yes	SE, p. VII-19, Policy VII-17 SE, p. VII-21, Policy VII-34
Vegetation clearance maintenance on public and private roads?	Yes	SE, p. VII-19, Policy VII-17

Does the plan identify adequate infrastructure for new development related to:	Yes or No	Comments and Recommendations
Visible home and street addressing and signage?	Yes	SE, p. VII-33, Policy VII-60
Community fire breaks? Is there a discussion of how those fire breaks will be maintained?	Yes	SE, p. VII-19, Policy VII-17

### Section 3 Working cooperatively with public agencies responsible for fire protection.

Question	Yes or No	Comments and Recommendations
Is there a map or description of existing emergency service facilities and areas lacking service, specifically noting any areas in SRAs or VHFHSZs?	Yes	SE, p. VII-15, Figure VII-4 – Very High Fire Hazard Severity Zone and Critical Facilities
Does the plan include an assessment and projection of future emergency service needs?	Yes	SE, p. VII-31, Policy VII-50
Are goals or standards for emergency services training described?	Yes	SE, p. VII-32, Policy VII-57
Does the plan outline inter-agency preparedness coordination and mutual aid multi-agency agreements?	Yes	SE, p. VII-19, Policy VII-17



## Sample Safety Element Recommendations

These are examples of specific policies, objectives, or implementation measures that may be used to meet the intent of Government Code sections 65302, subdivision (g)(3) and 65302.5, subdivision (b). Safety element reviewers may make recommendations that are not included here.

### A. MAPS, PLANS AND HISTORICAL INFORMATION

1. Include or reference CAL FIRE Fire Hazard Severity Zone maps or locally adopted wildfire hazard zones.
2. Include or reference the location of historical information on wildfires in the planning area.
3. Include a map or description of the location of existing and planned land uses in SRAs and VHFHSZs, particularly habitable structures, roads, utilities, and essential public facilities.
4. Identify or reference a fire plan that is relevant to the geographic scope of the general plan, including the Unit/Contract County Fire Plan, Local Hazard Mitigation Plan, and any applicable Community Wildfire Protection Plans.
5. Align the goals, policies, objectives, and implementation measures for fire hazard mitigation in the safety element with those in existing fire plans, or make plans to update fire plans to match the safety element.
6. Create a fire plan for the planning area.

### B. LAND USE

1. Develop fire safe development codes to use as standards for fire protection for new development in SRAs or VHFHSZs that meet or exceed the statewide minimums in the SRA Fire Safe Regulations.
2. Adopt and have certified by the Board of Forestry and Fire Protection local ordinances which meet or exceed the minimum statewide standards in the SRA Fire Safe Regulations.
3. Identify existing development that do not meet or exceed the SRA Fire Safe Regulations or certified local ordinances.
4. Develop mitigation measures for existing development that does not meet or exceed the SRA Fire Safe Regulations or certified local ordinances or identify a policy to do so.

### C. FUEL MODIFICATION

1. Develop a policy to communicate vegetation clearance requirements to seasonal, absent, or vacation rental owners.
2. Identify a policy for the ongoing maintenance of vegetation clearance on public and private roads.
3. Include fuel breaks in the layout/siting of subdivisions.
4. Identify a policy for the ongoing maintenance of existing or proposed fuel breaks.
5. Identify and/or map existing development that does not conform to current state and/or locally adopted fire safety standards for access, water supply and fire flow, signing, and vegetation clearance in SRAs or VHFHSZs.
6. Identify plans and actions for existing non-conforming development to be improved or mitigated to meet current state and/or locally adopted fire safety standards for access, water supply and fire flow, signing, and vegetation clearance.

## D. ACCESS

1. Develop a policy that approval of parcel maps and tentative maps in SRAs or VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov. Code, § 66474.02.)
2. Develop a policy that development will be prioritized in areas with an adequate road network and associated infrastructure.
3. Identify multi-family housing, group homes, or other community housing in SRAs or VHFHSZs and develop a policy to create evacuation or shelter in place plans.
4. Include a policy to develop pre-plans for fire risk areas that address civilian evacuation and to effectively communicate those plans.
5. Identify road networks in SRAs or VHFHSZs that do not meet title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 2 and 3 (commencing with section 1273.00) or certified local ordinance and develop a policy to examine possible mitigations.

## E. FIRE PROTECTION

1. Develop a policy that development will be prioritized in areas with adequate water supply infrastructure.
2. Plan for the ongoing maintenance and long-term integrity of planned and existing water supply infrastructure.
3. Map existing emergency service facilities and note any areas lacking service, especially in SRAs or VHFHSZs.
4. Project future emergency service needs for the planned land uses.
5. Include information about emergency service trainings or standards and plans to meet or maintain them.
6. Include information about inter-agency preparedness coordination or mutual aid agreements.

## **Fire Hazard Planning in Other Elements of the General Plan**

When updating the General Plan, here are some ways to incorporate fire hazard planning into other elements. Wildfire safety is best accomplished by holistic, strategic fire planning that takes advantage of opportunities to align priorities and implementation measures within and across plans.

### **LAND USE ELEMENT**

Goals and policies include mitigation of fire hazard for future development or limit development in very high fire hazard severity zones.

Disclose wildland urban-interface hazards, including fire hazard severity zones, and/or other vulnerable areas as determined by CAL FIRE or local fire agency.

Design and locate new development to provide adequate infrastructure for the safe ingress of emergency response vehicles and simultaneously allow citizen egress during emergencies.

Describe or map any Firewise Communities or other fire safe communities as determined by the National Fire Protection Association, Fire Safe Council, or other organization.

### **HOUSING ELEMENT**

Incorporation of current fire safe building codes.

Identify and mitigate substandard fire safe housing and neighborhoods relative to fire hazard severity zones.

Consider diverse occupancies and their effects on wildfire protection (group housing, seasonal populations, transit-dependent, etc).

### **OPEN SPACE AND CONSERVATION ELEMENTS**

Identify critical natural resource values relative to fire hazard severity zones.

Include resource management activities to enhance protection of open space and natural resource values.

Integrate open space into fire safety planning and effectiveness.

Mitigation for unique pest, disease and other forest health issues leading to hazardous situations.

### **CIRCULATION ELEMENT**

Provide adequate access to very high fire hazard severity zones.

Develop standards for evacuation of residential areas in very high fire hazard severity zones.

Incorporate a policy that provides for a fuel reduction maintenance program along roadways.



# City of Calabasas Circulation and Safety Element Update

Addendum to the City of Calabasas General Plan  
Update Environmental Impact Report

SCH #2021020150

*prepared by*

**City of Calabasas**

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**May 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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# 1 Introduction

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This document is an addendum to the *City of Calabasas General Plan Update Final Environmental Impact Report (EIR)* (State Clearinghouse #2021020150), which was certified by the City of Calabasas City Council on October 13, 2021. The General Plan Update EIR analyzed updates to the Land Use, Housing, Safety, and Circulation Elements. Since the General Plan Update EIR was certified, further updates to the Safety and Circulation Elements were made. This addendum addresses the proposed Calabasas Circulation and Safety Element Update project (“proposed project” or “project”).

In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, a lead agency must prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Under Section 15162(a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

The addendum does not need to be circulated for public review but can be included in or attached to the final EIR (Section 15164(c)). The decision-making body must consider the addendum with the final EIR prior to making a decision on the project (Section 15164(d)). A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, supported by substantial evidence, should be included in the addendum, the lead agency's findings on the project, or elsewhere in the record (Section 15164(e)). A discussion on this topic can be found in Section 4, Decision Not to Prepare a Subsequent Environmental Impact Report, of this addendum.

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code Section 21000, *et seq.*) and the *CEQA Guidelines*. It describes the proposed project and compares its impacts to those identified in the General Plan Update EIR. The analysis demonstrates that the proposed project does not require the preparation of a subsequent EIR.

## 2 Background

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This section provides an overview of the General Plan Update and its EIR to provide context for this addendum.

### 2.1 General Plan Update

On October 13, 2021, the City certified the General Plan Update EIR (State Clearinghouse #2021020150). The EIR analyzed updates to the General Plan which were made to address the housing and safety needs of the City and to meet the requirements of current State law. The General Plan Update EIR assessed impacts associated with updates to the Housing Element, Land Use Element, Circulation Element, and Safety Element. The City adopted updates to the Housing Element and Land Use Element concurrently with certification of the General Plan Update EIR but did not adopt the updates to the Safety and Circulation Element. The adoption of the Safety and Circulation Elements was delayed to provide adequate time for additional analyses related to emergency evacuation and to solicit public and stakeholder input. Since the adoption of the General Plan Update EIR, additional technical studies were prepared to inform the Safety and Circulation Element updates and new policies were developed, and thus now the Circulation and Safety are being further updated from the draft version that was included as part of the EIR. These changes are analyzed in this addendum. Information on updates to each element is provided below.

#### 2.1.1 Housing Element Update

The Housing Element is one of the State-mandated elements of the General Plan. The Housing Element Update identifies the City's housing conditions and needs, and establishes the goals, objectives, and policies that comprise the City's housing strategy to accommodate projected housing needs, including the provision of adequate housing for low-income households and for special-needs populations (e.g., unhoused people, seniors, single-parent households, large families, and persons with disabilities). The Housing Element Update fulfilled the following goals and objectives:

- Meet State required Regional Housing Needs Assessment (RHNA) for 6<sup>th</sup> Cycle Housing Element planning period of 2021 – 2029;
- Bring the General Plan into conformance with recently enacted State laws;
- Identify future housing sites with a collective capacity to meet the City's RHNA, including the requisite buffer capacity; and
- Locate future housing sites in existing urban areas, in close proximity to transit and commercial services, and to avoid placement of new housing in open space areas.

The Housing Element Update was evaluated in the General Plan Update EIR and adopted on October 13, 2021.

#### 2.1.2 Land Use Element Update

The General Plan Update EIR evaluated changes made to the land use table and map of the Land Use Element. These changes were made to provide sufficient capacity for housing development and to meet the permitted residential densities and affordability requirements specified in the Housing

Element Update. Specifically, the Land Use Element and the Calabasas Municipal Code were updated in the following ways:

- The existing Residential-Multi-family (R-MF) (20) designation was modified to an expanded density designation of R-MF (24). This alteration automatically increases the density allowance for all lands specified within the previous R-MF (20) designation.
- The “Anticipated Maximum Population Intensity” for the existing R-MF (12) and R-MF (16) land use designations was modified.
- A new Affordable Housing Overlay (AHO) designation was created to reflect allowed densities identified in the Housing Element Update. The AHO zone can be applied to property that allows for multi-family housing and provides an incentive to allow for greater density if the property owner provides additional affordable housing.

The Land Use Element Update and modifications to the Calabasas Municipal Code were evaluated in the General Plan Update EIR and adopted on October 13, 2021.

### 2.1.3 Safety Element Update

The proposed Safety Element Update will address the requirements of new State legislation and incorporate new policies based on updated local and regional data. The update will address the following legislative requirements:

- Senate Bill (SB) 99 requires jurisdictions, upon the next revision of the Housing Element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. The Safety Element Update will include an assessment of residential emergency evacuation routes consistent with SB 99.
- Senate Bill 379 requires Safety Elements to include a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy. In addition, Senate Bill 1035 requires cities and counties to update their safety element during a housing element or local hazard mitigation plan update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous revision of the safety element. The Safety Element Update will identify populations vulnerable to climate change, present climate change projection information, and include new goals, policies and implementation programs addressing climate change.
- Senate Bill 1241 requires review and update of the safety element, upon the next revision of the housing element on or after January 1, 2014, as necessary to address the risk of fire in state responsibility areas and very high fire hazard severity zones. The Safety Element update will include new goals, policies and programs related to fire hazard planning and preparedness consistent with CAL FIRE requirements.
- Assembly Bill (AB) 747 requires each jurisdiction to review and update as necessary the Safety Element to identify evacuation routes and capacity, safety, and viability under a range of emergency scenarios. This information must be included by January 1, 2022, or upon approval of the next update to the Local Hazard Mitigation Plan. The Safety Element Update will identify emergency scenarios and goals, policies, and implementation programs to mitigate potential impacts associated with emergency evacuation.

Areas of the Safety Element that would be updated include geology and seismicity, stormwater management and flooding, fire hazards, and disaster response. A new section on climate change would be added.

A draft version of the Safety Element Update was evaluated in the General Plan Update EIR.

### 2.1.4 Circulation Element Update

Changes to the Circulation Element would include adding references to vehicle miles traveled in place of level of service, consistent with new state requirements. Level of service is a measure to describe how well roadway intersections and other transportation facilities operate for drivers. Level of service thresholds were previously used as a metric to evaluate environmental impacts of proposed projects. These thresholds would be replaced with vehicle miles traveled for purposes of environmental impact evaluations. Vehicle miles traveled evaluates the number of miles traveled by each vehicle. This shift in standard is mandated by the State as part of Senate Bill 375 in keeping with the State's goals to reduce greenhouse gas emissions, encourage infill development and improve public health through active transportation (e.g., bicycling and walking).

A draft version of the Circulation Element Update was evaluated in the General Plan Update EIR.

## 2.2 General Plan Update EIR

The City Council certified the EIR for the General Plan Update on October 13, 2021 and adopted updates to the Housing and Land Use Elements, and modifications to the Calabasas Municipal Code. The General Plan Update EIR evaluated potential environmental consequences associated with the General Plan Update, focusing in depth on the following environmental issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities
- Wildfire
- Effects Found Not to be Significant (Agriculture and Forestry Resources, Energy, and Mineral Resources)

## 2.3 Documents Incorporated by Reference

The General Plan Update EIR evaluated impacts associated with the City's General Plan Update, including cumulative impacts associated with future development. The Draft and Final EIR, in their entirety, as well as the technical reports and appendices, are incorporated by reference into this addendum. Technical documents supporting the General Plan Update EIR and this addendum are available for review at the City of Calabasas Planning Division. The General Plan Update Draft and Final EIR are also available online at: <https://www.cityofcalabasas.com/government/community-development/2021-2029-housing-element-update/resources-and-documents>.

## 3 Proposed Updates to the Circulation and Safety Elements

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The proposed project would involve adoption by the Calabasas City Council of an updated Circulation Element and Safety Element with minor language and policy updates from what was analyzed as part of the General Plan Update EIR.

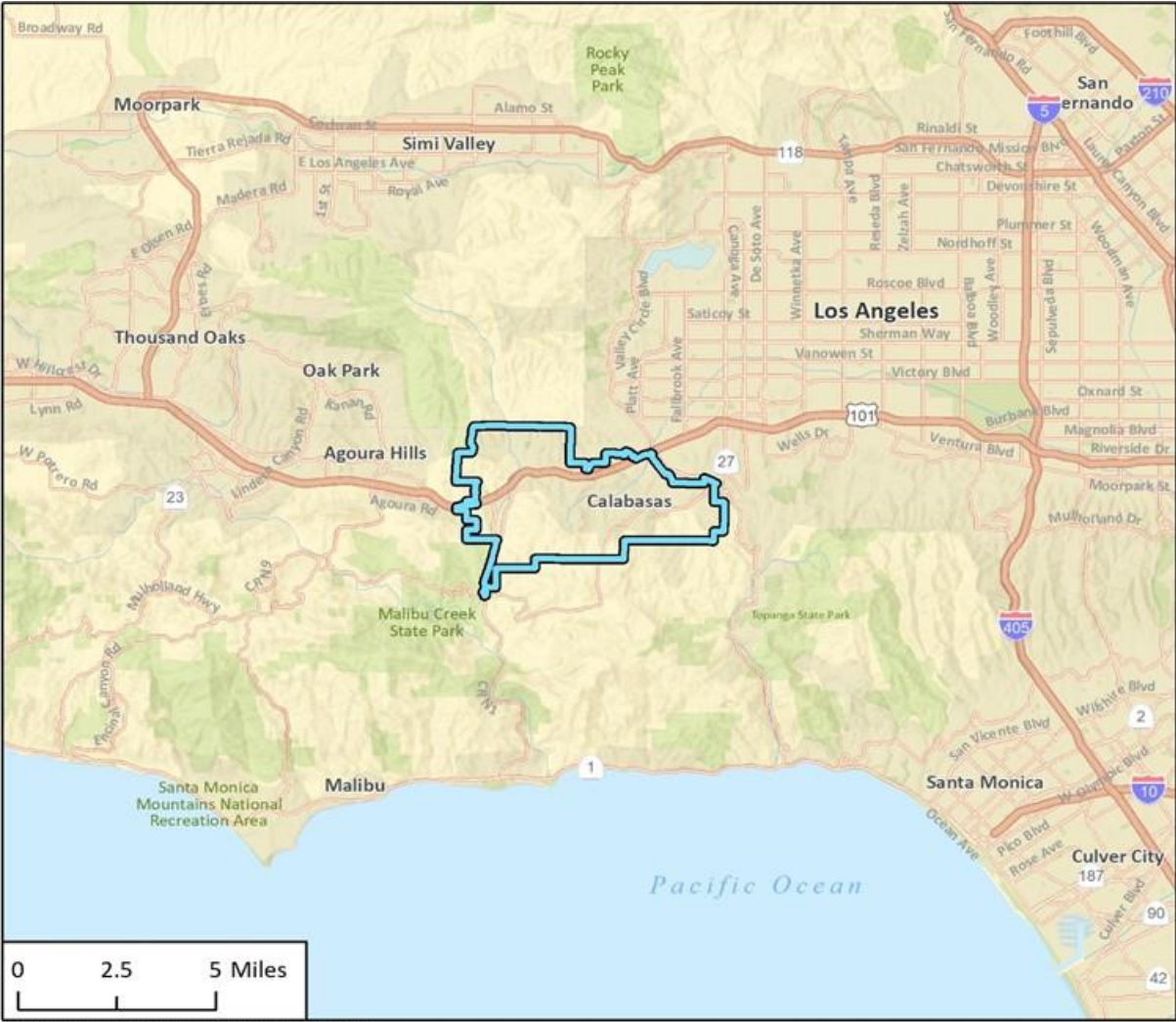
### 3.1 Project Location

The City of Calabasas (City) is in western Los Angeles County along the Ventura Freeway, approximately 25 miles from downtown Los Angeles. Adjacent cities include Agoura Hills to the west, Hidden Hills to the north, and Los Angeles to the east. Unincorporated Los Angeles County is located to the south, west, and north of Calabasas. A portion of the City's northern boundary borders the Ventura County line. U.S. Route 101 (US-101) generally runs east-west along the northern border of the City. Other major transportation routes in and near the City include Mulholland Highway, Calabasas Road, and Old Topanga Canyon Road in the eastern area of the City, and Las Virgenes Road, Lost Hills Road, and Agoura Road in the western area of the City. State Route 27 (SR-27) runs north-south approximately 0.20-mile east of the City.

The study area considered in the General Plan Update EIR includes the entire City of Calabasas Plan Area, shown in Figure 1, which includes all areas within the City's corporate limits and some adjacent areas of unincorporated Los Angeles County, within the City's Sphere of Influence (SOI). These adjacent areas are already pre-zoned and/or identified in the Land Use Element as being potentially appropriate for future annexation, and other territories located within the City's SOI.

The City's corporate limits encompass approximately 13.3 square miles, or 8,512 square acres of land, and the unincorporated portions of the Plan Area total approximately 3.7 square miles (2,362 square acres). The entire Plan Area encompasses approximately 10,874 acres.

Figure 1 Project Location



Basemap provided by Esri and its licensors © 2021.

- ★ Project Location
- Plan Area



Fig. 1 Regional Location

## 3.2 Project Description

The project consists of focused updates to the City of Calabasas General Plan Circulation and Safety Elements, specifically new policies based on updated information from two new technical reports, as discussed in more detail below. The comprehensive updates to the Circulation and Safety Elements would bring the City's Circulation and Safety Elements into compliance with State law requirements. New and significantly revised policies included in each element from what was analyzed as part of the General Plan Update EIR are below. Additions to each element are shown below in underline, and removals are shown in ~~strikeout~~.

### 3.2.1 Circulation Element

The Circulation Element Update contains updated language and terminology regarding vehicle miles traveled, emergency evacuation, complete streets, and circulation enhancements on critical intersections and roadway corridors from what was analyzed as part of the General Plan Update EIR. Additionally, Agoura Road was added as a roadway segment affected by freeway diversion. One new policy included in the element is listed below:

**VI-13** Develop sample roadway cross sections to reference as best practice treatments for flexible roadway design, such as for bicycle facilities or shoulder treatments, that can accommodate vehicle travel or emergency vehicle access during an emergency evacuation.

### 3.2.2 Safety Element

The Safety Element Update contains updated language and terminology regarding fire hazards, climate change vulnerability, and emergency evacuation. Additionally, the Safety Element Update was revised to include updates to information regarding designated evacuation routes, emergency evacuation shelters, facilities and groups that may require special assistance and support during an emergency, isolated neighborhoods, emergency evacuation capacity, intense precipitation events, drought, wildfire impacts, and climate change vulnerability. New policies included in the element are listed below:

**VII-16** 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.

**VII-17** Survey the conditions in the wildfire approach pathways located within city limits as identified in Figure 8 of Appendix D-1 in collaboration with the Los Angeles County Fire Department to assess vegetation management actions that could reduce wildfire movement.

**VII-18** Actively engage with the County of Los Angeles and the Santa Monica Mountains Conservancy as part of wildfire planning and implementation initiatives, including those related to the Los Angeles County Fire Department Strategic Plan and the Los Angeles County Integrated Wildfire Safety Program.



**VII-19** Coordinate with LACFD to include Calabasas in development and maintenance of a County Wildfire Protection Plan and investigate the possibility of preparing a plan component specific to the Calabasas community.

**VII-22** 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.

**VII-23** Minimize risks to existing development by identifying existing non-conforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard, and requiring all new development to meet or exceed California Code of Regulations, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (State Responsibility Area Fire Safe Regulations).

**VII-25** Support Los Angeles County's Defensible Space Inspection Program that enforces defensible space standards of existing development in Calabasas by posting informational resources on the City's website and distributing via social media platforms.

**VII-26** Develop and disseminate education and outreach materials to homeowners, residents, businesses, and landlords regarding retrofits and hardening that align with recommendations from CAL Fire's Wildfire Home Retrofit Guide. Identify resources that can provide financial support for home retrofit and home hardening projects.

**VII-27** Develop and regularly update building and landscaping requirements and protocols that integrate CAL FIRE and LACFD regulations and procedures for retrofits and future development. Update the Calabasas Municipal Code with incentives for home retrofits.

**VII-28** Update landscaping requirements and guidelines regarding landscape design, species preferences, installation, and maintenance to reduce vulnerability to ember ignition, and wildfire impacts.

**VII-32** In lieu of more highly combustible and non-native tree species, encourage the planting of native oaks in strategic locations and near existing oak woodlands to protect developments from wildfires, as well as to lessen fire risk associated with developments.

**VII-33** Coordinate with local organizations, such as Emergency Preparedness in Calabasas: A Fire Safe Council (EPIC), to pursue and allocate grant funding to support wildfire risk reduction activities.

**VII-34** Evaluate the City's capacity to adequately suppress wildfire, taking into account water supply availability, as part of the next Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan update.

**VII-35** Coordinate with the Las Virgenes Municipal Water District to support the provision of adequate water availability throughout the City and provision of adequate water storage to meet future peak fire demand, even during times of peak domestic demands. Promote the Las Virgenes-Triunfo JPA's proposed Pure Water Project in order to provide residents with a locally produced water source that can be relied on through disasters and hazard events.

**VII-36** Permit new development only within areas that have adequate water pressure or fire flows.

~~**VII-45** Encourage collaboration and partnership with local and regional partners on future enhancements of alert and notification systems.~~ Engage in regular communication with local, regional, and state partners, including EPIC (Emergency Preparedness in Calabasas), CERP, Los Angeles County Office of Emergency Management, LACFD, Los Angeles County Sheriff Department, and the school district on emergency preparedness, response, and recovery; ensure alignment with

ongoing planning efforts by these entities, provide a clear understanding of roles and responsibilities, and maintain consistent communication with the general public.

**VII-46** Provide bilingual (English and Spanish) public health, emergency preparedness, and evacuation information and signage to citizens through libraries, the City website, radio, schools, and other social media platforms.

**VII-47** Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as senior, young children, and individuals with physical disabilities.

**VII-48** Engage with both homeowners and renters at a block-by-block level residents to better prepare for wildfire mitigation and protection. Empower the City's Public Safety Commission to serve as the City's Fire Safe Council, or create a separate citizen body for the purpose EPIC to serve as one of the City's Fire Safe Councils and offer defensible space and home hardening training and assessments.

**VII-49** Enhance the Provide Community Emergency Response Training (CERT) to provide disaster preparedness training to the community at the neighborhood level. Work with the Las Virgenes Unified School District to develop and implement a CERT curriculum. increase community disaster preparedness at the neighborhood level.

**VII-51** Coordinate with the County of Los Angeles Office of Emergency Management to maintain up-to-date local relevant data on shelter facilities, vulnerable populations, and other critical information as part of emergency evacuation planning and community outreach efforts. Findings from the evacuation scenarios analysis in Appendix D should inform coordination efforts.

**VII-52** 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 the school district and align with the Los Angeles County Operational Area Emergency Response Plan. Maintain and update the City's Emergency Operations Plan every 8 years at a minimum to account for all types of emergencies consistent with the Standardized Emergency Management System (SEMS).

**VII-54** Enhance Calabasas Emergency Radio Program's (CERP) participation with volunteers and agencies and incorporate emergency preparedness procedures on a continuing basis.

**VII-55** Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers or designated cooling or smoke relief center during emergencies. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for evacuation centers and other critical facilities in the event of power outages.

**VII-61** Conduct regular evacuation trainings with single-access community HOAs and residents; encourage residents in single-access communities to maintain emergency supplies for at least 3 - 10 days.

**VII-62** Partner with EPIC and CERP to explore funding opportunities to support distribution of hand-cranked or battery-powered radios to residents in Calabasas.

**VII-63** Improve coordination between frontline emergency personnel, CERP, EPIC, and media sources, and the school district to ensure accurate and clear information is being disseminated.

**VII-65** Proactively engage with residential neighborhoods with single points of entry and exit to encourage home retrofits to meet current standards on structure hardening, proactively enforce defensible space standards, and conduct emergency preparedness trainings. Establish higher standards of defensible space for residential neighborhoods / higher priority targets for enforcement.

**VII-70** Encourage residents to evacuate in a timely manner to reduce last-minute evacuations and concentrated demand on the roadway network. Coordinate with the school district to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.

**VII-71** Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Anticipate school district evacuation needs as part of evacuation orders.

**VII-72** Issue mandatory evacuation orders based on characteristics of the hazard, such as fire spread characteristics.

**VII-73** Encourage residents to take only one or two vehicles (based on household size) to reduce the number of evacuating vehicles. Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.

**VII-74** Close routes upstream from the hazardous area to decrease demand on key evacuation routes.

**VII-75** Coordinate with Caltrans to manage freeway lanes restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway.

**VII-76** Future roadway design, especially in areas that have less accessibility and on critical evacuation routes, should consider evacuation capacity and design treatments that could assist in creating reversible lanes (contraflow) and facilitate additional capacity in an evacuation such as painted medians (instead of raised medians) or other treatments.

**VII-77** Set traffic signals to prioritize certain traffic movements to increase flow through the intersection or prioritize evacuating vehicles

**VII-78** Use high-capacity public transit vehicles to reduce the use of single occupancy vehicles and increase the number of evacuees.

**VII-79** Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.

**VII-80** Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems)

**VII-81** Monitor traffic using intelligent transportation system (ITS) technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as needed.

**VII-82** Establish a redundant and resilient communications system to ensure uninterrupted emergency operations and communications such as through solar photovoltaic systems and battery storage, phone/text alerts, radio, sirens/loudspeaker, and signage.

**VII-83** Increase defensible space and vegetation maintenance and clearing associated with critical evacuation roadways.

**VII-84** Coordinate with Southern California Edison to accomplish replacements of wooden poles with fire-resistant steel poles, and to enhance preventative maintenance activities along critical evacuation roadways with Southern California Edison.

**VII-85** Coordinate with Southern California Edison to implement an aggressive electrical undergrounding plan with a focus on critical evacuation roadways.

**VII-86** Engage with SCAG, Caltrans, California Highway Patrol, adjacent cities, Los Angeles County to identify regional evacuation solutions to address constraints on the Highway 101 system.

**VII-61** Promote and expand the use of drought-tolerant green infrastructure, including street trees, and landscaped areas, as part of cooling strategies in public and private spaces. Promote the addition of shade structures in public spaces.

**VII-91** Partner with Southern California Edison to promote alternatives to air conditioning such as ceiling fans, air exchangers, increased insulation, and low-solar-gain exterior materials to reduce peak electrical demands during extreme heat events to ensure reliability of the electrical grid.

**VII-101** Identify a targeted and sustained funding sources to improve access to solar with battery backup to blackout -proof the homes of vulnerable populations.

### 3.2.3 Appendix D-1 Wildfire Assessment

The technical appendix to the General Plan Safety Element describes wildfire conditions present in the City of Calabasas. It includes a description of wildfire fundamentals, identifies wildfire hazard designations for Calabasas, describes citywide conditions related to slope and aspect, vegetation, weather and atmosphere, and wind pattern, presents existing emergency response facilities, and identifies areas of varying wildfire risk in the areas surrounding Calabasas. Information throughout this appendix is supported by the Wildfire Assessment prepared for the General Plan Update by TSS Consultants (see City of Calabasas General Plan Update Final Program Environmental Impact Report, Appendix E).

### 3.2.4 Appendix D-2 Emergency Evacuation Traffic Assessment

The technical appendix includes the Emergency Evacuation Traffic Assessment prepared by Fehr & Peers, which evaluates traffic operations during various emergency evacuation scenarios for the City of Calabasas as part of the City's Safety Element Update, Circulation Element Update, and on-going emergency evacuation planning efforts. The assessment identifies key evacuation roadways, operational constraints, and policy recommendations for the Safety Element, Circulation Element, and local and regional coordination for emergency evacuation. The methodology and recommendations are consistent with the requirements outlined in Assembly Bill (AB) 747, AB 1409, and Senate Bill (SB) 99.

## 4 Decision Not to Prepare a Subsequent Environmental Impact Report

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As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred. The conditions described in Section 15162 include the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The impact analysis that follows demonstrates that the proposed updates to the Circulation and Safety Elements would not result in new, significant environmental impacts beyond those that have already been identified and characterized in the General Plan Update EIR, and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described above in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have occurred or would occur as a result of the proposed project. Therefore, this addendum is the appropriate level of environmental documentation under CEQA. This addendum will be considered by the City decision-making body in its consideration of the proposed project.

## 5 Environmental Impacts

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This addendum evaluates potential environmental impacts that could result from the proposed project in the context of/compared to the project impacts studied in the General Plan Update EIR. The existing environmental conditions in and around the Plan Area are substantially the same under present conditions as described in the General Plan Update EIR. The analysis below provides updates where necessary to characterize potential impacts.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issue areas suggested for assessment in CEQA analyses. To provide a thorough and conservative analysis of potential impacts associated with the proposed project, this addendum addresses the environmental issue areas included as part of the General Plan Update EIR, listed below.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Potential environmental impacts of the proposed project are analyzed to determine whether they are consistent with the impact analysis provided in the General Plan Update EIR, and whether additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the General Plan Update EIR and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the proposed project.

### 5.1 Aesthetics

#### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that impacts to aesthetic resources would be less than significant for scenic vistas, scenic highways, visual quality, and light and glare. It further stated that individual development projects would be subject to project-specific development and planning review, including adherence to standards for community design and visual quality. As such, all projects proposed under the General Plan implementation would be required to conform to zoning, design standards, and other regulations concerning aesthetic resources such as those that address architectural design, lighting, signage, landscaping, building setbacks, and hillside protection.

#### Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements. The policies are intended to strengthen emergency and wildfire response and thus would not result in

new development or physical alterations that would impact the environment. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR. Therefore, these changes or updates would not result in any physical impacts beyond those analyzed previously in the General Plan Update EIR.

## **Conclusion**

The project would not have new significant impacts or result in a substantial increase in impacts with respect to aesthetics compared to the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.2 Air Quality

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to air quality would be less than significant for air quality plan implementation, cumulative net increase of criteria pollutants, exposing sensitive receptors to substantial pollutant concentrations, and the potential for new sources of other emissions, including those leading to odors. The General Plan includes numerous goals and policies to reduce potential air quality impacts, and the City would enforce compliance with regional plans and programs that reduce air quality impacts.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and these updates would not result in impacts to air quality plan consistency, criteria air pollutants, sensitive receptors' exposure to substantial pollutant concentrations, or other emissions which would adversely affect a substantial number of people beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## **Conclusion**

The proposed project would not result in new or more severe significant impacts with respect to air quality than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.3 Biological Resources

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to biological resources would be less than significant with mitigation incorporated for effects to sensitive animal and plant species, sensitive natural communities, State or federally protected wetlands, and wildlife movement. As such, all projects proposed under General Plan implementation would be required to conform to zoning, design standards, and other regulations concerning the protection of biological resources, including



listed species, habitats, and all planning resources designed to protect and conserve these resources. The General Plan Update EIR required the following mitigation measures to protect and reduce impacts on biological resources to the extent feasible:

*MM BIO-1 Pre- Construction Biological Resources Reconnaissance Survey and Reporting*

For all future housing sites that are either completely vacant or majority of the site is vacant/undeveloped, prior to the issuance of a grading permit, a qualified biologist shall be retained by the project applicant to conduct a biological resources reconnaissance of the site. The biological resources assessment shall characterize the biological resources present on the project site and determine the presence or absence of sensitive species.

If the biologist determines that special-status species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants* (USFWS, September 23, 1996). If it determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determined presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for State or federally listed species, respectively, that may occur.

The report shall identify 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of proposed project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.

If sensitive species and/or habitat are absent from the individual project site and from adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.

If it is determined that a special-status species may be impacted by a project, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City to determine measures to address impacts such as avoidance, minimization, restoration, or compensation.

If the biologist determines that wildlife movement corridors are present on any portion of a project site, consultation with the appropriate agency (USFWS and/or CDFW) shall occur prior to issuance of a development permit from the City to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. The analyses shall also describe project impacts to wildlife movement, considering the existing and post-project opportunities present to wildlife to safely enter and exit the applicable location(s) on the project site

*MM BIO-2 Pre-Construction Bird Surveys, Avoidance, and Notification*

Construction activities initiated during the bird nesting season (February 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 500-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.

Proposed project site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

*MM BIO-3 Pre-Construction Bat Surveys*

To avoid the direct loss of bats that could result from removal of trees and/or structures that are confirmed to support a maternity bat roost (e.g., in cavities, under loose bark or in structures such as bridges and abandoned buildings), tree removal or structure demolition shall be scheduled between October 1 and February 28, outside of the maternity roosting season. If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist shall conduct a focused survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula (i.e., a place in which an animal seeks refuge) or nursery colony roosting habitat for bats.

Each tree and/or structure identified as potentially supporting an active maternity roost shall be closely inspected by the bat specialist prior to tree disturbance to determine the presence or absence of roosting bats. If it is determined that a bat roost may be present, a Bat Avoidance Plan shall be prepared and approved by CDFW prior to issuance of a development permit from the City. The Plan shall identify bat survey methods and materials and methods to exclude or prevent bats from using the roost without directly impacting any bats.

*MM BIO-4 Worker Environmental Awareness Program and Construction Monitoring*

On specific properties and in situations where potentially significant biological resource impacts have been confirmed to be likely by a consulting biologist, a qualified biologist shall be assigned for monitoring and reporting purposes. This person shall also conduct a Worker Environmental

Awareness Program (WEAP) for all personnel working at the site. The WEAP shall focus on conditions and protocols necessary to avoid and minimize potential impacts to biological resources.

Prior to initiation of all construction activities (including staging and mobilization), all personnel associated with project construction shall attend a WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status biological resources potentially occurring in the Plan Area. This training will include information about the special-status species with potential to occur in the Plan Area. The specifics of this program shall include identification of special-status species and habitats, a description of the regulatory status and general ecological characteristics of special-status resources, and review of the limits of construction and measures required to avoid and minimize impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employees, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to special-status species and sensitive natural communities.

#### *MM BIO-5 Restoration Plans*

For all future housing sites that are either completely vacant or majority of the site is vacant/undeveloped, prior to the issuance of a grading permit, the applicant shall prepare and submit a Restoration Plan, which shall mitigate for impacts to riparian vegetation and/or CDFW sensitive natural communities at a 2:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts, or as otherwise approved by CDFW and the City.

The Restoration Plan shall describe methods to mitigate for impacts to riparian vegetation and/or CDFW sensitive natural communities via an acceptable mitigation approach that involves one or a combination of the on-site or off-site restoration or enhancement of degraded in-kind habitats. If on-site or off-site restoration is not feasible as determined by the City and CDFW, payment into an in-lieu fee program approved by the City and CDFW or payment into a CDFW-approved mitigation bank is allowed.

If on-site or off-site restoration would occur, a Restoration Plan shall be developed by a qualified biologist, restoration ecologist, or resource specialist and submitted to and approved by the City and CDFW prior to issuance of a development permit for the project. In broad terms, the Restoration Plan shall at a minimum include:

- Description of the project/impact and mitigation sites;
- Specific objectives;
- Success criteria;
- Performance standards;
- Plant palette;
- Implementation plan;
- Maintenance activities;
- Monitoring and reporting plan;
- Adaptive management strategies;
- Responsible parties; and

- Contingency measures.

Success criteria shall at a minimum be evaluated based on appropriate survival rates and percent cover of planted native species, as well as eradication and control of invasive species within the restoration area.

The target species and native plant palette, as well as the specific methods for evaluating whether the project has been successful at meeting the above-mentioned success criteria shall be determined by the qualified biologist, restoration ecologist, or resource specialist and included in the Restoration Plan.

The Restoration Plan shall be implemented over a five-year period and shall incorporate an iterative process of annual monitoring and evaluation of progress and allow for adjustments to the program, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the Restoration Plan shall be submitted to City and the CDFW. Five years after project start, a final report shall be submitted to the City and the CDFW, which shall at a minimum discuss the implementation, monitoring and management of the mitigation project over the five-year period and indicate whether the Restoration Plan has met the established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report. Restoration will be considered successful after the success criteria have been met for a period of at least two years without any maintenance or remediation activities other than invasive species control. The project shall be extended if the success criteria have not been met at the end of the five-year period to the satisfaction of the City and the CDFW.

## **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to sensitive animal and plant species, sensitive natural communities, State or federally protected wetlands, and wildlife movement. New policies such as VII-17, VII-22, VII-23, and VII-28 encourage vegetation management to mitigate wildfire risk which may result in maintenance or removal of biological resources, however, existing mitigation measures address these and thus impacts do not change. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## **Conclusion**

The proposed project would not result in new or more severe impacts significant impacts with respect to biological resources than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures BIO-1 through BIO-5 from the General Plan Update EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

## **5.4 Cultural and Tribal Cultural Resources**

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to cultural and tribal cultural resources would be less than significant with mitigation incorporated for effects to identified and previously unidentified archaeological resources, historic period buildings and structures, tribal cultural

resources. The General Plan Update EIR required the following mitigation measures to protect and reduce impacts on cultural and tribal cultural resources to the extent feasible.

*MM CUL-1(a) Cultural Resource Record Search*

As a condition of approval, prior to issuance of construction permits, a cultural resource record search from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton shall be conducted and submitted to the City for all properties identified as “Older than 50 Years Old,” “Undeveloped,” or in, or adjacent to, areas of known cultural resource sensitivity. A record search is required to identify all previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project site.

*MM CUL-1(b) Cultural Resource Survey*

As a condition of approval, prior to issuance of construction permits, a cultural resource survey shall be conducted and submitted to the City, if deemed necessary by the results of the cultural resources record search (in accordance with MM CUL-1(a)), by a qualified archaeologist prior to any planned development projects for undeveloped properties or properties in, or adjacent to, areas of known cultural resource sensitivity. This ensures that no previously unidentified cultural or Tribal cultural resources are present on the surface of a property that can be impacted by development.

*MM CUL-1(c) Training for Unanticipated Discovery of Archaeological Resources*

Prior to beginning construction activities, a qualified archaeologist shall be retained to conduct a Worker’s Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualification Standards for archaeology. Archaeological sensitivity training will include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

*MM CUL-1(d) Archaeological and Native Monitors*

During initial ground disturbing activities related to the proposed project, both a qualified archaeologist and a locally affiliated Native American monitor shall monitor construction activities within the project site. Initial ground disturbance is defined as disturbance within previously undisturbed native soils. If, during initial ground disturbance, the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), the qualified archaeologist may recommend, in consultation with the Native American monitor, that monitoring be reduced or eliminated.

*MM CUL-1(e) Stop Work Orders*

If cultural resources are encountered during ground-disturbing activities, whether or not a monitor is present, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing in the CRHR, the qualified archaeologist will develop a mitigation plan that may include additional work

such as data recovery excavation. Native American consultation may also be warranted to avoid or minimize impacts/adverse effects.

## **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to archaeological, historical, or tribal resources, nor cause disturbance of human remains. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to cultural and tribal resources than were identified in the General Plan Update EIR. The General Plan Update EIR identified a significant impact with respect to historic resources; this impact would remain under the proposed project. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures CUL-1(a) through CUL-1(b) from the General Plan Update EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

## **5.5 Geology and Soils**

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to geology and soils would be less than significant for adverse effects related to rupture of a known fault, strong ground shaking, seismic-related ground failure, or landslides; soil erosion; landslide, lateral spreading, subsidence, liquefaction, or collapse; locating development on expansive soils; and installing septic tanks and alternative wastewater disposal systems in expansive soils. However, potentially significant impacts were found for paleontological resources and mitigation was incorporated to reduce impacts to less than significant. The General Plan Update EIR required the following mitigation measure to protect and reduce impacts on geology and soils to the extent feasible.

#### *MM GEO-1 Retain a Qualified Paleontologist*

Prior to any ground-disturbing activities, a Qualified Paleontologist shall be retained to review project plans for ground disturbing activities within intact (native) geologic units of high paleontological sensitivity (Qoa, Tuss, Tush, Tud, Tmss, Tmcg, Tm, Pml, Pu, Ttucg, Ttus, Ttuc, Ttlc, Ttl) and excavations exceeding five feet below ground level (bgs) within areas mapped as low sensitivity at the surface (i.e., Qa, Qg, Qls) to determine if underlying paleontologically sensitive units ) could be impacted. If potentially significant impacts are identified, the Qualified Paleontologist shall prepare and implement a Paleontological Resources Mitigation Plan (PRMP) that details mitigation recommendations including paleontological monitoring procedures; communication protocols for unanticipated fossil discoveries; preparation, curation, and reporting requirements; and Worker Environmental Awareness Program (WEAP) training to be delivered at a preconstruction meeting for all on-site construction personnel. A Qualified Paleontologist is an individual who meets the education and professional experience standards as set forth by the Society of Vertebrate Paleontology (SVP) (2010), which recommends the paleontologist shall have

at least a master's degree or equivalent work experience in paleontology, shall have knowledge of the local paleontology, and shall be familiar with paleontological procedures and techniques.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to geology and soils impacts beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to geology and soils than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measure GEO-1 from the General Plan Update EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

## 5.6 Greenhouse Gas Emissions

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to greenhouse gas (GHG) emissions and GHG reduction targets would not exceed the locally applicable, project specific GHG threshold. Impacts were determined to be less than significant.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to greenhouse gas impacts beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to greenhouse gas emissions than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.7 Hazards and Hazardous Materials

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts related to the transport, use, disposal, or accidental release of hazardous materials would be less than significant. Potential hazards near schools or potential hazardous materials sites would be minimized through existing regulatory requirements.



## Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to hazards and hazardous materials impacts beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## Conclusion

The proposed project would not have new or more severe significant impacts with respect to hazards and hazardous materials than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.8 Hydrology and Water Quality

### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that impacts to hydrology and water quality would be less than significant.

### Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to hydrology and water quality beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### Conclusion

The proposed project would not have new or more severe significant impacts with respect to hydrology and water quality than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.9 Land Use and Planning

### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that impacts land use and planning would be less than significant.

### Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in land use and planning impacts beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## Conclusion

The proposed project would not have new or more severe significant impacts with respect to land use and planning than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.10 Noise

### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that temporary impacts to noise from construction would be less than significant with mitigation incorporated. Impacts related operation of future development projects, increased traffic and roadway noise, excessive vibration from construction, and increase in noise near sensitive land uses were found to be less than significant.

#### *MM N-1 Construction Noise Reduction Measures*

The following standard construction noise reduction measures shall be required for all new projects located within 100 feet of noise-sensitive receivers to be implemented during all phases of demolition and construction activities:

- All equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained industrial grade mufflers consistent with manufacturers' standards.
- Whenever practicable, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- All heavy-duty stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
- All construction areas for staging and warming up equipment shall be located as far as practicable from nearby noise-sensitive receivers.
- Portable sound enclosures capable of reducing noise levels by at least 10 dBA shall be used for all generators, air compressors, and other stationary equipment.
- Two weeks prior to commencement of construction, notification shall be provided to off-site residential uses within 500 feet of project sites that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.
- Project applicants shall provide a non-automated telephone number for local residents to call to submit complaints associated with construction noise during all phases of construction. The project applicant shall maintain a log of complaints and shall address complaints to minimize noise issues for neighbors.
- Each project applicant shall coordinate regularly with other project applicants and/or construction contractors of projects located within 500 feet of the project site that will have overlapping construction schedules to minimize the amount of time during which simultaneous construction activities are occurring and to avoid the simultaneous occurrence of high-noise generating activities, such as demolition and excavation.

## **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Element updates and would not result in noise impacts beyond those analyzed previously in the General Plan Update EIR. Noise associated with new policies concerning vegetation management such as VII-17 and VII-28 would be covered by the mitigation measure N-1 noted above. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to noise than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measure N-1 from the General Plan Update EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

## 5.11 Population and Housing

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined implementation of the General Plan Update would result in a less than significant impact relating to population growth and would not result in displacing people and/or housing.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to population and housing beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to population and housing than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.12 Public Services

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that implementation of the General Plan Update would not result in substantial adverse physical impacts associated with new or physically altered public services facilities, including those related to fire, police, schools, and libraries, and impacts would be less than significant.

## Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to public services beyond those analyzed previously in the General Plan Update EIR. Updated guidance regarding evacuation and emergency response in the project would be a public benefit resulting in no additional impacts. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## Conclusion

The proposed project would not have new or more severe significant impacts with respect to public services than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.13 Recreation

### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that impacts to existing park and recreational facilities and the necessity for new and/or expanded recreational facilities would be less than significant with implementation of the General Plan Update.

## Impacts of the Proposed Project

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to recreation beyond those analyzed previously in the General Plan Update EIR. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## Conclusion

The proposed project would not have new or more severe significant impacts with respect to recreation than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.14 Transportation

### Impacts Identified in the General Plan Update EIR

The General Plan Update EIR determined that impacts related to transportation would be less than significant with no mitigation required. Reasonably foreseeable development under the General Plan Update would not interfere with or obstruct the implementation of plans related to the circulation network.

## **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to transportation beyond those analyzed previously in the General Plan Update EIR. The proposed project would add policies, such as VI-13 and VII-23, to reduce roadway impacts to pedestrians and to improve evacuation readiness, which result in fewer impacts. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

## **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to transportation than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.15 Utilities and Service Systems

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts to utilities and service systems would be less than significant.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements. and would not result in impacts to utilities and service systems beyond those analyzed previously in the General Plan Update EIR. The proposed project would add policies to plan for adequate water supply availability to suppress fires and establish solar photovoltaic systems and battery storage for evacuation centers and other critical facilities, providing beneficial impacts. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to recreation than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary

## 5.16 Wildfire

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that the General Plan Update would result in less than significant impacts concerning wildfire risks, hazards, and conflicts with emergency response plans

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to wildfire beyond those analyzed previously in the General Plan Update EIR. All new policies in the updated Safety Element address wildfire impacts by mitigating risk and prioritizing emergency and evacuation readiness. The proposed project would not alter the development footprint or increase allowed areas of development or disturbance compared to what is allowed under the General Plan Update and analyzed in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to wildfire than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 5.17 Effects Found Not to be Significant

### **Impacts Identified in the General Plan Update EIR**

The General Plan Update EIR determined that impacts for related to agriculture and forestry resources, energy, and mineral resources would be less than significant.

### **Impacts of the Proposed Project**

The project involves minor updates to policies included in the Safety and Circulation Elements and would not result in impacts to agriculture and forestry resources, energy, and mineral resources beyond those analyzed previously in the General Plan Update EIR.

### **Conclusion**

The proposed project would not have new or more severe significant impacts with respect to agriculture and forestry resources, energy, and mineral resources than were identified in the General Plan Update EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur and no new mitigation measures are necessary.

## 6 Conclusion

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The City of Calabasas, acting as the lead agency, determined that an addendum is the appropriate environmental document under CEQA because the proposed project would not require revisions to the adopted General Plan's EIR due to the involvement of new significant environmental effects or substantial increases in the severity of significant effects previously identified in the General Plan Update EIR.

There are no changed circumstances or new information that meets the standards for requiring further environmental review under CEQA Guidelines Section 15162. Thus, these circumstances and information would not result in new or more severe impacts beyond what were addressed in the General Plan Final EIR and would not meet any other standards under CEQA Guidelines Section 15162(a)(3). No additional analysis is required based on the following findings.

First, the proposed project would not result in new or more severe impacts beyond what was addressed in the General Plan Update EIR.

Second, the City is not aware of any substantial changes in the circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact requiring major revisions to the General Plan Update EIR (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions in the City of Calabasas not contemplated and analyzed in the General Plan Update EIR that would result in new or substantially more severe environmental impacts.

Third, as documented in Section 3 of this addendum, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan Update adoption in October 2021) that identifies: a new significant impact (condition "A" under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives that are considerably different from those analyzed in the General Plan Update EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" State CEQA Guidelines Section 15162[a][3]). In sum, none of the "new information" conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent or supplemental EIR.

State CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is therefore appropriate because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.



# 7 References

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## 7.1 Bibliography

City of Calabasas 2022. Appendix D-1 Wildfire Assessment.

Fehr & Peers. 2022. Emergency Evacuation Traffic Assessment.

## 7.2 List of Preparers

Rincon Consultants, Inc. prepared this addendum under contract to the City of Calabasas. Persons and firms involved in data gathering, analysis, project management, and quality control include the following:

### **Rincon Consultants, Inc.**

Matt Maddox, AICP, MESM, Principal-in-Charge

Reema Shakur, AICP, Project Manager / Climate Adaptation Program Manager

Emily Green, Assistant Project Manager

David Brodeur, Environmental Planner

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Check No.	Check Date	Vendor Name	Check Description	Amount	Department
<b>Administrative Services</b>					
116009	4/5/2023	L.A. CO. REGISTRAR-RECORDER	NOV 8 ELECTION	50,935.40	Administrative Services
116036	4/12/2023	APPLE ONE	TEMP STAFFING RECEPTIONIST	1,178.00	Administrative Services
115986	4/5/2023	APPLE ONE	TEMP STAFFING-RECEPTIONIST	1,133.83	Administrative Services
116014	4/5/2023	MENDOZA/ANALUZ//	TRAVEL REIMBURSEMENT	1,016.83	Administrative Services
116064	4/12/2023	TERRYBERRY COMPANY LLC	EMPLOYEE RECOGNITION AWARDS	615.40	Administrative Services
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	207.13	Administrative Services
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	84.21	Administrative Services
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	0.92	Administrative Services
<b>Total Amount for 8 Line Item(s) from Administrative Services</b>				<b>\$55,171.72</b>	
<b>City Attorney</b>					
115996	4/5/2023	COLANTUONO, HIGHSMITH &	CONTRACTUAL SVCS-LEGAL MATTERS	20,163.11	City Attorney
116047	4/12/2023	HOPKINS & CARLEY	HR LEGAL SERVICES	3,240.00	City Attorney
115996	4/5/2023	COLANTUONO, HIGHSMITH &	CONTRACTUAL SVCS-LEGAL MATTERS	1,800.00	City Attorney
115996	4/5/2023	COLANTUONO, HIGHSMITH &	CONTRACTUAL SVCS-LEGAL MATTERS	825.00	City Attorney
115996	4/5/2023	COLANTUONO, HIGHSMITH &	CONTRACTUAL SVCS-LEGAL MATTERS	25.00	City Attorney
<b>Total Amount for 5 Line Item(s) from City Attorney</b>				<b>\$26,053.11</b>	
<b>City Council</b>					
116051	4/12/2023	J & A RENTS AND SELLS INC	REORG MEETING RENTALS	950.78	City Council
116053	4/12/2023	LANDS' END BUSINESS OUTFITTERS	LOGO SETUP FEE-COUNCIL SHIRTS	29.00	City Council
116044	4/12/2023	CONEJO AWARDS	CITY PLAQUE SHIPMENT TO	22.18	City Council
<b>Total Amount for 3 Line Item(s) from City Council</b>				<b>\$1,001.96</b>	
<b>City Management</b>					
116045	4/12/2023	CRISCOM PUBLIC RELATIONS INC	CONSULTING RE WEST VILLAGE	5,000.00	City Management
116013	4/5/2023	MEIK/KINDON//	MILEAGE REIMBURSEMENT	158.51	City Management
116013	4/5/2023	MEIK/KINDON//	MILEAGE REIMBURSEMENT	67.85	City Management
<b>Total Amount for 3 Line Item(s) from City Management</b>				<b>\$5,226.36</b>	
<b>Civic Center O&amp;M</b>					
116067	4/12/2023	TUTTLE FAMILY ENTERPRISES, INC	JANITORIAL SERVICES 03/23	4,905.68	Civic Center O&M



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116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	4,559.22	Civic Center O&M
116027	4/5/2023	TUTTLE FAMILY ENTERPRISES, INC	JANITORIAL SERVICE 03/23	4,176.06	Civic Center O&M
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	3,686.17	Civic Center O&M
116054	4/12/2023	LAS VIRGENES MUNICIPAL WATER	WATER 02/23-03/23	739.54	Civic Center O&M
116059	4/12/2023	SECURAL SECURITY CORP	CITYWIDE PATROL SERVICES	620.00	Civic Center O&M
116054	4/12/2023	LAS VIRGENES MUNICIPAL WATER	WATER 02/23-03/23	597.93	Civic Center O&M
116046	4/12/2023	GROWING ROOTS	PLANT MAINTENANCE - CITY HALL	525.00	Civic Center O&M
<b>Total Amount for 8 Line Item(s) from Civic Center O&amp;M</b>				<b>\$19,809.60</b>	

### Community Development

116058	4/12/2023	RINCON CONSULTANTS INC	GENERAL PLAN UPDATE	5,178.75	Community Development
115986	4/5/2023	APPLE ONE	TEMP STAFFING-ADMIN ASST	1,280.00	Community Development
116036	4/12/2023	APPLE ONE	TEMP STAFFING-ADMIN ASST	1,280.00	Community Development
116036	4/12/2023	APPLE ONE	TEMP STAFFING-ADMIN ASST	1,280.00	Community Development
115999	4/5/2023	DAPEER, ROSENBLIT & LITVAK	PROSECUTOR	1,066.80	Community Development
115999	4/5/2023	DAPEER, ROSENBLIT & LITVAK	PROSECUTOR	250.90	Community Development
<b>Total Amount for 6 Line Item(s) from Community Development</b>				<b>\$10,336.45</b>	

### Community Services

116065	4/12/2023	THE SAUCE CREATIVE SERVICES CO	SUMMER BROCHURE	24,726.60	Community Services
116034	4/12/2023	ALLIANT INSURANCE SERVICES INC	FACILITY RENTAL INSURANCE	6,760.57	Community Services
116055	4/12/2023	LAS VIRGENES UNIFIED SCHOOL	MONTHLY RENTAL AEW 04/23	4,172.79	Community Services
116069	4/12/2023	VERGUN/SHANNON JANNETTE//	INSTRUCTOR-SWEATIN/ZUMBA	1,762.71	Community Services
116052	4/12/2023	KOBLICK/WENDY SUE//	INSTRUCTOR- ACRYLIC PAINTING	1,640.80	Community Services
116017	4/5/2023	ONTARIO REFRIGERATION SVC INC	HVAC SERVICE-AHCCC	1,623.00	Community Services
115986	4/5/2023	APPLE ONE	TEMP STAFFING-ADMIN ASST	1,472.00	Community Services
116036	4/12/2023	APPLE ONE	TEMP STAFFING ADMIN ASST	1,472.00	Community Services
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	1,455.07	Community Services
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	1,156.52	Community Services
116007	4/5/2023	KLOSSNER/JENNY//	INSTRUCTOR-YOGA/TONE&BALANCE	956.54	Community Services
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	907.45	Community Services
115991	4/5/2023	BLUM/ELIZABETH//	INSTRUCTOR-OIL PAINTING	802.07	Community Services
116054	4/12/2023	LAS VIRGENES MUNICIPAL WATER	WATER- 02/23-03/23 M#61197394	697.11	Community Services
116021	4/5/2023	SALKIN/TOBY JACOBSON//	INSTRUCTOR-ABSTRACT COLLAGE	661.50	Community Services
116052	4/12/2023	KOBLICK/WENDY SUE//	INSTRUCTOR- CANASTA STRATEGY	625.80	Community Services
116038	4/12/2023	AT&T	MONTHLY INTERNET 02/23	616.60	Community Services



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116018	4/5/2023	PHILLIPS/PEGGY//	DEPOSIT-4TH OF JULY ENTERTNMNT	600.00	Community Services
116071	4/12/2023	WAXIE SANITARY SUPPLY	DE ANZA CUSTODIAL	435.54	Community Services
116057	4/12/2023	PARAMESH/KALANIDHI//	INSTRUCTOR-CARDS & GAMES	396.90	Community Services
116023	4/5/2023	SHOEMAKER/BONNIE//	INSTRUCTOR-MEMORY TRAINING	346.50	Community Services
115987	4/5/2023	AT&T	BAN 9391056205 02/23	319.11	Community Services
116000	4/5/2023	ESGRO/DONNA BURKE//	INSTRUCTOR- BUTTERFLY BK CLUB	291.76	Community Services
116035	4/12/2023	ANIMAL & INSECT PEST MGMT INC	PEST CONTROL	268.92	Community Services
116040	4/12/2023	BICKELMAN/MELANIE//	INSTRUCTOR-CREATIVE ARTS	249.20	Community Services
116054	4/12/2023	LAS VIRGENES MUNICIPAL WATER	WATER 02/23-03/23	236.02	Community Services
116046	4/12/2023	GROWING ROOTS	PLANT MAINTENANCE - SR CENTER	195.00	Community Services
116011	4/5/2023	LISH/MARGANIT//	INSTRUCTOR-YIDDISH BINGO	166.25	Community Services
116068	4/12/2023	UNITED SITE SERVICES OF CA INC	BARK PARK RR	161.90	Community Services
116042	4/12/2023	CLARK PEST CONTROL	PEST CONTROL	158.00	Community Services
116049	4/12/2023	INNER-I ...SECURITY IN FOCUS	MTHLY CAMERA SRVCS 04/23-06/23	135.00	Community Services
116059	4/12/2023	SECURAL SECURITY CORP	FOUNDERS HALL FACILITY RENTAL	131.76	Community Services
116072	4/12/2023	ZEE MEDICAL SERVICE CO.	FIRST AID KIT SUPPLIES	97.13	Community Services
116006	4/5/2023	INNER-I ...SECURITY IN FOCUS	ALARM MONITORING 04/23-06/23	90.00	Community Services
116049	4/12/2023	INNER-I ...SECURITY IN FOCUS	MTHLY CAMERA SRVCS 04/23-06/23	75.00	Community Services
115990	4/5/2023	BISHOP/BEVERLY//	INSTRUCTOR-PROUD TO BE POLITE	57.87	Community Services
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	43.06	Community Services

**Total Amount for 37 Line Item(s) from Community Services**

**\$55,964.05**

**Finance**

116032	4/12/2023	ADP, INC	PAYROLL PROCESSING	5,451.72	Finance
116019	4/5/2023	ROGERS, ANDERSON, MALODY,	PROFESSIONAL SERVICES	3,600.00	Finance

**Total Amount for 2 Line Item(s) from Finance**

**\$9,051.72**

**Library**

116002	4/5/2023	GALE CENGAGE LEARNING INC	SUBSCRIPTION RENEW-03/23-03/24	3,508.21	Library
115983	4/5/2023	ABC-CLIO, LLC	HISTORY DATABASE RENEWAL	2,328.00	Library
115993	4/5/2023	CANON FINANCIAL SERVICES INC	PRINTER LEASE 03/23-04/23	486.33	Library
115987	4/5/2023	AT&T	BAN 9391055953 02/23	256.02	Library
116005	4/5/2023	INGRAM LIBRARY SERVICES	BOOKS	130.41	Library
116006	4/5/2023	INNER-I ...SECURITY IN FOCUS	ALARM MONITORING 04/23-06/23	90.00	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	78.21	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	50.98	Library



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115984	4/5/2023	AMAZON CAPITAL SERVICES INC	ZIPBOOKS	30.64	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	30.16	Library
116015	4/5/2023	MIDWEST TAPE, LLC	MOVIE DVDS	29.12	Library
115984	4/5/2023	AMAZON CAPITAL SERVICES INC	ZIPBOOKS	25.68	Library
116005	4/5/2023	INGRAM LIBRARY SERVICES	BOOKS	23.36	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	22.20	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	17.08	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	14.65	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	13.07	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	13.05	Library
115988	4/5/2023	BAKER & TAYLOR, LLC	BOOKS	10.14	Library
115984	4/5/2023	AMAZON CAPITAL SERVICES INC	ZIPBOOKS	5.96	Library
<b>Total Amount for 20 Line Item(s) from Library</b>				<b>\$7,163.27</b>	
<b><u>LMD #22</u></b>					
116016	4/5/2023	NEWBURY PARK TREE SERVICE INC	EMERGENCY TREE REMOVAL	4,802.39	LMD #22
116029	4/5/2023	VENCO WESTERN, INC.	EMERGENCY- MISC MUD REMOVAL	3,250.00	LMD #22
116029	4/5/2023	VENCO WESTERN, INC.	IRRIGATION REPAIRS	2,466.68	LMD #22
116010	4/5/2023	LAS VIRGENES MUNICIPAL WATER	WATER 01/23-02/23	1,496.70	LMD #22
116031	4/5/2023	WESTRIDGE CALABASAS HOA	IRRIGATION REPAIRS	738.54	LMD #22
116029	4/5/2023	VENCO WESTERN, INC.	PEST SERVICE 03/23	589.00	LMD #22
<b>Total Amount for 6 Line Item(s) from LMD #22</b>				<b>\$13,343.31</b>	
<b><u>LMD 22 - Common Benefit Area</u></b>					
116016	4/5/2023	NEWBURY PARK TREE SERVICE INC	EMERGENCY TREE REMOVAL	6,863.97	LMD 22 - Common Benefit Area
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	1,039.12	LMD 22 - Common Benefit Area
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	26.64	LMD 22 - Common Benefit Area
<b>Total Amount for 3 Line Item(s) from LMD 22 - Common Benefit Area</b>				<b>\$7,929.73</b>	
<b><u>Media Operations</u></b>					
116050	4/12/2023	INSIGHT PUBLIC SECTOR, INC.	SUBSCRIPTION RENEW-03/23-03/24	10,857.40	Media Operations
116025	4/5/2023	TELECOM LAW FIRM, P.C.	WIRELESS	2,541.00	Media Operations
116043	4/12/2023	CLIENTFIRST CONSULTING GRP LL	01/23 IT CONSULT SVCS	2,260.00	Media Operations
116066	4/12/2023	TIME WARNER CABLE	INTERNET-02/23-04/23	1,615.00	Media Operations
116025	4/5/2023	TELECOM LAW FIRM, P.C.	WIRELESS	1,174.80	Media Operations



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116066	4/12/2023	TIME WARNER CABLE	INTERNET-02/23-04/23	746.13	Media Operations
116037	4/12/2023	AT&T	TELEPHONE SERVICES	594.52	Media Operations
116039	4/12/2023	AT&T MOBILITY	TELEPHONE SERVICE 02/23-03/23	171.88	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	164.97	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	109.12	Media Operations
116041	4/12/2023	CHARTER COMMUNICATIONS	03/23 CABLE MODEM-CH	105.30	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	96.25	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	65.63	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	54.74	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	47.29	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	47.29	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	23.31	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	21.89	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	16.96	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	14.33	Media Operations
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	13.90	Media Operations
<b>Total Amount for 21 Line Item(s) from Media Operations</b>				<b>\$20,741.71</b>	

**Non-Departmental - Finance**

115992	4/5/2023	CALABASAS HIGH SCHOOL	FY 23-24 SCHOOL GRANT FUNDING	78,000.00	Non-Departmental - Finance
115982	4/5/2023	A.C. STELLE MIDDLE SCHOOL PFC	FY 23-24 EDUCATION GRANT	38,000.00	Non-Departmental - Finance
115981	4/5/2023	A E WRIGHT MIDDLE SCHOOL PFC	FY 23-24 SCHOOL GRANT FUNDNG	38,000.00	Non-Departmental - Finance
115994	4/5/2023	CHAPARRAL PFC	FY 23-24 SCHOOL GRANT FUNDING	32,000.00	Non-Departmental - Finance
116012	4/5/2023	LUPIN HILL SCHOOL PFC	FY 23-24 SCHOOL GRANT FUNDING	32,000.00	Non-Departmental - Finance
115989	4/5/2023	BAY LAUREL ELEMENTARY SCHOOL	FY 23-24 SCHOOL GRANT FUNDING	32,000.00	Non-Departmental - Finance
115993	4/5/2023	CANON FINANCIAL SERVICES INC	PRINTER LEASE 03/23-04/23	1,678.04	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	229.29	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	198.39	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	105.11	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	89.82	Non-Departmental - Finance
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	26.94	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	21.99	Non-Departmental - Finance
116062	4/12/2023	STAPLES	KITCHEN SUPPLIES	-21.67	Non-Departmental - Finance
<b>Total Amount for 14 Line Item(s) from Non-Departmental - Finance</b>				<b>\$252,327.91</b>	

**Police / Fire / Safety**





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116008	4/5/2023	L.A. CO. DEPT. OF ANIMAL CARE	02/23 ANIMAL CARE CONTROL	3,214.33	Police / Fire / Safety
<b>Total Amount for 1 Line Item(s) from Police / Fire / Safety</b>				<b>\$3,214.33</b>	
<b>Public Safety &amp; Emergency Preparedness</b>					
116056	4/12/2023	MUNICIPAL RESOURCE GROUP, LLC	EOP PLANS	1,912.50	Public Safety & Emergency Preparedness
116056	4/12/2023	MUNICIPAL RESOURCE GROUP, LLC	EOP PLANS	900.00	Public Safety & Emergency Preparedness
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	53.10	Public Safety & Emergency Preparedness
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	18.92	Public Safety & Emergency Preparedness
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	4.59	Public Safety & Emergency Preparedness
<b>Total Amount for 5 Line Item(s) from Public Safety &amp; Emergency Preparedness</b>				<b>\$2,889.11</b>	
<b>Public Works</b>					
116026	4/5/2023	TORO ENTERPRISES, INC.	2022 STREET RESURF/RETENTION	90,169.00	Public Works
115995	4/5/2023	CLEANSTREET INC	CITYWIDE STREET SWEEPING 02/23	9,044.92	Public Works
116063	4/12/2023	SUNBELT RENTALS, INC.	STORM DAMAGE	2,874.05	Public Works
115985	4/5/2023	AMERICA IN BLOOM	REGISTRATION FEE	1,299.00	Public Works
115998	4/5/2023	COUNTY OF LOS ANGELES	INDISTRIAL WASTE INSPECT 02/23	994.01	Public Works
116010	4/5/2023	LAS VIRGENES MUNICIPAL WATER	WATER 01/23-02/23	318.77	Public Works
116028	4/5/2023	VALLEY NEWS GROUP	ARBOR DAY AD - 03/23	150.00	Public Works
116028	4/5/2023	VALLEY NEWS GROUP	CAR PERMIT/WASH - 03/23	150.00	Public Works
116010	4/5/2023	LAS VIRGENES MUNICIPAL WATER	WATER 01/23-02/23	87.78	Public Works
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	16.13	Public Works
<b>Total Amount for 10 Line Item(s) from Public Works</b>				<b>\$105,103.66</b>	
<b>Recoverable / Refund / Liability</b>					
116061	4/12/2023	SOUTHERN CALIFORNIA EDISON	PW2300081 INCORRECT FEE	591.00	Recoverable / Refund / Liability
116020	4/5/2023	SAGE OAK CHARTER SCHOOL	REFUND-SECURITY DEPOSIT	451.00	Recoverable / Refund / Liability
116001	4/5/2023	FAZEL/DOMINEH//	REFUND SECURITY DEPOSIT	225.00	Recoverable / Refund / Liability
116022	4/5/2023	SANCHEZ/MIGUEL//	REFUND-DUPLICATE ELEC PERMIT	54.00	Recoverable / Refund / Liability
116009	4/5/2023	L.A. CO. REGISTRAR-RECORDER	LA COUNTY RECORDER	38.00	Recoverable / Refund / Liability
116026	4/5/2023	TORO ENTERPRISES, INC.	2022 STREET RESURF/RETENTION	-4,508.45	Recoverable / Refund / Liability
<b>Total Amount for 6 Line Item(s) from Recoverable / Refund / Liability</b>				<b>\$-3,149.45</b>	



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<b>Tennis &amp; Swim Center</b>					
115997	4/5/2023	COOKSEY'S LIFEGUARD & SWIM LLC	LIFEGUARD PAYROLL	2,978.68	Tennis & Swim Center
116060	4/12/2023	SOUTHERN CALIFORNIA EDISON	ELECTRIC BILL 02/23-03/23 T/S	2,696.94	Tennis & Swim Center
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	1,963.72	Tennis & Swim Center
116003	4/5/2023	HASA INC	POOL CHEMICALS	845.76	Tennis & Swim Center
116070	4/12/2023	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	608.39	Tennis & Swim Center
116030	4/5/2023	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	468.02	Tennis & Swim Center
116004	4/5/2023	IAM PACIFIC WELLNESS	FITNESS EQUIPMNT MAINTENANCE	422.31	Tennis & Swim Center
116070	4/12/2023	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	369.15	Tennis & Swim Center
116070	4/12/2023	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	326.37	Tennis & Swim Center
116062	4/12/2023	STAPLES	OFFICE SUPPLIES	245.97	Tennis & Swim Center
116059	4/12/2023	SECURAL SECURITY CORP	SECURITY RENTAL	164.70	Tennis & Swim Center
116006	4/5/2023	INNER-I ...SECURITY IN FOCUS	ALARM MONITORING 04/23-06/23	75.00	Tennis & Swim Center
<b>Total Amount for 12 Line Item(s) from Tennis &amp; Swim Center</b>				<b>\$11,165.01</b>	
<b>Transportation</b>					
116048	4/12/2023	IDEAL GENERAL SERVICES, INC.	DIAL-A-RIDE 03/23	17,387.50	Transportation
116033	4/12/2023	ALL CITY MANAGEMENT SVCS, INC.	CITYWIDE SCHOOL CROSSING GUARD	9,425.63	Transportation
116033	4/12/2023	ALL CITY MANAGEMENT SVCS, INC.	CITYWIDE SCHOOL CROSSING GUARD	8,512.23	Transportation
116033	4/12/2023	ALL CITY MANAGEMENT SVCS, INC.	CITYWIDE SCHOOL CROSSING GUARD	8,133.28	Transportation
116024	4/5/2023	SOUTHERN CALIFORNIA EDISON	UTILITIES 02/23-03/23	6,275.22	Transportation
<b>Total Amount for 5 Line Item(s) from Transportation</b>				<b>\$49,733.86</b>	
<b>GRAND TOTAL for 175 Line Items</b>				<b>\$653,077.42</b>	



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<b>Tennis &amp; Swim Center</b>					
14546	4/12/2023	ATMOSPHERE CATERING, LLC	CATERING SERVICES	13,682.31	Tennis & Swim Center
14549	4/12/2023	SOUTHERN CALIFORNIA EDISON	ELECTRIC BILL 02/23-03/23 TS	2,696.95	Tennis & Swim Center
14548	4/12/2023	PHILIDELPHIA INSURANCE	T.S. CAMP LIABILITY INS	1,060.17	Tennis & Swim Center
14547	4/12/2023	CLEAN SWEEP SUPPLY CO INC	CLEANING SUPPLIES	789.67	Tennis & Swim Center
14547	4/12/2023	CLEAN SWEEP SUPPLY CO INC	JANITORIAL SUPPLIES	470.30	Tennis & Swim Center
14544	4/5/2023	CANON FINANCIAL SERVICES INC	PRINTER LEASE-03/23-04/23 T/S	215.31	Tennis & Swim Center
14545	4/12/2023	ADP, INC	TS TIME CLOCK MONITORING	99.37	Tennis & Swim Center
<b>Total Amount for 7 Line Item(s) from Tennis &amp; Swim Center</b>				<b>\$19,014.08</b>	
<b>GRAND TOTAL for 7 Line Items</b>				<b>\$19,014.08</b>	

## Tentative Future Agenda Items

10-May-23		Agenda Section	Department	City Council
1	Adoption of Resolution No. 2023-1848 to include a list of projects funded by Senate Bill 1 (The Road Repair Accountability Act) to the Fiscal Year 2023-24 budget for the Capital Improvement Program	Consent	PW	
2	Adoption of Resolution No. 2023-1845 initiating proceedings for the levy and collection of assessments; adoption of Resolution No. 2023-1846, approving a preliminary Engineer's Report with respect to the levy and collection of assessments; adoption of Resolution No. 2023-1847, declaring its intent to levy and collect assessments	Consent	PW	
3	Hybrid Commission meeting participation results	Continued Business	COMM	
4	1st Presentation & Review of City Manager Recommended Budget	New Business	FIN	
5	Approve Agoura Hills/Calabasas Community Center operating budget, reopening budget and fee schedule	New Business	CS	

24-May-23		Agenda Section	Department	City Council
1	City-Wide Green Street Project Phase II contract award	Consent	PW	
2	Contract award for Security Services	Consent	AS	
3	Emergency Operations Plan update	New Business	PS	
4	Public Information meeting regarding levy of assessments	New Business	PW	
5	Library cards fee schedule and detailed Library report	New Business		
6	Workplan update	Continued Business	AS	

31-May-23 - Special		Agenda Section	Department	City Council
1	2nd Presentation & Review of City Manager Recommended Budget	Continued Business	FIN	

Pending		Requested by	Date Requested
1	2023 Street Resurfacing Project contract award	Staff	
2	Discussion regarding Council votes on legislation presented by COG, League of CA Cities, etc./City Legislative Platform	Weintraub/Shapiro/Kraut	1/25/2023
3	Public Safety Commission Sheriff's contract review/recommendation	Bozajian/Weintraub	1/11/2023
4	Public Safety evacuation routes and HOA gates review/analysis/coordination	Weintraub/Shapiro	2/8/2023
5	Discussion of option available to the City for On-Demand Microtransit Program Solutions	Continued Business	PW
6	Adoption of Resolution No. 2023-1849, approving the Calabasas Zero-Emission Bus Rollout Plan	Consent	PW
7	Council position on California Business Roundtable on November 2024 ballot	Bozajian/Kraut	2/14/2023
8	Council Protocols	Council	
9	Airplane noise issues/Federal legislation update	Bozajian/Shapiro	1/11/2023
10	Tennis & Swim Center operations update	Maurer	
11	Council direction regarding Woolsey Fire funds	Shapiro	
12	Business license discussion		
13	Town Hall meeting with insurance commissioner	Weintraub	
14	Catalytic converter ordinance discussion and direction	Weintraub	
15	Development Code update regarding green LEED standards	Kraut	10/26/2022
16	Issues impacting other communities regarding illegal exhaust on vehicles	Weintraub	
17	Solar Panel and Battery Backup Assessment at City facilities		
18	Formation of a water taskforce on equitable access to water	Kraut/Weintraub	5/10/2022
19	Discussion regarding gun violence prevention	Weintraub	5/25/2022
20	Green Procurement Policy recommendation from Planning/Environmental Commissions	Council	11/9/2022
21	Planning Commission recommendation on Fire Hardening and Resilience Code Standards	Weintraub/Kraut	6/8/2022

## Tentative Future Agenda Items

22	Use of technology (satellite phones) during emergencies		
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No.	Strategic Priorities' Status		
1	Identify potential real property acquisitions for the purposes of future parkland or open space designation.	In progress	
2	Develop a Water Resilience Plan outlining strategies to increase the City's drought preparedness, local water self-reliance, and planting of native vegetation (including milkweed for Monarch Butterfly habitats).	Complete	
3	Create an economic development plan to attract businesses, fill vacant properties, and promote advantages of conducting business in Calabasas.	In progress	
4	Conduct a feasibility study regarding the stationing of cell towers on publicly owned sites to expand coverage areas.	In progress	
5	Review Los Angeles Sheriff Departments services and consider opportunities to realign funding and services, with specific focus on open space break-ins, HOA/neighborhood watch coordination, and remediation of street racing.	In Progress	
6	Develop a City Readiness & Education Initiative for Earthquake and Fire emergencies. Support home hardening programs, fire safe councils, and emergency equipment procurement.	In progress	
7	Reopen the Agoura Hills Calabasas Community Center.	In progress	
8	Conduct feasibility study of adding basketball courts, soccer fields, or skate parks to improve recreation programs and opportunities for teenagers.	In progress	
9	Upgrade playground equipment, trails, and pathways at City parks.	In progress	
10	Complete a full and permanent build out of Wild Walnut Park to include a dog and children's park.	In progress	
11	Complete annexation of Craftsman's Corner. Develop a plan to annex other properties within the City's sphere of influence.	In progress	
12	Provide options that allow for the relief of traffic congestion within the City.	In progress	

2023 Meeting Dates	
31-May Special	13-Sep
14-Jun-Canceled	27-Sep
21-Jun Special	11-Oct
28-Jun	25-Oct
12-Jul-Canceled	8-Nov
26-Jul-Canceled	15-Nov Special
9-Aug	22-Nov-Canceled- Thanksgiving Eve
23-Aug	13-Dec Council Reorg
	27-Dec-Canceled