Commission Agenda Report

Planning Commission Meeting 01-21-20 **Item 4.A.**

To: Chair Jennings and Members of the Planning Commission

Prepared by: Bonnie Blue, Planning Director

Date prepared: January 10, 2020 Meeting date: January 21, 2020

Subject: Coastal Development Permit Amendment No.17-009 and Conditional Use Permit Amendment No. 17-010 – An application to amend Coastal Development Permit No. 05-107 (.20 FAR project) to make design changes to the La Paz Development Agreement Project with no increase in gross floor area and to amend the siting and operating hours for restaurants, including Addendum No. 2 to the Certified 2008 La Paz Development Agreement Project Final Environmental Impact Report (Continued from the 4:00 p.m. Special Planning Commission meeting)

Location: 23465 Civic Center Way, not within the appealable coastal zone
APNs: 4458-022-023 and 4458-022-024
Owner: Malibu Development Company, LLC

RECOMMENDED ACTION: Consider Addendum No. 2 to the Certified La Paz Development Agreement Project Final Environmental Impact Report (2008 EIR) and adopt Planning Commission Resolution No. 20-17 (Attachment 1) making findings in support thereof and approving Coastal Development Permit Amendment (CDPA) No. 17-009 and Conditional Use Permit Amendment (CUPA) No. 17-010, amending Coastal Development Permit (CDP) No. 05-107 to make changes to the approved development on Parcels A and B of the La Paz Development Agreement (.20 FAR) Project involving building layout, architecture and onsite circulation, and removal of Condition No. 41, with no increase in the approved 112,058 square feet of gross floor area for Parcels A and B, including an amendment to CUP No. 05-004 to allow the previously approved 10,000 square feet of restaurant uses to be located anywhere on Parcel A and to allow coffee/juice establishments to open at 6:00 a.m. and dining establishments serving breakfast to open at 7:00 a.m., located at 23465 Civic Center Way (formerly 3700 La Paz Lane), in the

Community Commercial (CC) zoning district in the Town Center Overlay (Malibu Development Company, LLC).

DISCUSSION: This agenda report provides a project overview, including a summary of the proposed CDP and CUP amendments to the previously approved La Paz Development Agreement commercial development project on Parcels A and B. The report is organized as follows:

- Project Overview and Background
- Addendum No. 2 Analysis Summary and Conclusions
- Surrounding Land Use and Project Setting
- Project Description, including Comparison and Analysis of Approved and Revised Projects
- Local Coastal Program (LCP) Analysis and Findings for CDP
- Malibu Municipal Code (MMC) Analysis and Findings for CUPA
- Environmental Review
- Correspondence
- Public Notice
- Summary

The analysis and findings contained herein demonstrate the proposed revised project is consistent with the LCP, MMC, and CEQA.

The only issue before the Planning Commission is whether to approve amendments to the approved project. It is not a reconsideration of the original approved project.

Project Overview

This application is for changes to the approved La Paz Development Agreement Project proposed by the developer to improve the project's design and functionality. The project site is two vacant parcels located in the Civic Center. The approved project involves reconfiguring the site into three parcels where Parcels A and B would be developed with a new multi-building commercial (retail, office, restaurant) complex and Parcel C would be dedicated to the City. The overall project involves 132,058 square feet of gross floor area. The changes proposed in the revised project do not change the land use mix or increase the approved 112,058 square feet of gross floor area of Parcels A and B, nor do they affect Parcel C. The revised project plans are included as Attachment 2.

Background

On November 10, 2008, the City Council certified the La Paz Development Agreement Project Final EIR (2008 EIR) and approved two sets of development entitlements on the project site. The first set of entitlements included CDP No. 05-106, a lot line adjustment, several site plan reviews, minor modifications and CUPs for a 0.15 floor area ratio (FAR)

project with 99,117 square feet of commercial office and retail uses on Parcels A and B. The applicant allowed the 0.15 FAR entitlement to expire in 2016.

The second set of entitlements, which remain in effect, included CDP No. 05-107, Development Agreement No. 07-001, Local Coastal Program (LCP) Amendment No. 06-003, Lot Line Adjustment 05-004 and CUP No. 05-004 for a 0.20 FAR Development Agreement project with 112,058 square feet of commercial office and retail uses on Parcels A and B and 20,000 square feet of municipal uses on Parcel C. Through the approval of the Development Agreement, the 0.20 FAR project provided the developer with an additional 12,941 square feet of commercial square footage compared to the 0.15 FAR project in exchange for public benefits consisting of the conveyance of Parcel C to the City, a $500,000 payment to the City, construction of a pedestrian and bicycle path through the project connecting to Civic Center Way, and dedication of a trail segment fronting Civic Center Way.

The 2008 EIR evaluated both sets of project entitlements and included a Mitigation Monitoring and Reporting Program with mitigation measures to mitigate the significant impacts to the extent feasible.

The 0.20 FAR project included two legislative requests that required an LCP Amendment: 1) approval of a Development Agreement to allow the increase in allowable FAR from 0.15 to a 0.20;[1] and 2) approval of a Town Center Overlay (TCO) to create specific development standards for the property. The Development Agreement[2] assures the applicant that the rules in place at the time of approval remain in effect for the project in exchange for the public benefits outlined above. On March 10, 2010 the California Coastal Commission conditionally approved the Development Agreement and TCO subject to suggested modifications. These modifications were then approved by the City Council on April 12, 2010 and certified by the Coastal Commission on June 10, 2010.

In 2014, the La Paz applicant submitted an application for CDP No. 14-036 for intersection improvements to the intersection of Cross Creek Road / Pacific Coast Highway (PCH). These improvements were required to implement Mitigation Measure K-2 of the 2008 EIR. An Addendum (Addendum No. 1) to the 2008 EIR was prepared which indicated there would be no new environmental impacts as a result of the roadway project beyond those outlined in the 2008 EIR. On June 15, 2015, the Planning Commission approved CDP No. 14-036 subject to the requirement that the protected sycamore tree and the mature eucalyptus trees be preserved, along with existing public street parking in the project area. The final design for the improvements allowed for the preservation of all the trees and the on-street parking. The improvements were completed in 2018.

[1] LIP Section 3.8(A)(5) governs .20 FAR projects in the Civic Center.
[2] Malibu Municipal Code (MMC) Chapter 17.64 governs development agreements.

In addition, the addition of a westbound right turn lane on PCH at Cross Creek Road, and improvements to the intersections of Webb Way and PCH and Webb Way and Civic Center Way intersection required by Mitigation Measures K-1 through K-3 of the 2008 EIR have also been implemented.

Consistent with the TCO development standards, the applicant has demonstrated the Los Angeles County Waterworks District 29 has approved the potable water supply for the project and that Caltrans has approved the traffic and circulation plans.

In 2016, Malibu Development Company, LLC acquired the La Paz Ranch project site and entitlements with the intent of moving forward with a slightly revised project on Parcels A and B. Because the project modifications exceed the scope of changes that could be approved administratively by the Planning Director, the property owner submitted the subject CDPA No. 17-009 and CUPA No. 17-010 for the revised project.

The CDPA would modify the project by keeping the same land use mix and floor area (112,058 square feet) on Parcels A and B as the approved project but with an updated design, one less building, some changes in building height (some 32 foot buildings being lowered to 28 feet, and some increased heights not above 28 feet), reconfigured vehicular and pedestrian circulation, modified parking design (same number of spaces), and additional plazas. With the proposed CDPA, Condition No. 41 pertaining an after-hours access gate and key system would no longer be necessary and the condition would be eliminated.[3] The CUPA allows for the restaurant uses to be located within any buildings on Parcel A (rather than in specified buildings) and for establishments serving coffee and juice to open at 6:00 a.m. and for establishments serving breakfast to open at 7:00 a.m.

Story poles reflecting the revised project were installed on the project site in November 2019. Photographs of the story poles can be found in Attachment 3.

As part of the amendment, staff has updated conditions of approval from City Council Resolution No. 08-52 and added any additional conditions as applicable based on the revised project. These changes are reflected in Planning Commission Resolution No. 20-17 (Attachment 1), which also incorporates all other conditions from the City Council resolution by reference.

Per the terms of the Development Agreement, the applicant is working with the City to complete the conveyance of Parcel. The applicant will also be providing the $500,000 payment to the City, construction of the pedestrian and bicycle path through the project connecting to Civic Center Way, and dedication of the trail segment fronting Civic Center Way per the terms of the original agreement.

[3] Condition No. 41 of City Council Resolution No. 08-41 states, "A gate with a key system for "after hours" tenant-only use shall be installed on Parcel B for access to Buildings 10 and 11." The proposed amendment will consolidate the former Buildings 10 and 11 and relocate the access road, making this condition obsolete.

Effect of the subject CDPA and CUPA

The subject application would amend the approved design and operation (restaurant hours) of the .20 Development Agreement project. Should the amendments not be approved, the applicant would still be entitled to construct the original approved .20 Development Agreement project.

2008 EIR and Addendum No. 2

In approving the La Paz Development Agreement Project in 2008, the City Council certified the Final EIR (SCH No. 200311131) in accordance with the California Environmental Quality Act (CEQA). The 2008 EIR determined that most of the impacts associated with the project would be less than significant, or less than significant with mitigation measures. However, impacts associated with *Construction Noise, Biological Resources* and *Transportation/Circulation* were determined to be potentially significant and unavoidable. Consequently, in accordance with Section 15093 of CEQA Guidelines, the Council adopted Findings and a Statement of Overriding Considerations stating that the benefits of the project would outweigh any negative effects.

Pursuant to CEQA Guidelines Section 15164, the City shall prepare an addendum to a previously certified EIR, rather than a subsequent new EIR, if only minor technical changes or additions to the EIR are necessary and certain conditions set forth in the CEQA Guidelines have not occurred as discussed below.

In 2016, in response to the applicant's CDP application for the PCH/Cross Creek Road Improvement Project required as Mitigation Measure K-2, the City prepared Addendum No. 1 in order to update the 2008 EIR with detailed information about the application.[4]

For the subject amendments, the City has prepared Addendum No. 2 to the 2008 EIR. The City required the applicant to submit reports and documents prepared by licensed professionals for review by staff for adequacy in support of the Addendum. The analysis below explains how the City determined an addendum to be appropriate in this case. The Addendum contains detailed discussion and supporting documentation supporting the conclusions. Addendum No. 2 is included as Attachment 8.

Under CEQA Guidelines Section 15162, an addendum is appropriate unless:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

[4]Addendum No. 1 can be found at www.malibucity.org/lapaz.

Staff Analysis: The City has prepared a comprehensive Addendum that considered all of the environmental impacts outlined in the 2008 EIR. The Addendum also provides an analysis of greenhouse gas emissions which were not a required topic area at the time the 2008 EIR was prepared. No new significant environmental impacts were identified based upon staff's independent review of the technical information submitted as part of the proposed CDPA application. Moreover, the Addendum includes a summary of the environmental impacts previously considered in the 2008 EIR and compares those impacts to any impacts associated with the revised project. No significant impacts were identified and no substantial increase in the previously identified significant effects was identified. The Addendum does not raise important new issues about the significant effects on the environment but rather clarifies, refines, makes minor modifications and updates the information considered in the 2008 EIR and makes appropriate minor modifications to the mitigation measures contained therein.

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects or

Staff Analysis: No substantial changes have occurred with respect to the circumstances under which the approved La Paz Development Agreement Project and its required mitigation measures will be implemented. In addition, no new significant environmental effects have been identified and no substantial increase in the severity of a previously identified significant impact would occur.

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, shows any of the following:
   a. The project will have one or more significant effects not discussed in the previous EIR.
   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.

Staff Analysis: The revised project would not result in any new significant impacts on the environment based upon the analysis and conclusions presented in Addendum No. 2 to the 2008 EIR. In addition, previously identified significant impacts would not be substantially more severe than shown in the previous EIR. Finally, no new feasible mitigation measures have been identified that would substantially reduce significant impacts identified in the 2008 EIR.

As discussed above, staff has not identified any of these factors that would make a subsequent EIR necessary for this project.

Unlike an EIR, an Addendum is not required to be circulated for public review. Nonetheless, the City of Malibu posted Addendum No. 2 to the 2008 EIR in advance of this agenda report for a courtesy public review beginning on December 24, 2019. The Planning Commission must consider Addendum No. 2 with the 2008 Final EIR prior to making its decision on the revised project.

It should be noted that although no longer proposed by the applicant, Addendum No. 2 to the 2008 EIR also considers the *Alternative Revised Project* which would maintain the building cap of 112,058 square feet on Parcels A and B but convert 10,000 square feet of commercial retail space to restaurant use for a total of 20,000 square feet of restaurant space. The additional 10,000 square feet of restaurant space in the *Alternative Revised Project* would generate a need for additional 6,534 gallons per day of additional wastewater treatment capacity beyond what has been allocated to the site in Phase 1 of the Civic Center Water Treatment Facility. Addendum No. 2 assumes that the additional capacity would be acquired from another property with a Phase 1 allocation, or through a future expansion of the Civic Center Water Treatment Facility. However, neither of these two options is available at this time, and therefore, no entitlement for an increase in restaurant square footage is included in this application.

Surrounding Uses and Project Setting

The La Paz Ranch project site comprises approximately 15.2 acres of vacant land located at 23465 Civic Center Way (formerly addressed as 3700 La Paz Lane) in the Civic Center area of the City of Malibu (Figure 1). The site still has same original two-parcel configuration as the lot line adjustment and conveyance of Parcel C have not been completed. The project site is situated immediately north of Civic Center Way, east of the Malibu Library and the Los Angeles County Civic Center parcel, and west of the new Park at Cross Creek commercial center. Malibu Country Mart and other commercial uses are located across Civic Center Way south of the site. Open space and scattered residential homes are located to the north, northeast and northwest of the site.

Figure 1 – Project Location



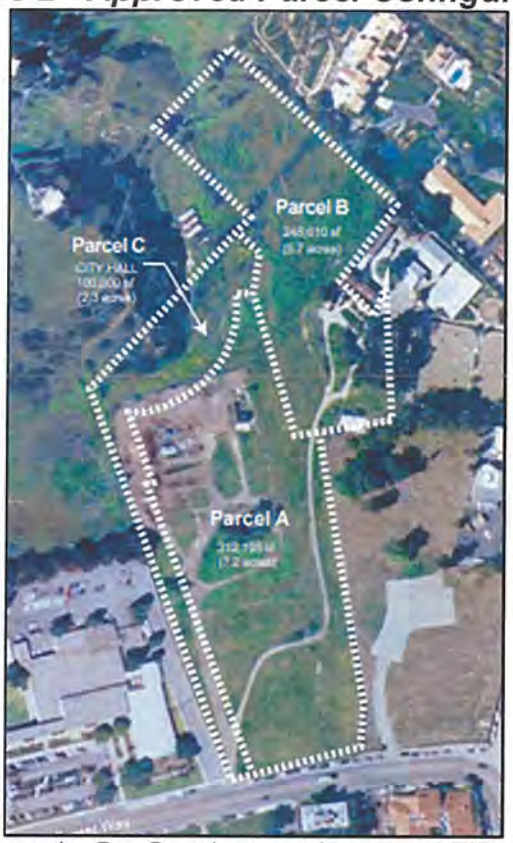
Source: City GIS

The elevation of the project site ranges from approximately 20 feet above mean sea level (MSL) at the southern boundary of the site to 90 feet above MSL at the northern boundary of the site. The southern half of the site is relatively flat, while the northern half includes more sloping areas. The project site is vacant and has been cleared of most native vegetation. The site contains a variety of non-native weeds and shrubs as well as a mature stand of California Sycamore trees, and small patches of native coastal sage scrub in the northern limit of the site. An existing dirt road (La Paz Lane) that served a prior landscape/nursery use provides access to the property from the south.

The project site currently consists of two irregular-shaped lots identified as Assessor Parcel Numbers 4458-022-023 and 4458-022-24, which include 6.43 acres and 8.82 acres, respectively. However, as part of the approved project, a lot line adjustment to create Parcels A and B, plus conveyance of a portion of Parcel B to the City as Parcel C were approved, which would result in three legal parcels as shown on Figure 2. These parcels are identified as Parcel A with 7.2 acres; Parcel B with 5.7 acres; and Parcel C with 2.3 acres.

Implementation of the final lot line adjustment and conveyance of Parcel C are pending at the time of the preparation of this report. During the preparation of the final Certificate of Compliance documents to complete this process, the Planning Director allowed minor adjustments to the lot lines in order to correct technical issues. These minor adjustments allow for the necessary corrections but ensure that all of the Parcels retain the same size, and essentially the same shape, as reflected in Figure 3.

Figure 2 - Approved Parcel Configuration



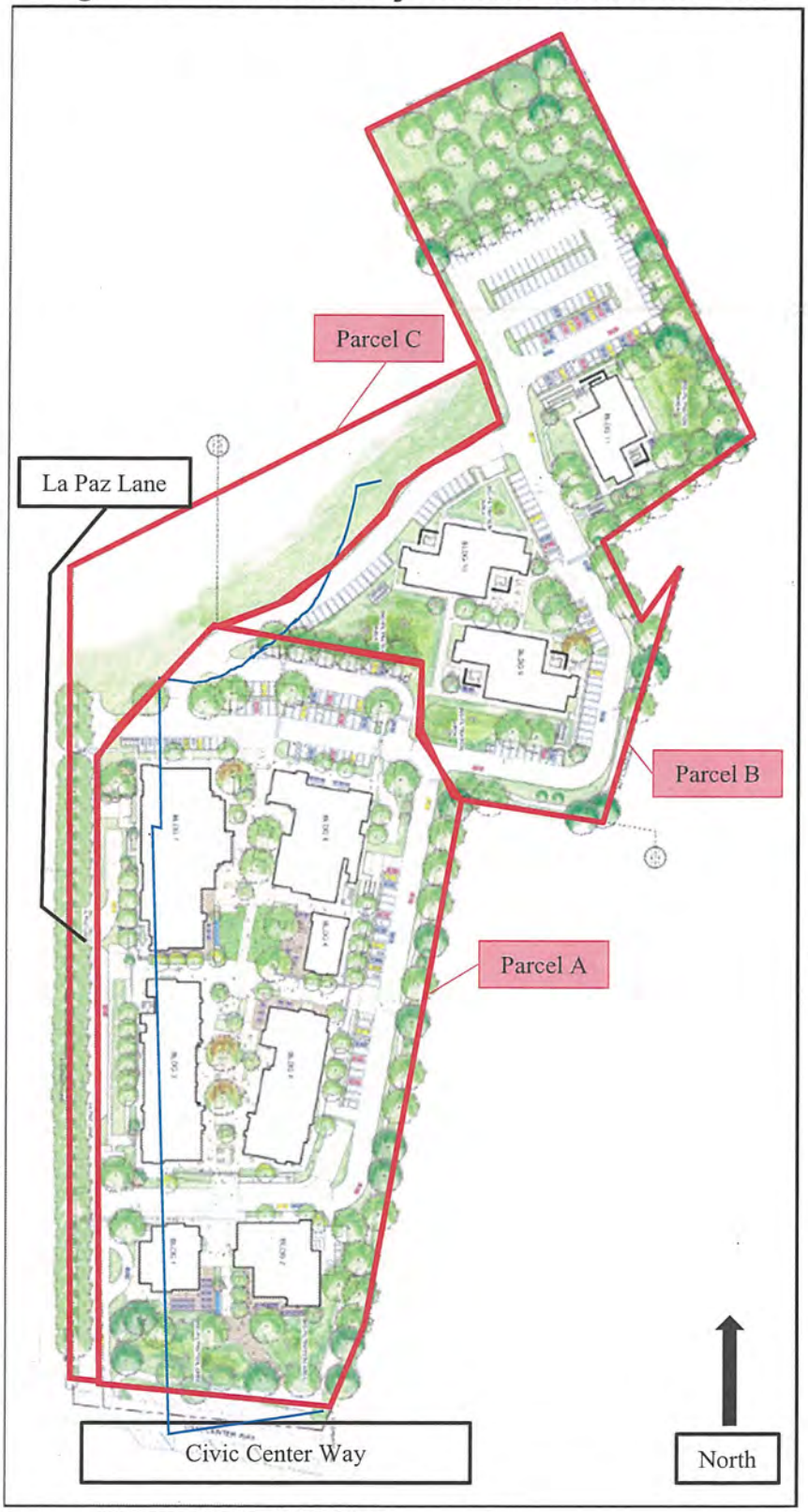
Source: La Paz Development Agreement EIR, 2008

The project site is designated Community Commercial by the Malibu General Plan, the LCP and the Zoning Ordinance. In addition, the property is within the Town Center Overlay District, which establishes custom development criteria for the La Paz project site. The property is within the Coastal Zone but outside the Appealable Jurisdiction as depicted on the City of Malibu Post-LCP Certification Permit and Appeal Jurisdiction Map.

Project Description

The revised project involves modifying the architectural design and siting configuration of approved development on Parcels A and B as described below and shown in Figure 3. A detailed project description prepared by the applicant is also included as Attachment 4.

Figure 3 – Revised Project Illustrative Site Plan



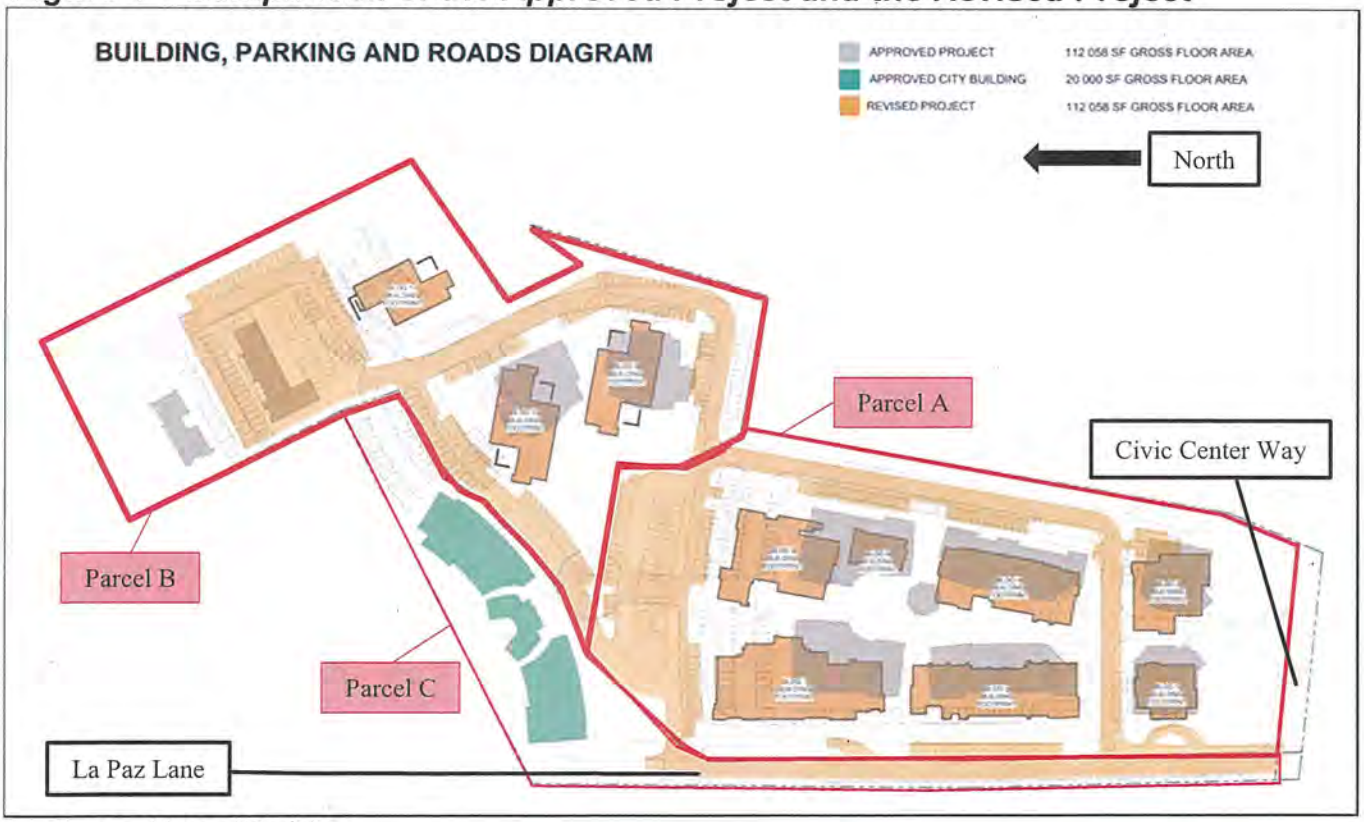
Source: Marmol Radziner

The revised project would maintain the overall size and scope of the 2008 La Paz Development Agreement Project but make modifications to improve project design and functionality. Changes to the development on Parcels A and B are proposed involving building layout, architecture and onsite circulation within the approved size of 112,058 square feet. Parcels A and B continue to comprise 12.9 acres. The 2.3-acre Parcel C would continue to be dedicated to the City of Malibu for a public benefit along with a $500,000 payment to the City to offset the cost of public improvements.[5]

Comparison and Analysis of Approved and Revised Projects

The following discussion provides more detail on the differences between the approved and revised projects. Figure 4 provides an overlay comparison of the building and road layout of the approved project and the revised project. Parcel A would be developed with 69,502 square feet of retail and restaurant uses and would include seven single-story buildings around a main courtyard area. Retail uses approved on Parcel B with the approved project would be relocated to Parcel A. Parcel B would be developed with 42,556 square feet of office and gallery space and would consolidate two of the approved buildings into one for a total of three buildings.

Figure 4 – Comparison of the Approved Project and the Revised Project



Source: Marmol Radziner

[5] Future use of Parcel C will be considered as part of the public input process City Council directed staff to undertake for several City-owned properties.

As a result of the building consolidation, Condition No. 41 included in City Council Resolution No. 08-52 pertaining an after-hours access gate and key system would no longer be necessary. This proposed CDPA would eliminate this condition.[6]

The building changes to Parcel B would allow for a wider landscape buffer between the development and residential uses north of the project site. An additional new feature is a pedestrian path along the west property line parallel to La Paz Lane. This path allows walkers or other non-motorized travelers direct access toward the rear of the project site, including to Parcel C, without having to go through the middle of the commercial center.

Table 1 below provides a comparison of land uses between the Approved Project and the Revised Project.

Table 1 – Parcels A & B Approved vs. Revised Development Summary

	Approved Project	***Revised Project***	***Net Change***
Building Gross Floor Area (sq. ft.)	112,058	112,058	0
Maximum Building Height (ft.)	32	28	(4)
Number of Buildings	11	10	(1)
Building Gross Floor Area (sq. ft.)			
Retail	59,502	59,502	0
Restaurant	10,000	10,000	0
Office	42,556	42,556	0
Landscaping Area (sq. ft.)	223,967	205,815	1,848
Open Space Area (sq. ft.)	89,553	95,880	6,327
Total Parking Spaces	518	519	1
Subterranean Parking Spaces	227	249	22
Surface Parking Spaces	291	270	(21)
EV Parking Spaces	4	4	0
EV Ready Parking Spaces[7]	0	28	28
Motorcycle Parking Spaces	0	8	8
Bicycle Parking Spaces	0	54	54
Grading (cu. yd.)	20,664	25,591	4,927

[6] Condition No. 41 of City Council Resolution No. 08-41 states, "A gate with a key system for "after hours" tenant-only use shall be installed on Parcel B for access to Buildings 10 and 11." The proposed amendment will consolidate the former Buildings 10 and 11 and relocate the access road, making this condition obsolete.

[7] EV Ready means that the necessary electrical will be installed beneath/at the parking space, ready for the charging equipment to be added when demand necessitates.

As shown in Table 1, there would be one less building, and maximum building height would be reduced from 32 feet to 28 feet (see details in Table 2 for specific building changes). Open space and landscape square footages increase and compliance is maintained with the TCO Overlay (see Table 3a for more details). One additional parking space would result, and more spaces would be located underground. The increase in grading is the result of increase in exempt excavation quantities which is explained in more detail later. A detailed review of the revised project's conformance with TCO standards is included later in this report.

Table 2 provides a comparison of the proposed revised project's development statistics with the previously approved development statistics.

Table 2 – Parcels A & B Approved vs. Revised Project Land Uses

Approved Project					***Proposed Revised Project***			
Parcel A								
Building No.	Building Height	Land Use	Floor Area (Gross Square Feet)		Building No.	Building Height	Land Use	Floor Area (Gross Square Feet)
1	22 Ft.	Retail	6,200		1	26 Ft. 8 In.	Retail / Restaurant	4,748
2	22 Ft.	Retail	6,200		2	28 Ft.	Retail / Restaurant	7,733
3	23 Ft.	Retail	10,248		3	26 Ft.	Retail / Restaurant	13,169
4	22 Ft.	Retail	10,240		4	27 Ft. 6 In.	Retail / Restaurant	11,830
5	32 Ft.	Retail / Office / Restaurant	17,879		7	26 Ft.	Retail / Restaurant	17,413
6	32 Ft.	Retail / Office / Restaurant	17,830		8	27 Ft. 6 In.	Retail / Restaurant	11,934
7	18 Ft.	Retail / Restaurant	400		6	26 Ft.	Retail / Restaurant	2,675
Subtotal Parcel A:			***68,997***					***69,502***
Parcel B								
Building No.	Building Height	Land Use	Floor Area (Gross Square Feet)		Building No.	Building Height	Land Use	Floor Area (Gross Square Feet)
8	28 Ft.	Office / Retail	15,300		9	27 Ft. 6 In.	Office / Gallery	15,818
9	28 Ft.	Office / Retail	15,640		10	27 Ft. 6 In.	Office / Gallery	15,817
10	28 Ft.	Office	7,258		11	27 Ft. 6 In.	Office / Gallery	10,921
11	28 Ft.	Office	4,863		-		-	-
Subtotal Parcel B:			***43,061***					***42,556***
TOTAL PARCELS A & B:			***112,058***					***112,058***

Figures 5 through 8 shows architectural renderings of the revised project from key vantage points. Images of the architectural design of the approved project can be viewed in Attachment 5.

Figure 5 – Revised Project View to Main Plaza



Source: Marmol Radziner

Figure 6 – Revised Project View From South Entrance



Source: Marmol Radziner

Figure 7 – Revised Project View from North Entrance



Source: Marmol Radziner

Figure 8 – Revised Project View of Office Buildings 11 & 12



Source: Marmol Radziner

Restaurant Use

Like the approved project, the revised project would include 10,000 square feet of restaurant space. The applicant proposes a Conditional Use Permit Amendment (CUPA) to allow restaurant uses anywhere within Parcel A rather than being limited to three buildings as provided by the approved project. This is proposed to provide flexibility as tenants are identified and to allow an assortment of food service options ranging from sit-down restaurants to fast-casual/take-out dining and coffee and juice establishments throughout Parcel A.

In addition, the approved project included a condition that food service hours of operation be limited to 9:00 a.m. to midnight Sunday through Thursday and 8:00 a.m. to 1:00 a.m. Friday and Saturday. The applicant is requesting that this condition be modified to allow coffee and juice establishments to open at 6:00 a.m. and dining establishments serving breakfast be permitted to open at 7:00 a.m., both seven days a week.

Architecture/Design

As shown in Figures 5 through 8, the revised project would include an updated design in what the applicant refers to "Mediterranean Style with Modern Updates." Materials would include a mixture of wood siding, brick, stone veneer, and plaster in a natural palette of non-reflective finishes intended to blend in with the site's coastal setting. Roofs would consist of a mixture of low slope roofs, gable and shed-style roofs. Colors would be of a natural palette to blend in with the environment.

Grading

As outlined in Table 1, the revised project would involve 25,591 cubic yards of grading, which is 4,927 cubic yards more than the approved project. This additional grading is because the revised project would include substantially thicker concrete slab foundations in the subterranean parking garage which would necessitate additional excavation. This excavation is designated as exempt from the grading limits set forth in the TCO standards.

Pedestrian Access

Pedestrian access would be separate and distinct from vehicular access, with dedicated pedestrian entrances at two locations along Civic Center Way. The site would include more pedestrian plazas, seating areas, sidewalks and pathways, and an enhanced main plaza would be provided in Parcel A with a water feature and tot lot area. In addition, a multi-use trail would be provided along the eastern property boundary for biking, hiking and horse riding.

Vehicular Access/Parking

The revised project would consolidate the approved two vehicular entry points on Civic Center Way into one driveway at the southwestern corner of the project site. Other adjustments to access and driveways throughout the property would create greater separation of pedestrian and vehicular access. The former three separate subterranean parking garages would be consolidated into one central parking garage augmented by surface parking throughout the site. A total of 519 parking spaces would be provided including surface and subterranean spaces. Parking would include 4 electric vehicle charging stations and 28 electric vehicle ready spaces. Motorcycle and bicycle parking would also be provided.

Landscaping/Open Space

A comprehensive landscape plan would be implemented on-site including a mix of native species and drought-tolerant Mediterranean plants. The overall landscaping and open

space square footage for the project would increase by approximately 695 square feet. Approximately 10 percent of the landscaping area has shifted to open space area to accommodate additional space for plazas, communal seating, and children's play areas/tot lots. In addition, the revised project would include the additional landscape screening at the northeastern property line in closest proximity to residential uses that was added in response to public comments on the approved project. The revised project complies with the TCO landscape and open space standards.

Lighting/Signage/Fencing

Project lighting would include low level lighting along pathways with soft shielded landscape lighting in the central plaza. Pole mounted lighting would be provided along the vehicular roadways and within the parking areas of Parcel A and B and would be hooded to minimize light trespass in adjacent areas. The perimeter of the property would be secured by existing and new site walls and fencing. Existing site walls and fencing are currently located along the west side of Parcel A and the northeast area of Parcel B. The project would add and extend new sections of the site wall and fencing in these areas to blend with the existing conditions and secure these sections of the property. The perimeter to the north of Parcel B would be secured with 6-foot-high wrought iron fencing to discourage pedestrians from accessing the Malibu Knolls neighborhood on foot via the hillside, consistent with the approved project.

Wastewater Treatment

Unlike the approved project, which included an onsite wastewater treatment system (OWTS), *the* revised project would receive wastewater treatment from the new Civic Center Water Treatment Facility, located approximately half a mile west of the project site. The approved project included a condition requiring that the project be designed so that it is capable of connecting to any future municipal wastewater treatment facility in the Civic Center Area.[8] The Treatment Facility, which was completed and became operational in November 2018, is a centralized plant that treats, reuses and/or disposes of wastewater flows from properties in the Civic Center area. In addition, the Treatment Facility returns treated wastewater to the Civic Center area for use in irrigation systems and other gray water uses. As part of the Assessment District and design parameters established to construct Phase 1 of the facility, the La Paz project site was allocated 11,945 gallons per day in wastewater flows which is the anticipated flow from the approved project. The revised project has the same wastewater flow. The revised project would also utilize treated wastewater for irrigation purposes.

<u>Revised Project - Required Approvals/Certifications</u>

The revised project requires the following City of Malibu approvals/certifications:

1. Consideration of Addendum No. 2 to the 2008 La Paz Development Agreement Project EIR.

[8] Condition No. 57, City Council Resolution No. 08-52

2. Approval of Coastal Development Permit Amendment (CDPA) No. 17-009.
3. Approval of Conditional Use Permit Amendment (CUPA) No. 17-010

The revised project has been reviewed for conformance with the LCP and MMC and approved with conditions by the Planning Department, City Geotechnical staff, the City Biologist, the City Public Works Department, and the Los Angeles County Fire Department (LACFD). The department review sheets are included as Attachment 6.

LCP Analysis for Coastal Development Permit Amendment

The LCP consists of the Land Use Plan (LUP) and a Local Implementation Plan (LIP). The LUP contains programs and policies implementing the Coastal Act in Malibu. The LIP contains provisions to carry out the policies of the LUP to which every project requiring a coastal development permit must adhere.

There are 14 LIP chapters that potentially apply depending on the nature and location of the proposed project. Of these, five are for conformance review only and contain no findings: Zoning, Grading, Archaeological/Cultural Resources, Water Quality, and OWTS. These chapters are discussed in the LIP Conformance Analysis section.

The nine remaining LIP chapters do contain required findings: Coastal Development Permit; ESHA; Native Tree Protection; Scenic, Visual and Hillside Resource Protection; Transfer of Development Credits; Hazards; Shoreline and Bluff Development; Public Access; and Land Division. These chapters are discussed and applicable findings made in the LIP Findings section below.

LIP Conformance

Zoning (LIP Chapter 3)

The project is subject to development and design standards set forth in LIP Section 3.4.3(E) – Town Center Overlay District. Table 3 provides a summary for Parcels A and B and indicates the revised project meets those standards.

Table 3 – Revised Project Conformance with TCO District

Development Requirement	***Allowed/Required***	***Proposed***
PARCEL A		
Minimum Front Yard Setback	88.8 feet	88.8 feet
Minimum Rear Yard Setback	133.0 feet	133.0 feet
Minimum Side Yard Setback	33.1 feet	331 feet
Minimum Side Yard Setback (Cumulative)	94.8 feet	94.9 feet
Maximum Building Height	32 feet	28 feet
Maximum Grading	14,430 cubic yards	14,296 cubic yards
Parking Requirements	348 spaces	369 spaces[1]
[1]21 parking spaces allocated to Parcel B located on Parcel A in compliance with shared parking agreement		
PARCEL B		
Minimum Front Yard Setback	*133.2 feet*	*66.6 feet[1]*
Minimum Rear Yard Setback	*99.9 feet*	*99.9 feet*
Minimum Side Yard Setback	*23.8 feet*	*23.8 feet*
Minimum Side Yard Setback (Cumulative)	*59.5 feet*	*59.5 feet*
Maximum Building Height	*28 feet*	*28 feet*
Maximum Grading	*14,445 cubic yards*	*11,295 cubic yards*
Parking Requirements	*171 spaces*	*150 spaces[2]*
[1]Approved project allowed for 50% reduction in front yard setback *[2]21 parking spaces allocated to Parcel B located on Parcel A in compliance with shared parking agreement*		

A separate Table 3a addresses Landscape and Open Space which are based on cumulative calculations for Parcels A, B and C. The revised project would accommodate more than its proportional share of landscape and open space on Parcels A and B. The result is that when the City chooses to develop Parcel C, it would have to provide less than its proportional share of the require cumulative landscape and open space, potentially allowing greater flexibility in future use of the site.

Table 3a – Revised Project Conformance for Landscape and Open Space

Development Requirement	Cumulative A, B & C	A	B	C
Lot Area (sq. ft.)	666,002	312,302	251,700	100,000
Landscape Area 35% (sq. ft.)	233,101	83,492	122,323	Residual due: 27,286 (35% = 35,000)
		205,815		
Open Space (17%)	113,220	84,143	30,463	Residual due: 0 (17% = 17,000)
		114,606		

As shown in Tables 3 and 3a, the revised project conforms to the TCO development standards as set forth under LIP Chapter 3. The revised project has been determined to be consistent with all applicable LCP codes, standards, goals, and policies.

Grading (LIP Chapters 3 and 8)

LIP Section 8.3 ensures that new development minimizes the visual resource impacts of grading and landform alteration by restricting the amount of non-exempt grading to a maximum of 1,000 cubic yards per acre for commercial development. However, Section 3.4.3.E of the LIP includes custom TCO development criteria which limit non-exempt and remedial grading on the project site to 2,000 cubic yards per acre on Parcel A and 2,500 cubic yards per acre on Parcel B. The total amount of non-exempt grading proposed on Parcel A is 14,296 cubic yards which equates to 1,997 cubic yards per acre. The total amount of non-exempt grading proposed on Parcel B is 11,295 total cubic yards which equates to 1,982 cubic yards per acre. The additional excavation which results in an overall increase of 4,927 cubic yards more than the approved project stems from substantially thicker slab foundations needed for the subterranean parking garage. Excavation yardage is exempt grading under the TCO. In conclusion, the revised grading for each parcel complies with the TCO standards, and thus, the revised project complies with grading requirements set forth under Chapters 3 and 8 of the LIP.

Archaeological / Cultural Resources (LIP Chapter 11)

LIP Chapter 11 requires certain procedures be followed to determine potential impacts on archaeological resources. Two archaeological investigations were conducted for the project site in 1994/5 and 1999. In addition, updated archaeological records searches were conducted for the property in 2003 and 2019. No indication of prehistoric or historic archaeological resources was discovered in the project area. In addition, the 2008 EIR prepared by Christopher A. Joseph & Associates indicated that any proposed improvements on the project site should have no adverse impacts to known cultural resources.

Nevertheless, a condition of approval is included in the resolution and the 2008 EIR Mitigation Monitoring Program which states that in the event that potentially important cultural resources are found in the course of geologic testing or during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature and significance of the resources, and the Planning Director reviews the information.

Water Quality (LIP Chapter 17)

The City Public Works Department reviewed and approved the revised project for conformance to LIP Chapter 17 requirements for water quality protection and requirements. Standard conditions of approval include the preparation and implementation of storm water management plans during construction activities to manage runoff from the development, including preparation of a water quality mitigation plan, and best management practices. With the implementation of these conditions, the revised project conforms to the water quality protection standards of LIP Chapter 17.

Wastewater Treatment System Standards (LIP Chapter 18)

LIP Chapter 18 addresses wastewater treatment system standards. LIP Section 18.6 includes specific siting, design, and performance requirements for onsite wastewater treatment systems (OWTS), as well as standards pertaining to the Civic Center Wastewater Treatment Facility. The approved project included an OWTS to serve the proposed development, but included a condition of approval requiring design of the project to include capability for connection to a Civic Center wastewater treatment facility in the future. Since that time, the Regional Water Quality Control Board (RWQCB) enacted a prohibition against wastewater discharges in the Civic Center area, necessitating construction of the City's Civic Center Wastewater Treatment Facility. The facility was designed with adequate capacity to serve the approved and revised project. The revised project has been reviewed by the City Environmental Health Administrator and found consistent with all of the applicable requirements of LIP Chapter 18.

LIP Findings

A. Coastal Development Permit (LIP Chapter 13)

LIP Section 13.9 requires that the following four findings be made for all coastal development permits.

Finding 1. That the project as described in the application and accompanying materials, as modified by any conditions of approval, conforms with the certified City of Malibu Local Coastal Program.

The revised project has been reviewed for conformance with the LCP by the Planning Department, City Geotechnical staff, the City Biologist, the City Public Works Department, and the LACFD. The revised project meets all development regulations of the Town Center Overlay District and would not exceed the maximum floor area limit of the approved La Paz Development Agreement project. The changes to the building layouts on Parcel B would eliminate the need for Condition No. 41 calling for a gate and after-hours key system for tenant only use. The revised project conforms with the LCP.

Finding 2. If the project is located between the first public road and the sea, that the project conforms to the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code).

The site is not located between the first public road and the sea, and no potential project-related or cumulative impact on public access is anticipated. Therefore, this finding does not apply. Nevertheless, pursuant to the Development Agreement, the applicant has agreed to dedicate a trail segment to run along the frontage of Civic Center Way.

Finding 3. The project is the least environmentally damaging alternative.

The revised project would maintain the floor area and scope of the original approved project but with modifications to the building layout, architecture and onsite circulation, all of which comply with the TCO development standards established for the approved project. The 2008 EIR was prepared in accordance with CEQA and the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15126.6, the EIR described a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluated the comparative merits of the alternatives. The approved 0.20 FAR project was determined to have similar impacts to the 0.15 FAR preferred alternative with the additional public benefit that land and improvements on Parcel C would be dedicated for City use. Addendum No. 2 to the 2008 EIR and the analysis herein demonstrate that the revised project does not deviate from the approved project in any substantive way with respect to environmental impacts. The revised project can be found to be the least environmentally damaging alternative.

Finding 4. If the project is located in or adjacent to an environmentally sensitive habitat area pursuant to Chapter 4 of the Malibu LIP (ESHA Overlay), that the project conforms with the recommendations of the Environmental Review Board, or if it does not conform with the recommendations, findings explaining why it is not feasible to take the recommended action.

The project site is not located in or adjacent to an ESHA and thus the revised project was not reviewed by the ERB. Although not required, the original approved project was reviewed by the ERB in 2006. ERB recommendations were incorporated into the approved project and would remain in effect for the revised project.

B. Environmentally Sensitive Habitat Area Overlay (LIP Chapter 4)

The project site is not located in or adjacent to an ESHA. Biological studies conducted for the La Paz Development Agreement project identified two small native vegetation communities onsite: coastal sage scrub and a small patch of California sycamore trees. However, due to their isolated nature and the lack of special-status plant and wildlife species, the coastal sage scrub and sycamore vegetation did not meet the definition of ESHA. Nonetheless, the loss of these communities was identified as potentially significant in the 2008 EIR and the Mitigation Reporting Program required payment into a mitigation fund for the acquisition or preservation of coastal sage scrub within the Santa Monica Mountains Coastal Zone and the replacement of sycamore trees at a ratio of 10:1.

The revised project does not alter the approved project's disturbed development area or create any new impact with respect to ESHA, and the mitigation measures described above will continue to apply. Since the project site is not designated ESHA and the biological studies conducted did not find that the onsite vegetation met the definition of ESHA, the supplemental ESHA findings in LIP Section 4.7.6 for the revised project need not be made.

C. Native Tree Protection (LIP Chapter 5)

Like the approved project, the revised project will require the removal of protected sycamore trees. The three findings set forth in LIP Section 5.7 are hereby made as follows:

Finding 1. The proposed project is sited and designed to minimize removal or encroachment in the protected zone of native trees to the maximum extent feasible.

Six sycamore trees are located in the proposed development area of Parcel A. Given the site dimensions, LCP and other requirements, including but not limited to, setbacks, open space, landscaping, fire department requirements and circulation, it is not feasible to site the development and roads and structures to allow the retention of the trees. Any

development would be expected to utilize the area of the site supporting these trees given all the constraints of siting development In addition, the required onsite grading and re-compaction of the site for geological requirements make it infeasible to site development that avoids encroaching upon and requiring the removal of the sycamore trees. Mitigation for tree removal requires the replacement of the sycamore trees at a 10 to 1 ratio onsite. Pursuant to LIP Section 5.5.1, a tree replacement plan has been submitted and reviewed by the City Biologist and is incorporated into the landscape plans for the revised project. The revised approved landscape plans illustrate more than 60 sycamore trees will be planted as part of the landscape plan, thus meeting the LCP requirement for the replacement of six native sycamore trees at a 10:1 ratio.

Finding 2. The adverse impact of tree removal and/or encroachment cannot be avoided because there is no other feasible alternative.

As outlined above, there is no feasible development alternative that would retain native sycamore trees onsite and tree removal cannot be avoided.

Finding 3. All feasible mitigation measures that would substantially lessen any significant impact on native trees have been incorporated into the approved project through design or conditions of approval.

The Mitigation Monitoring Program of the 2008 EIR includes Mitigation Measures A-1 and C-1 which require the planting and maintenance of California sycamore trees onsite at a ratio of 10:1. These measures will apply to the revised project as well.

D. Scenic, Visual and Hillside Resource Protection (LIP Chapter 6)

The Scenic, Visual and Hillside Resource Protection Ordinance governs those coastal development permit applications concerning any parcel of land that is located along, within, provides views to or is visible from any scenic area, scenic road, or public viewing area. The project site is slightly visible from designated scenic roads (PCH at Webb Way and from Malibu Canyon Road, and also from Legacy Park, a public viewing area. Therefore, the Scenic, Visual and Hillside Resource Protection Ordinance applies, and the five findings set forth in LIP Section 6.4 are hereby made as follows.

Finding 1. The project, as proposed, will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons.

Story poles were placed on the site in October 2019 to demonstrate how the revised project will change the site's visual properties. Staff visited the site to determine if any public views would be blocked and found that like the approved project, no scenic views will be blocked by the revised project.

The revised project has been designed in accordance with the TCO district height standards and like the approved project, would have no significant adverse scenic or visual impacts. The revised project would introduce development to a site that is currently vacant. The project would be visible from portions of City streets (e.g. Civic Center Way, Cross Creek Road and Malibu Canyon Road) as well as from various residential and/or commercial land uses located along these streets. Visibility of the site from designated scenic routes, including PCH and Malibu Canyon Road, is highly limited and obscured by topography, vegetation and existing commercial development in the Civic Center Area. The site is visible from PCH through Legacy Park but development on the site would not result in the obstruction of any significant public scenic views (e.g. ocean, coastline, Santa Monica Mountains).

LUP Policy 6.20 and LIP Section 6.4.E.5 state, "New commercial development within the Civic Center shall be sited and designed to minimize obstructions to the maximum feasible extent of public views of the ridgelines and natural features of the Santa Monica Mountains through measures such as clustering development, and restricting height and bulk of structures."

Like the approved project, the revised project meets the goals of this policy by focusing development in the center of the irregularly shaped site and away from hillside areas to the north. In addition, as compared to the approved project, the revised project would have one less building, and two buildings which were 32 feet in height would be lowered to 28 feet. Three buildings would stay the same and five buildings would increase to between 26 and 28 feet. These limits in height would continue to minimize obstructions to natural features. Like the approved project, the revised project includes extensive landscaping, is consistent with, or lower than, development in the surrounding area and does not obstruct public views of any significant ridgeline or the Santa Monica Mountains. The revised project will have no significant adverse visual impacts.

Finding 2. The project, as conditioned, will not have significant adverse scenic or visual impacts do to required project modifications, landscaping or other conditions.

As discussed in Section D, Finding 1, the revised project is not anticipated to have significant scenic or visual impacts.

Finding 3. The project, as proposed or as conditioned, is the least environmentally damaging alternative.

As discussed in Section A, Finding 3, the revised project would have similar impacts to the 0.15 FAR preferred project with an added public benefit. Since there are no significant adverse visual impacts, there are no alternatives to the revised project that would reduce significant visual impacts.

Finding 4. There are no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

As discussed in Section D, Finding 1, the revised project is not anticipated to have significant scenic or visual impacts.

Finding 5. Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.

As discussed herein, the development proposed in the revised project will not have significant scenic or visual impacts.

E. Transfer of Development Credit (LIP Chapter 7)

The approved project was found not to trigger any requirement for transfer of development credit. The revised project does not deviate from the approved project in any way that would change this determination. Therefore, the findings of LIP Chapter 7 are not applicable to the revised project.

F. Hazards (LIP Chapter 9)

Pursuant to LIP Section 9.3, written findings of fact, analysis and conclusions addressing geologic, flood, and fire hazards, structural integrity or other potential hazards must be included in support of all approvals, denials or conditional approvals of development located where it is determined that the proposed project causes the potential to create adverse impacts upon site stability or structural integrity. These hazards were analyzed for the approved project. In the 2008 EIR, Section V.E Geology/Soils includes an analysis of the hazards listed in LIP Chapter 9 and compliance with the development standards in LIP Section 9.4. The revised project closely mirrors the approved project with respect to hazards. With the incorporation of the mitigation measures specified in the 2008 EIR for the approved project, the revised project would also have less than significant impacts related to hazards.

Faulting

The site is not designated within an Alquist-Priolo Special Studies zone. The Malibu Coast fault was mapped by the U.S. Geological Survey projecting through the site. However, previous fault rupture hazard investigations conducted in association with the 2008 EIR did not find evidence that the fault was active, and no mitigation measures were required for the proposed development at the site. City geotechnical staff concurred with their findings.

Liquefaction

The California Division of Mines and Geology (CDMG) Seismic Hazard Map of the Malibu Beach Quadrangle (2001) indicates the entire Civic Center Area is susceptible to liquefaction. Liquefaction is the process by which water-saturated sediment loses its strength and fails during strong ground shaking, generally associated with moderate to great earthquakes. The greatest potential hazard due to liquefaction at the site is ground settlement. This hazard is mitigated by the geotechnical recommendations for construction as identified below.

Groundwater/Liquefaction

The project geotechnical consultant stated that groundwater was encountered at relatively shallow depths varying from 8 to 34 feet below the ground surface across the property. The groundwater surface slopes northward across the property, ranging from 7 feet mean sea level (msl) in the southern limits of the site to approximately 34 feet msl in the northernmost areas of the site. The groundwater level beneath Parcel A ranges from about 7 feet msl at the southernmost portion of the site (at Civic Center Way) to about 15 feet msl in the northern limits of the proposed boundary for this parcel. The groundwater level under Parcel B ranges from approximately 13 feet msl at the southern limits of this proposed parcel boundary to approximately 34 feet in the northern limits. Groundwater elevations beneath the site are identified and delineated in EIR Figures V.E-6 and on page V.E-12.

There were some concerns about the originally proposed OWTS causing potential groundwater mounding on the site. The revised project would receive wastewater treatment from the Civic Center Water Treatment Facility and would not include an OWTS or groundwater mounding related impacts.

Landslide

The presence of landslides on the site was extensively analyzed as discussed in the 2008 EIR (see Landslide Hazards section). No landslides are mapped on the site, nor were any exposed during the several generations of subsurface exploration performed across the site. A landslide is mapped immediately north of the northern property line of Parcel B. The landslide does not affect the proposed development.

Flood

As outlined in the 2008 EIR, Parcel A is located in FEMA Special Flood Hazard Area Zone A0 which means that it is prone to flooding up to depths of two feet while Parcel B is in a moderate to low risk Flood Zone X which is prone to flooding up to depths of one foot. Updates to the flood zone maps are currently pending by FEMA. The preliminary maps indicate that Parcel A will no longer be in a flood zone, while Parcel B remains partially in Flood Zone X. The revised project was designed so that finished floor heights would be raised well above the FEMA flood levels which would avoid any potential flooding impacts. In addition, the parking garage walls would be installed with subdrain pipes connected to

a sump system that would collect any accumulated water as well as flood waters in the unlikely event of an emergency. With the incorporation of these measures, impacts related to hydrology and flooding would be less than significant.

Fire

The entire City of Malibu is located within the high fire hazard zone. The property is currently subject to wildfire, and the development of the approved project was not expected to increase the property's susceptibility to wildfire. Similarly, the revised project is not expected to adversely impact wildfire hazards. The revised project will be required to meet all LACFD standards. No significant impacts with respect to wildfire hazards will result from the revised project.

The five findings set forth in LIP Section 9.3 are hereby made as follows.

Finding 1. The project, as proposed will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons.

The revised project would involve approximately 25,591 cubic yards (cy) of grading on Parcels A and B. The majority of the grading would be for three subterranean parking structures which would also require shoring and dewatering during the construction process. In addition, substantial remedial grading would be required to address ground settlement and flood hazards. Appropriate design-build recommendations have been incorporated into the project to ensure it would be constructed in accordance with acceptable geotechnical standards. In addition, the 2008 EIR included Mitigation Measures E-1 through E-8 which required the incorporation of various geotechnical techniques as well as documentation and development in accordance with acceptable geologic standards. Implementation of these mitigation measures as well as all conditions of approval pertaining to flood levels and LACFD requirements will ensure that impacts related to hazards would be less than significant.

Finding 2. The project, as conditioned, will not have significant adverse impacts on site stability or structural integrity from geologic, flood or fire hazards due to required project modifications, landscaping or other conditions.

The revised project as designed, conditioned, and approved by the City geotechnical staff, City Public Works Department and the LACFD, will have no significant adverse impacts on the site stability or structural integrity.

Finding 3. The project, as proposed or as conditioned, is the least environmentally damaging alternative.

As discussed in A. General Coastal Development Permit, Finding 1, the project would be the least damaging alternative given the public benefit.

Finding 4. There are no alternatives to development that would avoid or substantially lessen impacts on site stability or structural integrity.

The project site is partially located within the floodplain and affected by various geologic issues, as outlined above. The revised project has been designed to meet all development regulations of the Town Center Overlay District and is subject to the conditions of approval imposed by City geotechnical staff, Public Works and the LACFD. As such, there are no alternatives that would avoid or substantially lessen impacts on site stability or structural integrity.

Finding 5. Development in a specific location on the site may have adverse impacts but will eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified Malibu LCP.

As outlined above, the revised project as designed, conditioned, and approved by the City geotechnical staff, City Public Works Department and the LACFD, will have no significant adverse impacts on the site stability or structural integrity. Therefore, no adverse impacts are anticipated to result from hazards or conflict with sensitive resource protection policies contained in the LCP.

In addition, pursuant to LIP Section 9.4.19, the property owner will be required, as a condition of approval, to record a deed restriction acknowledging and assuming the hazard risk of development at the site. The deed restriction shall state that the proposed project is subject to flooding, geologic hazards and wildfire hazards and that the property owner assumes said risks and waives any future claims of damage or liability against the City of Malibu and agrees to indemnify the City of Malibu against liability, claims, damages or expenses arising from any inquiry or damage due to such hazards.

G. Shoreline and Bluff Development (LIP Chapter 10)

The subject project is not located on or along the shoreline or any bluff as defined in the LCP. Findings per Section 10.2 of the LIP are not applicable.

H. Public Access (LIP Chapter 12)

LIP Section 12.4 requires public access for lateral, bluff-top, and vertical access near the ocean, trails, and recreational access for the following cases:

A. New development on any parcel or location specifically identified in the Land Use Plan or in the LCP zoning districts as appropriate for or containing a historically used or suitable public access trail or pathway.
B. New development between the nearest public roadway and the sea.

C. New development on any site where there is substantial evidence of a public right of access to or along the sea or public tidelands, a blufftop trail or an inland trail acquired through use or a public right of access through legislative authorization.
D. New development on any site where a trail, bluff top access or other recreational access is necessary to mitigate impacts of the development on public access where there is no feasible, less environmentally damaging, project alternative that would avoid impacts to public access.

No official LCP trail is mapped on the subject property. Additionally, the subject property is not located between the first public road and the sea or on a bluff. Therefore, the requirement for public access of LIP Section 12.4 does not apply and further findings are not required. Nevertheless, the Development Agreement includes dedication of a trail segment along Civic Center Way to the City and this requirement will be fulfilled for the revised project also.

I. Land Division (LIP Chapter 15)

A lot line adjustment and land conveyance associated with the approved project is currently being implemented which will result in Parcels A, B, and C as shown in Figure 2. The revised project does not include a land division. Therefore, the findings of LIP Chapter 15 are not applicable to the amendment.

MMC Conditional Use Permit Amendment Analysis

J. Conditional Use Permit for Restaurant Use (MMC Section 17.66.080)

The original approved La Paz Development Agreement project included CUP No. 05-004 to allow 10,000 square feet of restaurant space within Buildings 5, 6 and 7 on Parcel A, with opening hours specified for 8:00 am. The revised project includes CUPA No. 17-010 to maintain the 10,000 square foot cap on restaurant uses but allow them to be located anywhere within Parcel A and allow restaurants serving coffee and juice to open at 6:00 a.m. and those serving breakfast to open at 7:00 a.m. seven days per week. All other restaurants would adhere to the 8:00 a.m. start time originally approved.

Pursuant to MMC Section 17.66.080, the Planning Commission may approve, deny and/or modify an application for a CUPA in whole or in part, with or without conditions, provided that it makes all of the following findings of fact. The CUPA findings are made below:

Finding 1. The proposed use is one that is conditionally permitted within the subject zone and complies with the intent of all of the applicable provisions of Title 17 of the Malibu Municipal Code.

The proposed restaurants are conditionally permitted uses in the underlying CC zoning district as well as the Town Center Overlay District. The revised project has been conditioned to comply with all applicable provisions of the MMC.

Finding 2. The proposed use would not impair the integrity and character of the zoning district in which it is located.

The restaurant uses are consistent with the uses envisioned in a commercial shopping center and approved as part of the original project. The revised project will allow siting flexibility within Parcel A and allowing earlier opening times. These changes would not impair the CC zone or the TCO district.

Finding 3. The subject site is physically suitable for the type of land use being proposed.

The CUPA will allow siting flexibility and an earlier opening time. The suitability of the site for the revised project will not change compared to the approved project.

Finding 4. The proposed use is compatible with the land uses presently on the subject property and in the surrounding neighborhood.

The approved project including 10,000 square feet of restaurant use within Parcel A was found to be compatible with the uses in the surrounding neighborhood. The 10,000 square feet of restaurant use is approximately 9 percent of the overall 112,058 square feet of development proposed for Parcels A and B. The CUPA would allow restaurants to be sited anywhere within Parcel A, and coffee and juice establishments to open at 6:00 a.m., while breakfast establishments would open at 7:00 a.m. and the remainder of restaurant uses would open at 8:00 a.m., seven days per week. All restaurants would close at 12:00 a.m., Sunday through Thursday, and at 1:00 a.m., Friday through Sunday. Like the original project, the revised project has been designed to be sensitive to the existing residential development by its siting (respecting privacy through vegetative screening, shielding lighting to eliminate glow and night lighting) and overall site landscaping to soften the visual impact of new development and change of use at the site. The revised project will remain compatible with the surrounding neighborhood.

Finding 5. The proposed use would be compatible with existing and future land uses within the zoning district and the general area in which the proposed use is to be located.

As conditioned, the proposed restaurant uses will have limited hours of operation. In accordance with existing CUP conditions, no live entertainment or amplified sound will be permitted unless authorized in a CUP. The proposed uses are not anticipated to generate any impacts that would be incompatible with uses permitted by the General Plan, LCP or MMC, or any uses in the vicinity.

Finding 6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety and the project does not affect solar access or adversely impact existing public and private views, as defined by the staff.

The adequacy of public utilities and services has been analyzed in the 2008 EIR, Section I, Public Utilities and Section J, Public Services. The approved project was conditioned to ensure it would not be detrimental to the public health and safety by requiring approval for water service by Waterworks District 29. The property is included in the Assessment District and is served by the Civic Center Water Treatment Facility, which was designed to accommodate wastewater flows from Parcels A, B and C including 10,000 square feet of restaurant space. The CUPA to add siting flexibility and earlier opening hours to the restaurants does not affect the determination made for the approved project that there will be adequate provisions for utilities and services, and no adverse effects on solar access or views.

Finding 7. There would be adequate provisions for public access to serve the subject proposal.

The CUPA to make restaurant siting flexible within Parcel A buildings and allow earlier opening hours has no bearing on the adequacy of public access as determined for the approved project. The revised project continues to provide adequate onsite parking and circulation.

Finding 8. The proposed use is consistent with the goals, objectives, policies, and general land uses of the General Plan.

The restaurant uses are consistent with the uses envisioned in a commercial shopping center and approved as part of the original project. The revised project will allow siting flexibility within Parcel A and allowing earlier opening times. Like the approved project, the revised project is consistent with the General Plan.

Finding 9. The proposed project complies with all applicable requirements of state and local law.

The revised project will comply with all applicable requirements of state and local law and is conditioned to comply with any relevant approvals, permits and licenses from the City of Malibu and other related agencies such as Alcoholic Beverage Control (ABC).

Finding 10. The proposed use would not be detrimental to the public interest, health, safety, convenience or welfare.

The approved project included 10,000 square feet of restaurant use within Parcel A, which is the same amount proposed in the revised project. All the other conditions of approval of the approved CUP will remain in place. The proposed CUPA to provide siting flexibility within Parcel A and earlier opening hours will not be detrimental to the public interest, health, safety, convenience or welfare.

Finding 11. If the project is located in an area determined by the City to be at risk from earth movement, flooding or liquefaction, there is clear and compelling evidence that the proposed development is not at risk from these hazards.

The project site is affected by hazards. The approved project is subject to conditions of approval and mitigation measures that ensure the development is not at risk from hazards. The revised project is subject to the same conditions and mitigation measures as the approved project, which was found not to be at risk. The CUPA does not create new risk from these hazards.

ENVIRONMENTAL REVIEW: The 2008 EIR was prepared and certified in accordance with CEQA to examine the potential environmental effects of the La Paz Development Agreement Project. The EIR was certified on November 10, 2008, making the required findings under CEQA. Addendum No. 2 to the 2008 EIR has been prepared in accordance with CEQA Guidelines Section 15164 to evaluate any environmental effects of the proposed revised project. The revised project makes changes to the layout, design and mix of uses, without changing the 112,058 square feet of development approved for Parcels A and B, and remaining in compliance with the TCO development standards. The revised project will not create any new significant impacts or increase the severity of impacts as compared to those that were identified in the 2008 EIR. No new information of substantial importance has been identified that shows that mitigation measures or alternatives previously found not to be feasible in the 2008 EIR will in fact be feasible, and will substantially reduce one or more significant effects of the project. In addition, no information has been identified that shows that mitigation measures which are considerably different from those analyzed in the 2008 EIR will substantially reduce one or more significant effects on the environment. Therefore, in accordance with CEQA Guidelines Section 15162 and 15164, the Planning Director has concluded that an addendum is the appropriate environmental document under CEQA.

CORRESPONDENCE: To date, correspondence expressing support for the revised project has been received. It is included as Attachment 7.

PUBLIC NOTICE: On December 26, 2019, staff published a Notice of Public Hearing in a newspaper of general circulation within the City of Malibu and mailed the notice to all property owners and occupants within a 500-foot radius of the subject property (Attachment 9).

SUMMARY: The required findings can be made that the revised project complies with the LCP and MMC. Further, the Planning Department's findings of fact are supported by substantial evidence in the record. Based on the analysis contained in this report and the accompanying resolution, staff recommends approval of this project, subject to the conditions of approval contained in Section 6 (Conditions of Approval) of Planning Commission Resolution No. 20-17. The proposed revised project has been reviewed and conditionally approved for conformance with the LCP by Planning Department staff and appropriate City and County departments.

ATTACHMENTS:

1. Planning Commission Resolution No. 20-17
2. Project Plans
3. Story Pole Photos
4. Detailed Project Description Prepared by Applicant
5. Images of Approved Project
6. Department Review Sheets
7. Public Correspondence
8. Addendum No. 2 to the 2008 La Paz Development Agreement Project EIR
9. Public Hearing Notice

All referenced reports not included in the attachments can be viewed in their entirety on the City's La Paz Ranch Project Documents and Resources Page: https://www.malibucity.org/972/DocumentsResources

ATTACHMENT 1

Planning Commission Resolution No. 20-17

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 20-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU CONSIDERING ADDENDUM NO. 2 TO THE CERTIFIED LA PAZ RANCH DEVELOPMENT AGREEMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT AND MAKING FINDINGS IN SUPPORT THEREOF, AND APPROVING COASTAL DEVELOPMENT PERMIT AMENDMENT NO. 17-009 AND CONIDTIONAL USE PERMIT AMENDMENT NO. 17-010, AMENDING COASTAL DEVELOPMENT PERMIT NO. 05-107 TO MAKE CHANGES TO THE APPROVED DEVELOPMENT ON PARCELS AND B OF THE LA PAZ DEVELOPMENT AGREEMENT (.20 FAR) PROJECT INVOLVING BUILDING LAYOUT, ARCHITECTURE AND CIRCULATION, AND REMOVAL OF CONDITION NO. 41, WITH NO INCREASE IN THE APPROVED 112,058 SQUARE FEET OF GROSS FLOOR AREA FOR PARCELS A AND B, INCLUDING AMENDMENT TO CUP NO. 05-004 TO ALLOW THE PREVIOUSLY APPROVED 10,000 SQUARE FEET OF RESTAURANT USES TO BE LOCATED ANYWHERE ON PARCEL A AND TO ALLOW COFFEE/JUICE ESTABLISHEMENTS TO OPEN AT 6:00 A.M., AND FOR DINING ESTABLISHMENTS SERVING BREAKFAST TO OPEN AT 7:00 A.M., LOCATED AT 23465 CIVIC CENTER WAY (FORMERLY 3700 LA PAZ LANE), IN THE COMMUNITY COMMERCIAL ZONING DISTRICT AND IN THE TOWN CENTER OVERLAY (MALIBU DEVELOPMENT COMPANY, LLC).

The Planning Commission of the City of Malibu does hereby find, order and resolve as follows:

SECTION 1. Recitals.

A. On November 10, 2008, the City Council approved two development entitlements on the project site including Coastal Development Permit (CDP) No. 05-107 for a 0.20 floor area ratio (FAR) commercial project (approved project), including a Local Coastal Program Amendment (LCPA), Development Agreement, Zoning Amendment, Lot Line Adjustment and Conditional Use Permit (CUP). In addition, the Council certified the Final La Paz Development Agreement Project Environmental Impact Report (2008 EIR) and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

B. On March 10, 2010, the California Coastal Commission conditionally approved the LCPA, Development Agreement, and Zoning Amendment with suggested modifications.

C. On April 12, 2010, the City Council approved the modifications to the LCPA, Development Agreement, and Zoning Amendment approved by the California Coastal Commission.

D. On March 10, 2010, the California Coastal Commission certified the City's approval of the LCPA, Development Agreement, and Zoning Amendment.

E. On June 15, 2015, the Planning Commission approved CDP No. 14-036 for the construction of roadway improvements at Pacific Coast Highway (PCH) and Cross Creek Road in order to fulfill Mitigation Measure K-2 of the 2008 EIR. In approving the CDP, the Planning Commission also considered and approved Addendum No. 1 to the 2008 EIR.

F. On September 26, 2017, the applicant submitted Coastal Development Permit Amendment (CDPA) No. 17-009 to amend the approved project (CDP No. 05-107). The application for the revised project was routed to the City Geotechnical Staff, the City Biologist, City Public Works Department, and the Los Angeles County Fire Department (LACFD) for review.

G. On February 6, 2019, a Notice of CDPA was posted on the subject property.

H. On September 24, 2019, the application was deemed complete for processing.

I. In early November 2019, story poles for the revised project were installed on the site.

J. On December 10, 2019, Planning Department Staff conducted a site visit to photograph the story poles.

K. On December 24, 2019, Addendum No. 2 to the 2008 EIR was prepared by the City and published.

L. On December 26, 2019, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within a 500-foot radius of the subject property.

M. During the week of January 13, 2020, updated noticing via email, newspaper and regular was conducted to alert the public that the item would be heard as part of the Regular meeting on January 21, 2020.

N. On January 21, 2020, due to lack of a quorum for the 4:00 p.m. Special Meeting, the meeting was adjourned to the 6:30 p.m. Regular Meeting, and a notice of the adjournment was posted on the door of the Council Chambers indicating the same.

O. On January 21, 2020, at 6:30 p.m., the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the agenda report, reviewed and considered written reports, public testimony, and other information in the record, including the certified 2008 EIR for the La Paz Development Agreement Project and Addendum No. 2 thereto.

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in California Environmental Quality Act (CEQA), the Planning Commission has exercised its independent judgment and analyzed the revised project. The Planning Commission finds that the revised project will not create any new significant impacts or increase the severity of impacts as compared to those that were identified in the Final La Paz Development Agreement Project EIR, which was certified by the City of Malibu on November 10, 2008; and that none of the conditions described in CEQA Guidelines Sections 15162 have occurred. The revised project would not cause new significant impacts not identified in the certified 2008 EIR or result in a substantial increase in the severity of previously identified significant impacts. No substantial changes have occurred with respect to the circumstances under which the approved project is undertaken which would require major revisions of the 2008 EIR

due to the involvement of new significant environmental effects or a increase in severity of identified effects. There is no new information that shows that the revised project would cause new significant environmental impacts that were not already analyzed in the certified 2008 EIR. Therefore, pursuant to CEQA Guidelines Section 15164, an addendum to the 2008 EIR (Addendum No. 2) was prepared and no supplemental environmental review is required beyond this Addendum. The certified 2008 EIR and Addendum No. 2 were considered prior to approval of the project. Together they are determined to adequately satisfy all the requirements of CEQA.

SECTION 3. Coastal Development Permit Findings.

Based on substantial evidence in the record and pursuant to LCP Local Implementation Plan (LIP) Sections 13.7(B) and 13.9, the Planning Commission adopts and approves the analysis in the agenda report, incorporated herein, the findings of fact below, and approved CDPA No. 17-009 for the revised project which makes changes to the approved development on Parcels A and B of the La Paz Development Agreement (.20 FAR) Project (approved project) involving building layout, architecture and onsite circulation, and removes Condition No. 41 (from City Council Resolution No. 08-52), with no increase in the approved 112,058 square feet of gross floor area for Parcels A and B, located at 23465 Civic Center Way (formerly 3700 La Paz Lane) in the Community Commercial zoning district in the Town Center Overlay (Malibu Development Company, LLC).

The revised project is consistent with the LCP's zoning, grading, cultural resources, water quality and wastewater treatment requirements. The project, as conditioned and mitigated, has been determined to be consistent with all LCP codes, standards, goals and policies. The required findings are made herein.

A. General Coastal Development Permit (LIP Chapter 13)

1. The revised project has been reviewed for conformance with the LCP and MMC by the Planning Department, the City Geotechnical staff, the City Biologist, the City Public Works Department, and the LACFD. The revised project meets all development regulations of the Town Center Overlay District and would not exceed the maximum floor area limit of the approved La Paz Development Agreement project. The changes to the building layouts on Parcel B would eliminate the need for Condition No. 41 calling for a gate and after-hours key system for tenant only use. The revised project conforms with the LCP.

2. The revised project would maintain the floor area and scope of the original approved project but with modifications to the building layout, architecture and onsite circulation, all of which comply with the Town Center Overlay development standards established for the approved project. The 2008 EIR was prepared in accordance with CEQA and the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15126.6, the EIR described a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluated the comparative merits of the alternatives. The approved 0.20 FAR project was determined to have similar impacts to the 0.15 FAR preferred alternative with the additional public benefit that land and improvements on Parcel C would be dedicated for City use. Addendum No. 2 to the 2008 EIR and the analysis herein demonstrate that the revised project does not deviate from the approved project in any substantive way with respect to environmental impacts. The revised project can be found to be the least environmentally damaging alternative.

3. The project site is not located in or adjacent to an ESHA and thus the revised project was not reviewed by the ERB. Although not required, the original La Paz Ranch project was reviewed by the ERB in 2006. ERB recommendations were incorporated into the approved project and would remain in effect for the revised project.

B. Native Tree Protection (LIP Chapter 5)

1. Six sycamore trees are located in the proposed development area of Parcel A. Given the site dimensions, LCP and other requirements, including but not limited to, setbacks, open space, landscaping, fire department requirements and circulation, it is not feasible to site the development and roads and structures to allow the retention of the trees. Any development would be expected to utilize the area of the site supporting these trees given all the constraints of siting development In addition, the required onsite grading and re-compaction of the site for geological requirements make it infeasible to site development that avoids encroaching upon and requiring the removal of the sycamore trees. Mitigation for tree removal requires the replacement of the sycamore trees at a 10 to 1 ratio onsite. Pursuant to LIP Section 5.5.1, a tree replacement plan has been submitted and reviewed by the City Biologist and is incorporated into the landscape plans for the revised project. The revised approved landscape plans illustrate more than 60 sycamore trees will be planted as part of the landscape plan, thus meeting the LCP requirement for the replacement of six native sycamore trees at a 10:1 ratio.

2. As discussed in Section B, Finding 1 above, the adverse impact of tree removal cannot be avoided because there is no feasible alternative. The removal is being properly mitigated.

3. The Mitigation Monitoring Program of the 2008 EIR includes Mitigation Measures A-1 and C-1 which require the planting and maintenance of California sycamore trees onsite at a ratio of 10:1. These measures will apply to the subject revised project as well.

C. Scenic Visual and Hillside Resource Protection Ordinance (LIP Chapter 6)

1. Story poles were placed on the site in November 2019 to demonstrate how the revised project will change the site's visual properties. Staff visited the site to determine if any public views would be blocked and found that like the approved project, no scenic views will be blocked by the revised project.

The revised project has been designed in accordance with the TCO district height standards and like the approved project, would have no significant adverse scenic or visual impacts. The revised project would introduce development to a site that is currently vacant. The project would be visible from portions of City streets (e.g. Civic Center Way, Cross Creek Road and Malibu Canyon Road) as well as from various residential and/or commercial land uses located along these streets. Visibility of the site from designated scenic routes, including PCH and Malibu Canyon Road, is highly limited and obscured by topography, vegetation and existing commercial development in the Civic Center Area. The site is visible from PCH through Legacy Park but development on the site would not result in the obstruction of any significant public scenic views (e.g. ocean, coastline, Santa Monica Mountains).

LUP Policy 6.20 and LIP Section 6.4.E.5 state, "New commercial development within the Civic Center shall be sited and designed to minimize obstructions to the maximum feasible extent of public views of the ridgelines and natural features of the Santa Monica Mountains through

measures such as clustering development, and restricting height and bulk of structures."

Like the approved project, the revised project meets the goals of this policy by focusing development in the center of the irregularly shaped site and away from hillside areas to the north. In addition, as compared to the approved project, the revised project would have one less building, and two buildings which were 32 feet in height would be lowered to 28 feet. Three buildings would stay the same and five buildings would increase to between 26 and 28 feet. These limits in height would continue to minimize obstructions to natural features. Like the approved project, the revised project includes extensive landscaping, is consistent with, or lower than, development in the surrounding area and does not obstruct public views of any significant ridgeline or the Santa Monica Mountains. The revised project will have no significant adverse visual impacts.

2. As discussed in Section C, Finding 1 above, the revised project is not anticipated to have significant scenic or visual impacts.

3. As discussed in Section A, Finding 3, the revised project would have similar impacts to the 0.15 FAR preferred project with an added public benefit. Since there are no significant adverse visual impacts, there are no alternatives to the project that would reduce significant visual impacts.

4. As discussed herein, as the revised project is not expected to have significant adverse visual impacts, there are no feasible alternatives that would avoid or lessen significant adverse visual impacts.

5. As discussed herein, as the revised project is not expected to have significant adverse visual impacts.

D. Hazards (LIP Chapter 9)

1. The revised project would involve approximately 25,591 cubic yards of grading on Parcels A and B. The majority of the grading would be for three subterranean parking structures which would also require shoring and dewatering during the construction process. In addition, substantial remedial grading would be required to address ground settlement and flood hazards. Appropriate design-build recommendations have been incorporated into the project to ensure it would be constructed in accordance with acceptable geotechnical standards. In addition, the 2008 EIR included Mitigation Measures E-1 through E-8 which required the incorporation of various geotechnical techniques as well as documentation and development in accordance with acceptable geologic standards. Implementation of these mitigation measures as well as all conditions of approval pertaining to flood levels and LACFD requirements will ensure that impacts related to grading and geotechnical hazards would be less than significant.

2. The revised project as designed, conditioned, and approved by the City geotechnical staff, City Public Works Department and the LACFD, will have no significant adverse impacts on the site stability or structural integrity.

3. As discussed Section A, Finding 3, the revised project is the least damaging alternative given the public benefit.

4. The project site is partially located within the floodplain and affected by various geologic issues, as detailed in the agenda report. The revised project has been designed to meet all

development regulations of the Town Center Overlay District and is subject to the conditions of approval imposed by City geotechnical staff, Public Works and the LACFD. As such, there are no alternatives that would avoid or substantially lessen impacts on site stability or structural integrity.

5. As outlined in the agenda report, the revised project as designed, conditioned, and approved by the City geotechnical staff, City Public Works Department and the LACFD, will have no significant adverse impacts on the site stability or structural integrity. Therefore, no adverse impacts are anticipated to result from hazards or conflict with sensitive resource protection policies contained in the LCP.

SECTION 4. Conditional Use Permit Amendment Findings.

E. CUPA No. 17-010 for Restaurant Use (MMC Section 17.66.080)

1. The proposed restaurants are conditionally permitted uses in the underlying CC zoning district as well as the Town Center Overlay District. The revised project has been conditioned to comply with all applicable provisions of the MMC.

2. The restaurant uses are consistent with the uses envisioned in a commercial shopping center and approved as part of the original project. The revised project will allow siting flexibility within Parcel A and allowing earlier opening times. These changes would not impair the CC zone or the Town Center Overlay.

3. The CUPA will allow siting flexibility and an earlier opening time. The suitability of the site for the revised project will not change compared to the approved project.

4. The approved project including 10,000 square feet of restaurant use within Parcel A was found to be compatible with the uses in the surrounding neighborhood. The 10,000 square feet of restaurant use is approximately 9 percent of the overall 112,058 square feet of development proposed for Parcels A and B. The CUPA would allow restaurants to be sited anywhere within Parcel A, and coffee and juice establishments to open at 6:00 a.m., while breakfast establishments would open at 7:00 a.m. and the remainder of restaurant uses would open at 8:00 a.m., seven days per week. All restaurants would close at 12:00 a.m., Sunday through Thursday, and at 1:00 a.m., Friday through Sunday. Like the original project, the revised project has been designed to be sensitive to the existing residential development by its siting (respecting privacy through vegetative screening, shielding lighting to eliminate glow and night lighting) and overall site landscaping to soften the visual impact of new development and change of use at the site. The revised project will remain compatible with the surrounding neighborhood.

5. As conditioned, the proposed restaurant uses will have limited hours of operation. In accordance with existing CUP conditions, no live entertainment or amplified sound will be permitted unless authorized in a CUP. The proposed uses are not anticipated to generate any impacts that would be incompatible with uses permitted by the General Plan, LCP or MMC, or any uses in the vicinity.

6. The adequacy of public utilities and services has been analyzed in the 2008 EIR, Section I, Public Utilities and Section J, Public Services. The approved project was conditioned to ensure it would not be detrimental to the public health and safety by requiring approval for water service

by Waterworks District 29. The property is included in the Assessment District and is served by the Civic Center Water Treatment Facility, which was designed to accommodate wastewater flows from Parcels A, B and C including 10,000 square feet of restaurant space. The CUPA to add siting flexibility and earlier opening hours to the restaurants does not affect the determination made for the approved project that there will be adequate provisions for utilities and services, and no adverse effects on solar access or views.

7. The CUPA to make restaurant siting flexible within Parcel A buildings and allow earlier opening hours has no bearing on the adequacy of public access as determined for the approved project. The revised project continues to provide adequate onsite parking and circulation.

8. The restaurant uses are consistent with the uses envisioned in a commercial shopping center and approved as part of the original project. The revised project will allow siting flexibility within Parcel A and allowing earlier opening times. Like the approved project, the revised project is consistent with the General Plan.

9. The revised project will comply with all applicable requirements of state and local law and is conditioned to comply with any relevant approvals, permits and licenses from the City of Malibu and other related agencies such as Alcoholic Beverage Control.

10. The approved project included 10,000 square feet of restaurant use within Parcel A, which is the same amount proposed in the revised project. All the other conditions of approval of the approved CUP will remain in place. The proposed CUPA to provide siting flexibility within Parcel A and earlier opening hours will not be detrimental to the public interest, health, safety, convenience or welfare.

11. The project site is affected by hazards. The approved project is subject to conditions of approval and mitigation measures that ensure the development is not at risk from hazards. The revised project is subject to the same conditions and mitigation measures as the approved project, which was found not to be at risk. The CUPA does not create new risk from these hazards.

SECTION 5. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDPA No. 17-009 and CUPA No. 17-010 subject to the conditions listed below. All conditions contained in City Council Resolution No. 08-52 (including 2008 EIR Mitigation Monitoring Program) which approved CDP No. 05-107 are incorporated by reference and remain in full force and effect, except as changed by this resolution.

SECTION 6. Conditions of Approval.

1. The property owners, and their successors in interest, shall indemnify and defend the City of Malibu and its officers, employees and agents from and against all liability and costs relating to the City's actions concerning this project, including (without limitation) any award of litigation expenses in favor of any person or entity who seeks to challenge the validity of any of the City's actions or decisions in connection with this project. The City shall have the sole right to choose its counsel and property owners shall reimburse the City's expenses incurred in its defense of any lawsuit challenging the City's actions concerning this project.

2. Condition No. 2 of City Council Resolution No. 08-52 shall be modified to read:

The project is to construct a 112,058 square foot shopping center and office park development and 20,000 square feet of municipal uses (to be determined by the City) on Parcels A, B and C as depicted on the project plans and contains the following:

a. Fuel Modification plan for wildlife hazard reduction
b. Connection to the Civic Center Wastewater Treatment Facility
c. Grading consisting of 25,445 cubic yards of non-exempt grading – with 35,634 cubic yards of export and 14,545 cubic yards of import
d. Driveway and safety access improvements
e. Lot Line Adjustment to adjust property boundaries
f. Development Agreement No. 07-001
g. Local Coastal Program Amendment No. 06-003
h. Conditional Use Permit for up to 10,000 square feet of restaurant use.

No grading or building permits shall be issued until the applicant has supplied proof that the lot line adjustment has been recorded by Los Angeles County and proof that the recorded lot line adjustment has been provided to the Los Angeles County Assessor's Office.

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019. The project shall comply with all conditions of approval stipulated in the department review sheets attached to the agenda report for this project. In the event the project plans conflict with any condition of approval, the condition shall take precedence.

3. Pursuant to LIP Section 13.20, development pursuant to an approved CDPA shall not commence until the CDPA is effective. The CDPA is not effective until all appeals have been exhausted.

4. The property owner must submit payment for all outstanding fees payable to the City prior to issuance of any grading or building permit.

5. Condition No. 41 (after hours gate for tenants) of City Council Resolution No. 08-52 shall be deleted.

6. Condition No. 50 of City Council Resolution No. 08-52 shall be modified to read:
The proposed hours of operation are limited to 6:00 a.m. for coffee and juice establishments and 7:00 a.m. for dining establishments serving breakfast to midnight Sunday through Thursday and to 1:00 a.m. on Friday through Sunday.

Public Works

Street Improvements / Easements

7. Prior to the issuance of the grading or building permits, the applicant shall adjust the configuration of the parcel of land to be conveyed in fee to the City, referred to as Parcel C, to include that portion of land lying north of the existing Civic Center Way right of way line and south of the line shown as Proposed R/W Line Per C.S.B B-2022 on the Site Survey for La Paz Ranch dated 9/22/2017. The applicant may alternatively grant to the City an easement agreement for the aforementioned.

8. Condition No. 17 of City Council Resolution No. 08-52 shall be modified to read:

   This project proposes to construct improvements within the City's right-of-way. Prior to the Public Works Department's approval of the grading or building permit, the applicant shall obtain encroachment permits from the Public Works Department for the proposed work within the City's right-of-way.

9. This project proposes to construct a new driveway within the City's right-of-way. Prior to the Public Works Department's approval of the grading or building permit, the applicant shall obtain encroachment permits from the Public Works Department for the proposed driveway. The driveway shall be constructed of either 6-inches of concrete over 4-inch of aggregate base, or 4-inches of asphalt concrete over 6-inches of aggregate base. The driveway shall be flush with the existing grades with no curbs.

10. Prior to the issuance of any building permits, the applicant shall improve the adjacent streets identified on Caltrans encroachment permit 716-6MC-2504 and Planning Commission Resolution No. 15-37 (CDP No. 14-036 for Mitigation Measure K-2 street improvements). The new curb and gutter on Webb Way shall be coordinated with the City's Civic Center Way improvements project. New street sections shall be a minimum of 4-inches of asphalt concrete, C2-PG 64-10, and a minimum of 6-inches of processed miscellaneous base. The final street section shall be designed and submitted to the Public Works Department for review and approval. A traffic index of 9 shall be used for the final pavement design. The design and construction shall include a transition to join the existing street improvements. All concrete shall be colored concrete, Davis Colors Yosemite Brown.

11. Any activities related to this project that will be impacting or taking place in the public right of way will require an encroachment permit

Grading and Drainage

12. Condition No. 19 of City Council Resolution No. 08-52 shall be modified to read:

    Exported soil from a site shall be taken to the County Landfill or to a site with an active grading permit and the ability to accept the material in compliance with the City's LIP Section 8.3. A note shall be placed on the project that addresses this condition.

13. The grading and drainage plan shall be approved containing the following information prior to the issuance of grading permits for the project.
    - Public Works Department General Notes
    - The existing and proposed square footage of impervious coverage on the property shall be shown on the grading plan (including separate areas for buildings, driveways, walkways, parking, tennis courts and pool decks).
    - The limits of land to be disturbed during project development shall be delineated on the grading plan and a total area shall be shown on the plan. Areas disturbed by grading equipment beyond the limits of grading, areas disturbed for wastewater improvements and areas disturbed for the installation of the detention system shall be included within the area delineated
    - The grading limits shall include the temporary cuts made for retaining walls, buttresses, and over excavations for fill slopes and shall be shown on the grading plan
    - If the property contains trees that are to be protected they shall be highlighted on the grading plan.
    - If the property contains rare and endangered species as identified in the resources study the grading plan shall contain a prominent note identifying areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on the grading plan if required by the City Biologist.
    - Private storm drain systems shall be shown on the grading plan. Systems greater than 12-inch diameter shall also have a plan and profile for the system included with the grading plan.
    - Public storm drain modifications shown on the grading plan shall be approved by the Public Works Department prior to the issuance of the grading permit.

14. A digital drawing (AutoCAD) of the project's private storm drain system, public storm drain system within 250 feet of the property limits, and post-construction BMP's shall be submitted to the Public Works Department prior to the issuance of grading or building permits. The digital drawing shall adequately show all storm drain lines, inlets, outlet, post-construction BMP's and other applicable facilities. The digital drawing shall also show the subject property, public or private street, and any drainage easements.

15. The applicant shall label all City/County storm drain inlets within 250 feet from each property line per the City of Malibu's standard label template. A note shall be placed on the project plans that address this condition.

Stormwater

16. A Storm Water Pollution Prevention Plan shall be provided prior to the issuance of the Grading/Building permits for the project. This plan shall include an Erosion and Sediment Control Plan (ESCP) that includes, but not limited to:

Erosion Controls	Hydraulic Mulch
	Hydroseeding
	Soil Binders
	Straw Mulch
	Geotextiles and Mats
	Wood Mulching
Sediment Controls	Fiber Rolls
	Gravel Bag Berm
	Street Sweeping and/or Vacuum
	Storm Drain Inlet Protection
	Scheduling
	Check Dam
Additional Controls	Wind Erosion Controls
	Stabilized Construction Entrance/Exit
	Stabilized Construction Roadway
	Entrance/Exit Tire Wash
Non-Stormwater Management	Vehicle and Equipment Washing
	Vehicle and Equipment Fueling
	Vehicle and Equipment Maintenance
Waste Management	Material Delivery and Storage
	Spill Prevention and Control

All Best Management Practices (BMP) shall be in accordance to the latest version of the California Stormwater Quality Association (CASQA) BMP Handbook. Designated areas for the storage of construction materials, solid waste management, and portable toilets must not disrupt drainage patterns or subject the material to erosion by site runoff.

17. Condition No. 22 of City Council Resolution No. 08-52 shall be replaced with:

Prior to the approval of any permits and prior to the applicant submitting the required Construction General Permit documents to the State Water Quality Control Board, the applicant shall submit to the Public Works Department for review and approval an Erosion and Sediment Control Plan (ESCP). The ESCP shall contain appropriate site-specific construction site BMPs and developed and certified by a Qualified SWPPP Developer (QWD). All structural BMPs must be designed by a licensed California Engineer. The ESCP must address the following elements:

- Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside the disturbed area.
- Methods used to protect native vegetation and trees.
- Sediment/Erosion Control.
- Controls to prevent tracking on and off the site.
- Non-storm water controls.
- Material management (delivery and storage).
- Spill Prevention and Control.
- Waste Management
- Identification of site Risk Level as identified per the requirements in Appendix 1

of the Construction General Permit.

- Landowner must sign the following statement on the ESCP.
  "I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate and complete. I am aware that submitting false and/or inaccurate information, failing to update the ESCP to reflect current conditions, or failing to properly and/or adequately implement the ESCP may result in revocation of grading and/or other permits or other sanctions provided by law."

18. Condition No. 24 of City Council Resolution No. 08-52 shall be replaced with:

A Storm Water Management Plan (SWMP) is required for this project. Storm drainage improvements are required to mitigate increased runoff generated by property development. The applicant shall have the choice of one method specified within the City's Local Implementation Plan Section 17.3.2.B.2. The SWMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the predevelopment and post development drainage of the site. The SWMP shall identify the Site design and Source control Best Management Practices (BMP's) that have been implemented in the design of the project (See LIP Chapter 17 Appendix A). The SWMP shall be reviewed and approved by the Public Works Department prior to the issuance of the grading/building permits for this project.

19. Condition No. 25 of City Council Resolution No. 08-52 shall be replaced with:

A Water Quality Mitigation Plan (WQMP) is required for this project. The WQMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the predevelopment and post development drainage of the site. The WQMP shall meet all the requirements of the City's current Municipal Separate Stormwater Sewer System (MS4) permit. The following elements shall be included within the WQMP:

- Site Design Best Management Practices (BMP's)
- Source Control BMP's
- Treatment Control BMP's that retains on-site the Stormwater Quality Design Volume (SWQDv). Or where it is technically infeasible to retain on-site, the project must biofiltrate 1.5 times the SWQDv that is not retained on-site.
- Drainage Improvements
- A plan for the maintenance and monitoring of the proposed treatment BMP's for the expected life of the structure.
- A copy of the WQMP shall be filed against the property to provide constructive notice to future property owners of their obligation to maintain the water quality measures installed during construction prior to the issuance of grading or building permits.
- The WQMP shall be submitted to Public Works and the fee applicable at the time of submittal for the review of the WQMP shall be paid prior to the start of the

technical review. The WQMP shall be approved prior to the Public Works Department's approval of the grading and drainage plan and/or building plans. The Public Works Department will tentatively approve the plan and will keep a copy until the completion of the project. Once the project is completed, the applicant shall verify the installation of the BMP's, make any revisions to the WQMP, and resubmit to the Public Works Department for approval. The original signed and notarized document shall be recorded with the County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the certificate of occupancy.

- The project appears to incorporate many water quality BMPs. It is suggested that the applicant consider seeking recognition under LEED through the US Green Building Council.

Traffic

20. The applicant shall prepare a Traffic Impact Analysis (TIA) per the City of Malibu TIA Guidelines. The TIA shall be reviewed and approved by the Public Works Department prior to the issuance of grading or building permits. The applicant is required to construct the applicable mitigation measures recommended in the TIA and approved by the Public Works Director. The traffic mitigation measures shall be constructed prior to occupancy of the first building.

Commercial Development

21. All commercial developments shall be designed to control the runoff of pollutants from structures, parking and loading docks. The following minimum measures shall be implemented to minimize the impacts of commercial developments on water quality:

- Proper design of Loading and unloading docks.
  i. Cover loading/unloading dock areas or design drainage to minimize run-on and runoff of storm water.
  ii. Direct connections to storm drains from depresses loading/unloading docks are prohibited.

- Properly Design Repair/Maintenance Bays
  i. Repair/maintenance bays must be indoors or designed to prohibit storm water runoff or contact with storm water runoff.
  ii. Repair/maintenance bays shall be designed to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain is prohibited. Obtain an Industrial waster discharge permit if required.

- Properly Design Vehicle/Equipment Wash Areas
  i. Self-contained and/or covered wash areas shall be equipped with a clarifier or other pretreatment facility and properly connected to a sanitary sewer.

- Properly Designed Parking lots (5,000 square feet of impervious surface or 25 parking spaces.)

- Minimize impervious surfacing for parking areas.
- Infiltrate runoff before it enters a storm drain system.
- Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used.
- Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal and system fouling and plugging prevention control.

- RESTAURANTS – Properly design Equipment/accessory wash areas.
  - Install self-contained wash area, equipped with grease trap, and properly connected to Sanitary Sewer.
  - If the Wash area is located outdoors, it must be covered, paved, the area must have secondary containment and it shall be connected to the sanitary sewer.

- TRASH STORAGE AREAS
  - Trash container areas must have drainage from adjoining roofs and pavement diverted around the area.
  - Trash container areas must be screened or walled to prevent off-site transport of trash.

- OUTDOOR MATERIAL STORAGE
  - Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, kikes or curbs.
  - The storage areas must be paved and sufficiently impervious to contain leaks and spills.
  - The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

22. During construction, the applicant shall place a minimum of two changeable message boards on Pacific Coast Highway at least one week prior to construction. Wording for the changeable message boards shall be coordinated with the City Public Works Department and Caltrans.

23. Prior to the approval of the grading or building permits, the configuration of the utilities serving the property and adjacent properties shall be coordinated with the Public Works Department. The applicant shall be responsible for the installation, maintenance, and repair of the following utilities to be installed within a width of 39' at the eastern property line: 6" water line for the City's "Parcel C", 6" water line for the neighboring "Sandstone" parcel, 42" common storm drain, 10" common sanitary sewer main, 12" common fire water main, 4" common recycled water main, 2" common gas line, and common dry utility trench and pull boxes for electrical, telephone, and CATV. The applicant shall ensure to the City for future use a minimum width of 7' of open space within the 39' width along the entire eastern property line. The applicant shall grant the City unlimited use of the utility infrastructure at no cost. The final location and size of the utility infrastructure shall be approved by the Public Works Director.

24. The applicant shall grant to the City an easement agreement for the shared utilities discussed above.

25. The project is required to comply with the allocated wastewater flow and organic load per the Civic Center Wastewater Treatment Facility and Assessment District, as directed by the Public Works Director.

26. Prior to approval of the grading permit, the applicant shall submit a copy of the dewatering permit from the Regional Water Quality Control Board. The project cannot discharge the groundwater in a manner that will be conveyed to the City's storm water treatment facility on Civic Center Way or to Legacy Park.

27. Applicant shall submit a video recording of the street project limits prior to dewatering operations or commencement of any work.

28. Prior to commencement of any work, the applicant shall submit a Construction Management plan that shows construction related activities, haul routes, traffic control plan, pedestrian detours, staging areas, work hours, etc.

29. Applicant shall provide a bond to cover construction activities that will have any potential impacts to the existing pavement within the right of way. Repairs to the pavement shall be curb to curb. The bond amount will be determined by the Public Works Director.

30. Prior to the approval of any grading and drainage permit, the applicant shall submit a PDF of the final plans. If there are further modifications to the plans, the applicant shall provide the City with an updated PDF.

Miscellaneous

31. The developer's consulting engineer shall sign the final plans prior to the issuance of permits.

32. The discharge of swimming pool, spa and decorative fountain water and filter backwash, including water containing bacteria, detergents, wastes, algaecides or other chemicals is prohibited. Swimming pool, spa and decorative fountain water may be used as landscape irrigation only if the following items are met:
    - The discharge water is dechlorinated, dibrominated or if the water is disinfected using ozonation;
    - There are sufficient BMPs in place to prevent soil erosion; and
    - The discharge does not reach into the MS4 or to the ASBS (including tributaries).

    Discharges not meeting the above-mentioned methods must be trucked to a Publicly Owned Wastewater Treatment Works.

    The applicant shall also provide a construction note on the plans that directs the contractor to install a new sign stating "It is illegal to discharge pool, spa or water feature waters into a street, drainage course or storm drain per MMC 13.04.060(D)(5)." The new sign shall be posted in the filtration and/or pumping equipment area for the property. Prior to

issuance of any permits, the applicant shall indicate the method of disinfection and the method of discharging.

Biology

33. This review is for revised landscaping that was previously approved by Biology in October 2017. All previously identified conditions of approval remain in effect. In the event of conflicting conditions, the more restrictive shall apply.

34. Prior to installation of any landscaping, the applicant shall obtain plumbing permit for the proposed irrigation system from the Building Safety Division.

35. Prior to or at the time of a Planning final inspection, the property owner/applicant shall submit to the case planner a copy of the plumbing permit for the irrigation system installation that has been signed off by the Building Safety Division.

36. Vegetation forming a view impermeable condition (hedge), serving the same function as a fence or wall, occurring within the side or rear yard setback shall be maintained at or below six (6) feet in height. View impermeable hedges occurring within the front yard setback serving the same function as a fence or wall shall be maintained at or below 42 inches in height.

37. Vegetation shall be situated on the property so as not to obstruct the primary view from private property at any given time (given consideration of its future growth).

38. Condition No. 45 of City Council Resolution No. 08-52 shall be replaced with:

    Grading/excavation/vegetation removal scheduled between February 1 and September 15 will require nesting bird surveys by a qualified biologist prior to initiation of such activities. Surveys shall be completed no more than 5 days from proposed initiation of site preparation activities. Should active nests be identified, a buffer area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of the surveys shall be turned in to the City within 2 business days of completion of the surveys.

39. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded so it is directed downward and inward so that there is no offsite glare or any lighting of natural habitat areas.

Deed Restrictions

40. As a condition of approval of new development within or adjacent to an area subject to flooding, land or mudslide, or other high geologic hazard, prior to issuance of the Coastal Development Permit, the property owner shall be required to execute and record a deed restriction which acknowledges and assumes said risks and waives any future claims of damage or liability against the City and agrees to indemnify the City against any liability, claims, damages, or expenses arising from any injury or damage due to such hazards.

41. The property owner is required to execute and record a deed restriction which shall indemnify and hold harmless the City, its officers, agents, and employees against any and all claims, demands, damages, costs and costs, and expenses of liability arising out of the acquisition, design, construction, operation, maintenance, existence, or failure of the permitted project in an area where an extraordinary potential for damage or destruction from wildfire exists as an inherent risk to life and property. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval of the project plans.

SECTION 7. The Planning Commission shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 21st day of January, 2020.

JEFFREY JENNINGS, Planning Commission Chair

ATTEST:

KATHLEEN STECKO, Recording Secretary

LOCAL APPEAL – A decision made by the Planning Commission may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms may be found online at www.malibucity.org, in person at City Hall, or by calling (310) 456-2489, ext. 245.

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 20-17 was passed and adopted by the Planning Commission of the City of Malibu at the regular meeting held on the 21st day of January, 2020 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

KATHLEEN STECKO, Recording Secretary

ATTACHMENT 2

Project Plans

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

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LANDSCAPE

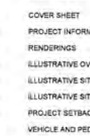
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BUILDING GRID LINES



REVISION CLOUD



DETAIL



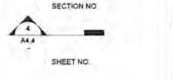
MATCH LINE



WORK POINT OR CONTROL POINT



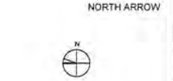
SECTION



DIMENSION STRING



NORTH ARROW



EXTERIOR ELEVATION



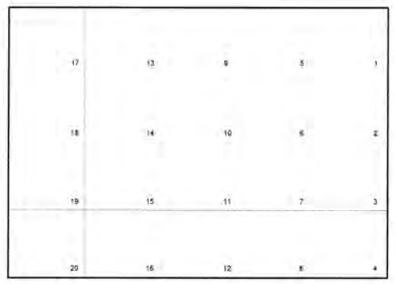
11

SYMBOLS
NO SCALE

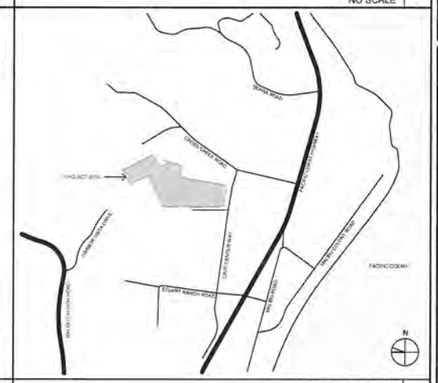
&	And	PA	Planting Area
<	Angle	P.D.	Planter Drain
@	At	P.L.	Property Line
		PLMG.	Plumbing
℄	Centerline	POB	Point of Beginning
-	Flush		
		RAD	Radius
⌀	Diameter or Round	R.D.	Roof Drain
⊥	Perpendicular	REF	Reference
#	Number	REQ	Required
(E)	Existing	REV	Revised
		R.H.	Right Hand
A.C.	Asphaltic Concrete	RP	Raised Planter
A.D.	Area Drain	RWD	Redwood
APPROX	Approximate	S	South
ARCH	Architectural	SCHED	Schedule
ASPH	Asphalt	SECT	Section
		SF	Square Feet
BLDG.	Building	SHT	Sheet
B.O.C.	Bottom of Curb	SIM	Similar
B.O.W.	Bottom of Wall	SPEC.	Specification
B.O.	Bottom of	SQ	Square
		S.S.	Stainless Steel
C.B.	Catch Basin	STD	Standard
CIP	Cast In Place	STL	Steel
CLR	Clear	SYM	Symmetrical
CMU	Concrete Masonry Unit		
CONC	Concrete	T.O.	Top of
CONT	Continuous	T.O.C.	Top of Curb
C.T.	Clear Trunk Height	T.O.D.	Top of Drain
CTR	Center	T.O.P.	Top of Pavement
		T.O.S.	Top of Slab
DET	Detail	T.O.W.	Top of Wall
DIA	Diameter	TYP	Typical
DIM	Dimension		
DWG	Drawing	UNF.	Unfinished
		U.O.N.	Unless Otherwise Noted
E	East	VERT	Vertical
EJ	Expansion Joint	V.I.F.	Verify in Field
ELEC	Electrical		
EQ	Equal	W	West
EQUIP	Equipment	W/	With
		W/O	Without
F.G.	Finish Grade	WD	Wood
FLR	Floor	WP	Waterproof
FLUOR	Fluorescent	WPM	Waterproof Membrane
		WT	Weight
GA	Gauge		
GALV	Galvinized		
GND	Ground		
GR	Grade		
H.B.	Hose Bib		
I.D.	Inside Diameter		
I.E.	Inside Elevation		
L.F.	Lineal Foot		
L.H.	Left Hand		
MATL	Material		
MAX.	Maximum		
MECH.	Mechanical		
MFR	Manufacture		
MH	Manhole		
MIN.	Minimum		
MISC.	Miscellaneous		
MTD	Mounted		
N	North		
N/A	Not Applicable		
N.I.C.	Not in Contract		
NO.	Number		
NOM	Nominal		
N.S.	No Scale		
N.T.S.	Not to Scale		
O/	Over		
OA.	Overall		
O.C.	On Center		
O.D.	Outside Diameter		
O.F.D.	Overflow Drain		
O.H.	Overall Height		

ABBREVIATIONS
NO SCALE 6

SHEET GRID SYSTEM	7



VICINITY MAP	3



BUILDING NUMBERS

G	GARAGE
1	BUILDING 1
2	BUILDING 2
3	BUILDING 3
4	BUILDING 4
~~5~~	~~BUILDING 5~~
6	BUILDING 6
7	BUILDING 7
8	BUILDING 8
9	BUILDING 9
10	BUILDING 10
11	BUILDING 11
~~12~~	~~BUILDING 12~~

DISCIPLINES

A	ARCHITECTURAL
C	CIVIL
E	ELECTRICAL
I	IRRIGATION
L	LANDSCAPE
M	MECHANICAL
P	PLUMBING
S	STRUCTURAL
W	WATER FEATURE

DRAWINGS TYPES

0	PROJECT INFORMATION
1	SITE PLAN
2	FLOOR PLAN
3	ELEVATION
4	SECTION
5	ENLARGED PLAN
6	INTERIOR ELEVATION
7	REFLECTED CEILING PLAN
8	VERTICAL CIRCULATION
9	DETAILS



EXAMPLE SHOWN HERE IS AN ARCHITECTURAL FLOOR PLAN FOR BUILDING 2

NOTE: IF A SHEET HAS NO BUILDING NUMBER, THE SHEET EITHER CONTAINS GENERAL PROJECT INFORMATION OR IS RELATED TO THE SITE SCOPE OF WORK. SEE SHEET INDEX FOR REFERENCE.

SHEET NUMBERING KEY
NO SCALE 12



PERSPECTIVE
NO SCALE 4

ARCHITECT:
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12210 Nebraska Avenue
Los Angeles, CA 90025
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310.826.6226 FAX
www.marmol-radziner.com

LANDSCAPE ARCHITECT:
Marmol Radziner
12210 Nebraska Avenue
Los Angeles, CA 90025
310.826.6222 TEL
310.826.6226 FAX
www.marmol-radziner.com

SURVEYOR:
Chris Nelson & Associates, Inc.
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Westlake Village, CA 91362
818.991.1040 TEL
www.e-surveyors.com

ARBORIST:
Jan Scow Consulting Arborists, LLC
1744 Franklin Street Suite B
Santa Monica, CA 90404
818.789.9127 TEL
www.sbcglobal.net

IRRIGATION DESIGN CONSULTANT:
Glasir Design
424 New Jersey Lana
Placentia, CA 92870
714.514.9930 TEL
www.glasirdesign.com

GEOTECHNICAL ENGINEER:
Byer Geotechnical
1461 E. Chevy Chase Drive, Suite 200
Glendale, CA 91206
818.549.9959 TEL
www.byergeo.com

TRAFFIC ENGINEER:
LLG Engineers
20931 Burbank Blvd. Suite C
Woodland Hills, CA 91367
818.835.8648 TEL
www.llgengineers.com

PARKING CONSULTANT:
Parking Design Group
5150 East Pacific Coast Highway, Suite 200
Long Beach, CA 90804
712.722.1586 TEL
www.parkingdesigngroup.com

CIVIL ENGINEER:
Psomas
555 S. Flower Street, Suite 4300
Los Angeles, CA 90071
213.223.1512 TEL
www.psomas.com

MEP ENGINEER:
Khalifeh and Associates, Inc..
Consulting Engineers
13465 Beach Ave.,Suite B
Marina Del Rey, CA 90292
310.305.1555 TEL
http://khalifehassociates.com

STRUCTURAL ENGINEER:
KPFF
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Los Angeles, CA 90045
310.665.7635 TEL
www.kpff.com

WATER FEATURE CONSULTANT:
Water Studio
5681 Selmaraine Drive
Culver City, CA 90230
310.313.5553 TEL
www.wstudio.com

LIGHTING DESIGNER:
SEAN O'CONNOR LIGHTING, INC
8820 Wilshire Blvd, Suite 320
Beverly Hills, Ca 90211 USA
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310.659.5915 FAX
www.seanoconnorlighting.com

WATERPROOFING CONSULTANT:
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Pasadena, CA 91101
626.696.4650 TEL
626.696.4699 FAX
www.wje.com

PROJECT DIRECTORY
NO SCALE 2

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Los Angeles, California 90025
CMR Marmol Radziner + Associates
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LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

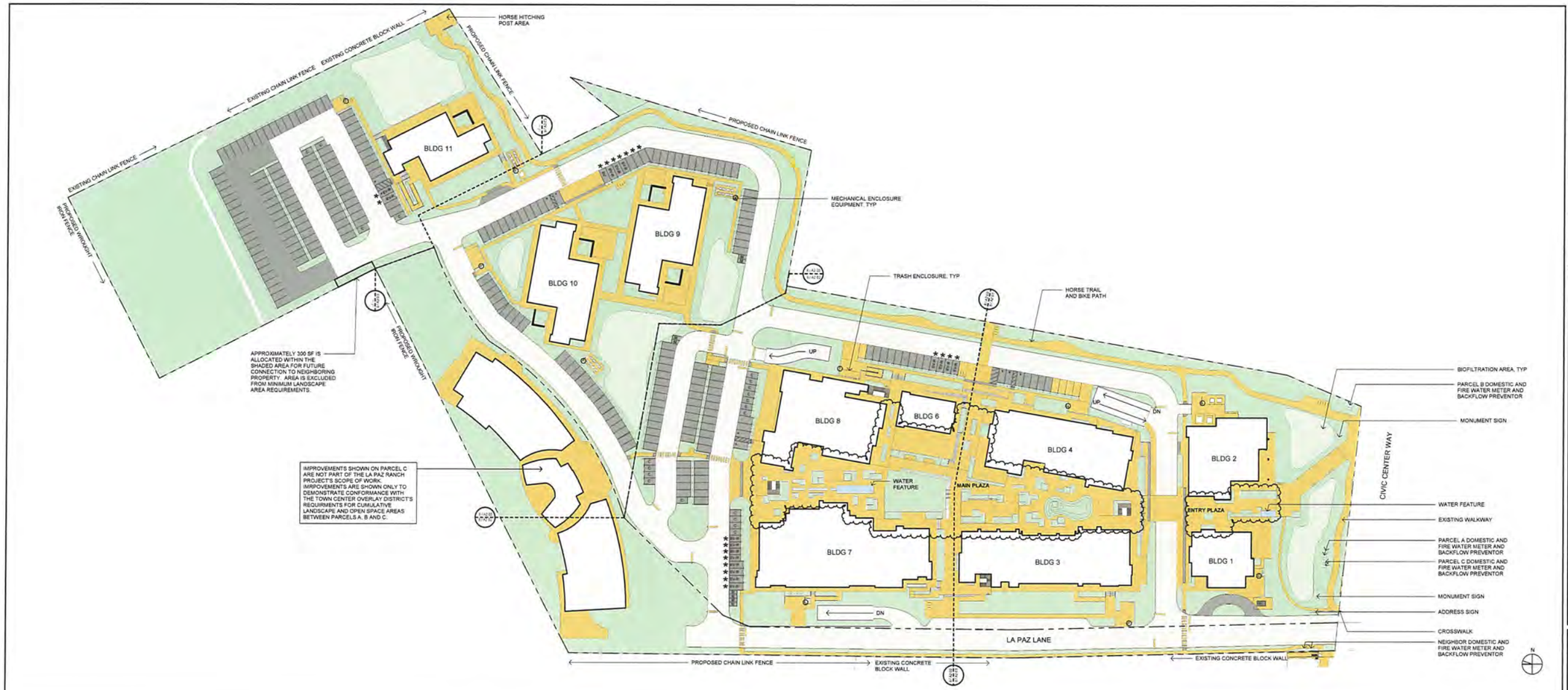
COVER SHEET

09/22/2017
04/17/2018
02/08/2019

2015.066

A0.01

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



OVERALL SITE PLAN
1" = 50'-0" | 2

PARCEL "C"

	TOTAL PARCEL AREA:	100,000 SF
A.	LANDSCAPE AREA MINIMUM REQUIRED:	27,286 SF
B.	OPEN SPACE MINIMUM REQUIRED:	2,308 SF

NOTE: LANDSCAPE AND OPEN SPACE REQUIREMENTS FOR PARCEL A, B AND C ARE CUMULATIVE UNDER THE TOWN CENTER OVERLAY. LA PAZ RACH IS PROVIDING MORE THAN ITS PROPORTIONATE SHARE OF LANDSCAPING AND OPEN SPACE WHICH REDUCES THE AMOUNT OF LANDSCAPING AND OPEN SPACE REQUIRED ON PARCEL C.

PARCEL C DATA
NO SCALE | 19

PARCEL "B"
PROJECT DATA

	TOTAL PARCEL AREA:	251,700 SF
1.	LANDSCAPE AREA PROVIDED:	122,323 SF
2.	OPEN SPACE PROVIDED:	30,463 SF
3.	IMPERMEABLE AREA PROVIDED:	87,746 SF

PARCEL B DATA
NO SCALE | 15

PARCEL "A"
PROJECT DATA

	TOTAL PARCEL AREA:	314,302 SF
1.	LANDSCAPE AREA PROVIDED:	83,492 SF
2.	OPEN SPACE PROVIDED:	84,153 SF
3.	IMPERMEABLE AREA PROVIDED:	200,396 SF

PARCEL A DATA
NO SCALE | 11

OVERALL PROJECT DATA
PARCELS "A", "B" AND "C"

	CUMULATIVE LOT AREA:	666,002 SF		
1.	LANDSCAPE AREA REQUIRED: (35% OF TOTAL LOT AREA)	233,101 SF	LANDSCAPE AREA PROVIDED:	233,101 SF
2.	OPEN SPACE AREA REQUIRED: (17% OF TOTAL LOT AREA)	113,220 SF	OPEN SPACE PROVIDED:	113,220 SF
3.	MAX. IMPERMEABLE AREA REQUIRED:	N/A	IMPERMEABLE AREA PROVIDED (A & B)	288,102 SF

OVERALL PROJECT DATA
NO SCALE | 7

1. GROSS FLOOR AREA IS DEFINED AS "THE SUM OF THE GROSS HORIZONTAL AREAS OF THE SEVERAL FLOORS OF A BUILDING MEASURED FROM THE INTERIOR FACE OF EXTERIOR WALLS, OR FROM THE CENTERLINE OF A WALL SEPARATING TWO BUILDINGS, BUT NOT INCLUDING INTERIOR PARKING SPACES, LOADING SPACE FOR MOTOR VEHICLES, VEHICULAR MANEUVERING AREAS, OR ANY SPACE WHERE THE FLOOR-TO-CEILING HEIGHT IS LESS THAN SIX FEET." (MALIBU LOCAL COASTAL PROGRAM, LOCAL IMPLEMENTATION PLAN, SECTION 2.1: GENERAL DEFINITIONS)

LANDSCAPE AREA
PAVED DRIVE SURFACE
OPEN SPACE AREA
PERMEABLE PAVED DRIVE SURFACE
BUILDING FOOTPRINT

NOTES - PROJECT INFORMATION
12" = 1'-0" | 3

PARKING REQUIRED

PARCEL "A"

PARCEL "A" RETAIL (5/1000) (69,502 / 200 = 348)	348 SPACES
PARCEL "B"	
PARCEL "B" OFFICE (4/1000) (42,556 / 250 = 171)	171 SPACES
TOTAL PARKING SPACES REQUIRED	519 SPACES

PARKING PROVIDED

PARCEL "A"

SURFACE	
- STANDARD	62
- EV-READY	12
- ACCESSIBLE	4
- VAN ACCESSIBLE	1
- COMPACT	20
PARCEL "A" SURFACE SUBTOTAL	99
GARAGE	
- STANDARD	199
- EV	3
- EV-READY	11
- ACCESSIBLE	1
- VAN ACCESSIBLE	6
- COMPACT	29
PARCEL "A" GARAGE SUBTOTAL	249
PARCEL "A" SUBTOTAL (INCLUDES 30 SPACES DESIGNATED FOR CLEAN AIR VEHICLE PARKING)	348

PARCEL "B"

SURFACE	
- STANDARD	158
- EV	1
- EV-READY	5
- ACCESSIBLE	2
- VAN ACCESSIBLE INCL 1 EV-READY	2
- COMPACT	4
PARCEL "B" SURFACE SUBTOTAL	171
PARCEL "B" SUBTOTAL (INCLUDES 12 SPACES DESIGNATED FOR CLEAN AIR VEHICLE PARKING)	171
TOTAL PARKING SPACES PROVIDED	519

ADDITIONAL STANDARD PARKING PROVIDED

- PARCEL "A" - SURFACE	4
- PARCEL "B" - SURFACE	4
ADDITIONAL PARKING SUBTOTAL	8

MOTORCYCLE PARKING PROVIDED

PARKING SPACES TO ACCOMMODATE:

- PARCEL "A" - SURFACE	6
- PARCEL "B" - SURFACE	2
TOTAL MOTORCYCLE SPACES	8

BICYCLE PARKING PROVIDED

BICYCLE RACKS TO ACCOMODATE SHORT TERM BICYCLE PARKING FOR 27 BICYCLES.

1 LOCKABLE BICYCLE STORAGE ROOM WITH BICYCLE RACKS TO ACCOMODATE LONG TERM BICYCLE PARKING FOR 27 BICYCLES.

NOTE: BICYCLE PARKING TO SATISFY CALIFORNIA GREEN BUILDING CODE REQUIREMENTS FOR SHORT TERM BICYCLE PARKING.

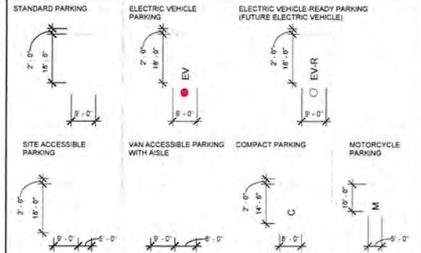
PARKING INFORMATION
NO SCALE | 16

GROSS FLOOR AREA BY BUILDING

BUILDING	AREA (SF)	OVERALL AREA (SF)
1	4,748	
2	7,733	PARCEL A
3	13,169	69,502
4	11,830	
6	2,675	
7	17,413	
8	11,934	
9	15,818	PARCEL B
10	15,817	42,556
11	10,921	

NOTE: BUILDING 5 DOES NOT EXIST. THERE ARE 10 BUILDINGS IN TOTAL.

GROSS FLOOR AREA BY BUILDING
NO SCALE | 12

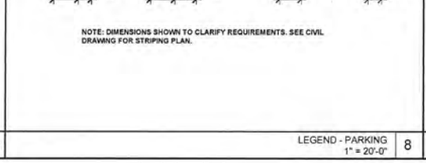


NOTE: DIMENSIONS SHOWN TO CLARIFY REQUIREMENTS. SEE CIVIL DRAWING FOR STRIPING PLAN.

LEGEND - PARKING
1" = 20'-0" | 8

PROPERTY OWNER NAME:	MALIBU DEVELOPMENT COMPANY LLC
LAND USE ZONE:	TOWN CENTER OVERLAY DISTRICT
GENERAL PLAN LAND USE DESIGNATION:	COMMUNITY COMMERCIAL

SITE IS CURRENTLY COMPRISED OF TWO LOTS WITH ASSESSOR PARCEL NOS: 4458-022-023 AND 4458-022-024. A LOT LINE ADJUSTMENT IS IN PROCESS TO SEPARATE THE TWO EXISTING LOTS TO CREATE THREE LEGAL PARCELS: PARCEL A, B, AND C. ASSESSOR PARCEL NOS FOR PARCEL A, B, AND C WILL BE PROVIDED WHEN AVAILABLE.



PARCEL PLAN
NO SCALE | 4

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PROJECT INFORMATION

09/22/2017
04/17/2018
02/08/2019

2075066

A0.10

OFFICE BUILDINGS 11 & 12
NO SCALE | 4

VIEW FROM NORTH ENTRANCE
NO SCALE | 1

OFFICE BUILDINGS 11 & 12
NO SCALE | 5

VIEW TO MAIN PLAZA
NO SCALE | 2

VIEW FROM SOUTH ENTRANCE
NO SCALE | 6

VIEW OF MAIN PLAZA
NO SCALE | 3

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

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RENDERINGS

09/22/2017
04/17/2018
02/08/2019

2015066

A0.11

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NOTE: SITE PLAN IS FOR ILLUSTRATIVE RENDERING PURPOSES ONLY. SEE A0.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION

ILLUSTRATIVE OVERALL SITE PLAN
1" = 50'-0" 3

A0.12			ILLUSTRATIVE OVERALL SITE PLAN

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construction
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NOTE: SITE PLAN IS FOR ILLUSTRATIVE RENDERING PURPOSES ONLY. SEE A0.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION.

ILLUSTRATIVE SITE PLAN - PARCEL A
1/32" = 1'-0"

3

A0.13

ILLUSTRATIVE SITE PLAN - PARCEL A

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NOTE: SITE PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. REFER TO A1.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION.

ILLUSTRATIVE SITE PLAN - PARCEL B
1/32" = 1'-0"
3

A0.14

ILLUSTRATIVE SITE PLAN - PARCEL B

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PROJECT SETBACK DIAGRAM
1" = 50'-0" | 3

PARCEL B

SETBACK CALCULATIONS

AVERAGE LOT DEPTH:	665'-9"
AVERAGE LOT WIDTH:	224'-0"
FRONT YARD SETBACK (20% OF AVERAGE LOT DEPTH):	133'-2"
REAR YARD SETBACK (15% OF AVERAGE LOT DEPTH):	99'-11"
SIDE YARD SETBACK (25% COMPOSITE OF AVERAGE LOT WIDTH):	59'-6"
EAST SIDE YARD SETBACK (MIN. 10% OF AVG. LOT WIDTH):	23'-10"
WEST SIDE YARD SETBACK (MIN. 10% OF AVG. LOT WIDTH)	35'-8"

PARCEL B SETBACK CALCULATIONS
NO SCALE | 12

PARCEL A

SETBACK CALCULATIONS

AVERAGE LOT DEPTH:	886'-9"
AVERAGE LOT WIDTH:	379'-0"
FRONT YARD SETBACK (10% OF AVERAGE LOT DEPTH):	88'-9"
REAR YARD SETBACK (15% OF AVERAGE LOT DEPTH):	133'-0"
SIDE YARD SETBACK (25% COMPOSITE OF AVERAGE LOT WIDTH):	94'-9"
EAST SIDE YARD SETBACK (MIN. 10% OF AVG. LOT WIDTH):	56'-8"
WEST SIDE YARD SETBACK (MIN. 10% OF AVG. LOT WIDTH)	38'-1"

PARCEL A SETBACK CALCULATIONS
NO SCALE | 8

PROPERTY OWNER NAME: MALIBU DEVELOPMENT COMPANY LLC
LAND USE ZONE: TOWN CENTER OVERLAY DISTRICT
GENERAL PLAN LAND USE DESIGNATION: COMMUNITY COMMERCIAL

SITE IS CURRENTLY COMPRISED OF TWO LOTS WITH ASSESSOR PARCEL NOS. 4458-022-023 AND 4458-022-024. A LOT LINE ADJUSTMENT IS IN PROCESS TO SEPARATE THE TWO EXISTING LOTS TO CREATE THREE LEGAL PARCELS. PARCEL A, B, AND C. ASSESSOR PARCEL NOS. FOR PARCEL A, B, AND C WILL BE PROVIDED WHEN AVAILABLE.

PARCEL PLAN
NO SCALE | 4

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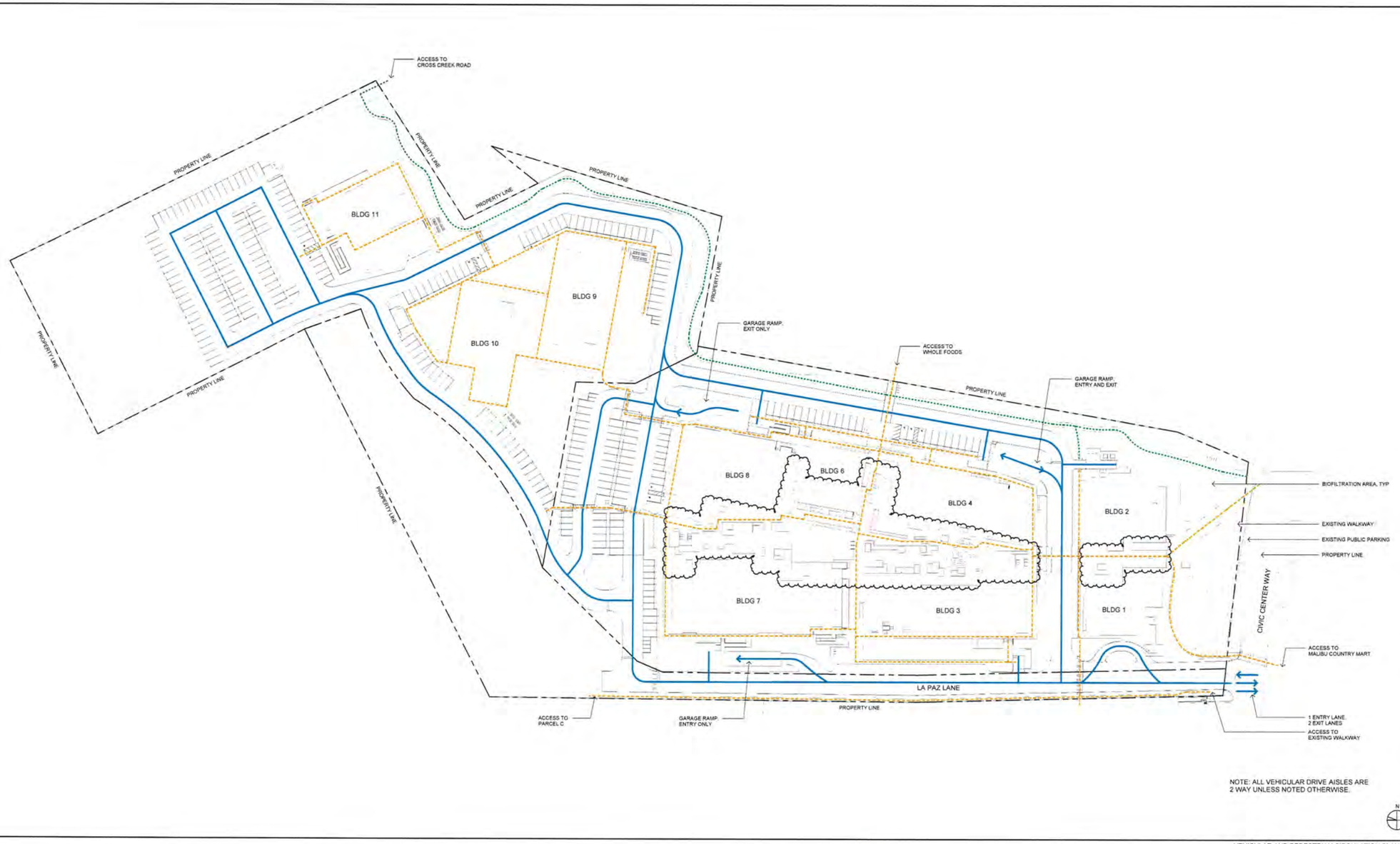
PROJECT SETBACK DIAGRAM

09/22/2017
04/17/2018
02/08/2019

2015066

A0.15

subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



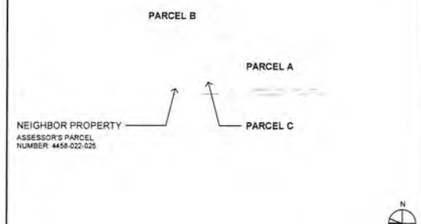
VEHICULAR AND PEDESTRIAN CIRCULATION PLAN
1" = 50'-0" | 3

- VEHICLE CIRCULATION
- PEDESTRIAN CIRCULATION
- BIKE AND HORSE PATH
- PEDESTRIAN CROSSWALK
- LOADING ZONE
- VALET DROP-OFF & PICK-UP

LEGEND - CIRCULATION PLAN
NO SCALE | 8

PROPERTY OWNER NAME: MALIBU DEVELOPMENT COMPANY LLC
LAND USE ZONE: TOWN CENTER OVERLAY DISTRICT
GENERAL PLAN LAND USE DESIGNATION: COMMUNITY COMMERCIAL

SITE IS CURRENTLY COMPRISED OF TWO LOTS WITH ASSESSOR PARCEL NOS. 4458-022-023 AND 4458-022-024. A LOT LINE ADJUSTMENT IS IN PROCESS TO SEPARATE THE TWO EXISTING LOTS TO CREATE THREE LEGAL PARCELS: PARCEL A, B AND C. ASSESSOR PARCEL NOS. FOR PARCEL A, B, AND C WILL BE PROVIDED WHEN AVAILABLE.



PARCEL PLAN
NO SCALE | 4

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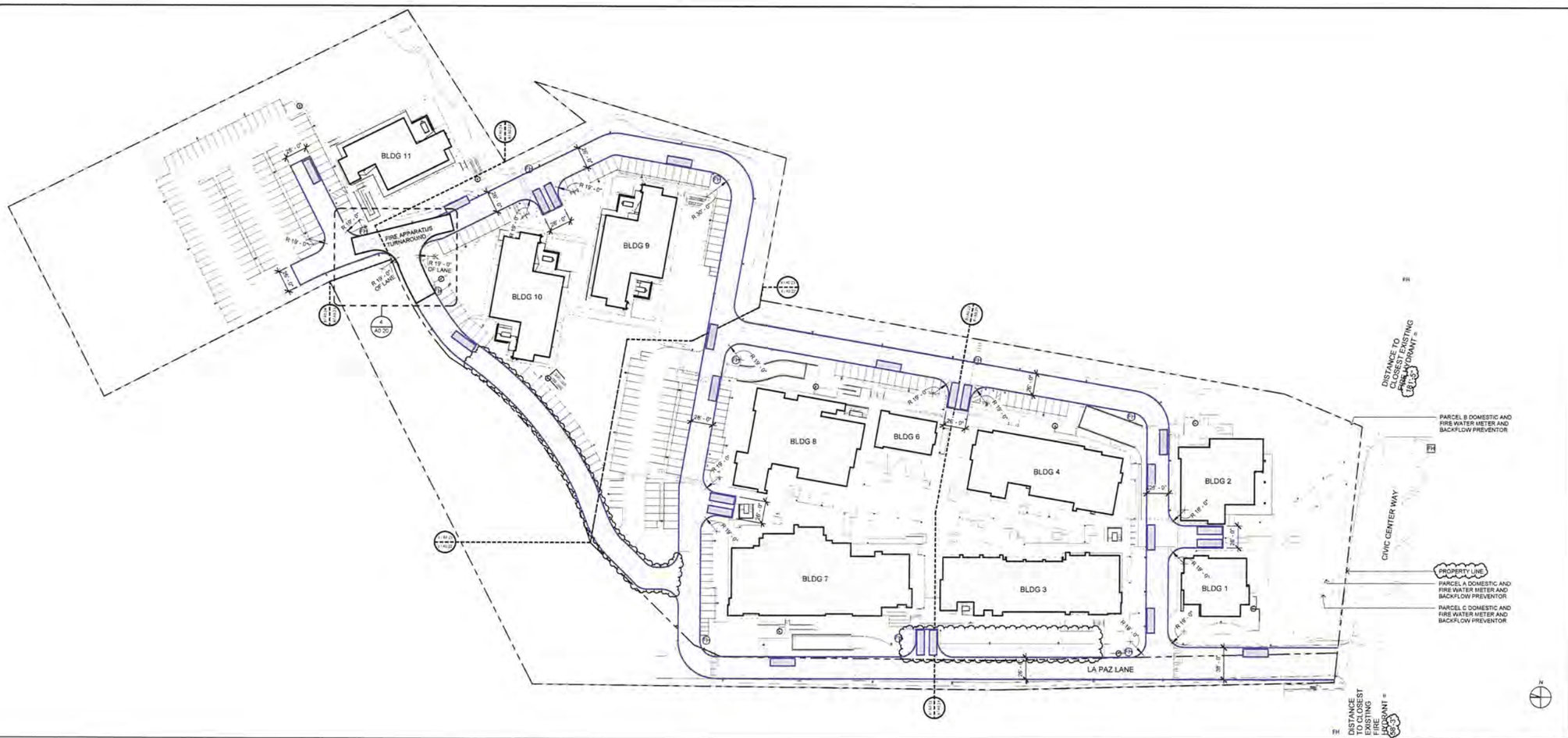
VEHICLE AND PEDESTRIAN CIRCULATION PLAN

09/22/2017
04/17/2018
02/09/2019

20150941

A0.16

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



FIRE ACCESS - OVERALL SITE PLAN
1" = 50'-0" | 2

PARCEL "C"

	TOTAL PARCEL AREA:	100,000 SF
A.	LANDSCAPE AREA MINIMUM REQUIRED:	30,470 SF
B	OPEN SPACE MINIMUM REQUIRED:	456 SF

NOTE: LANDSCAPE AND OPEN SPACE REQUIREMENTS FOR PARCEL A, B AND C ARE CUMULATIVE UNDER THE TOWN CENTER OVERLAY. LA PAZ RACH IS PROVIDING MORE THAN ITS PROPORTIONATE SHARE OF LANDSCAPING AND OPEN SPACE WHICH REDUCES THE AMOUNT OF LANDSCAPING AND OPEN SPACE REQUIRED ON PARCEL C.

PARCEL C DATA
NO SCALE | 19

PARCEL "B"
PROJECT DATA

	TOTAL PARCEL AREA:	251,700 SF
1.	LANDSCAPE AREA PROVIDED:	122,323 SF
2.	OPEN SPACE PROVIDED	30,463 SF
3.	IMPERMEABLE AREA PROVIDED:	87,746 SF

PARCEL B DATA
NO SCALE | 15

PARCEL "A"
PROJECT DATA

	TOTAL PARCEL AREA:	314,302 SF
1.	LANDSCAPE AREA PROVIDED:	83,368 SF
2.	OPEN SPACE PROVIDED:	82,301 SF
3.	IMPERMEABLE AREA PROVIDED:	200,396 SF

PARCEL A DATA
NO SCALE | 11

OVERALL PROJECT DATA
PARCELS "A", "B" AND "C"

	CUMULATIVE LOT AREA:	666,002 SF		
1.	LANDSCAPE AREA REQUIRED: (35% OF TOTAL LOT AREA)	233,101 SF	LANDSCAPE AREA PROVIDED:	233,101 SF
2.	OPEN SPACE AREA REQUIRED: (17% OF TOTAL LOT AREA)	113,220 SF	OPEN SPACE PROVIDED:	113,220 SF
3.	MAX. IMPERMEABLE AREA REQUIRED:	N/A	IMPERMEABLE AREA PROVIDED (A & B)	288,102 SF

OVERALL PROJECT DATA
NO SCALE | 7

- BUILDING FOOTPRINT
- ROOF OVERHANG
- LINE OF GARAGE BELOW
- FIRE APPARATUS
- FIRE APPARATUS LANE
- FIRE APPARATUS TURNAROUND
- FH FIRE HYDRANT

LEGEND - FIRE ACCESS PLAN
NO SCALE | 3

PARKING REQUIRED

PARCEL "A"

PARCEL "A" RETAIL (5/1000) (69,502 / 200 = 348)	348 SPACES
PARCEL "B":	
PARCEL "B" OFFICE (4/1000) (42,556 / 250 = 171)	171 SPACES
TOTAL PARKING SPACES REQUIRED	519 SPACES

PARKING PROVIDED

PARCEL "A"

SURFACE
- STANDARD: 53
- EV: 13
- EV-READY: 13
- ACCESSIBLE: 7
- VAN ACCESSIBLE: 2
- COMPACT: 99
PARCEL "A" SURFACE SUBTOTAL

GARAGE
- STANDARD: 195
- EV: 14
- EV-READY: 14
- ACCESSIBLE: 7
- VAN ACCESSIBLE: 2
- COMPACT: 109
PARCEL "A" GARAGE SUBTOTAL 346

PARCEL "A" SUBTOTAL 445
(INCLUDES 99 SPACES DESIGNATED FOR COMPACT STYLE PARKING)

PARCEL "B"

SURFACE
- STANDARD: 150
- EV: 7
- EV-READY: 7
- ACCESSIBLE: 4
- VAN ACCESSIBLE: 2
- COMPACT: 21
PARCEL "B" SURFACE SUBTOTAL 171

PARCEL "B" SUBTOTAL 171
(INCLUDES 21 SPACES DESIGNATED FOR COMPACT STYLE PARKING)

TOTAL PARKING SPACES PROVIDED 519

ADDITIONAL STANDARD PARKING PROVIDED

- PARCEL "A" - SURFACE	4
- PARCEL "B" - SURFACE	4
ADDITIONAL PARKING SUBTOTAL	8

MOTORCYCLE PARKING PROVIDED

PARKING SPACES TO ACCOMMODATE:

- PARCEL "A" - SURFACE	6
PARCEL "B" - SURFACE	2
TOTAL MOTORCYCLE SPACES	8

BICYCLE PARKING PROVIDED

BICYCLE RACKS TO ACCOMODATE SHORT TERM BICYCLE PARKING FOR 27 BICYCLES

1 LOCKABLE BICYCLE STORAGE ROOM WITH BICYCLE RACKS TO ACCOMODATE LONG TERM BICYCLE PARKING FOR 27 BICYCLES

NOTE: BICYCLE PARKING TO SATISFY CALIFORNIA GREEN BUILDING CODE REQUIREMENTS FOR SHORT TERM BICYCLE PARKING.

PARKING INFORMATION
NO SCALE | 16

GROSS FLOOR AREA BY BUILDING

BUILDING	AREA (SF)	OVERALL AREA (SF)
1	4,748	
2	7,733	PARCEL A
3	13,169	69,502
4	11,830	
6	2,675	
7	17,413	
8	13,934	
9	15,818	PARCEL B
10	15,811	42,556
11	10,921	

NOTE: BUILDING 5 DOES NOT EXIST. THERE ARE 10 BUILDINGS IN TOTAL.

GROSS FLOOR AREA BY BUILDING
NO SCALE | 12

1. ALL BUILDINGS TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM IN COMPLIANCE WITH NFPA-13D THROUGHOUT.
2. ALL ABOVE GRADE BUILDING TO BE OF TYPE VB CONSTRUCTION.
3. BELOW GRADE GARAGE TO BE OF TYPE I CONSTRUCTION.
4. FIRE SPERATION BETWEEN BELOW GRADE GARAGE AND ABOVE GRADE BUILDINGS TO BE 3 HOURS.
5. FIRE RESISTANCE RATED SEPARATIONS (FIRE PARTITIONS) ARE NOT REQUIRED BETWEEN TENANTS BECAUSE THE DEVELOPMENT IS NOT CLASSIFIED AS A MALL BUILDING.
6. THE PLAZA/COURTYARD IS CONSIDERED A PUBLIC WAY. TRAVEL DISTANCE MEASUREMENTS FROM ALL TENANTS TERMINATE ONCE PASSING THROUGH AN EXIT DISCHARGE DOOR TO THE EXTERIOR. THEREFORE, TRAVEL DISTANCES COMPLY WITH THE PERMITTED 250 FOOT ILLUMINATION AND ARE NOT INDICATED ON THE PLANS.
7. BUILDINGS 3 THROUGH 8 ARE CONSIDERED PORTIONS OF A SINGLE BUILDING (503.1.2). NON-RATED EXTERIOR WALLS WITH UNLIMITED UNPROTECTED OPENINGS ARE PERMITTED BETWEEN EACH GROUP OF BUILDINGS WITH NO NEED FOR AN ASSUMED PROPERTY LINE.
8. SEE CIVIL DRAWINGS FOR FIRE HYDRANT INFORMATION
9. THERE IS NO BUILDING 5

NOTES
NO SCALE | 8



FIRE ACCESS - ENLARGED FIRE TURNAROUND
1" = 20'-0" | 4

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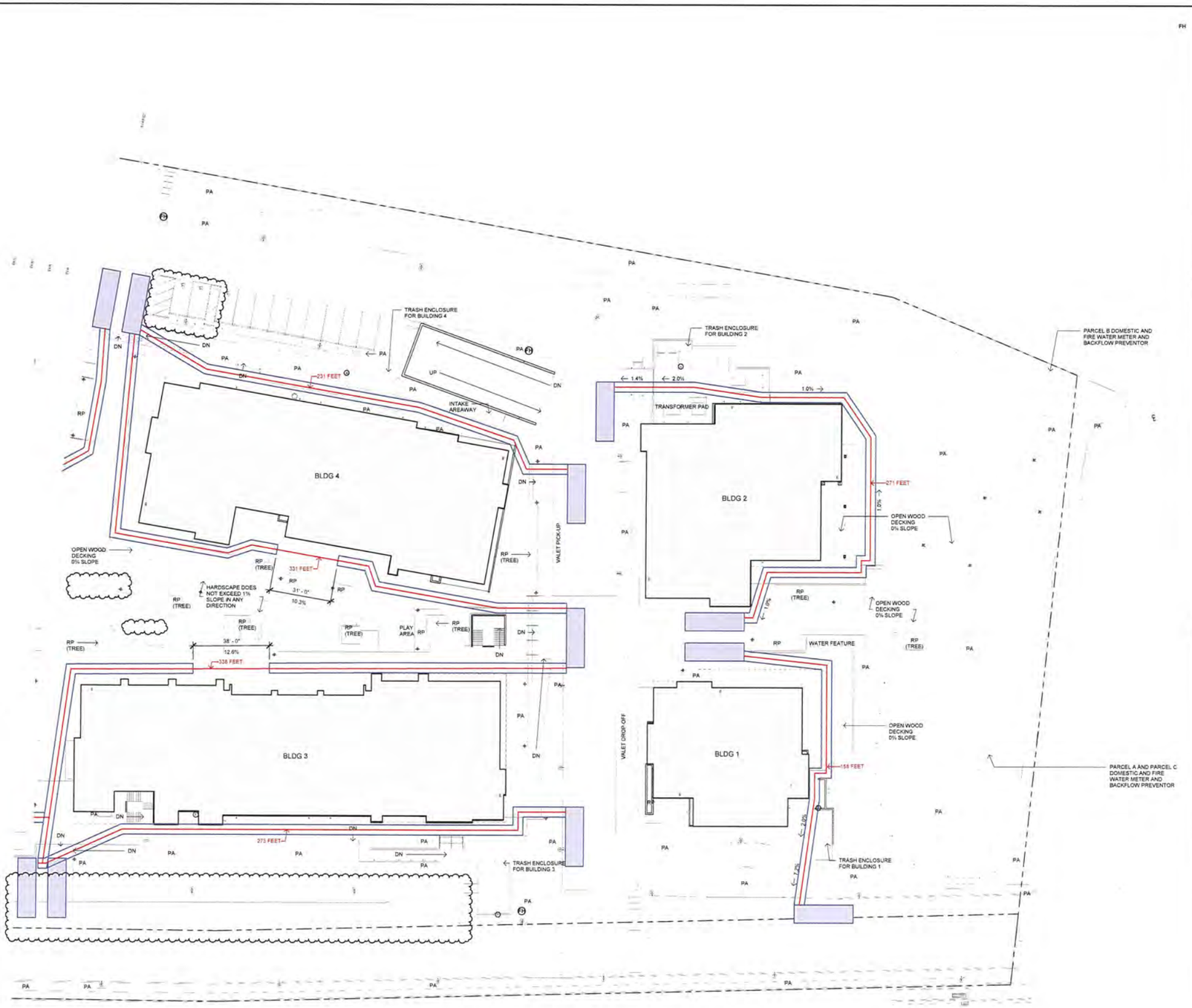
FIRE ACCESS - OVERALL SITE PLAN

03/22/2017
03/17/2018
02/04/2020

07/09/20

A0.20

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



FIRE ACCESS - PARTIAL SITE PLAN - 1
1" = 20'-0" 8

1. ALL BUILDINGS TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM IN COMPLIANCE WITH NFPA-13D THROUGHOUT.
2. ALL ABOVE GRADE BUILDING TO BE OF TYPE VB CONSTRUCTION.
3. BELOW GRADE GARAGE TO BE OF TYPE I CONSTRUCTION.
4. FIRE SPERATION BETWEEN BELOW GRADE GARAGE AND ABOVE GRADE BUILDINGS TO BE 3 HOURS.
5. FIRE RESISTANCE RATED SEPARATIONS (FIRE PARTITIONS) ARE NOT REQUIRED BETWEEN TENANTS BECAUSE THE DEVELOPMENT IS NOT CLASSIFIED AS A MALL BUILDING.
6. THE PLAZA/COURTYARD IS CONSIDERED A PUBLIC WAY. TRAVEL DISTANCE MEASUREMENTS FROM ALL TENANTS TERMINATE ONCE PASSING THROUGH AN EXIT DISCHARGE DOOR TO THE EXTERIOR. THEREFORE, TRAVEL DISTANCES COMPLY WITH THE PERMITTED 250 FOOT ILLUMINATION AND ARE NOT INDICATED ON THE PLANS.
7. BUILDINGS 3 THROUGH 8 ARE CONSIDERED PORTIONS OF A SINGLE BUILDING (503.1.2). NON-RATED EXTERIOR WALLS WITH UNLIMITED UNPROTECTED OPENINGS ARE PERMITTED BETWEEN EACH GROUP OF BUILDINGS WITH NO NEED FOR AN ASSUMED PROPERTY LINE.
8. SEE CIVIL DRAWINGS FOR FIRE HYDRANT INFORMATION.
9. THERE IS NO BUILDING 5

NOTES - FIRE ACCESS
NO SCALE 1

BUILDING FOOTPRINT
CONCRETE
PAVERS
PERMEABLE PAVING
WOOD DECKING
DECOMPOSED GRANITE
LINE OF ROOF OVERHANG ABOVE
LINE OF GARAGE BELOW
FIRE APPARATUS
PERCENT SLOPE OF GRADE ALONG PATH OF TRAVEL
LINE OF DISTANCE MEASURED BETWEEN FIRE APPARATUSES
5'-0" WIDE FIRE PERSONNEL PATH OF TRAVEL
LINE OF MEASURED DISTANCE BETWEEN FIRE APPARATUSES
PERIMETER OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
PERCENTAGE OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
FH FIRE HYDRANT
PA PLANTING AREA
RP RAISED PLANTING AREA - 20" TALL
RP (TREE) RAISED PLANTING AREA WITH TREE - 36" TALL

LEGEND - FIRE ACCESS
NO SCALE 2

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FIRE ACCESS - PARTIAL SITE PLAN 1

09/22/2017
04/17/2018
02/06/2019

2015066

A0.21

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

FIRE ACCESS - PARTIAL SITE PLAN - 2
1" = 20'-0" | 8

1. ALL BUILDINGS TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM IN COMPLIANCE WITH NFPA-13D THROUGHOUT.
2. ALL ABOVE GRADE BUILDING TO BE OF TYPE VB CONSTRUCTION.
3. BELOW GRADE GARAGE TO BE OF TYPE I CONSTRUCTION.
4. FIRE SPERATION BETWEEN BELOW GRADE GARAGE AND ABOVE GRADE BUILDINGS TO BE 3 HOURS.
5. FIRE RESISTANCE RATED SEPARATIONS (FIRE PARTITIONS) ARE NOT REQUIRED BETWEEN TENANTS BECAUSE THE DEVELOPMENT IS NOT CLASSIFIED AS A MALL BUILDING.
6. THE PLAZA/COURTYARD IS CONSIDERED A PUBLIC WAY. TRAVEL DISTANCE MEASUREMENTS FROM ALL TENANTS TERMINATE ONCE PASSING THROUGH AN EXIT DISCHARGE DOOR TO THE EXTERIOR. THEREFORE, TRAVEL DISTANCES COMPLY WITH THE PERMITTED 250 FOOT ILLUMINATION AND ARE NOT INDICATED ON THE PLANS.
7. BUILDINGS 3 THROUGH 8 ARE CONSIDERED PORTIONS OF A SINGLE BUILDING (503.1.2). NON-RATED EXTERIOR WALLS WITH UNLIMITED UNPROTECTED OPENINGS ARE PERMITTED BETWEEN EACH GROUP OF BUILDINGS WITH NO NEED FOR AN ASSUMED PROPERTY LINE
8. SEE CIVIL DRAWINGS FOR FIRE HYDRANT INFORMATION
9. THERE IS NO BUILDING 5

NOTES - FIRE ACCESS
NO SCALE | 1

BUILDING FOOTPRINT
CONCRETE
PAVERS
PERMEABLE PAVING
WOOD DECKING
DECOMPOSED GRANITE
LINE OF ROOF OVERHANG ABOVE
LINE OF GARAGE BELOW
FIRE APPARATUS
PERCENT SLOPE OF GRADE ALONG PATH OF TRAVEL
LINE OF DISTANCE MEASURED BETWEEN FIRE APPARATUSES
5'-0" WIDE FIRE PERSONNEL PATH OF TRAVEL
LINE OF MEASURED DISTANCE BETWEEN FIRE APPARATUSES
PERIMETER OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
PERCENTAGE OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
FH FIRE HYDRANT
PA PLANTING AREA
RP RAISED PLANTING AREA - 20" TALL
RP (TREE) RAISED PLANTING AREA WITH TREE - 36" TALL

LEGEND - FIRE ACCESS
NO SCALE | 2

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FIRE ACCESS - PARTIAL SITE PLAN 2

09/22/2017
04/17/2018
02/08/2019

A0.22

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FIRE ACCESS - PARTIAL SITE PLAN - 3
1" = 20'-0" | 8

1. ALL BUILDINGS TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM IN COMPLIANCE WITH NFPA-13D THROUGHOUT.
2. ALL ABOVE GRADE BUILDING TO BE OF TYPE VB CONSTRUCTION.
3. BELOW GRADE GARAGE TO BE OF TYPE I CONSTRUCTION.
4. FIRE SPERATION BETWEEN BELOW GRADE GARAGE AND ABOVE GRADE BUILDINGS TO BE 3 HOURS
5. FIRE RESISTANCE RATED SEPARATIONS (FIRE PARTITIONS) ARE NOT REQUIRED BETWEEN TENANTS BECAUSE THE DEVELOPMENT IS NOT CLASSIFIED AS A MALL BUILDING.
6. THE PLAZA/COURTYARD IS CONSIDERED A PUBLIC WAY. TRAVEL DISTANCE MEASUREMENTS FROM ALL TENANTS TERMINATE ONCE PASSING THROUGH AN EXIT DISCHARGE DOOR TO THE EXTERIOR. THEREFORE, TRAVEL DISTANCES COMPLY WITH THE PERMITTED 250 FOOT ILLUMINATION AND ARE NOT INDICATED ON THE PLANS.
7. BUILDINGS 3 THROUGH 8 ARE CONSIDERED PORTIONS OF A SINGLE BUILDING (503.1.2). NON-RATED EXTERIOR WALLS WITH UNLIMITED UNPROTECTED OPENINGS ARE PERMITTED BETWEEN EACH GROUP OF BUILDINGS WITH NO NEED FOR AN ASSUMED PROPERTY LINE
8. SEE CIVIL DRAWINGS FOR FIRE HYDRANT INFORMATION
9. THERE IS NO BUILDING 5

NOTES - FIRE ACCESS
NO SCALE | 1

BUILDING FOOTPRINT
CONCRETE
PAVERS
PERMEABLE PAVING
WOOD DECKING
DECOMPOSED GRANITE
LINE OF ROOF OVERHANG ABOVE
LINE OF GARAGE BELOW
FIRE APPARATUS
PERCENT SLOPE OF GRADE ALONG PATH OF TRAVEL
LINE OF DISTANCE MEASURED BETWEEN FIRE APPARATUSES
5'-0" WIDE FIRE PERSONNEL PATH OF TRAVEL
LINE OF MEASURED DISTANCE BETWEEN FIRE APPARATUSES
PERIMETER OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
32' - 0"
12.4%
PERCENTAGE OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
FH FIRE HYDRANT
PA PLANTING AREA
RP RAISED PLANTING AREA - 20" TALL
RP (TREE) RAISED PLANTING AREA WITH TREE - 36" TALL

LEGEND - FIRE ACCESS
NO SCALE | 2

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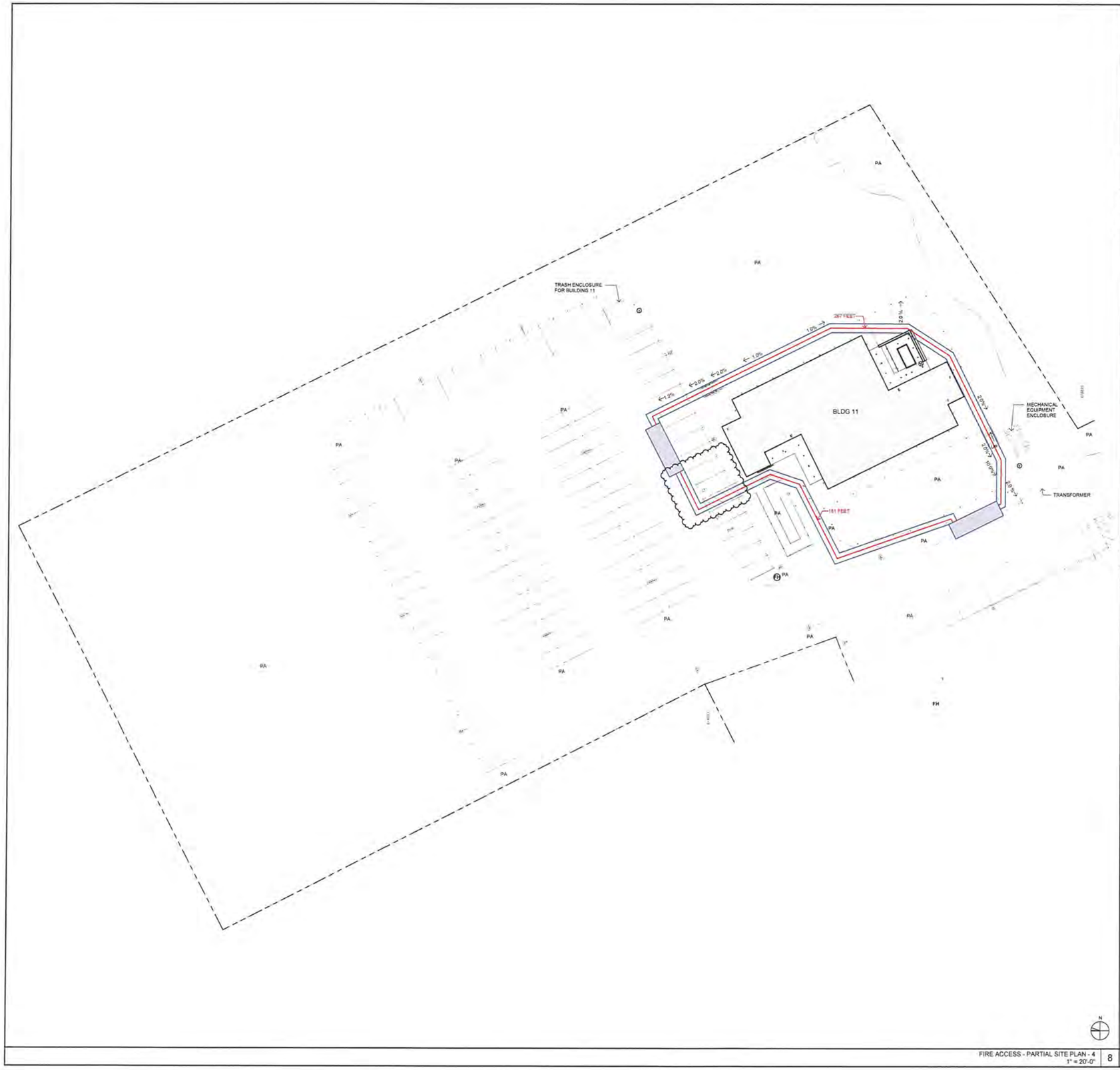
FIRE ACCESS - PARTIAL SITE PLAN 3

09/22/2017
04/17/2018
02/06/2019

20150080

A0.23

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



FIRE ACCESS - PARTIAL SITE PLAN - 4
1" = 20'-0" | 8

1. ALL BUILDINGS TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM IN COMPLIANCE WITH NFPA-13D THROUGHOUT.
2. ALL ABOVE GRADE BUILDING TO BE OF TYPE VB CONSTRUCTION.
3. BELOW GRADE GARAGE TO BE OF TYPE I CONSTRUCTION.
4. FIRE SPERATION BETWEEN BELOW GRADE GARAGE AND ABOVE GRADE BUILDINGS TO BE 3 HOURS.
5. FIRE RESISTANCE RATED SEPARATIONS (FIRE PARTITIONS) ARE NOT REQUIRED BETWEEN TENANTS BECAUSE THE DEVELOPMENT IS NOT CLASSIFIED AS A MALL BUILDING.
6. THE PLAZA/COURTYARD IS CONSIDERED A PUBLIC WAY. TRAVEL DISTANCE MEASUREMENTS FROM ALL TENANTS TERMINATE ONCE PASSING THROUGH AN EXIT DISCHARGE DOOR TO THE EXTERIOR. THEREFORE, TRAVEL DISTANCES COMPLY WITH THE PERMITTED 250 FOOT ILLUMINATION AND ARE NOT INDICATED ON THE PLANS.
7. BUILDINGS 3 THROUGH 8 ARE CONSIDERED PORTIONS OF A SINGLE BUILDING (503.1.2). NON-RATED EXTERIOR WALLS WITH UNLIMITED UNPROTECTED OPENINGS ARE PERMITTED BETWEEN EACH GROUP OF BUILDINGS WITH NO NEED FOR AN ASSUMED PROPERTY LINE.
8. SEE CIVIL DRAWINGS FOR FIRE HYDRANT INFORMATION
9. THERE IS NO BUILDING 5

NOTES - FIRE ACCESS
NO SCALE | 1

- BUILDING FOOTPRINT
- CONCRETE
- PAVERS
- PERMEABLE PAVING
- WOOD DECKING
- DECOMPOSED GRANITE
- LINE OF ROOF OVERHANG ABOVE
- LINE OF GARAGE BELOW
- FIRE APPARATUS
- PERCENT SLOPE OF GRADE ALONG PATH OF TRAVEL
- LINE OF DISTANCE MEASURED BETWEEN FIRE APPARATUSES
- 5'-0" WIDE FIRE PERSONNEL PATH OF TRAVEL
- LINE OF MEASURED DISTANCE BETWEEN FIRE APPARATUSES
- PERIMETER OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
- PERCENTAGE OF BUILDING FOOTPRINT IN EXCESS OF 150 FEET FROM FIRE APPARATUS
- FH — FIRE HYDRANT
- PA — PLANTING AREA
- RP — RAISED PLANTING AREA - 20" TALL
- RP (TREE) — RAISED PLANTING AREA WITH TREE - 36" TALL

LEGEND - FIRE ACCESS
NO SCALE | 2

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interiors
landscape

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FIRE ACCESS - PARTIAL SITE PLAN 4

09/22/2017
04/17/2018
08/08/2018

A0.24

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

PUBLIC WORKS DEPARTMENT GENERAL NOTES

1. ALL WORK WITHIN PUBLIC STREETS OR PUBLIC EASEMENTS SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREEN BOOK."

2. CONTRACTORS SHALL COMPLY WITH ALL APPLICABLE DIVISION OF INDUSTRIAL REGULATIONS (CAL OSHA) SAFETY STANDARDS. IF REQUESTED BY THE INSPECTOR, THE CONTRACTOR SHALL PROVIDE PROOF OF A PERMIT FROM SAID DIVISION.

3. CONTRACTOR SHALL CALL THE PUBLIC WORKS INSPECTOR AT (310) 456-2489, EXT. 235 FOR PRE CONSTRUCTION MEETING PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR GRADING OPERATIONS. CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS INSPECTOR 48 HOURS PRIOR TO COMMENCING ANY CONSTRUCTION AND 24 HOURS IN ADVANCE OF SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK.

4. APPROVED IMPROVEMENTS IN THE PUBLIC RIGHT OF WAY REQUIRE AN ENCROACHMENT PERMIT.

5. STORAGE OF ANY CONSTRUCTION MATERIALS, CONSTRUCTION TRAILER, AND/OR PARKING AND ANY WORK WITHIN THE CITY PUBLIC RIGHT OF WAY SHALL REQUIRE A CITY ENCROACHMENT PERMIT. CALL THE PUBLIC WORKS INSPECTOR AT (310) 456-2489, EXT 235 TO APPLY FOR A PERMIT.

6. STORAGE OF ANY CONSTRUCTION MATERIALS, CONSTRUCTION TRAILER, AND/OR PARKING AND ANY WORK WITHIN THE CALTRANS PUBLIC RIGHT OF WAY SHALL REQUIRE A CALTRANS ENCROACHMENT PERMIT. SUBMIT A COPY OF THE CALTRANS ENCROACHMENT PERMIT TO THE PUBLIC WORKS DEPARTMENT.

7. ALL WORK SHALL BE PERFORMED DURING CITY WORKING HOURS AND IN COMPLIANCE WITH THESE PLANS.

8. CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.

9. CONTRACTOR SHALL LOCATE, PROTECT, AND SAVE ANY AND ALL SURVEY MONUMENTS THAT WILL BE OR MAY BE DAMAGED OR DESTROYED BY THEIR OPERATIONS. ONCE FOUND, THE CONTRACTOR SHALL THEN NOTIFY BOTH THE DEVELOPER'S SUPERVISING CIVIL ENGINEER AND THE PUBLIC WORKS INSPECTOR. THE SUPERVISING CIVIL ENGINEER SHALL RESET ALL SAID MONUMENTS PER THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PUBLIC AND PRIVATE PROPERTY INSOFAR AS IT MAY BE AFFECTED BY THESE OPERATIONS.

11. EXISTING TRAFFIC SIGNS ARE NOT TO BE REMOVED WITHOUT PRIOR NOTIFICATION AND APPROVAL OF THE CITY ENGINEER. AS A MINIMUM, CONSTRUCTION WORK ZONE TRAFFIC SIGNS AND STRIPING SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (THE "WATCH MANUAL"), PUBLISHED BY BNI BUILDING NEWS, INC. THE CITY MAY REQUIRE A TRAFFIC CONTROL PLAN, PREPARED BY THE DEVELOPER, MAY BE REQUIRED BY THE CITY.

12. DUST CONTROL SHALL BE MAINTAINED AT ALL TIMES.

13. EROSION CONTROL PLANS SHALL BE PROVIDED FOR ALL PROJECTS. GRADING AND CLEARING IS PROHIBITED FROM NOVEMBER 1 TO MARCH 31 FOR ALL DEVELOPMENTS WITHIN OR ADJACENT TO ESHA AND/OR INCLUDING GRADING ON SLOPES GREATER THE 4.1.

14. ALL UNDERGROUND UTILITIES AND SERVICE LATERALS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF CURBS, GUTTERS, SIDEWALKS, AND PAVING UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.

15. THE DEVELOPER SHALL COMPLY WITH NPDES REQUIREMENTS. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES AND SHALL BE KEPT UPDATED.

16. ALL RECOMMENDATIONS MADE BY THE GEOTECHNICAL/SOILS ENGINEER (AND ENGINEERING GEOLOGIST, WHERE EMPLOYED), AND CONTAINED IN THE REPORTS REFERENCED HEREON, AS APPROVED OR CONDITIONED BY THE CITY, SHALL BE CONSIDERED A PART OF THE GRADING PLAN.

17. ALL STORM DRAIN PIPE WITHIN THE PUBLIC RIGHT-OF-WAY AND EASEMENTS SHALL BE REINFORCED CONCRETE PIPE (RCP).

18. TERRACE DRAINS, INTERCEPTOR DRAINS, AND DOWN DRAINS SHALL BE CONSTRUCTED OF 3" P.C.C. REINFORCED WITH 6"X6"X#10 W.W.M. AND SHALL BE EITHER SEMICIRCULAR OR TRIANGULAR CROSS SECTION.

19. GRADING QUANTITIES:
CUT__72,456___CU.YD. FILL__65,090*__ CU.YD. (*INCLUDES SHRINKAGE)- LOT 7 NOT INCLUDED
EXPORT___7,416_CU.YD. IMPORT____0___CU.YD.

20. TOTAL DISTURBED AREA 12.8 ACRES (9.7 GRADING AREA, 3.1 LANSCAPE ONLY AREA)
(INCLUDING GRADING, CLEARING, AND LANDSCAPING AREA)
TOTAL EXISTING IMPERVIOUS SURFACE AREA 0 SQ.FT.
TOTAL PROPOSED IMPERVIOUS SURFACE AREA 288,102 SQ.FT. (PARCEL A AND B)
FLOOD ZONE IN FIRM: _____ BASE FLOOD ELEVATION: _____FT.

21. ALL SLOPES ON PRIVATE PROPERTY ADJOINING STREETS, DRAINAGE CHANNELS, OR OTHER PUBLIC FACILITIES SHALL BE GRADED NOT STEEPER THAN 3:1 FOR CUT AND FILL UNLESS SPECIFICALLY APPROVED BY THE CITY ENGINEER ON RECOMMENDATION OF THE PROJECT'S GEOTECHNICAL/SOILS CONSULTANT.

22. ALL CATCH BASINS AND DRAINAGE INLETS SHALL BE STENCILED WITH THE CITY OF MALIBU STORM DRAIN LOGO.

GENERAL NOTES

1. ANY MODIFICATIONS OF OR CHANGES IN APPROVED GRADING PLANS MUST BE APPROVED BY THE BUILDING OFFICIAL.

2. A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLAN MUST BE IN THE POSSESSION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE.

3. ENGINEER MUST SET GRADE STAKES FOR ALL DRAINAGE DEVICES AND THE CONTRACTOR SHALL OBTAIN INSPECTION BEFORE POURING.

4. ALL STORM DRAIN WORK IS TO BE DONE UNDER CONTINUOUS INSPECTION BY THE FIELD ENGINEER. WEEKLY STATUS REPORTS SHALL BE SUBMITTED BY THE FIELD ENGINEER TO THE CITY BUILDING DEPARTMENT.

5. PROVISIONS SHALL BE MADE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES.

6. SECURE PERMISSION FROM (CITY ENGINEER), FOR CONSTRUCTION, GRADING AND/OR DISCHARGE OF DRAINAGE WITHIN STREET RIGHT-OF-WAY.

7. SEPARATE PLANS FOR TEMPORARY DRAINAGE AND WET WEATHER EROSION CONTROL MEASURE TO BE USED DURING THE RAINY SEASON MUST BE SUBMITTED PRIOR TO OCTOBER 1. THE EROSION CONTROL DEVICES SHOWN ON SAID PLANS MUST BE INSTALLED BY NO LATER THAN NOVEMBER 1 AND MAINTAINED IN OPERABLE CONDITION UNTIL APRIL 15. [3319.3].

8. THE GRADING CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT VERIFYING THAT THE WORK DONE UNDER HIS DIRECTION WAS PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND REQUIREMENTS OF CHAPTER 33 OF THE MALIBU BUILDING CODE OR DESCRIBING ALL VARIANCES FROM THE APPROVED PLANS AND REQUIREMENTS OF THE CODE. [3318.1].

9. THE DESIGN ENGINEER VERIFIES THAT THIS GRADING PLAN WAS PREPARED UNDER MY SUPERVISION IN ACCORDANCE WITH SECTION 3318.1 OF THE MALIBU BUILDING CODE. ALL SOILS ENGINEER AND ENGINEERING GEOLOGY RECOMMENDATIONS WERE INCORPORATED IN PLAN. (MUST BE SIGNED AND DATED BY THE DESIGN ENGINEER).

10. ALL RECOMMENDATIONS INCLUDED IN THE CONSULTANT'S SOIL AND GEOLOGY REPORTS MUST BE COMPLIED WITH AND ARE A PART OF THE GRADING SPECIFICATIONS.

11. GRADING OPERATIONS MUST BE CONDUCTED UNDER PERIODIC GEOLOGIC INSPECTION WITH MONTHLY INSPECTION REPORTS TO BE SUBMITTED TO THE CITY BUILDING DEPARTMENT.

12. THE CONSULTING GEOLOGIST MUST APPROVE ROUGH GRADING BY FINAL REPORT. FINAL REPORT MUST INCLUDE AN AS-BUILT GEOLOGIC MAP.

13. GRADING SHALL NOT BE STARTED WITHOUT FIRST NOTIFYING THE GRADING INSPECTOR. A PRE-GRADING MEETING ON THE SITE IS REQUIRED BEFORE START OF GRADING WITH THE FOLLOWING PEOPLE PRESENT: OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOIL ENGINEER, GEOLOGIST, GRADING INSPECTOR, AND WHEN REQUIRED, THE ARCHAEOLOGIST AND PALEONTOLOGIST. THE REQUIRED INSPECTIONS FOR GRADING WILL BE EXPLAINED AT THIS MEETING.

13. THE BUILDING OFFICIAL SHALL APPROVE STOCK PILING OF EXCESS MATERIAL PRIOR TO EXCAVATION.

14. THE FIELD ENGINEER, AS A CONDITION OF ROUGH GRADE APPROVAL, SHALL PROVIDE A BLUE TOP WITH ACCOMPANYING WITNESS STAKE, SET AT THE CENTER OF EACH PAD REFLECTING THE PAD ELEVATION FOR PRECISE PERMITS AND A BLUE TOP WITH WITNESS STAKE SET AT THE DRAINAGE SWALE HIGH POINT REFLECTING THE HIGH POINT ELEVATION FOR PRELIMINARY PERMITS.

15. ALL TRENCH BACKFILLS SHALL BE TESTED AND APPROVED BY THE SOIL ENGINEER.

16. WHERE SUPPORT OR BUTTRESSING OF CUT AND NATURAL SLOPES IS DETERMINED TO BE NECESSARY BY THE ENGINEERING GEOLOGIST AND SOIL ENGINEER, THE SOIL ENGINEER SHALL SUBMIT DESIGN, LOCATIONS, AND CALCULATIONS TO THE BUILDING OFFICIAL PRIOR TO CONSTRUCTION. THE ENGINEERING GEOLOGIST AND SOIL ENGINEER SHALL INSPECT AND CONTROL THE CONSTRUCTION OF THE BUTTRESSING AND CERTIFY TO THE STABILITY OF THE SLOPE AND ADJACENT STRUCTURES UPON COMPLETION.

17. THE COMPACTION REPORT AND APPROVAL FROM THE SOIL ENGINEER SHALL INDICATE THE TYPE OF FIELD-TESTING PERFORMED. EACH TEST SHALL BE IDENTIFIED WITH THE METHOD OF OBTAINING THE IN-PLACE DENSITY, WHETHER SAND CONE OR NUCLEAR GAUGE, AND SHALL BE SO NOTED FOR EACH TEST.

18. EXPORT SOIL MUST BE TRANSPORTED TO A LEGAL DUMP OR TO A PERMITTED SITE SHOWN CLEARLY ON APPROVED PLANS.

19. THE ENGINEER SHALL SUBMIT A LETTER OF CERTIFICATION TO THE BUILDING OFFICIAL STATING THAT THE GRADING WAS DONE IN COMPLIANCE WITH THE APPROVED GRADING PLAN.

GENERAL NOTES (CONTINUED)

20. PRELIMINARY SOIL AND GEOLOGY REPORTS AND ALL SUBSEQUENT REPORTS, AS APPROVED BY THE CITY OF MALIBU, ARE CONSIDERED A PART OF THE APPROVED GRADING PLAN. ALL RECOMMENDATIONS CONTAINED ARE TO BE COMPLIED WITH OR REVISIONS SUBMITTED FOR REVIEW.

21. ALL EXISTING DRAINAGE COURSES THROUGH THIS SITE SHALL REMAIN OPEN UNTIL FACILITIES TO HANDLE STORM WATER ARE APPROVED AND FUNCTIONAL; HOWEVER, IN ANY CASE, THE PERMITTEE SHALL BE HELD LIABLE FOR ANY DAMAGE DUE TO OBSTRUCTING NATURAL DRAINAGE PATTERNS.

22. ROOF GUTTERS SHALL BE INSTALLED TO PREVENT ROOF DRAINAGE FROM FALLING ON MANUFACTURED SLOPES. GUTTERS SHALL BE CONNECTED TO NON-EROSIVE PIPING OR OTHER METHOD ACCEPTABLE TO THE BUILDING OFFICIAL.

23. ANY EXCAVATIONS ADJACENT TO OTHER PROPERTY OR STRUCTURES ARE SUBJECT TO THE PROVISIONS OF CALIFORNIA CIVIL CODE, SECTION 832, AND IS THE RESPONSIBILITY OF THE PERMITTEE AND/OR OWNER.

24. ALL EXISTING FILLS SHALL BE APPROVED BY THE BUILDING OFFICIAL OR REMOVED PRIOR TO PLACING ADDITIONAL FILLS.

25. ALL IMPROVEMENTS SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREEN BOOK."

GEOTECHNICAL GRADING NOTES

1. PRIOR TO THE FINAL APPROVAL OF THE PROJECT, AN AS-BUILT COMPACTION REPORT PREPARED BY THE PROJECT GEOTECHNICAL CONSULTANT MUST BE SUBMITTED TO THE CITY FOR REVIEW. THE REPORT MUST INCLUDE THE RESULTS OF ALL DENSITY TESTS AS WELL AS A MAP DEPICTING THE LIMITS OF FILL, LOCATIONS OF ALL DENSITY TESTS, LOCATIONS AND ELEVATIONS OF ALL REMOVAL BOTTOMS, LOCATION AND ELEVATIONS OF ALL KEYWAYS AND BACKDRAINS, LOCATIONS AND ELEVATIONS OF ALL RETAINING WALLS WALLS BACKDRAINS AND OUTLETS. GEOLOGIC CONDITIONS EXPOSED DURING GRADING MUST BE DEPICTED ON AS-BUILT GEOLOGIC MAP.

2. AN AS-BUILT REPORT PREPARED BY THE PROJECT GEOTECHNICAL CONSULTANT DOCUMENTING THE INSTALLATION OF THE PILE FOUNDATION ELEMENTS (IF APPLICABLE) SHALL BE SUBMITTED TO THE CITY FOR REVIEW BY THE CITY GEOLOGIST AND GEOTECHNICAL ENGINEERING REVIEWERS PRIOR TO THE FINAL APPROVAL OF THE PROJECT. THE REPORT SHALL INCLUDE DETAILED GEOLOGIC LOGS OF PILE EXCAVATIONS, INCLUDING TOTAL DEPTH OR TIP ELEVATION, DEPTH INTO RECOMMENDED BEARING MATERIALS, AND DEPTH AND GROUNDWATER, AS WELL AS AN AS-BUILT PLAN MAP MUST DEPICTING THE PILES AND GRADE BEAMS.

3. UNUSUAL OR ADVERSE GEOLOGIC CONDITIONS ENCOUNTERED DURING GRADING SHALL BE DOCUMENTED IN DAILY FIELD REPORTS BY THE PROJECT GEOTECHNICAL CONSULTANT. ADDITIONAL RECOMMENDATIONS SHALL BE PROVIDED, AS NECESSARY. TWO COPIES OF ALL ADDENDUM REPORTS AND DAILY REPORTS SHALL BE SUBMITTED TO CITY GEOTECHNICAL STAFF FOR REVIEW.

4. EXPANSION INDEX TESTING ON FINISH GRADE SOILS MUST BE PERFORMED BY THE GEOTECHNICAL CONSULTANT UPON COMPLETION OF GRADING AND GRADING AND FOUNDATION RECOMMENDATIONS SHALL BE MODIFIED AS NECESSARY.

CONDITIONS OF APPROVAL/ TRACT OR PARCEL MAP GRADING PLANS

THIS PLAN CONFORMS TO THE COASTAL DEVELOPMENT PERMIT CONDITIONALLY APPROVED BY THE CITY FOR CDPA 17-009.

PRIVATE ENGINEER'S NOTICE TO SUBCONTRACTORS

1. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL JOIN CONDITIONS FOR GRADING, DRAINAGE AND UNDERGROUND FACILITIES, INCLUDING THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND FACILITIES AT THE CROSSINGS WITH PROPOSED UNDERGROUND FACILITIES. IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SHALL NOT BEGIN THE CONSTRUCTION UNTIL THE CHANGED CONDITIONS HAVE BEEN EVALUATED.

2. THE EXISTENCE, LOCATION AND CHARACTERISTICS OF UNDERGROUND UTILITY INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM A REVIEW OF AVAILABLE RECORD DATA. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY INFORMATION. THE CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.

3. THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY, AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH PERFORMANCE OF WORK ON THIS PROJECT.

4. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS, THE SOILS AND/OR GEOLOGY REPORTS, AND THE SITE CONDITIONS PRIOR TO COMMENCING WORK.

5. SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER OR PSOMAS AND ASSOCIATES BEFORE PROCEEDING WITH THE WORK IN QUESTION.

6. THE CONTRACTOR SHALL OBTAIN AN O.S.H.A PERMIT FROM THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE CONSTRUCTION OF TRENCHES OR EXCAVATIONS WHICH ARE 5 FEET OR DEEPER.

COMPACTION TESTING REQUIREMENTS

1. FILL SHALL BE COMPACTED (AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-LATEST VERSION) THRDUGHOUT THEIR FULL EXTENT TO [3313.4].
A. A MINIMUM RELATIVE COMPACTION OF 90% OF MAXIMUM DRY DENSITY WITHIN 40 FT. BELOW FINISHED GRADE, AND
B. 93% OF MAXIMUM DRY DENSITY DEEPER THAN 40 FT. BELOW FINISHED GRADE.

2. FIELD DENSITY SHALL BE DETERMINED BY SAND-CONE METHOD, A.S.T.M. D1556-LATEST VERSION. IN FINE-GRAINED COHESIVE SOILS FIELD DENSITY MAY BE DETERMINED BY THE DRIVE-CYLINDER METHOD, A.S.T.M. D-2937- LATEST VERSION, PROVIDED NOT LESS THAN 20% OF THE REQUIRED DENSITY TESTS, UNIFORMLY DISTRIBUTED, ARE BY THE SAND-CONE METHOD. THE METHOD OF DETERMINING FIELD DENSITY SHALL BE SHOWN IN THE COMPACTION REPORT. OTHER METHODS MAY BE USED IF RECOMMENDED BY THE SOILS ENGINEER AND APPROVED IN ADVANCE BY THE BUILDING OFFICIAL [3313.4]

3. SUFFICIENT TESTS OF SOIL PROPERTIES, INCLUDING SOIL TYPES AND SHEAR STRENGTH, SHALL BE MADE DURING GRADING OPERATIONS TO VERIFY COMPLIANCE WITH DESIGN CRITERIA. THE RESULTS OF SUCH TESTING SHALL BE FURNISHED TO THE BUILDING OFFICIAL UPON COMPLETION OF GRADING OPERATIONS AND AS DEEMED NECESSITATED BY CONDITIONS ARISING UPON REQUEST OF THE BUILDING OFFICIAL [3313.8] ONE FIELD DENSITY TEST TO BE MADE AS FOLLOWS:
A. ONE TEST FOR EACH TWO FOOT VERTICAL LEFT.
B. ONE TEST FOR EACH 1,000 CUBIC YARD OF MATERIAL PLACED.
C. ONE TEST WILL BE MADE AT POINT APPROXIMATELY ONE FOOT BELOW THE FILL SLOPE SURFACE ON THE BASIS OF ONE TEST FOR EACH 1,000 SQUARE FEET OF SLOPE SURFACE BUT NOT LESS THAN ONE TEST FOR EACH 10 FOOT OF VERTICAL SLOPE HEIGHT.

GRADING INSPECTION REQUIREMENTS

1. THE PERMITEE OR HIS AGENT SHALL NOTIFY THE BUILDING OFFICIAL 24 HOURS BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE INSPECTIONS: (310) 456-2489, EXT.

A. INITIAL INSPECTION: WHEN THE SITE HAS BEEN CLEARED OF VEGETATION AND UNAPPROVED FILL AND IT HAS BEEN SCARIFIED, BENCHED OR OTHERWISE PREPARED FOR FILL. NO FILL SHALL HAVE BEEN PLACED PRIOR TO THIS INSPECTION.

B. TOC INSPECTION: AFTER NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL AND BEFORE FILL IS PLACED.

C. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED AND BEFORE THE DEPTH OF EXCAVATION EXCEEDS 10 FEET.

D. ROUGH GRADING: WHEN APPROXIMATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED; DRAINAGE TERRACE, SWALES AND OTHER DRAINAGE DEVICES NECESSARY FOR THE PROTECTION OF THE BUILDING SITE FROM FLOODING ARE INSTALLED; BERMS INSTALLED AT THE TOP OF SLOPES; SUBMIT THE REQUIRED "ROUGH GRADING REPORTS". FOUNDATIONS SHALL NOT BE EXCAVATED UNTIL THE BUILDING OFFICIAL HAS APPROVED ROUGH GRADING.

E. FINAL INSPECTION: WHEN GRADING HAS BEEN COMPLETED, ALL DRAINAGE DEVICES NECESSARY TO DRAIN THE BUILDING PAD ARE INSTALLED, SLOPE PLANTING ESTABLISHED AND ALL IRRIGATION SYSTEMS INSTALLED. SUBMIT THE REQUIRED "AS-BUILT GRADING PLAN" AND "NOTIFICATION OD COMPLETION".

F. SUBDRAIN INSTALLATION: PROVIDE CONTINUOS INSPECTION DURING SUBDRAIN EXCAVATION AND INSTALLATION. CONTINUOS INSPECTION BY THE SOILS ENGINEER OR HIS REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. [3313.2]

GRADING INSPECTION REQUIREMENTS CONTINUED

G. FILL INSPECTION:
I. AFTER THE FILL PLACEMENT IS STARTED AND BEFORE THE VERTICAL HEIGHT OF THE LIFTS EXCEEDS 10 FT. [3313.2]
II. DURING PREPARATION OF NATURAL GROUND AND PLACEMENT AND COMPACTION OF FILL.
III. THE SOILS ENGINEER SHALL BE PRESENT DURING THE ENTIRE FILL PLACEMENT AND COMPACTION OF FILLS THAT WILL EXCEED A VERTICAL HEIGHT OR DEPTH OF 30 FT. OR RESULT IN SLOPE SURFACE STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL. [3313.7]

H. DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPE ARE IN PLACE AND BEFORE ANY CONCRETE IS POURED.

D. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPETED AND EROSION PROTECTION HS BEEN INSTALLED. THE GEOTECHNICAL ENGINEER SHALL SUBMIT THE FINAL COMPACTION REPORT PRIOR TO THE APPROVAL OF ROUGH GRADE.

COMPLIANCE WITH THE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES

1. THE OWNER HAS FILED, WITH THE STATE WATER RESOURCES CONTROL BOARD, A NOTICE OF INTENT (NOI) TO COMPLY WITH THE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES (GENERAL PERMIT). IN ACCORDANCE WITH THE REQUIREMENTS OF THE GENERAL PERMIT, THE OWNER HAS PREPARED A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE PROJECT.

2. THE OWNER RECOGNIZES THAT THE PHYSICAL CHARACTERISTICS OF THE PROJECT SITE, THE PLANNED SITE IMPROVEMENTS, AND THE MEANS, METHODS, AND SEQUENCE OF WORK SELECTED BY THE CONTRACTOR MAY AFFECT THE QUALITY OF STORM WATER DISCHARGES FROM THE SITE, BOTH DURING AND AFTER CONSTRUCTION ACTIVITIES. ACCORDINGLY, THE SWPPP FOR THE PROJECT REQUIRES IMPLEMENTATION OF POLLUTANT CONTROL PRACTICES AT THREE LEVELS: 1) SPECIFIC MANDATORY PRACTICES THAT MUST BE IMPLEMENTED AS SPECIFIED; 2) ALTERNATIVE MANDATORY PRACTICES WHERE THE CONTRACTOR SELECTS FROM LISTED PRACTICES THE ALTERNATIVE THAT BEST FIT THE MEANS, METHODS, AND SEQUENCE OF WORK; AND 3) PRACTICES WHERE THE CONTRACTOR SELECTS THE CONTROL PRACTICES THAT BEST FIT THE MEANS, METHODS, AND SEQUENCE OF WORK SO AS TO CONTROL POLLUTANTS IN A MANNER CONSISTENT WITH THE GENERAL PERMIT.

3. THE CONTRACTOR, ASSUMING SOLE, COMPLETE, AND CONTINUOUS RESPONSIBILITY FOR THE CONDITIONS AT THE JOB SITE DURING CONSTRUCTION, SHALL FULLY COMPLY WITH ALL REQUIREMENTS, TERMS, AND CONDITIONS IN THE NOI AND GENERAL PERMIT AND SHALL IMPLEMENT THE SWPPP. THE CONTRACTOR, IN SUBMITTING A BID FOR THE WORK, CERTIFIES THAT THE NOI, GENERAL PERMIT, AND SWPPP WERE REVIEWED PRIOR TO SUBMITTAL OF THE BID FOR THE PROJECT AND THAT THE COSTS OF COMPLIANCE AND IMPLEMENTATION OF THESE ITEMS ARE INCLUDED IN THE BID PRICE.

4. THE OWNER RETAINS THE RIGHTS AND POWERS TO EFFECT PROMPT CORRECTIVE ACTION UPON FAILURE BY THE CONTRACTOR TO COMPLY WITH ANY REQUIREMENTS, TERMS, OR CONDITIONS IN THE NOI, GENERAL PERMIT, OR SWPPP; HOWEVER, THE OWNER'S RETAINAGE OF THESE RIGHTS DOES NOT OBLIGATE THE OWNER TO EFFECT SAID CORRECTIVE ACTION OR TO NOTIFY THE CONTRACTOR THAT CORRECTIVE ACTION IS REQUIRED, NOR DOES IT RELIEVE THE CONTRACTOR FROM THE FULL RESPONSIBILITY TO COMPLY. CONDITIONS OF NON COMPLIANCE DUE TO ANY ACTION OR INACTION OF ANY SUBCONTRACTOR, MATERIAL SUPPLIER, PROVIDER OF SERVICE, OR WORKER ON THE ACCOUNT OF THE CONTRACTOR SHALL BE CONSIDERED A FAILURE BY THE CONTRACTOR TO COMPLY.

5. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND TELEPHONE NUMBER OF THE PERSON RESPONSIBLE FOR IMPLEMENTING THE SWPPP. THE DESIGNATED PERSON SHALL BE AVAILABLE 24 HOURS PER DAY, SEVEN DAYS PER WEEK AND SHALL HAVE THE AUTHORITY TO RESPOND TO STORM WATER POLLUTION ISSUES AND TO IMPLEMENT CORRECTIVE AND PREVENTATIVE MEASURES AS REQUIRED. THE DESIGNATED PERSON AND THE TELEPHONE NUMBER SHALL BECOME PART OF THE SWPPP, A DOCUMENT AVAILABLE TO THE PUBLIC.

AIR QUALITY NOTES:

A. DURING CONSTRUCTION, EXPOSED EARTH SURFACES SHALL BE SPRAYED WITH WATER AT LEAST TWICE A DAY BY THE PROPERTY OWNER/CONTRACTOR TO MINIMIZE DUST GENERATION OR TEMPORARY DUST COVERS SHALL BE USED THAT MEET SCAQMD DISTRICT RULE 403.

B. THE PROPERTY OWNER/CONTRACTOR SHALL KEEP THE CONSTRUCTION AREA SUFFICIENTLY DAMPED TO CONTROL DUST CAUSED BY GRADING AND HAULING, AND AT ALL TIMES PROVIDE REASONABLE CONTROL OF DUST CAUSED BY WIND.

C. HAULING AND GRADING EQUIPMENT SHALL BE KEPT IN GOOD OPERATING CONDITION AND MUFFLED AS REQUIRED BY LAW.

D. ALL LOADS SHALL BE SECURED BY TRIMMING, WATERING OR OTHER APPROPRIATE MEANS TO PREVENT SPILLAGE BY LAW.

E. ONE FLAG PERSON SHALL BE REQUIRED AT THE JOB SITE TO ASSIST TRUCKS UPON INGRESS AND EGRESS OF THE PROJECT SITE. THE FLAG PERSON(S) AND WARNING SIGNS SHALL BE IN COMPLIANCE WITH PART II OF THE 1985 EDITION OF "WORK AREA TRAFFIC CONTROL HANDBOOK".

F. ALL CLEARING, GRADING, EARTH MOVING OR EXCAVATION ACTIVITIES SHALL BE DISCONTINUED DURING PERIODS OF HIGH WIND (I.e., GREATER THAN 15 mph) SO AS TO PREVENT EXCESSIVE AMOUNTS OF DUST.

G. PERIODICALLY WASH OR SWEEP PUBLIC STREETS IN THE VICINITY OF SITE.

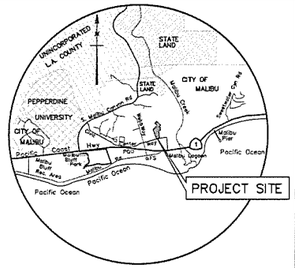
H. ALL CONSTRUCTION EQUIPMENT USED FOR DUST CONTROL SHALL BE KEPT ON SITE UNTIL THOSE PHASES OR DEVELOPMENT ARE COMPLETE.

NOTES:

1. NO WORK WITHIN PUBLIC RIGHT-OF-WAY WITHOUT AN ENCROACHMENT PERMIT.

2. EXPORT SOIL FROM THE SITE SHALL BE TAKEN TO THE COUNTY LANDFILL OR TO A SITE WITH AN ACTIVE GRADING PERMIT AND THE ABILITY TO ACCEPT THE MATERIAL IN COMPLIANCE WITH THE CITY'S LIP SECTION B.3.

3. GRADING PERMIT SHALL NOT BE ISSUED BETWEEN NOVEMBER 1 ND MARCH 31 EACH YEAR LIP SECTION 7.2.1. PROJECTS APPROVED FOR GRADING PERMIT SHALL NOT RECEIVE GRADING PERMITS UNLESS THE PROJECT CAN BE ROUGH GRADED BEFORE NOVEMBER 1.



VICINITY MAP
NOT TO SCALE

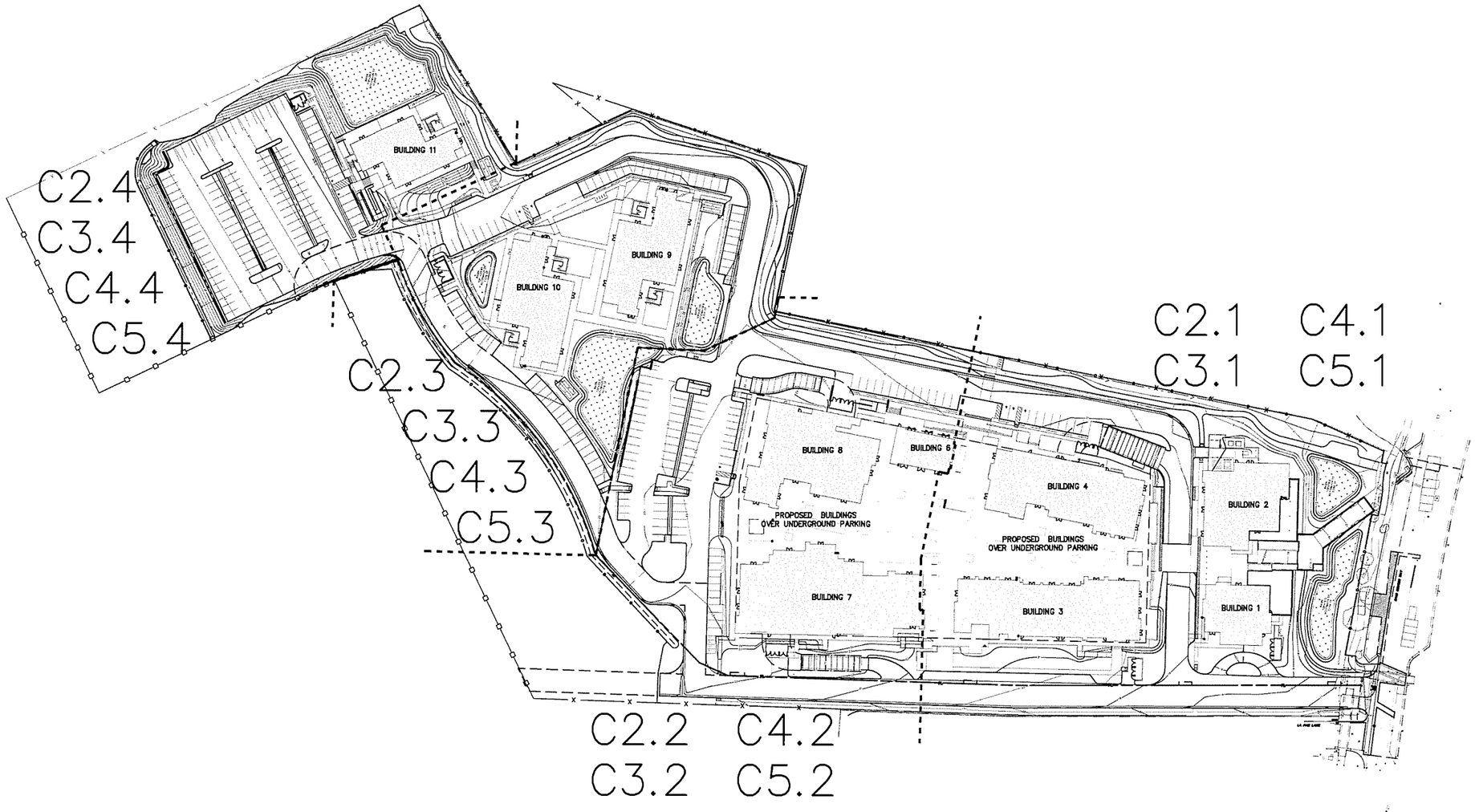
SHEET INDEX

SHT NO.	TITLE
C1.1	TITLE SHEET & NOTES
C2.0	KEY MAP
C2.1–C2.4	GRADING AND DRAINAGE PLAN
C2.4.1	GRADING AND DRAINAGE SECTION
C2.5–C2.5.2	GRADING AND DRAINAGE DETAILS
C2.5.3–C2.5.4	RETAINING WALL NOTES & DETAILS
C2.5.5–C2.5.8	RETAINING WALL SITE PLANS
C2.5.9	RETAINING WALL KEY MAP
C2.6	EXCAVATION PLAN
C3.1–C3.4	STORM DRAIN PLAN
C3.4.1–C3.4.3	STORM DRAIN PLAN AND PROFILE FOR LINE A, B AND LATERAL A1
C3.5–C3.6	STORM DRAIN DETAILS
C4.1–C4.4	UTILITY PLAN
C4.5	UTILITY DETAILS
C5.1–C5.4	SEWER PLAN
C5.5	SEWER DETAILS
C6.1–C6.4	HORIZONTAL CONTROL/STRIPING PLAN
C7.1	STREET IMPROVEMENT PLAN
C8.1–C8.4	LOCAL SWPPP/EROSION CONTROL PLAN

SOILS ENGINEER REVIEW

THESE PLANS HAVE BEEN REVIEWED BY AND CONFORM TO THE RECOMMENDATIONS OF THE FOLLOWING GEOLOGIC/SOILS REPORTS

1. REPORT TITLED: GEOTECHNICAL ENGINEERING EXPLORATION UPDATE PROPOSED LA PAZ RETAIL/OFFICE DEVELOPMENT PARCELS A AND B, TRACT 45633, AND PORTIONS OF LOTS 2 AND 3 LAND OF MATTHEW KELLER IN THE RANCHO TOPANGA MALIBU SEQUIT 23465 CMC CENTER WAY MALIBU, CALIFORNIA
DATED: SEPTEMBER 26, 2017
PREPARED BY: ROBERT I. ZWEIGLER
RYER GEOTECHNICA



subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2015

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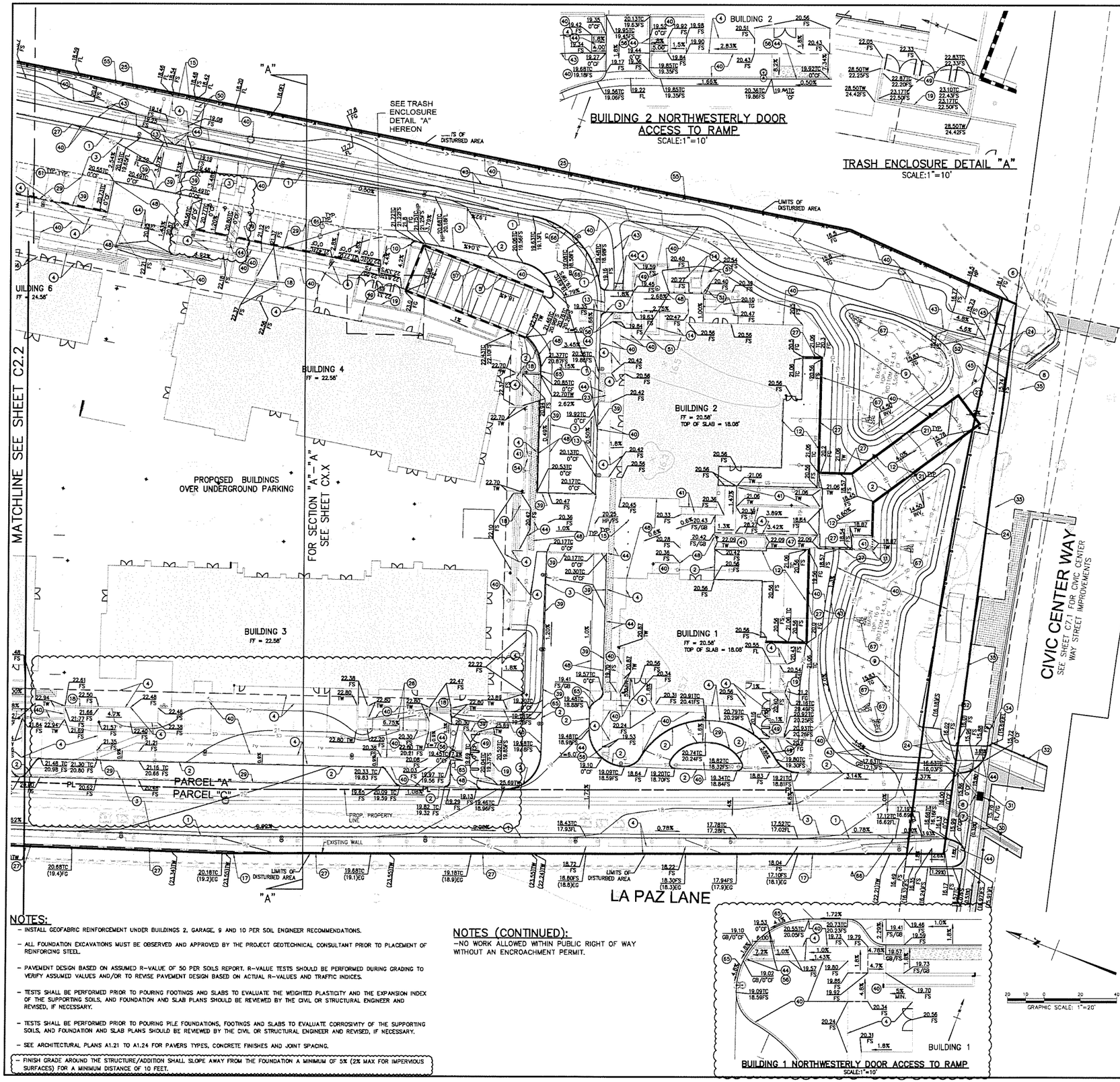
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

KEY MAP

09/22/2017
04/17/2018
02/06/2019

C2.0

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NOTES:

- INSTALL GEOFABRIC REINFORCEMENT UNDER BUILDINGS 2, GARAGE, 9 AND 10 PER SOIL ENGINEER RECOMMENDATIONS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
- PAVEMENT DESIGN BASED ON ASSUMED R-VALUE OF 50 PER SOILS REPORT. R-VALUE TESTS SHOULD BE PERFORMED DURING GRADING TO VERIFY ASSUMED VALUES AND/OR TO REVISE PAVEMENT DESIGN BASED ON ACTUAL R-VALUES AND TRAFFIC INDICES.
- TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE WEIGHTED PLASTICITY AND THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- TESTS SHALL BE PERFORMED PRIOR TO POURING PILE FOUNDATIONS, FOOTINGS AND SLABS TO EVALUATE CORROSIVITY OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- SEE ARCHITECTURAL PLANS A1.21 TO A1.24 FOR PAVERS TYPES, CONCRETE FINISHES AND JOINT SPACING.
- FINISH GRADE AROUND THE STRUCTURE/ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MINIMUM OF 5% (2% MAX FOR IMPERVIOUS SURFACES) FOR A MINIMUM DISTANCE OF 10 FEET.

NOTES (CONTINUED):

-NO WORK ALLOWED WITHIN PUBLIC RIGHT OF WAY WITHOUT AN ENCROACHMENT PERMIT.

CONSTRUCTION NOTES:

1. CONSTRUCT 6" CONCRETE CURB AND GUTTER PER SPPWC STD. DWG. NO. 120-2, TYPE A2-6. SEE DETAIL ON SHEET C2.5.1.
2. CONSTRUCT 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
3. CONSTRUCT 4" ASPHALT CONCRETE PAVEMENT OVER 6" BASE PER DETAIL 6 ON SHEET C2.5.
4. CONSTRUCT 5" CONCRETE WALKWAY WITH #3 REBAR AT 18" ON CENTER EACH WAY PER DETAIL 12 ON SHEET C2.5.
5. CONSTRUCT 6" CONCRETE RAMP OVER 4" BASE TO UNDERGROUND PARKING.
6. PROTECT EXISTING PUBLIC WALK IN PLACE.
7. PROPOSED DRIVEWAY PER CIVIC CENTER WAY STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
8. RECONSTRUCT EXISTING CATCH BASIN PER CIVIC CENTER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
9. BIOFILTRATION AREA PER DETAIL 1 ON SHEET C2.5.
10. CONSTRUCT CONCRETE, VEHICULAR LOAD PER STRUCTURAL PLANS.
11. CONSTRUCT RETAINING WALL PER SEPARATE PERMIT.
12. CONSTRUCT WOOD DECKING OVER 4" RAT SLAB WITH CURB AROUND THE EDGE. SEE RAT SLAB DETAIL 12 ON SHT. C2.5.1.
13. CONSTRUCT CONCRETE LONGITUDINAL GUTTER PER SPPWC. DWG 122-2 SHOWN ON SHEET C2.5.1.
14. CONSTRUCT 10" CONCRETE PAD FOR MECHANICAL EQUIPMENT.
15. INSTALL BOLLARD PER ARCHITECTURAL PLANS.
16. MECHANICAL ENCLOSURE PER ARCHITECTURAL PLANS.
17. EXISTING WALL. PROTECT IN PLACE.
18. CONSTRUCT CONCRETE STAIRS.
19. CONSTRUCT 8" CONCRETE CURB PER SPPWC. DWG NO.120-2, TYPE A1-8. SEE DETAIL ON SHEET C2.5.1.
20. CONSTRUCT CONCRETE SWALE. SEE DETAIL 10 ON SHEET C2.5.
21. PROPOSED BENCH PER ARCHITECTURAL PLANS.
22. GRADED BERM FOR DRAINAGE PROTECTION SEE DETAIL 7 ON SHEET C2.5.
23. CONSTRUCT MODIFIED 16' WIDE CURB RAMP PER SPPWC STD. DWG. NO. 111-5, CASE D. TYPE 1 SHOWN ON SHEET C2.5.2 PER SEPARATE PERMIT.
24. CONSTRUCT WALKWAY PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
25. CONSTRUCT DIRT SWALE. SEE DETAIL 11 ON SHEET C2.5.
26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5 PER A SEPARATE PERMIT.
28. BIOFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. CONSTRUCT PERMEABLE AC PAVEMENT PER DETAIL 14 ON SHEET C2.5.
30. CROSS GUTTER PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
31. SAWCUT AND JOIN EXISTING PAVEMENT PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
32. CROSSWALK PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
53. PROTECT EXISTING CURB RAMP IN PLACE.
54. PROTECT EXISTING CURB IN PLACE.
55. PROTECT EXISTING CURB AND GUTTER IN PLACE.
56. CONSTRUCT SLOUGH WALL
57. CONSTRUCT 1' CONCRETE V DITCH PER DETAIL 9 ON SHEET C2.5.
58. PROPOSED 1' CURB OPENING.
59. CONSTRUCT D" CURB PER MODIFIED SPPWC STD. DWG. NO. 120-2 ON SHEET C2.5.1.
40. PROPOSED PLANTING AREA AT GRADE.
41. PROPOSED RAISED PLANTING AREA.
42. CONSTRUCT CONCRETE TRASH ENCLOSURE APRON.
43. DECOMPOSED GRANITE AT GRADE PER LANDSCAPE PLANS..
44. INSTALL DETECTABLE WARNING SYSTEM SPPWC STD. DWG. NO. 111-5 SHOWN ON SHEET C2.5.2.
45. INSTALL PRECAST CONCRETE PAVERS PER ARCHITECTURAL PLANS. SEE WOOD DECKING TO CONCRETE PAVER DETAIL 17 ON SHEET C2.5.D.
46. PROPOSED CONCRETE PAVEMENT.
47. PROPOSED WATER FEATURE PER ARCHITECTURAL PLANS.
48. CONCRETE ON GRADE, VEHICULAR LOAD PER DETAIL 13 ON SHEET C2.5.1.
49. TRASH ENCLOSURE PER STRUCTURAL PLAN.
50. INSTALL BIKE RACK PER ARCHITECTURAL PLANS.
51. PROPOSED GRAVEL AREA PER LANDSCAPE PLANS.
52. MONUMENT SIGN PER ARCHITECTURAL PLANS..
54. PROPOSED PLANTER WALL PER SEPARATE PERMIT.
55. PROPOSED FENCE REFER TO ARCHITECTURAL SITE PLAN.
56. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE D, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
57. WALL PER ARCHITECTURAL PLAN PER A SEPARATE PERMIT.
58. WROUGHT IRON FENCE PER ARCHITECTURAL PLAN.
59. EXISTING CHAIN LINK FENCE.
60. EXISTING RETAINING WALL.
61. INSTALL LUMBER WHEEL STOP PER DETAIL B ON SHEET NO. C2.5.
62. NO WORK ALLOWED WITHIN PUBLIC R/W WITHOUT ENCROACHMENT PERMIT.
63. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE B, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
64. CONSTRUCT 4' LONGITUDINAL GUTTER PER SPPWC STD. DWG. NO. 122-2 SHOWN ON SHEET C2.5.2.
65. TRANSITION FROM 0" TO 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
66. CONSTRUCT LOCAL DEPRESSION AT CATCH BASIN PER SPPWC STD. DWG. NO. 313-3, CASE E. SEE DETAIL ON SHEET C2.5.2.
67. RIP PAD PER STORM DRAIN PLAN

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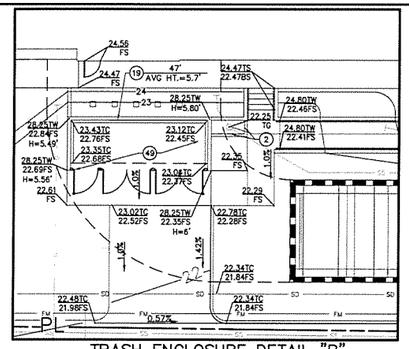
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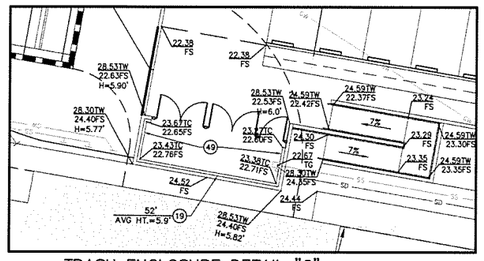
GRADING PLAN

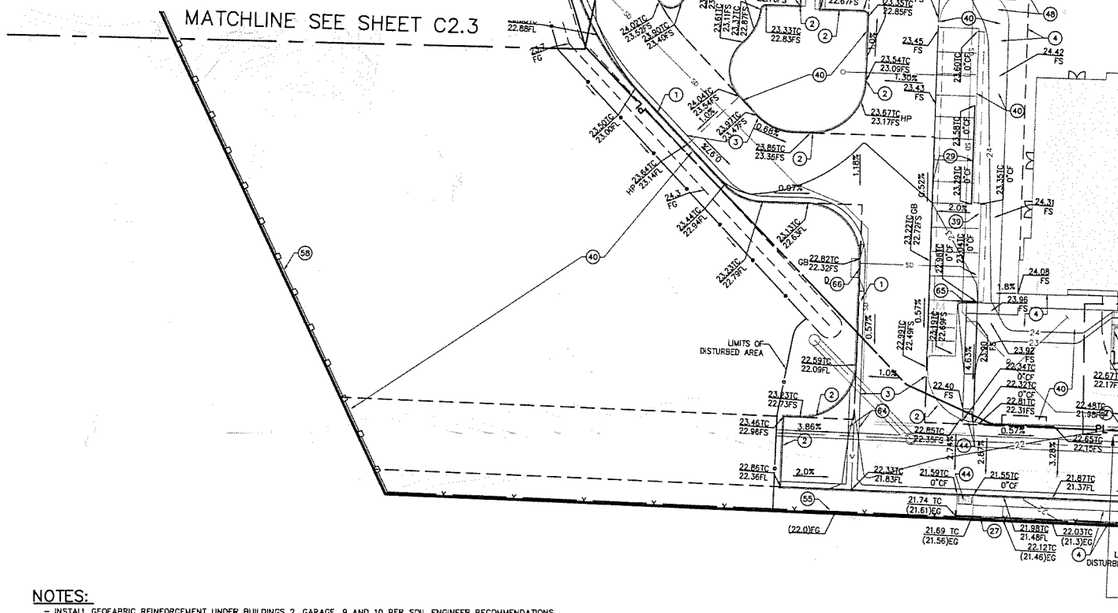
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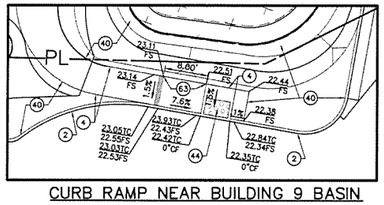
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11. CONSTRUCT RETAINING WALL PER SEPARATE PERMIT.
12. CONSTRUCT WOOD DECKING OVER 4" RAT SLAB WITH CURB AROUND THE EDGE. SEE RAT SLAB DETAIL 12 ON SHT. C2.5.1.
13. CONSTRUCT CONCRETE LONGITUDINAL GUTTER PER SPPWC. DWG 122-2 SHOWN ON SHEET C2.5.1.
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16. MECHANICAL ENCLOSURE PER ARCHITECTURAL PLANS.
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19. CONSTRUCT 8" CONCRETE CURB PER SPPWC. DWG NO.120-2, TYPE A1-8. SEE DETAIL ON SHEET C2.5.1.
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32. CROSSWALK PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
33. PROTECT EXISTING CURB RAMP IN PLACE.
34. PROTECT EXISTING CURB IN PLACE.
35. PROTECT EXISTING CURB AND GUTTER IN PLACE.
36. CONSTRUCT SLOUGH WALL.
37. CONSTRUCT 1' CONCRETE V DITCH PER DETAIL 9 ON SHEET C2.5.
38. PROPOSED 1' CURB OPENING.
39. CONSTRUCT 0" CURB PER MODIFIED SPPWC STD. DWG. NO. 120-2 ON SHEET C2.5.1.
40. PROPOSED PLANTING AREA AT GRADE.
41. PROPOSED RAISED PLANTING AREA.
42. CONSTRUCT CONCRETE TRASH ENCLOSURE APRON.
43. DECOMPOSED GRANITE AT GRADE PER LANDSCAPE PLANS..
44. INSTALL DETECTABLE WARNING SYSTEM SPPWC STD. DWG. NO. 111-5 SHOWN ON SHEET C2.5.2.
45. INSTALL PRECAST CONCRETE PAVERS PER ARCHITECTURAL PLANS. SEE WOOD DECKING TO CONCRETE PAVER DETAIL 17 ON SHEET C2.5.0.
46. PROPOSED CONCRETE PAVEMENT.
47. PROPOSED WATER FEATURE PER ARCHITECTURAL PLANS.
48. CONCRETE ON GRADE, VEHICULAR LOAD PER DETAIL 13 ON SHEET C2.5.1.
49. TRASH ENCLOSURE PER STRUCTURAL PLAN.
50. INSTALL BIKE RACK PER ARCHITECTURAL PLANS.
51. PROPOSED GRAVEL AREA PER LANDSCAPE PLANS.
52. MONUMENT SIGN PER ARCHITECTURAL PLANS..
54. PROPOSED PLANTER WALL PER SEPARATE PERMIT.
55. PROPOSED FENCE REFER TO ARCHITECTURAL SITE PLAN.
56. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE D, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
57. WALL PER ARCHITECTURAL PLAN PER A SEPARATE PERMIT.
58. WROUGHT IRON FENCE PER ARCHITECTURAL PLAN.
59. EXISTING CHAIN LINK FENCE.
60. EXISTING RETAINING WALL.
61. INSTALL LUMBER WHEEL STOP PER DETAIL 8 ON SHEET NO. C2.5.
62. NO WORK ALLOWED WITHIN PUBLIC R/W WITHOUT ENCROACHMENT PERMIT.
63. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE B, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
64. CONSTRUCT 4' LONGITUDINAL GUTTER PER SPPWC STD. DWG. NO. 122-2 SHOWN ON SHEET C2.5.2.
65. TRANSITION FROM 0" TO 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
66. CONSTRUCT LOCAL DEPRESSION AT CATCH BASIN PER SPPWC STD. DWG. NO. 313-3, CASE E. SEE DETAIL ON SHEET C2.5.2.
67. RIP PAD PER STORM DRAIN PLAN

GRAPHIC SCALE: 1"=20'

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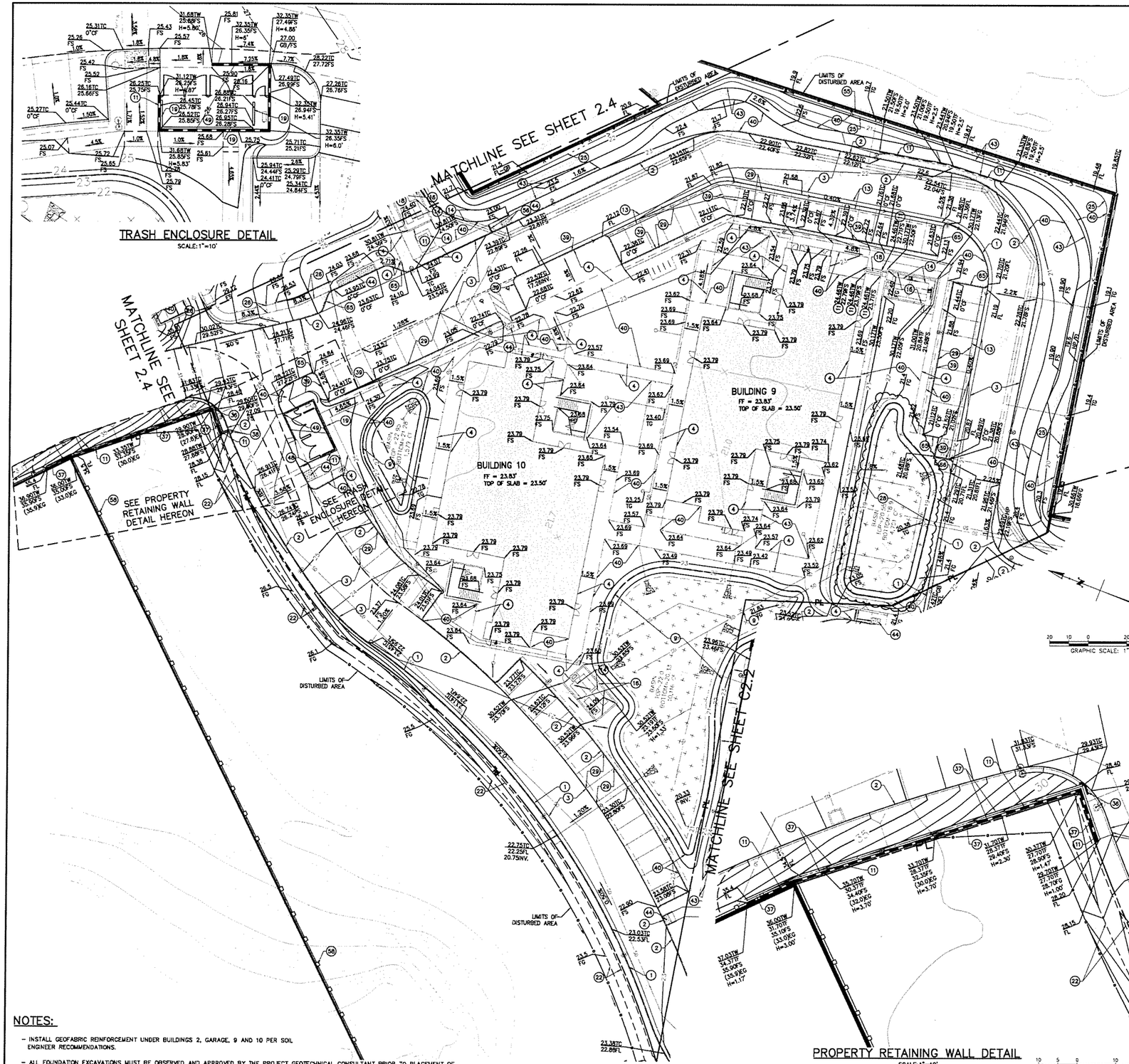
GRADING PLAN

09/27/2017
04/17/2018
07/08/2019

C2.2

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subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



CONSTRUCTION NOTES:

1. CONSTRUCT 6" CONCRETE CURB AND GUTTER PER SPPWC STD. DWG. NO. 120-2, TYPE A2-6. SEE DETAIL ON SHEET C2.5.1.
2. CONSTRUCT 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
3. CONSTRUCT 4" ASPHALT CONCRETE PAVEMENT OVER 6" BASE PER DETAIL 6 ON SHEET C2.5.
4. CONSTRUCT 5" CONCRETE WALKWAY WITH #3 REBAR AT 18" ON CENTER EACH WAY PER DETAIL 12 ON SHEET C2.5.
5. CONSTRUCT 8" CONCRETE RAMP OVER 4" BASE TO UNDERGROUND PARKING.
6. PROTECT EXISTING PUBLIC WALK IN PLACE.
7. PROPOSED DRIVEWAY PER CIVIC CENTER WAY STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
8. RECONSTRUCT EXISTING CATCH BASIN PER CIVIC CENTER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
9. BIOLFILTRATION AREA PER DETAIL 1 ON SHEET C2.5.
10. CONSTRUCT CONCRETE, VEHICULAR LOAD PER STRUCTURAL PLANS.
11. CONSTRUCT RETAINING WALL PER SEPARATE PERMIT.
12. CONSTRUCT WOOD DECKING OVER 4" RAT SLAB WITH CURB AROUND THE EDGE. SEE RAT SLAB DETAIL 12 ON SHT. C2.5.1.
13. CONSTRUCT CONCRETE LONGITUDINAL GUTTER PER SPPWC. DWG 122-2 SHOWN ON SHEET C2.5.1.
14. CONSTRUCT 10" CONCRETE PAD FOR MECHANICAL EQUIPMENT.
15. INSTALL BOLLARD PER ARCHITECTURAL PLANS.
16. MECHANICAL ENCLOSURE PER ARCHITECTURAL PLANS.
17. EXISTING WALL. PROTECT IN PLACE.
18. CONSTRUCT CONCRETE STAIRS.
19. CONSTRUCT 8" CONCRETE CURB PER SPPWC. DWG NO.120-2. TYPE A1-8. SEE DETAIL ON SHEET C2.5.1.
20. CONSTRUCT CONCRETE SWALE. SEE DETAIL 10 ON SHEET C2.5.
21. PROPOSED BENCH PER ARCHITECTURAL PLANS.
22. GRADED BERM FOR DRAINAGE PROTECTION SEE DETAIL 7 ON SHEET C2.5.
23. CONSTRUCT MODIFIED 16' WIDE CURB RAMP PER SPPWC STD. DWG. NO. 111-5, CASE D. TYPE 1 SHOWN ON SHEET C2.5.2 PER SEPARATE PERMIT.
24. CONSTRUCT WALKWAY PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
25. CONSTRUCT DIRT SWALE. SEE DETAIL 11 ON SHEET C2.5.
26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5 PER A SEPARATE PERMIT.
28. BIOLFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. CONSTRUCT PERMEABLE AC PAVEMENT PER DETAIL 14 ON SHEET C2.5.
30. CROSS GUTTER PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
31. SAWCUT AND JOIN EXISTING PAVEMENT PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
32. CROSSWALK PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
33. PROTECT EXISTING CURB RAMP IN PLACE.
34. PROTECT EXISTING CURB IN PLACE.
35. PROTECT EXISTING CURB AND GUTTER IN PLACE.
36. CONSTRUCT SLOUGH WALL
37. CONSTRUCT 1' CONCRETE V DITCH PER DETAIL 9 ON SHEET C2.5.
38. PROPOSED 1' CURB OPENING.
39. CONSTRUCT 0" CURB PER MODIFIED SPPWC STD. DWG. NO. 120-2 ON SHEET C2.5.1.
40. PROPOSED PLANTING AREA AT GRADE.
41. PROPOSED RAISED PLANTING AREA.
42. CONSTRUCT CONCRETE TRASH ENCLOSURE APRON.
43. DECOMPOSED GRANITE AT GRADE PER LANDSCAPE PLANS..
44. INSTALL DETECTABLE WARNING SYSTEM SPPWC STD. DWG. NO. 111-5 SHOWN ON SHEET C2.5.2.
45. INSTALL PRECAST CONCRETE PAVERS PER ARCHITECTURAL PLANS. SEE WOOD DECKING TO CONCRETE PAVER DETAIL 17 ON SHEET C2.5.0.
46. PROPOSED CONCRETE PAVEMENT.
47. PROPOSED WATER FEATURE PER ARCHITECTURAL PLANS.
48. CONCRETE ON GRADE, VEHICULAR LOAD PER DETAIL 13 ON SHEET C2.5.1.
49. TRASH ENCLOSURE PER STRUCTURAL PLAN.
50. INSTALL BIKE RACK PER ARCHITECTURAL PLANS.
51. PROPOSED GRAVEL AREA PER LANDSCAPE PLANS.
52. MONUMENT SIGN PER ARCHITECTURAL PLANS..
54. PROPOSED PLANTER WALL PER SEPARATE PERMIT.
55. PROPOSED FENCE REFER TO ARCHITECTURAL SITE PLAN.
56. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE D, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
57. WALL PER ARCHITECTURAL PLAN PER A SEPARATE PERMIT.
58. WROUGHT IRON FENCE PER ARCHITECTURAL PLAN.
59. EXISTING CHAIN LINK FENCE.
60. EXISTING RETAINING WALL.
61. INSTALL LUMBER WHEEL STOP PER DETAIL 8 ON SHEET NO. C2.5.
62. NO WORK ALLOWED WITHIN PUBLIC R/W WITHOUT ENCROACHMENT PERMIT.
63. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE B, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
64. CONSTRUCT 4' LONGITUDINAL CUTTER PER SPPWC STD. DWG. NO. 122-2 SHOWN ON SHEET C2.5.2.
65. TRANSITION FROM 0" TO 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
66. CONSTRUCT LOCAL DEPRESSION AT CATCH BASIN PER SPPWC STD. DWG. NO. 313-3, CASE E. SEE DETAIL ON SHEET C2.5.2.
67. RIP PAD PER STORM DRAIN PLAN

NOTES:

- INSTALL GEOFABRIC REINFORCEMENT UNDER BUILDINGS 2, GARAGE, 9 AND 10 PER SOIL ENGINEER RECOMMENDATIONS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
- PAVEMENT DESIGN BASED ON ASSUMED R-VALUE OF 50 PER SOILS REPORT. R-VALUE TESTS SHOULD BE PERFORMED DURING GRADING TO VERIFY ASSUMED VALUES AND/OR TO REVISE PAVEMENT DESIGN BASED ON ACTUAL R-VALUES AND TRAFFIC INDICES.
- TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE WEIGHTED PLASTICITY AND THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- TESTS SHALL BE PERFORMED PRIOR TO POURING PILE FOUNDATIONS, FOOTINGS AND SLABS TO EVALUATE CORROSIVITY OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- SEE ARCHITECTURAL PLANS A1.21 TO A1.24 FOR PAVERS TYPES, CONCRETE FINISHES AND JOINT SPACING.
- FINISH GRADE AROUND THE STRUCTURE/ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MINIMUM OF 5% (2% MAX FOR IMPERVIOUS SURFACES) FOR A MINIMUM DISTANCE OF 10 FEET.

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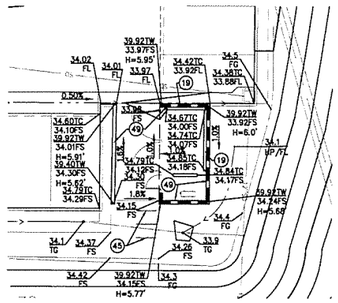
GRADING PLAN

NO	DATE	BY	APP	REVISIONS
1	09/02/2021			
2	04/01/2022			
3	02/04/2019			

C2.3

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019





TRASH ENCLOSURE DETAIL
SCALE: 1"=10'

NOTES:

- INSTALL GEOFABRIC REINFORCEMENT UNDER BUILDINGS 2, GARAGE, 9 AND 10 PER SOIL ENGINEER RECOMMENDATIONS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
- PAVEMENT DESIGN BASED ON ASSUMED R-VALUE OF 50 PER SOILS REPORT. R-VALUE TESTS SHOULD BE PERFORMED DURING GRADING TO VERIFY ASSUMED VALUES AND/OR TO REVISE PAVEMENT DESIGN BASED ON ACTUAL R-VALUES AND TRAFFIC INDICES.
- TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE WEIGHTED PLASTICITY AND THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- TESTS SHALL BE PERFORMED PRIOR TO POURING PILE FOUNDATIONS, FOOTINGS AND SLABS TO EVALUATE CORROSIVITY OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- SEE ARCHITECTURAL PLANS A1.21 TO A1.24 FOR PAVERS TYPES, CONCRETE FINISHES AND JOINT SPACING.
- FINISH GRADE AROUND THE STRUCTURE/ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MINIMUM OF 5% (2% MAX FOR IMPERVIOUS SURFACES) FOR A MINIMUM DISTANCE OF 10 FEET.

CONSTRUCTION NOTES:

1. CONSTRUCT 6" CONCRETE CURB AND GUTTER PER SPPWC STD. DWG. NO. 120-2, TYPE A2-6. SEE DETAIL ON SHEET C2.5.1.
2. CONSTRUCT 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
3. CONSTRUCT 4" ASPHALT CONCRETE PAVEMENT OVER 6" BASE PER DETAIL 6 ON SHEET C2.5.
4. CONSTRUCT 5" CONCRETE WALKWAY WITH #3 REBAR AT 18" ON CENTER EACH WAY PER DETAIL 12 ON SHEET C2.5.
5. CONSTRUCT 6" CONCRETE RAMP OVER 4" BASE TO UNDERGROUND PARKING.
6. PROTECT EXISTING PUBLIC WALK IN PLACE.
7. PROPOSED DRIVEWAY PER CIVIC CENTER WAY STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
8. RECONSTRUCT EXISTING CATCH BASIN PER CIVIC CENTER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
9. BIOFILTRATION AREA PER DETAIL 1 ON SHEET C2.5.
10. CONSTRUCT CONCRETE, VEHICULAR LOAD PER STRUCTURAL PLANS.
11. CONSTRUCT RETAINING WALL PER SEPARATE PERMIT.
12. CONSTRUCT WOOD DECKING OVER 4" RAT SLAB WITH CURB AROUND THE EDGE. SEE RAT SLAB DETAIL 12 ON SHT. C2.5.1.
13. CONSTRUCT CONCRETE LONGITUDINAL GUTTER PER SPPWC. DWG 122-2 SHOWN ON SHEET C2.5.1.
14. CONSTRUCT 10" CONCRETE PAD FOR MECHANICAL EQUIPMENT.
15. INSTALL BOLLARD PER ARCHITECTURAL PLANS.
16. MECHANICAL ENCLOSURE PER ARCHITECTURAL PLANS.
17. EXISTING WALL. PROTECT IN PLACE.
18. CONSTRUCT CONCRETE STAIRS.
19. CONSTRUCT 8" CONCRETE CURB PER SPPWC. DWG NO.120-2, TYPE A1-8. SEE DETAIL ON SHEET C2.5.1.
20. CONSTRUCT CONCRETE SWALE. SEE DETAIL 10 ON SHEET C2.5.
21. PROPOSED BENCH PER ARCHITECTURAL PLANS.
22. GRADED BERM FOR DRAINAGE PROTECTION SEE DETAIL 7 ON SHEET C2.5.
23. CONSTRUCT MODIFIED 18' WIDE CURB RAMP PER SPPWC STD. DWG. NO. 111-5, CASE D, TYPE 1 SHOWN ON SHEET C2.5.2 PER SEPARATE PERMIT.
24. CONSTRUCT WALKWAY PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
25. CONSTRUCT DIRT SWALE. SEE DETAIL 11 ON SHEET C2.5.
26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5 PER A SEPARATE PERMIT.
28. BIOFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. CONSTRUCT PERMEABLE AC PAVEMENT PER DETAIL 14 ON SHEET C2.5.
30. CROSS GUTTER PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
31. SAWCUT AND JOIN EXISTING PAVEMENT PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
32. CROSSWALK PER STREET IMPROVEMENT PLAN SHOWN ON SHEET C7.1.
33. PROTECT EXISTING CURB RAMP IN PLACE.
34. PROTECT EXISTING CURB IN PLACE.
35. PROTECT EXISTING CURB AND GUTTER IN PLACE.
36. CONSTRUCT SLOUGH WALL
37. CONSTRUCT 1' CONCRETE V DITCH PER DETAIL 9 ON SHEET C2.5.
38. PROPOSED 1' CURB OPENING.
39. CONSTRUCT 0" CURB PER MODIFIED SPPWC STD. DWG. NO. 120-2 ON SHEET C2.5.1.
40. PROPOSED PLANTING AREA AT GRADE.
41. PROPOSED RAISED PLANTING AREA.
42. CONSTRUCT CONCRETE TRASH ENCLOSURE APRON.
43. DECOMPOSED GRANITE AT GRADE PER LANDSCAPE PLANS..
44. INSTALL DETECTABLE WARNING SYSTEM SPPWC STD. DWG. NO. 111-5 SHOWN ON SHEET C2.5.2.
45. INSTALL PRECAST CONCRETE PAVERS PER ARCHITECTURAL PLANS. SEE WOOD DECKING TO CONCRETE PAVER DETAIL 17 ON SHEET C2.5.0.
46. PROPOSED CONCRETE PAVEMENT.
47. PROPOSED WATER FEATURE PER ARCHITECTURAL PLANS.
48. CONCRETE ON GRADE, VEHICULAR LOAD PER DETAIL 13 ON SHEET C2.5.1.
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51. PROPOSED GRAVEL AREA PER LANDSCAPE PLANS.
52. MONUMENT SIGN PER ARCHITECTURAL PLANS..
54. PROPOSED PLANTER WALL PER SEPARATE PERMIT.
55. PROPOSED FENCE REFER TO ARCHITECTURAL SITE PLAN.
56. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE D, TYPE 1 SHOWN ON SHEET C2.5.2, SEE PLAN FOR "Y" VALUE.
57. WALL PER ARCHITECTURAL PLAN PER A SEPARATE PERMIT.
58. WROUGHT IRON FENCE PER ARCHITECTURAL PLAN.
59. EXISTING CHAIN LINK FENCE.
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61. INSTALL LUMBER WHEEL STOP PER DETAIL 8 ON SHEET NO. C2.5.
62. NO WORK ALLOWED WITHIN PUBLIC R/W WITHOUT ENCROACHMENT PERMIT.
63. CONSTRUCT CURB RAMP PER MODIFIED SPPWC STD. DWG. NO. 111-5, CASE B, TYPE 1 SHOWN ON SHEET C2.5.2. SEE PLAN FOR "Y" VALUE.
64. CONSTRUCT 4' LONGITUDINAL GUTTER PER SPPWC STD. DWG. NO. 122-2 SHOWN ON SHEET C2.5.2.
65. TRANSITION FROM 0" TO 6" CONCRETE CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
66. CONSTRUCT LOCAL DEPRESSION AT CATCH BASIN PER SPPWC STD. DWG. NO. 313-3, CASE E. SEE DETAIL ON SHEET C2.5.2.
67. RIP RAP PER STORM DRAIN PLAN

GRAPHIC SCALE: 1"=20'

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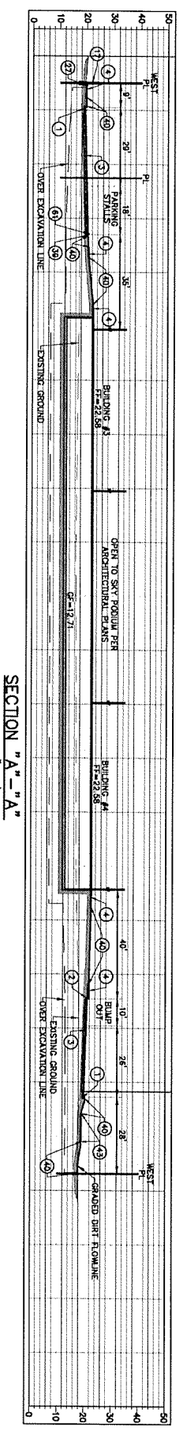
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MALIBU, CA 90265

GRADING PLAN

DATE	REVISIONS	BY
09/13/2017		
04/11/2018		
03/05/2019		

C2.4

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SECTION "A"—"A"
SCALE: 1"=20'

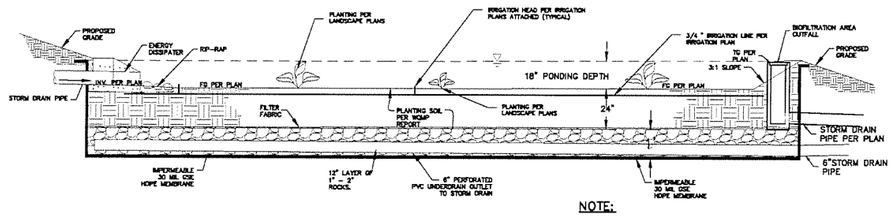
GRAPHIC SCALE: 1"=20'

C2.4.1			GRADING AND DRAINAGE SECTION

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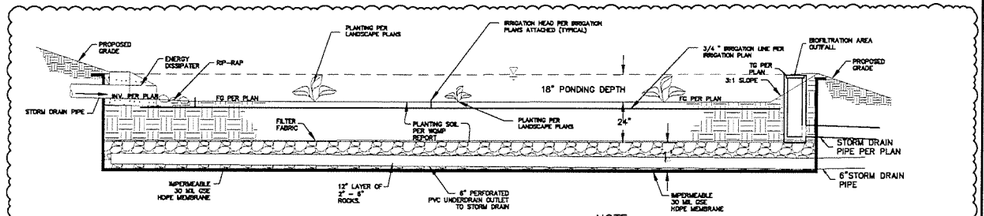
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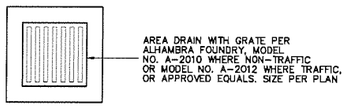
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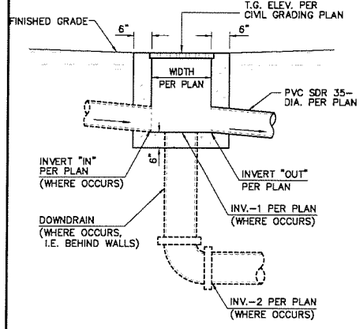
NOTE:
1. BIOFILTRATION PLANTER SOIL WILL CONSIST OF A MIX OF 60 TO 80% SAND, 20 TO 40% COMPOST, AND 10 TO 20% CLEAN TOPSOIL. THE ORGANIC CONTENT OF THE SOIL MIXTURE SHALL BE 8% TO 12%. BIOFILTRATION PLANTER SOIL WILL ACHIEVE A LONG-TERM, IN-PLACE INFILTRATION OF AT LEAST 5 INCHES PER HOUR.
2. PLANTING DETAILS PER PLANTING PLANS ATTACHED.
3. IRRIGATION DETAILS PER IRRIGATION PLANS ATTACHED.



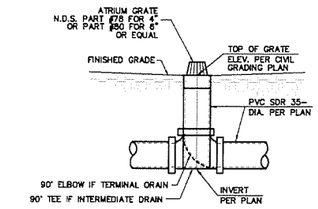
2 BIOFILTRATION AREA DETAIL
NOT TO SCALE

NOTE:
1. BIOFILTRATION PLANTER SOIL WILL CONSIST OF A MIX OF 60 TO 80% SAND, 20 TO 40% COMPOST, AND 10 TO 20% CLEAN TOPSOIL. THE ORGANIC CONTENT OF THE SOIL MIXTURE SHALL BE 8% TO 12%. BIOFILTRATION PLANTER SOIL WILL ACHIEVE A LONG-TERM, IN-PLACE INFILTRATION OF AT LEAST 5 INCHES PER HOUR.
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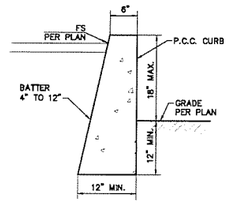




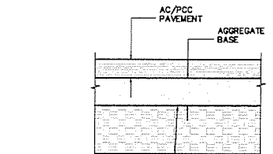
3 AREA DRAIN DETAIL
NOT TO SCALE



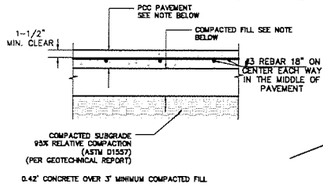
4 ATRIUM PLANTER DRAIN DETAIL
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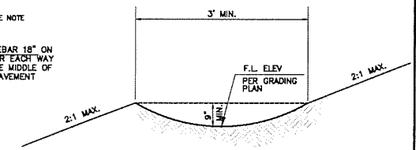
5 RETAINING CURB DETAIL
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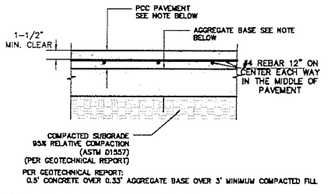
6 ASPHALT CONCRETE PAVEMENT DETAIL
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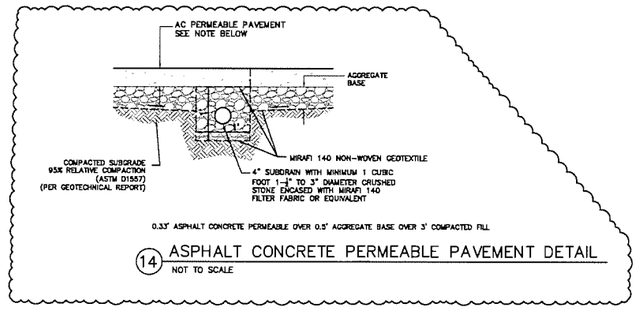
12 CONCRETE PAVEMENT DETAIL
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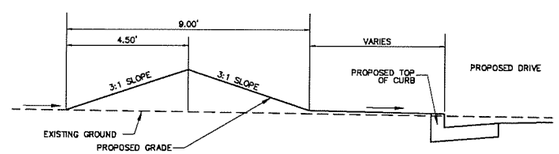
11 GRADED SWALE
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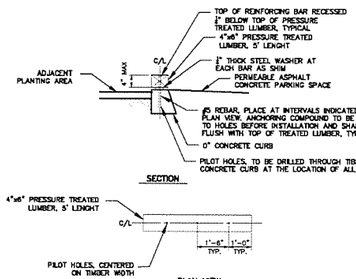
13 VEHICULAR LOAD CONCRETE PAVEMENT DETAIL
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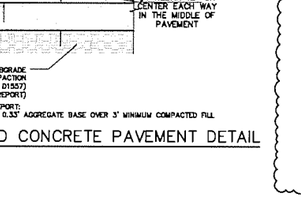
14 ASPHALT CONCRETE PERMEABLE PAVEMENT DETAIL
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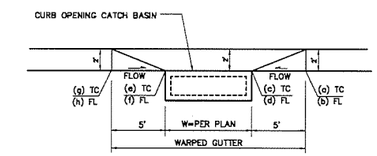
7 BERM FOR SLOPE PROTECTION
NOT TO SCALE



8 PRESSURE TREATED LUMBER WHEEL STOP
NOT TO SCALE



15 AREA DRAIN DETAIL
NOT TO SCALE

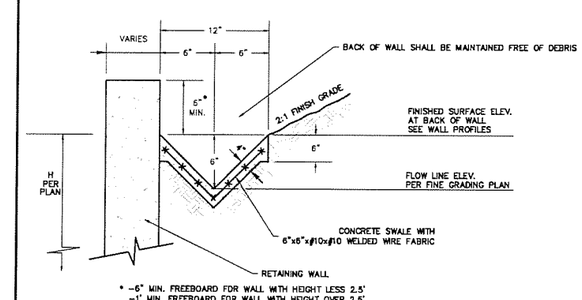


WARPED GUTTER AT CATCH BASIN DETAIL
SCALE: 1"=5'

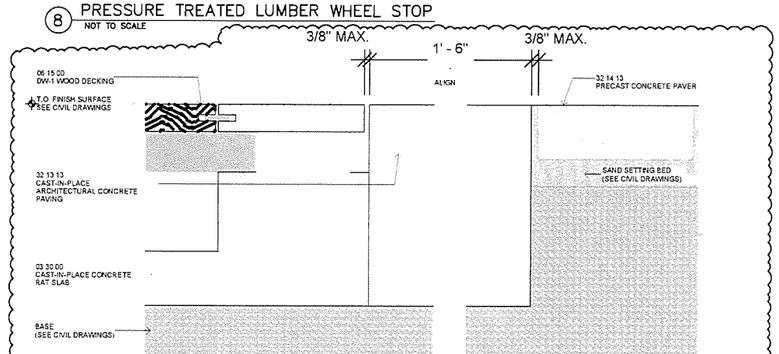
WARPED GUTTER SCHEDULE

CATCH BASIN	Elev a	Elev b	Elev c	Elev d	Elev e	Elev f	Elev g	Elev h
A	17.17	15.57	17.15	15.57	17.15	15.57	17.19	15.69
B	19.08	18.58	19.17	18.59	19.28	18.70	19.37	18.87
C	19.40	18.90	19.31	18.73	19.98	19.40	19.08	15.58
D	22.75	22.25	22.78	22.20	22.82	22.24	22.87	22.37
E	21.45	20.95	21.38	20.80	21.29	20.71	21.31	20.81

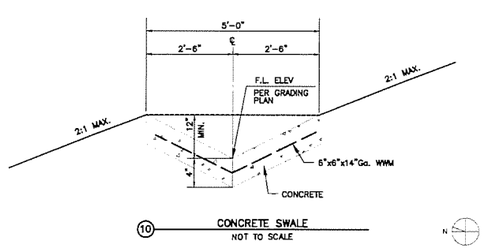
16 WARPED GUTTER DETAIL
NOT TO SCALE



9 CONCRETE V DITCH
NOT TO SCALE



17 WOOD DECKING TO PAVER TRANSITION
NOT TO SCALE



10 CONCRETE SWALE
NOT TO SCALE

N

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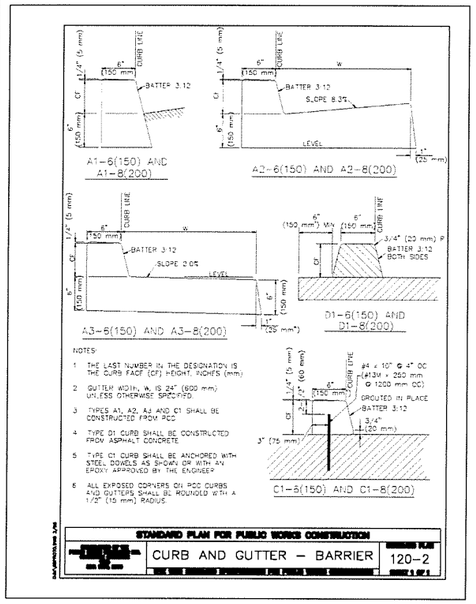
GRADING AND DRAINAGE DETAIL

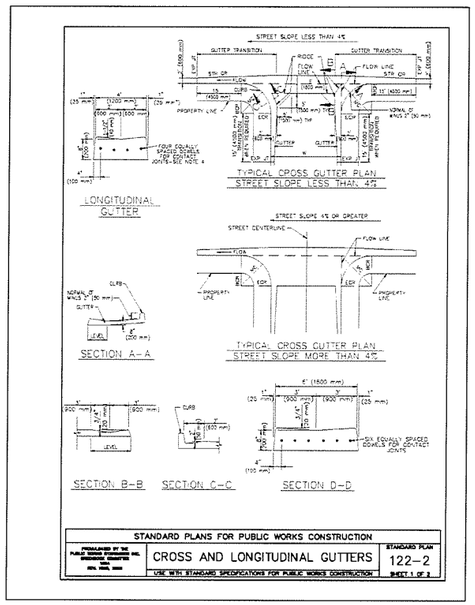
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04/17/2018	
12/04/2018	

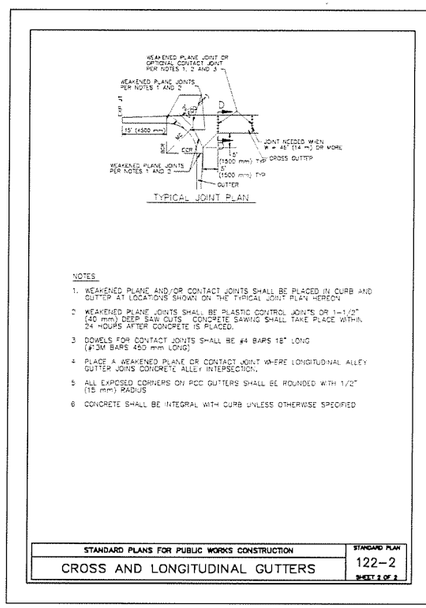
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C2.5

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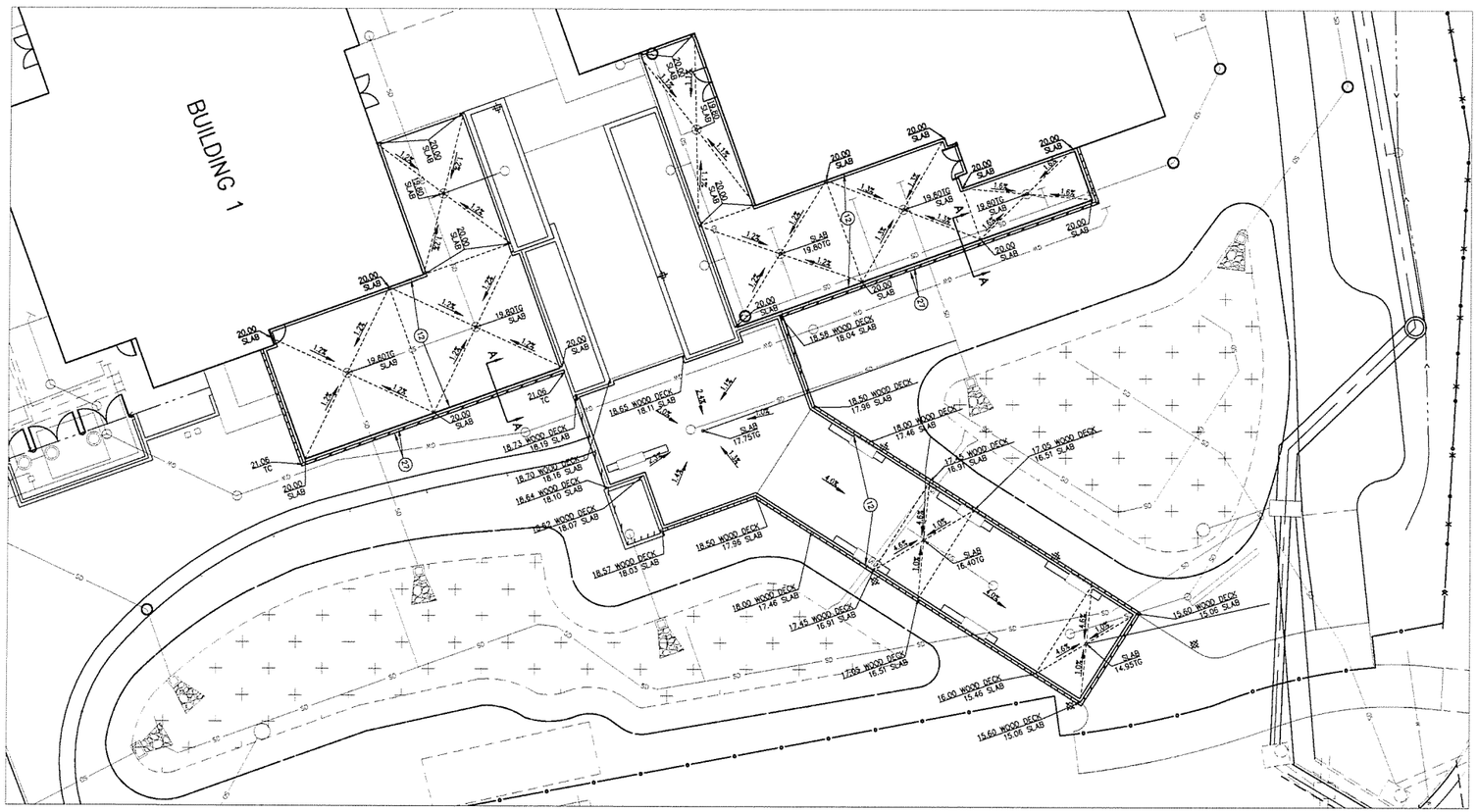






NOTES:

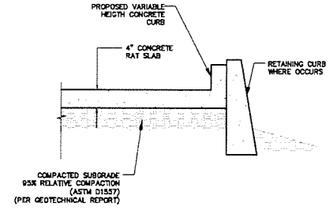
- INSTALL GEOFABRIC REINFORCEMENT UNDER BUILDINGS 2, GARAGE, 9 AND 10 PER SOIL ENGINEER RECOMMENDATIONS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
- PAVEMENT DESIGN BASED ON ASSUMED R-VALUE OF 50 PER SOILS REPORT. R-VALUE TESTS SHOULD BE PERFORMED DURING GRADING TO VERIFY ASSUMED VALUES AND/OR TO REVISE PAVEMENT DESIGN BASED ON ACTUAL R-VALUES AND TRAFFIC INDICES.
- TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE WEIGHTED PLASTICITY AND THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- TESTS SHALL BE PERFORMED PRIOR TO POURING PILE FOUNDATIONS, FOOTINGS AND SLABS TO EVALUATE CORROSIVITY OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- SEE ARCHITECTURAL PLANS A1.21 TO A1.24 FOR PAVERS TYPES, CONCRETE FINISHES AND JOINT SPACING.



CONSTRUCTION NOTES:

(12) CONSTRUCT WOOD DECKING OVER 4" RAT SLAB WITH CURB AROUND THE EDGE. SEE RAT SLAB DETAIL 12 ON SHT. C2.5.1.

(27) CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5 PER A SE



RAT SLAB SECTION A-A

NOT TO SCALE

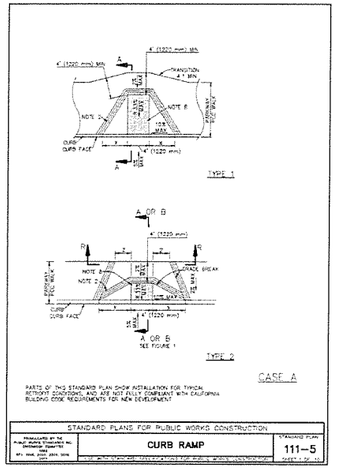
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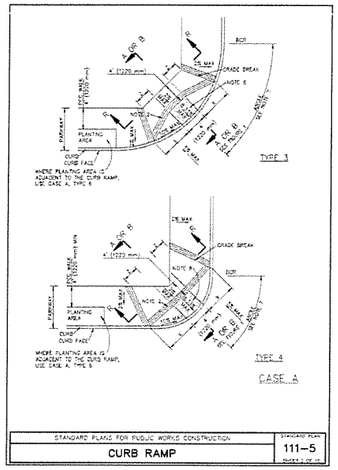
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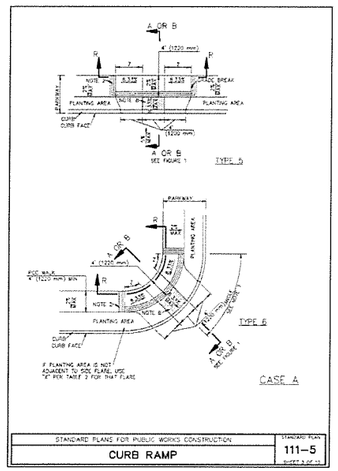
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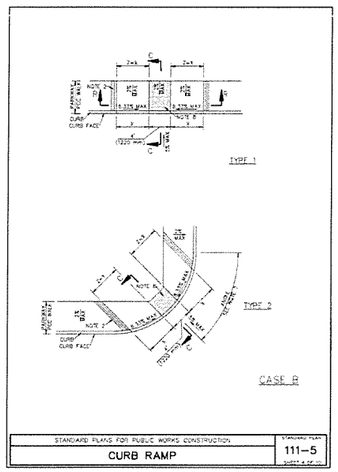
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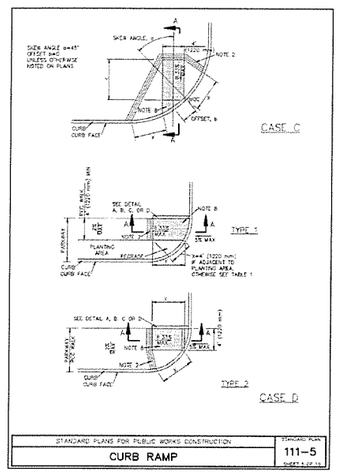
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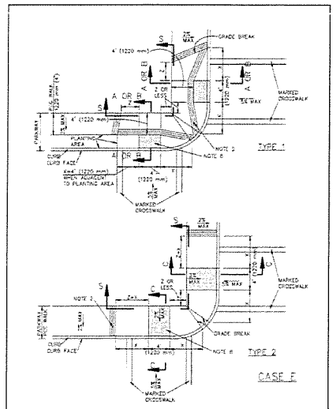


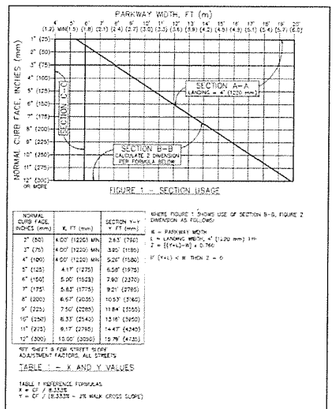


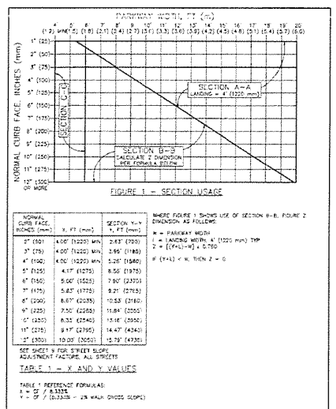


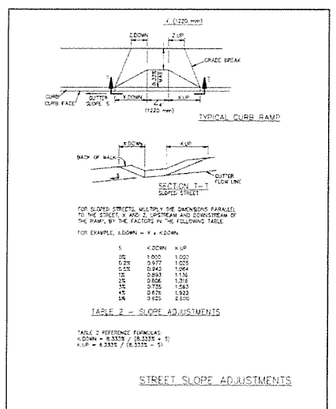


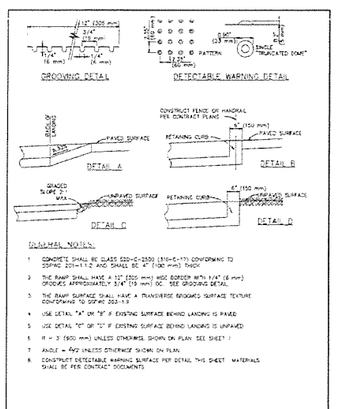


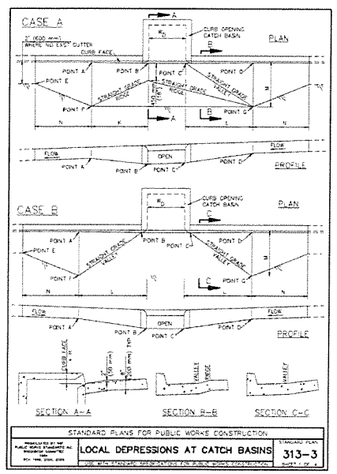


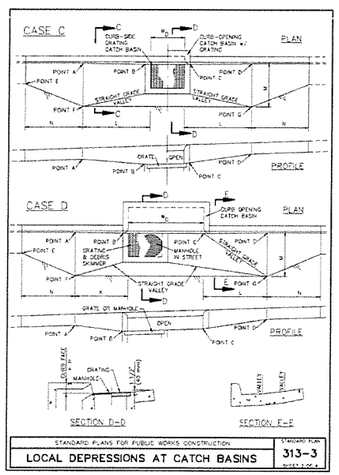


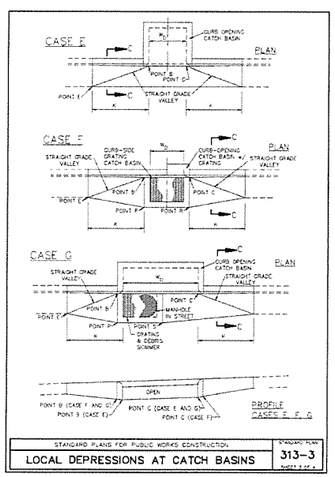


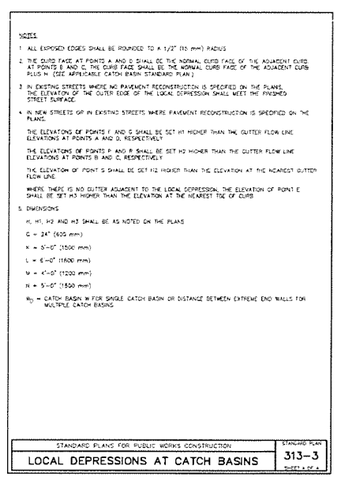












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GRADING AND DRAINAGE DETAIL

24/22/2247
04/07/2019
02/04/2019

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C2.5.2

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GENERAL NOTES:

1. SPECIFICATIONS, CODES AND STANDARDS NOTED IN THE CONTRACT DOCUMENTS SHALL BE OF THE LATEST EDITION UNLESS OTHERWISE NOTED.
2. DIMENSIONS SHALL NOT BE SCALED OFF OF THE DRAWINGS.
3. ALL WORK SHALL CONFORM TO MINIMUM STANDARDS OF THE 2016 CALIFORNIA BUILDING CODE, OF ANY CODES LISTED IN THE DRAWINGS OR SPECIFICATIONS AND OF ANY REGULATING AGENCIES WHICH HAVE AUTHORITY OVER ANY PORTION OF THE WORK INCLUDING THE CALIFORNIA HEALTH AND SAFETY CODE.
4. PRIOR TO SUBMITTING SHOP DRAWINGS AND PRODUCT DATA, THE CONTRACTOR SHALL VERIFY THAT THE SUBMITTALS MEET THE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL SPECIFICALLY NOTE ANY EXCEPTIONS TO THESE REQUIREMENTS WITH THE SUBMITTAL.
5. OPENINGS, POCKETS, ETC. SHALL NOT BE PLACED IN STRUCTURAL MEMBERS UNLESS SPECIFICALLY DETAILED ON THE STRUCTURAL DRAWINGS. NOTIFY THE ENGINEER WHEN WORK REQUIRES OPENINGS, POCKETS, ETC. IN STRUCTURAL MEMBERS NOT SHOWN ON THE STRUCTURAL DRAWINGS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND SHALL CHECK ALL DIMENSIONS AND HOLES AND OPENINGS REQUIRED IN STRUCTURAL MEMBERS. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE ARCHITECT/ENGINEER AND SHALL BE RESOLVED BEFORE PROCEEDING WITH THE WORK.
7. THE CONTRACT DOCUMENTS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE METHODS OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERSONS AND PROPERTY DURING CONSTRUCTION. SUCH RESPONSIBILITY SHALL INCLUDE BUT NOT BE LIMITED TO SAFETY PRECAUTIONS AND PROGRAMS FOR CHANGE DUE TO CONDITIONS ENCOUNTERED DURING CONSTRUCTION. ANY REVIEW OF CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH CONSTRUCTION MADE BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF THE SOLE RESPONSIBILITY FOR THE PERFORMANCE OF THE WORK. NEITHER THE PERFORMANCE OF ANY SUCH REVIEW NOR THE FAILURE TO PERFORM SUCH REVIEW SHALL BE GROUNDS FOR ANY CLAIM OR ACTION AGAINST THE ENGINEER FOR ANY FAILURE OF THE CONTRACTOR TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ANY REVIEW OF CONSTRUCTION MADE BY THE ENGINEER SHALL NOT RELIEVE CONTRACTOR OF THE SOLE RESPONSIBILITY FOR THE PERFORMANCE OF THE WORK. CONSTRUCTION REVIEW TO BE PERFORMED BY THE ENGINEER SHALL NOT INCLUDE INSPECTION OF THE ABOVE ITEMS.

DESIGN DATA:

1. CODE: 2016 CALIFORNIA BUILDING CODE.
2. WIND DESIGN DATA (FOR FREESTANDING WALLS, FENCES AND RAILINGS):
   DESIGN METHOD: ASCE 7-10 CHAPTER 29 DIRECTIONAL PROCEDURE
   BASIC WIND SPEED (3-SEC GUST): 110 mph
   RISK CATEGORY: II
   WIND EXPOSURE: C
   Kd: 0.85 Kzt:1.0
3. EARTHQUAKE DESIGN DATA:
   SITE CLASS "D"
   SDS = 1.001g SD1 = 0.622g
   2/3 PGAM = 0.646g

FOUNDATIONS:

1. THE FOUNDATION DESIGN IS BASED ON RECOMMENDATIONS IN THE GEOTECHNICAL REPORTS BY BYER GEOTECHNICAL INC WITH THE 10/26/2017 REVISIONS.
2. RETAINING WALL FOOTINGS FOOTINGS MUST BE PLACED ON COMPACTED FILL A MINIMUM OF 5 FEET THICK. THE COMPACTION SHALL CONFORM TO THE RECOMMENDATIONS WHEN THE GENERAL EARTHWORK AND GRADING SPECIFICATIONS OR THE GEOTECHNICAL REPORT RECOMMENDATIONS FOR PREPARATION AND FOUNDATION CONSTRUCTION, COPIES OF THE REPORT ARE AVAILABLE FROM THE ARCHITECT/ENGINEER.
3. FOUNDATION EXCAVATIONS SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ANY REINFORCING STEEL OR CONCRETE.
4. FOUNDATION TYPE: CONVENTIONAL SPREAD FOUNDATIONS

   DESIGN VALUES:

CONTINUOUS FOOTINGS	NET ALLOWABLE BEARING PRESSURE*
MIN 18" BELOW GRADE	2000 PSF

   *BEARING PRESSURES MAY BE INCREASED BY ⅓ FOR LOAD COMBINATIONS THAT INCLUDE WIND OR SEISMIC.

   EARTH PRESSURE

   43 PSF FOR FLAT SLOPES

   LATERAL RESISTANCE

   PASSIVE PRESSURE: 250 PCF
   COEFFICIENT OF FRICTION = 0.4
   WHEN COMBINING PASSIVE AND FRICTION FOR LATERAL RESISTANCE, THE PASSIVE COMPONENT IS REDUCED 1/3.
5. DEPTH OF FOOTINGS SHOWN ON THE DRAWINGS ARE MINIMUM, AND THE BOTTOM OF FOOTING SHALL BE LOWERED AS REQUIRED AT THE DIRECTION OF THE GEOTECHNICAL ENGINEER TO REMOVE SOFT OR LOOSE MATERIALS.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL EXCAVATION PROCEDURES, INCLUDING LOGGING, SHORING AND PROTECTION OF ADJACENT PROPERTY, STRUCTURES, STREETS AND UTILITIES IN ACCORDANCE WITH THE LOCAL BUILDING DEPARTMENT.
7. BACKFILL AT WALLS SHALL NOT BE PLACED UNTIL A MINIMUM OF 7 DAYS AFTER THE COMPLETION OF THE WALLS.
8. DURING GRADING AND BACKFILLING, HEAVY EQUIPMENT SHALL NOT OPERATE WITHIN 5 FEET OF THE WALL OR WITHIN A LATERAL DISTANCE EQUAL TO THE WALL HEIGHT, WITHIN THIS DISTANCE, HAND-OPERATED EQUIPMENT SHOULD BE USED TO COMPACT THE SOIL.

CONCRETE AND REINFORCING STEEL:

1.

CONCRETE	28-DAY STRENGTH	Max. Agg. SIZE	Max. W/C RATIO	AIR CONTENT
FOOTINGS/WALLS	2500 PSI	1 1/2"	0.45	1 ½% ± 1 ½%

   CEMENTITIOUS MATERIAL PER ASTM C150, TYPE II.

   CONCRETE SHALL BE HARD ROCK AGGREGATE, REGULAR-WEIGHT CONCRETE, 145 PCF, UNLESS OTHERWISE NOTED.
2. INSERTS: ALL ITEMS TO BE CAST IN CONCRETE, SUCH AS REINFORCING DOWELS, BOLTS, ANCHORS, PIPES, SLEEVES, ETC., SHALL BE POSITIONED IN THE FORMS BEFORE PLACING THE CONCRETE.
3. CONSTRUCTION JOINTS: PROVIDE AS DETAILED ON DRAWINGS. EXPOSE CLEAN COARSE AGGREGATE SOLIDLY EMBEDDED IN MORTAR MATRIX BY SANDBLASTING, BUSHHAMMER, OR OTHER APPROVED METHOD. LOCATION OF CONSTRUCTION JOINTS SHALL BE APPROVED BY THE STRUCTURAL ENGINEER.
4. REINFORCING STEEL: ASTM A615 GRADE 60.
   ASTM A706 WHERE WELDED.
5. ALL REINFORCEMENT SHALL BE CONTINUOUS. STAGGER SPLICES WHERE POSSIBLE. LAP LENGTHS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED.
   #4: 24"
   #5: 28"
   #6: 34"
   #8: 45"
6. MINIMUM CLEAR CONCRETE COVER FOR REINFORCEMENT, UNLESS OTHERWISE NOTED:

CAST AGAINST EARTH:	3 INCHES
CAST IN FORMS AND EXPOSED TO EARTH OR WEATHER:	
#6 BAR AND LARGER	2 INCHES
#5 BAR AND SMALLER	1 ½ INCHES
NOT EXPOSED TO EARTH OR WEATHER:	
SLABS, WALLS AND JOISTS:	
#11 BAR AND SMALLER	¾ INCH
#14 BAR AND LARGER	1 ½ INCHES

   CLEARANCES ARE TO CLOSEST REINFORCEMENT.

MASONRY:

1. CONCRETE MASONRY UNITS: CONFORM TO ASTM C90, HOLLOW, LOAD-BEARING, MEDIUM WEIGHT, MANUFACTURED FROM AGGREGATES CONFORMING TO ASTM C331.
2. ULTIMATE COMPRESSIVE STRENGTH, F'M, SHALL BE 2000 PSI.
3. MORTAR: CONFORM TO ASTM C270 TYPE "S".
4. GROUT: CONFORM TO ASTM C476 AND DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI AT 28 DAYS. SIKA GROUT AID SHALL BE USED AS AN ADMIXTURE. PROVIDE 6 LBS. OF GROUT AID PER CUBIC YARD OF GROUT.
5. MASONRY SHALL BE PLACED TO MAINTAIN THE VERTICAL CONTINUITY OF THE CELLS TO BE FILLED. THE VERTICAL ALIGNMENT SHALL BE SUFFICIENT TO MAINTAIN CLEAR, UNOBSTRUCTED VERTICAL FLUES MEASURING NOT LESS THAN 3.5 INCHES BY 4 INCHES IN 8 INCH BRICK AND BLOCK UNITS.
6. NO PLUMBING PIPE SHALL BE EMBEDDED OR CASED IN BLOCK PARTITIONS OR WALLS EXCEPT AS DETAILED ON THE DRAWINGS.
7. BOND BEAM VERTICAL SPACING NOT TO EXCEED 4 FEET.
8. HORIZONTAL JOINTS TO BE TOOLED CONCAVE OR WEATHERED.
9. ALL REINFORCEMENT SHALL BE CONTINUOUS. STAGGER SPLICES WHERE POSSIBLE. LAP LENGTHS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED.
   #4: 26"
   #5: 34"
   #6: 64"

STRUCTURAL INSPECTION AND TESTING:

1. SPECIAL INSPECTION AND TESTING ARE REQUIRED IN SECTIONS 1704 AND 1705 OF THE CBC. THE STATEMENT OF SPECIAL INSPECTIONS SUBMITTED WITH THE PERMIT APPLICATION INDICATES THE SPECIFIC INSPECTIONS AND TESTS THAT ARE REQUIRED AS WELL AS THE PERSONS OR FIRMS RESPONSIBLE FOR THIS WORK.
2. ALL TESTS AND INSPECTIONS SHALL BE PERFORMED BY A CERTIFIED SPECIAL INSPECTOR FROM AN INDEPENDENT TESTING AGENCY WHO IS EMPLOYED BY THE OWNER (OR AGENT OF THE OWNER) AND NOT THE CONTRACTOR.
   A. THE SPECIAL INSPECTOR SHALL OBSERVE THE WORK ASSIGNED FOR CONFORMANCE WITH THE APPROVED DESIGN DRAWINGS AND SPECIFICATIONS.
   B. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT, THE ENGINEER AND OTHER DESIGNATED PERSONS. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION, AND IF UNCORRECTED, TO THE PROPER DESIGN AUTHORITY AND TO THE BUILDING OFFICIAL.
   C. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE, IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS AND APPLICABLE STANDARDS OF QUALITY AND WORKMANSHIP OF THE CBC.
3. THE CONTRACTOR SHALL HOLD A PRE-CONSTRUCTION MEETING INVOLVING THE ARCHITECT, THE ENGINEER, AND THE SPECIAL INSPECTOR TO DISCUSS THE SPECIFIC REQUIREMENTS OF THIS PROJECT.
4. GEOTECHNICAL OBSERVATIONS AND/OR TESTING SHOULD BE PERFORMED BY THE GEOTECHNICAL ENGINEER AT THE FOLLOWING STAGES:
   - DURING ROUGH GRADING (REMOVAL BOTTOMS, FILL PLACEMENT, ETC.)
   - DURING RETAINING WALL BACKFILL AND COMPACTION
   - DURING PRECISE GRADING
   - AFTER WALL FOOTING EXCAVATION AND PRIOR TO PLACEMENT OF STEEL REINFORCEMENT AND/OR CONCRETE
   - WHEN ANY UNUSUAL SOIL CONDITIONS ARE ENCOUNTERED DURING ANY CONSTRUCTION OPERATION SUBSEQUENT TO ISSUANCE OF THIS REPORT
   - SUBDRAIN AND ROCK PLACEMENT BEHIND RETAINING WALL

STATEMENT OF SPECIAL INSPECTIONS:

1. THE FOLLOWING TESTS AND INSPECTIONS ARE REQUIRED FOR THIS PROJECT. THE TESTS AND INSPECTIONS INDICATED HERE ARE THE RESPONSIBILITIES OF THE OWNER'S SPECIAL INSPECTOR, AS REQUIRED BY SECTION 1704 OF THE CBC.

EARTHWORK (PERFORMED BY A GEOTECHNICAL ENGINEER):

1. PROVIDE PERIODIC INSPECTION DURING EXCAVATION, GRADING, AND FILL OPERATIONS.
   A. OBSERVE HEIGHT OF LISTS, MOISTURE CONTROL, AND COMPACTION.
   B. COMPACTION VERIFICATION TESTS ACCORDING TO ASTM D 1557. THE FREQUENCY OF TESTS SHALL BE AS DEEMED APPROPRIATE BY THE GEOTECHNICAL ENGINEER.

CAST-IN-PLACE CONCRETE:

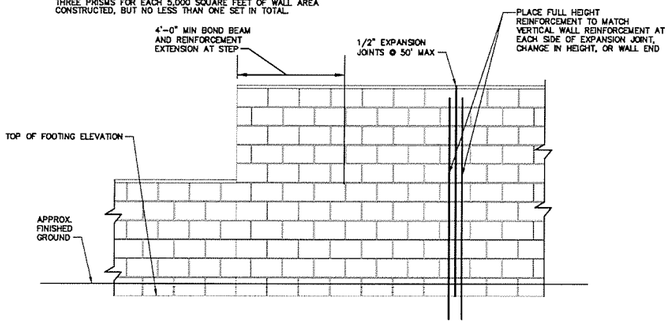
1. PROVIDE PERIODIC INSPECTION OF REINFORCING STEEL AND PLACEMENT.
2. PROVIDE PERIODIC INSPECTION OF ANCHORS CAST IN CONCRETE.
3. VERIFY THE USE OF THE REQUIRED CONCRETE DESIGN MIX.
4. AT THE TIME FRESH CONCRETE IS SAMPLED TO FABRICATE SPECIMENS FOR STRENGTH TESTS, PERFORM CONTINUOUS TESTING FOR SLUMP AND AIR CONTENT, AND DETERMINE THE TEMPERATURE OF THE CONCRETE.
5. PROVIDE PERIODIC INSPECTION OF THE MAINTENANCE OF THE SPECIFIED CURING TEMPERATURE AND TECHNIQUES.
6. PROVIDE PERIODIC INSPECTION OF THE FORMWORK FOR SHAPE, LOCATION, AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED.

CONCRETE UNIT MASONRY:

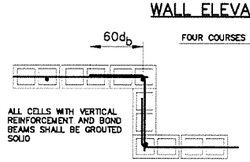
1. PROVIDE PERIODIC VERIFICATION OF COMPLIANCE WITH THE APPROVED SUBMITTALS.
2. AS MASONRY CONSTRUCTION BEGINS, PROVIDE PERIODIC INSPECTION OF:
   A. PROPORTIONS OF SITE-PREPARED MORTAR.
   B. CONSTRUCTION OF MORTAR JOINTS.
   C. LOCATION OF REINFORCING STEEL AND CONNECTORS.
3. PRIOR TO GROUTING, PROVIDE PERIODIC INSPECTION OF:
   A. GROUT SPACE.
   B. GRADE, TYPE, AND SIZE OF REINFORCEMENT AND ANCHOR BOLTS.
   C. PLACEMENT OF REINFORCEMENT AND CONNECTORS.
   D. PROPORTIONS OF SITE-PREPARED GROUT.
   E. CONSTRUCTION OF MORTAR JOINTS.
4. DURING CONSTRUCTION, PROVIDE:
   A. PERIODIC INSPECTION OF THE SIZE AND LOCATION OF STRUCTURAL ELEMENTS.
   B. PERIODIC INSPECTION OF THE TYPE, SIZE, AND LOCATION OF ANCHORS, INCLUDING OTHER DETAILS OF ANCHORAGE OF MASONRY TO STRUCTURAL MEMBERS, FRAMES OR OTHER CONSTRUCTION.
   C. CONTINUOUS INSPECTION OF THE WELDING OF REINFORCEMENT.
   D. PERIODIC INSPECTION OF THE PREPARATION, CONSTRUCTION, AND PROTECTION OF MASONRY DURING COLD WEATHER (TEMPERATURE BELOW 40 DEGREES F) OR HOT WEATHER (TEMPERATURE ABOVE 90 DEGREES F).
   E. CONTINUOUS INSPECTION OF THE PLACEMENT OF GROUT.
5. PROVIDE PERIODIC OBSERVATION OF THE PREPARATION OF GROUP SPECIMENS, MORTAR SPECIMENS, AND PRISMS.
   A. TEST AND EVALUATE GROUT IN ACCORDANCE WITH ASTM C1019 PROCEDURES. PROVIDE ONE SET OF TESTS FOR EACH SET OF PRISM TESTS.
   B. TEST AND EVALUATE MORTAR IN ACCORDANCE WITH ASTM C780. PROVIDE ONE SET OF TESTS FOR EACH SET OF PRISM TESTS.
   C. TEST AND EVALUATE MASONRY PRISMS FOR COMPRESSIVE STRENGTH IN ACCORDANCE WITH ASTM C1314. PROVIDE ONE SET OF THREE PRISMS FOR EACH 5,000 SQUARE FEET OF WALL AREA CONSTRUCTED, BUT NO LESS THAN ONE SET IN TOTAL.

STRUCTURAL OBSERVATION:

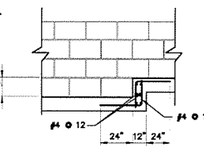
STRUCTURAL OBSERVATION BY THE DESIGN PROFESSIONAL MAY BE PERFORMED BUT IS NOT REQUIRED BY CBC 1704.6.



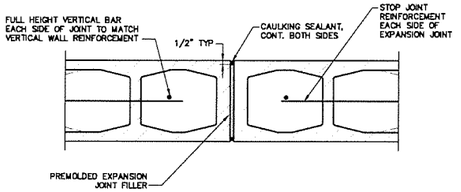
WALL ELEVATION



CORNER DETAIL



FOOTING STEP



EXPANSION JOINT DETAIL

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RETAINING WALL NOTES

10/26/2017
06/13/2018
10/08/2019

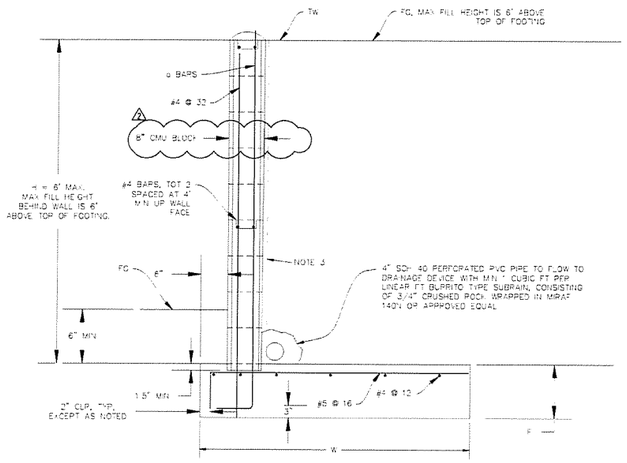
C2.5.3

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Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

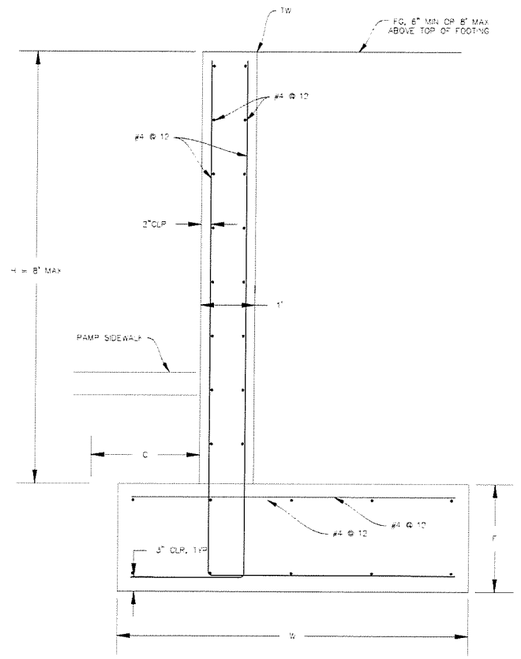
NOTES:

1. PLACE 4" PERFORATED PIPE IN PERMEABLE MATERIAL FOR DRAINAGE. CONNECT PIPE TO DRAINAGE INLET.
2. FOOTING TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
3. APPLY WATER PROOFING TO WALL FILL HEIGHT. USE MIRADRI 860/861 FOLLOW MANUFACTURERS RECOMMENDATIONS.
4. ALL FOOTINGS TO BE FOUNDED ON MINIMUM 6" DEEP COMPACTED BACKFILL.



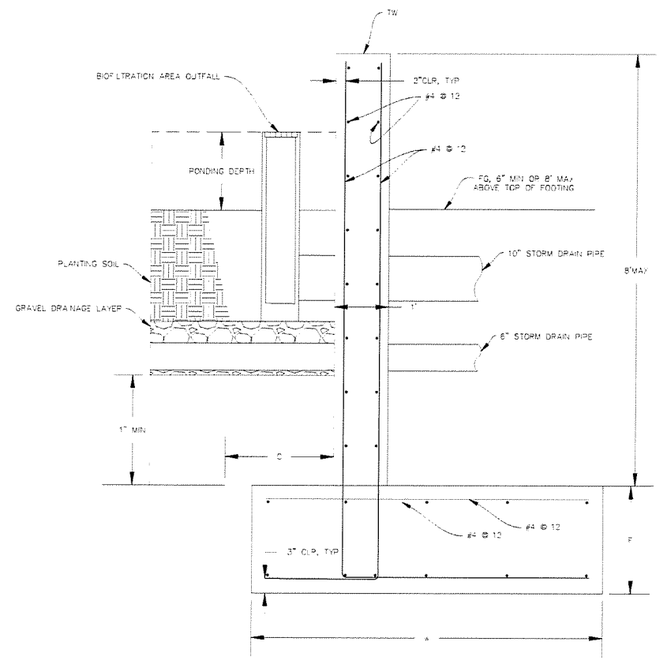
CMU WALL TYPICAL SECTION
H = 6' AND LESS
SCALE: 1" = 1'-0"

TABLE OF DIMENSIONS AND REINFORCING DATA FOR CMU WALL			
HEIGHT	H ≤ 2'	2' < H ≤ 4'	4' < H ≤ 6'
W	2'-0"	4'-0"	6'-0"
F	1'-0"	1'-0"	1'-0"
C	0'-8"	0'-8"	0'-8"
# bars	#5 @ 16	#5 @ 16	#5 @ 8



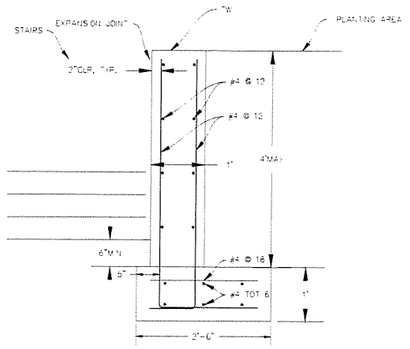
REINFORCED CONCRETE PEDESTRIAN RAMP WALL
H = 8' AND LESS
SCALE: 1" = 1'-0"

TABLE OF DIMENSIONS AND REINFORCING DATA FOR TYPICAL SECTION				
HEIGHT	H ≤ 2'	2' < H ≤ 4'	4' < H ≤ 6'	4' < H ≤ 8'
W	1'-6"	2'-6"	4'-6"	5'-6"
F	1'-0"	1'-0"	1'-0"	1'-0"
C	0'-3"	0'-3"	0'-6"	1'-6"

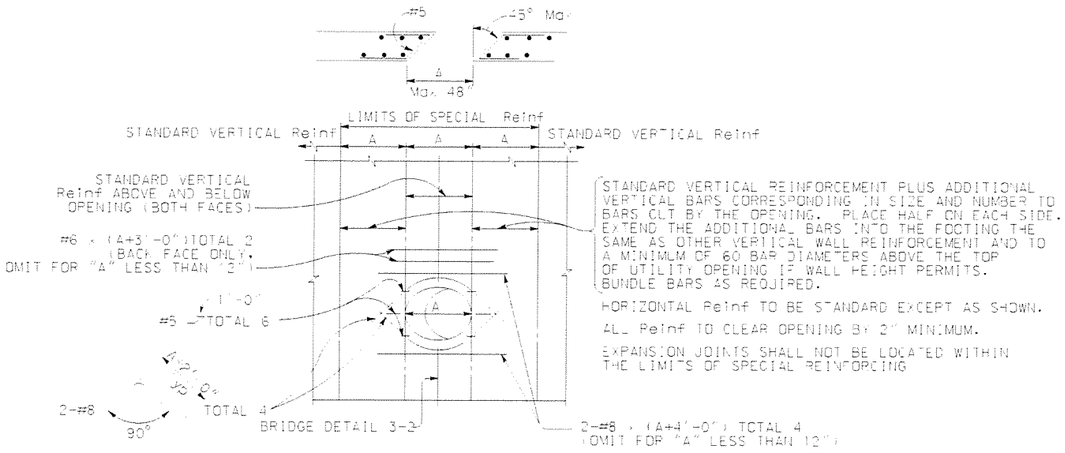


BIOFILTRATION CONCRETE RETAINING WALL
H = 8' AND LESS
SCALE: 1" = 1'-0"

TABLE OF DIMENSIONS AND REINFORCING DATA FOR REINFORCED CONCRETE WALLS				
HEIGHT	H ≤ 2'	2' < H ≤ 4'	4' < H ≤ 6'	4' < H ≤ 8'
W	1'-6"	2'-6"	4'-6"	5'-6"
F	1'-0"	1'-0"	1'-0"	1'-0"
C	0'-3"	0'-3"	0'-6"	1'-6"



REINFORCED CONCRETE STAIRS WALL
H = 4' AND LESS
SCALE: 1" = 1'-0"



RETAINING WALL UTILITY OPENING

Max size of opening "A" = 48"
To be used in conjunction with sheet

N

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MALIBU, CA 90265

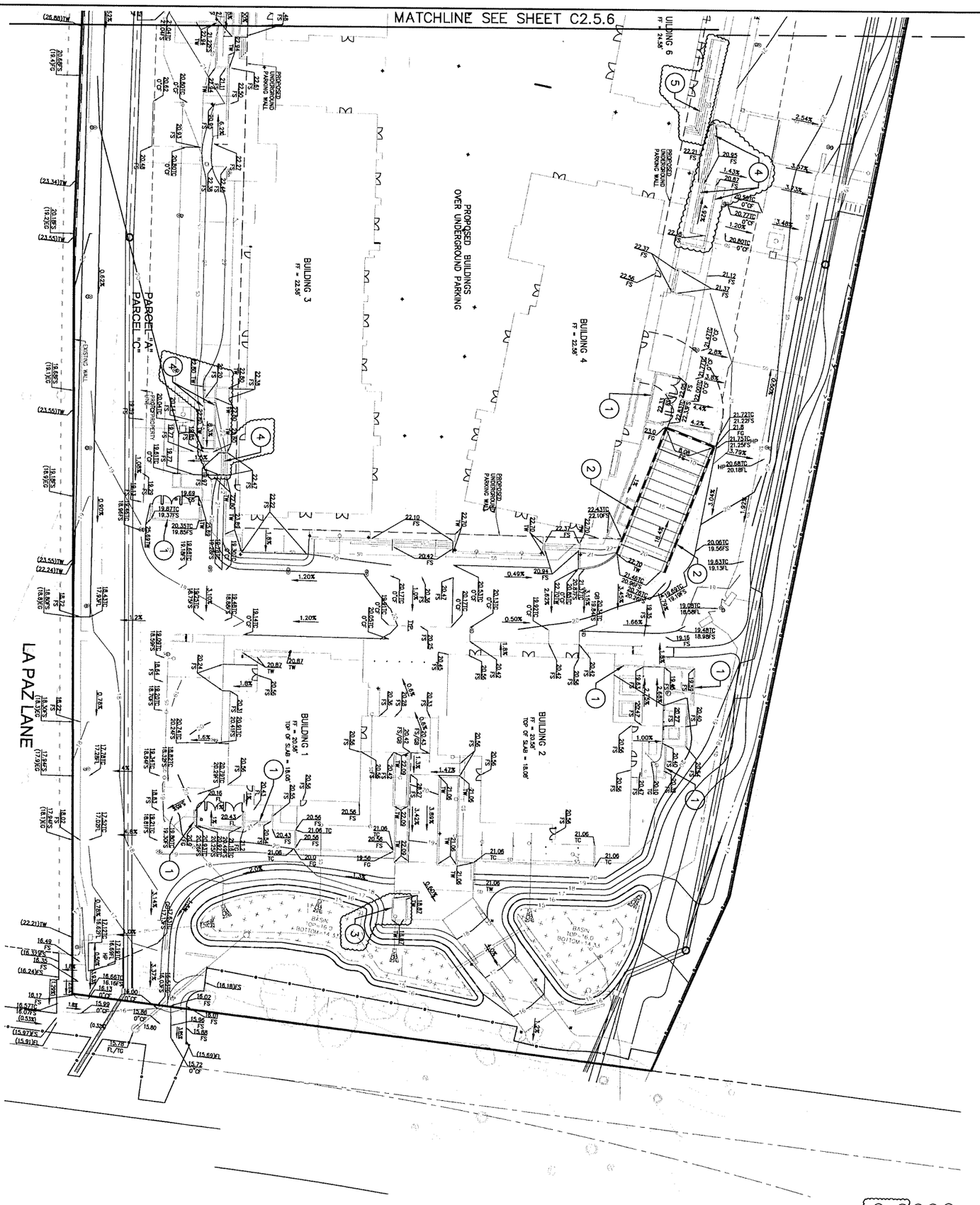
RETAINING WALL DETAILS

05/07/2019
04/17/2019
03/08/2019

C2.5.4

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Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



CONSTRUCTION NOTES:

1. WALL PER (KPFF) STRUCTURAL PLANS.
2. RETAINING WALL PER (KPFF) STRUCTURAL PLANS.
3. RETAINING WALL PER DETAILS ON SHEETS C2.5.3–C2.5.4
4. STAIRS/RAMP AND RAMP RETAINING WALLS PER DETAILS ON SHEETS C2.5.3–C2.5.4
5. STAIRS/RAMP AND RAMP RETAINING WALLS PER KPFF STRUCTURAL PLANS.

GRAPHIC SCALE 1"=20'

C2.5.5

RETAINING WALL SITE PLAN

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CONSTRUCTION NOTES:

1. WALL PER KPFF STRUCTURAL PLANS.
2. RETAINING WALL PER KPFF STRUCTURAL PLANS.
3. RETAINING WALL PER DETAILS ON SHEETS C2.5.3–C2.5.4
4. STAIRS/RAMP AND RAMP RETAINING WALLS PER DETAILS ON SHEETS C2.5.3–C2.5.4
5. STAIRS/RAMP AND RAMP RETAINING WALLS PER KPFF STRUCTURAL PLANS.

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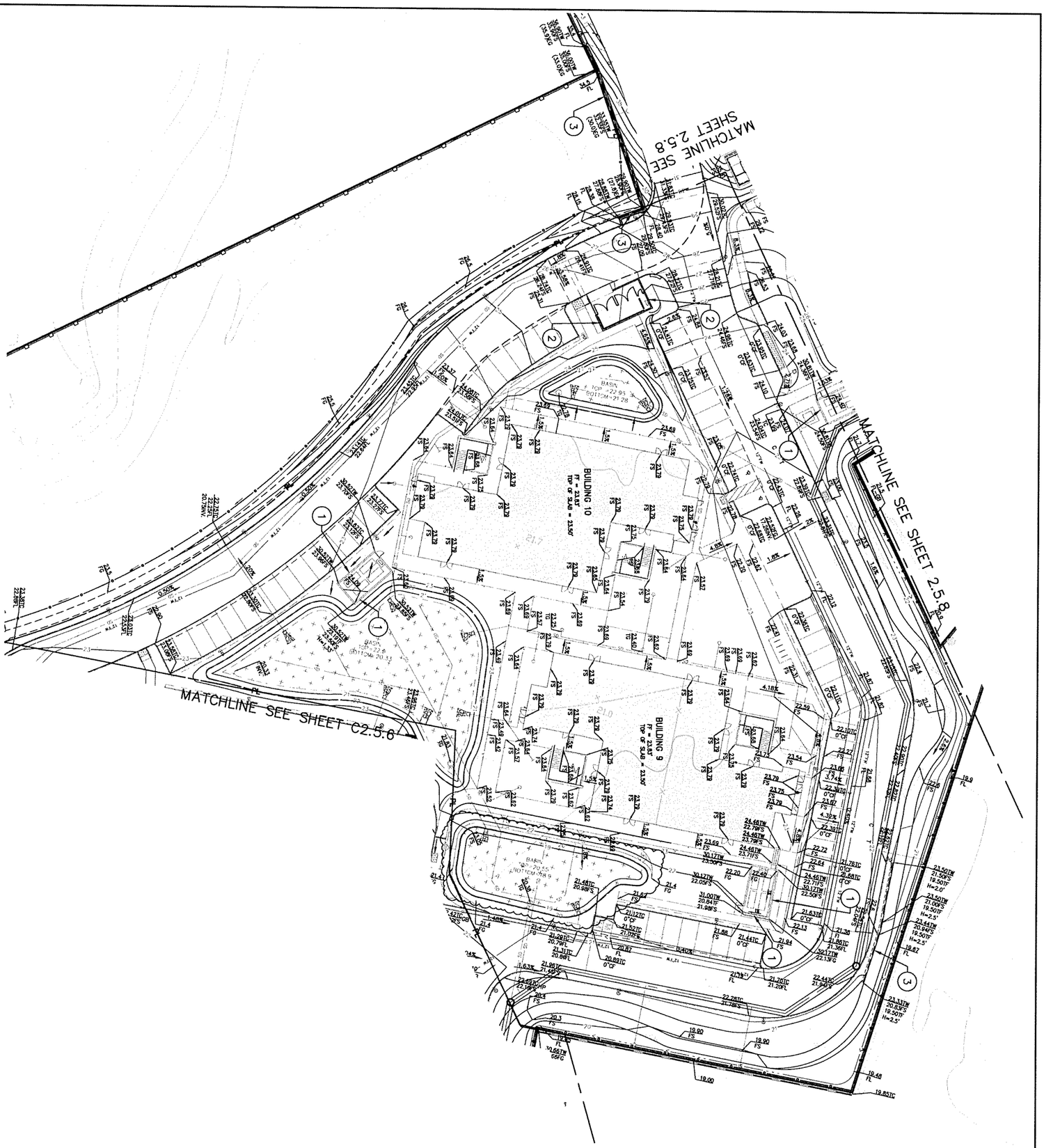
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RETAINING WALL SITE PLAN

C2.5.6

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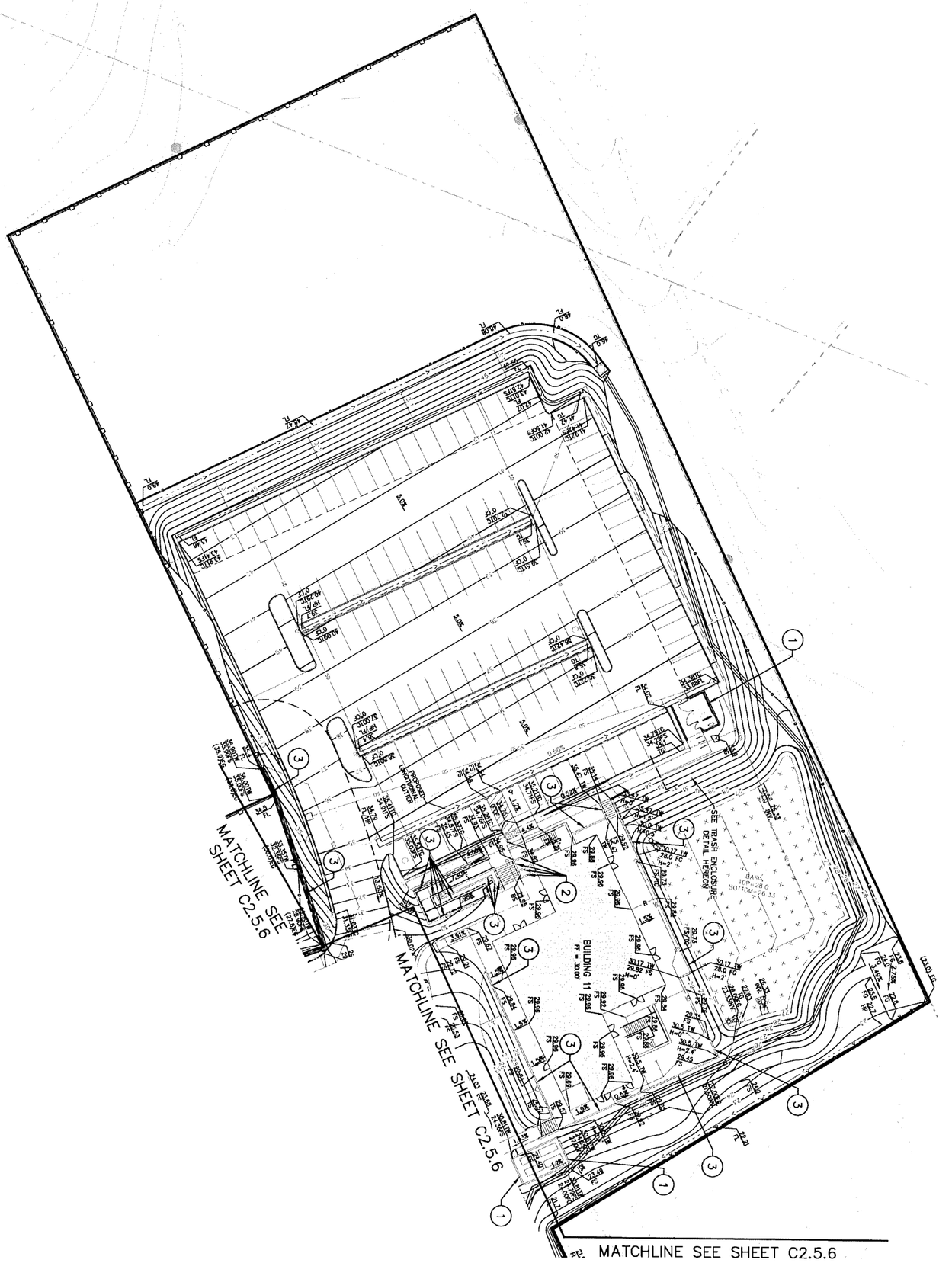
CONSTRUCTION NOTES:

1. WALL PER (XFFT) STRUCTURAL PLANS.
2. RETAINING WALL PER (XFFT) STRUCTURAL PLANS.
3. RETAINING WALL PER DETAILS ON SHEETS C2.5.3–C2.5.4
4. STAIRS/RAMP AND RAMP RETAINING WALLS PER DETAILS ON SHEETS C2.5.3–C2.5.4
5. STAIRS/RAMP AND RAMP RETAINING WALLS PER XFFT STRUCTURAL PLANS.

GRAPHIC SCALE 1"=20'

C2.5.7			RETAINING WALL SITE PLAN	LA PAZ RANCH 23465 CIVIC CENTER WAY MALIBU, CA 90265	PSOMAS 555 South Flower Street, Suite 4400 Los Angeles, CA 90071 (213) 223-1400 (213) 223-1444 fax www.psomas.com

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CONSTRUCTION NOTES:

1. WALL PER (KPFF) STRUCTURAL PLANS.
2. RETAINING WALL PER (KPFF) STRUCTURAL PLANS.
3. RETAINING WALL PER DETAILS ON SHEETS C2.5.3-C2.5.4
4. STAIRS/RAMP AND RAMP RETAINING WALLS PER DETAILS ON SHEETS C2.5.3-C2.5.4
5. STAIRS/RAMP AND RAMP RETAINING WALLS PER KPFF STRUCTURAL PLANS.

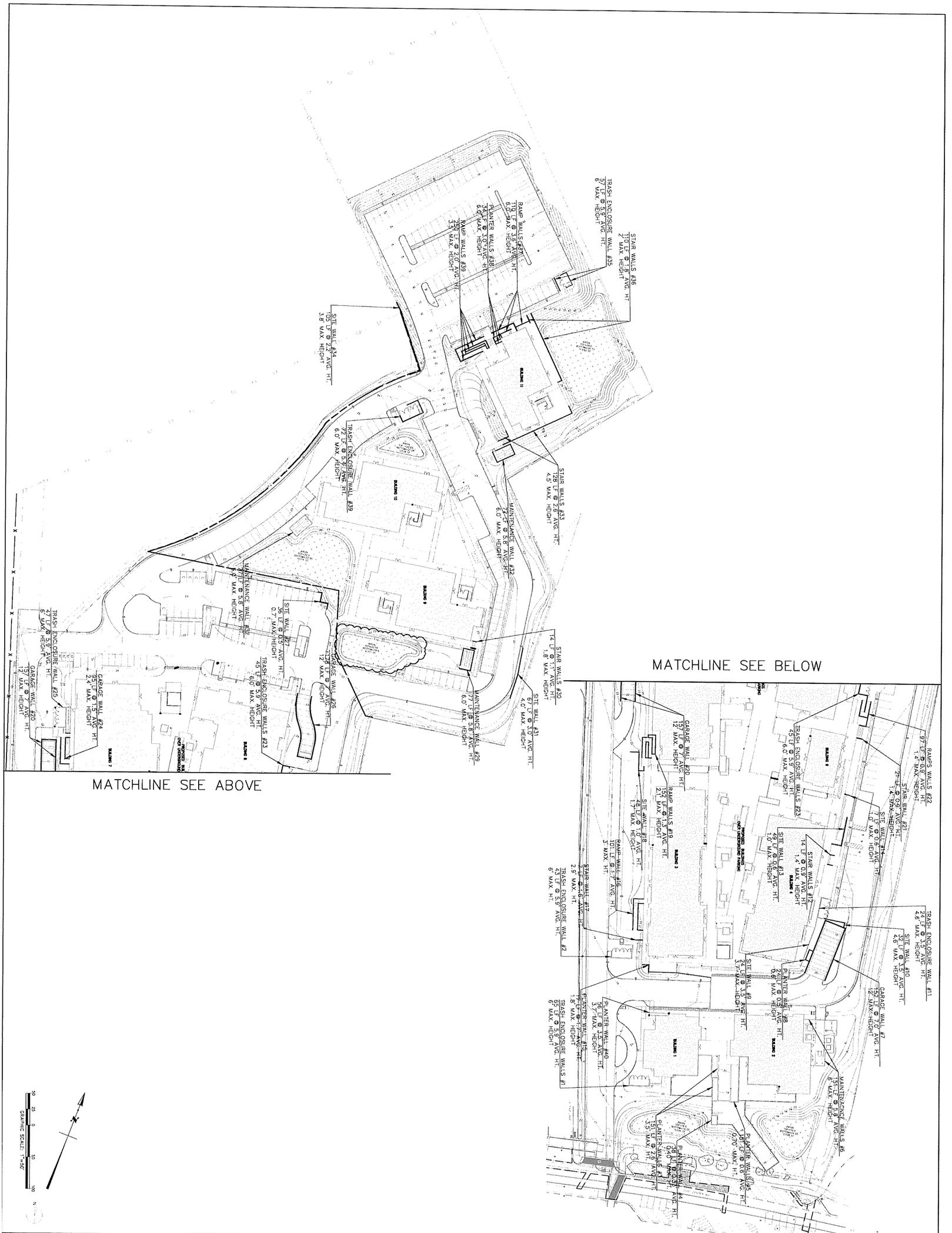
C2.5.8

RETAINING WALL SITE PLAN

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23465 CIVIC CENTER WAY
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C2.5.9

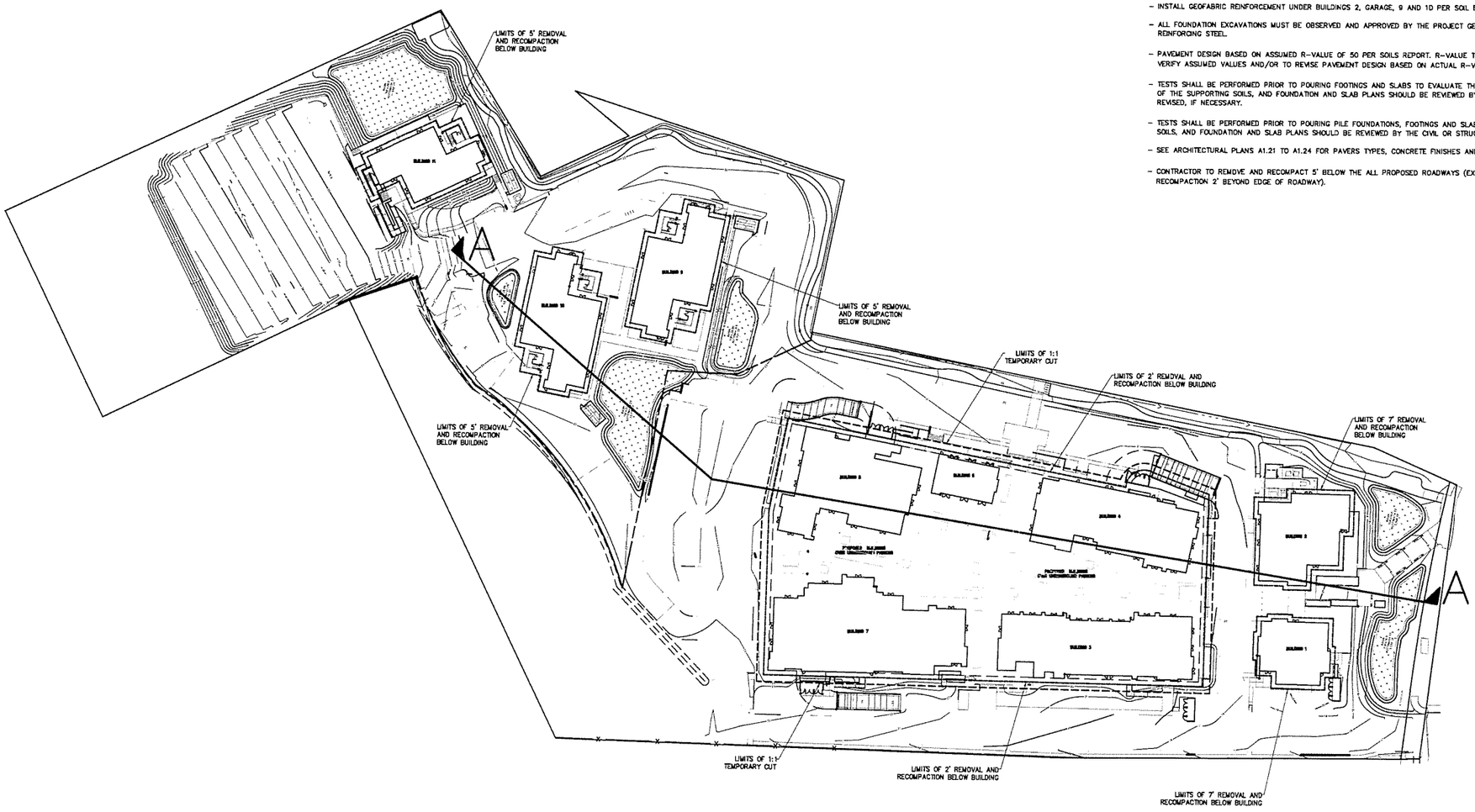
KEY MAP

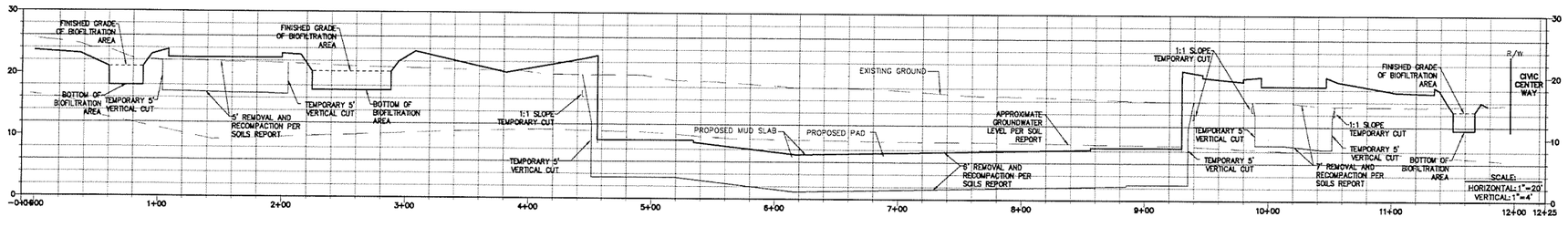
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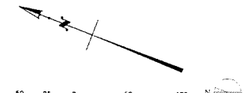
NOTES:

- INSTALL GEOFABRIC REINFORCEMENT UNDER BUILDINGS 2, GARAGE, 9 AND 10 PER SOIL ENGINEER RECOMMENDATIONS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
- PAVEMENT DESIGN BASED ON ASSUMED R-VALUE OF 50 PER SOILS REPORT. R-VALUE TESTS SHOULD BE PERFORMED DURING GRADING TO VERIFY ASSUMED VALUES AND/OR TO REVISE PAVEMENT DESIGN BASED ON ACTUAL R-VALUES AND TRAFFIC INDICES.
- TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE WEIGHTED PLASTICITY AND THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- TESTS SHALL BE PERFORMED PRIOR TO POURING PILE FOUNDATIONS, FOOTINGS AND SLABS TO EVALUATE CORROSIVITY OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.
- SEE ARCHITECTURAL PLANS A1.21 TO A1.24 FOR PAVERS TYPES, CONCRETE FINISHES AND JOINT SPACING.
- CONTRACTOR TO REMOVE AND RECOMPACT 5' BELOW THE ALL PROPOSED ROADWAYS (EXTEND LIMITS OF ROADWAY REMOVAL AND RECOMPACTION 2' BEYOND EDGE OF ROADWAY).





EXCAVATION SECTION A–A



Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

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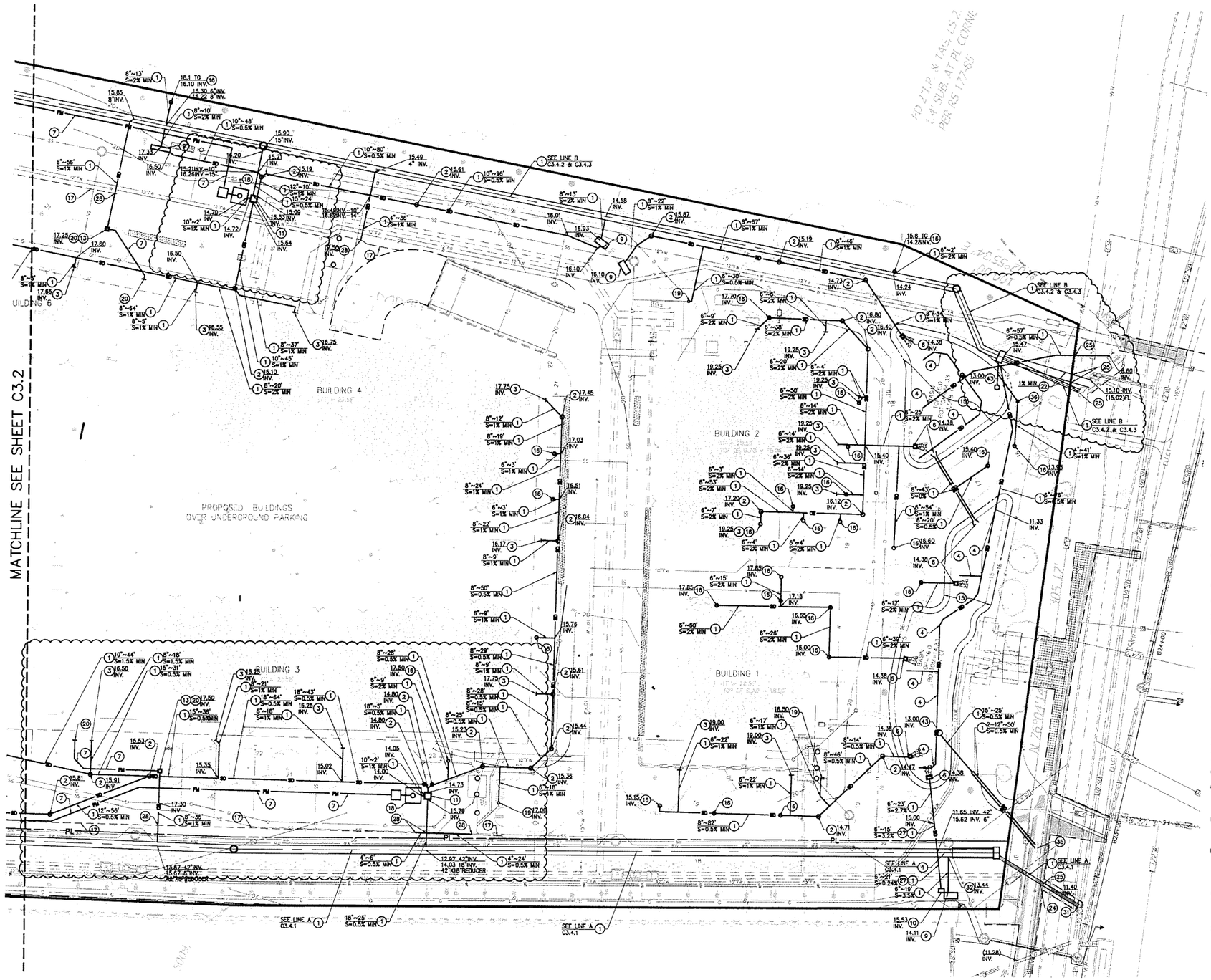
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23465 CIVIC CENTER WAY
MALIBU, CA 90265

EXCAVATION PLAN

09/22/2017
04/12/2018
02/06/2019

C2.6

subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



STORM DRAIN CONSTRUCTION NOTES:

1. INSTALL HDPE STORM DRAIN PIPE. SIZE, LENGTH AND SLOPE PER PLAN.
2. INSTALL STORM DRAIN CLEANOUT PER DETAIL 1 ON SHEET C3.5. SIZE TO MATCH ADJACENT PIPE.
3. STORM DRAIN POINT OF CONNECTION. INSTALL CLEANOUT PER DETAIL 2 ON SHEET C3.5. SEE PLUMBING PLANS FOR CONTINUATION.
4. INSTALL 6" PERFORATED PVC STORM DRAIN PIPE.
5. CONSTRUCT BIOFILTRATION AREA PER DETAIL 2 ON C2.5
6. INSTALL 3'X4' GRAVEL SPLASH PAD/RIP RAP PER DETAIL 13 ON C3.5.
7. FORCE MAIN SHOWN FOR LOCATION ONLY. SEE PLUMBING PLANS.
8. CONSTRUCT OVERFLOW STRUCTURE, BROOKS PRODUCTS 24"X24" CATCH BASIN PER DETAIL 11 ON C3.6 OR APPROVED EQUIVALENT.
9. CONSTRUCT SIDE OPENING CATCH BASIN PER SPPWC STD. PLAN 300-3.
10. CONSTRUCT CURBSIDE GRATING BASIN PER SPPWC STD. PLAN 303-3.
11. INSTALL 36"x36" BROOKS PRODUCTS CATCH BASIN PER DETAIL 12 ON C3.6 OR APPROVED EQUIVALENT.
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14. CONSTRUCT 48"X66" ENERGY DISSIPATER IMPACT BASIN PER APWA STD PLAN 384-3.
15. CONSTRUCT BIOFILTRATION AREA PER DETAIL 1 ON SHEET C2.5.
16. INSTALL AREA DRAIN PER DETAIL 3 ON C2.5. SIZE TO MATCH ADJACENT PIPE.
17. PROPOSED SUBDRAIN PER DETAIL 7 ON SHEET C3.5.
18. SUMP PIT PER PLUMBING PLANS.
19. INSTALL FOX DRAIN PER DETAIL 5 ON C3.5.
20. POINT OF CONNECTION TO FORCE MAIN. SEE PLUMBING PLANS.
21. CONSTRUCT 77.5"X36" GRATED CATCH BASIN WITH TRAFFIC RATED AND HEEL PROOF GRATE PER SPPWC STD PLAN 305-3.
22. CONSTRUCT 4' WIDE PARKWAY DRAIN SPPWC STD PLAN 151-2.
23. INSTALL PIPE ANCHORS PER SPPWC STD PLAN 221-2.
24. REALIGN WATER LINE WHERE IT CONFLICTS WITH PROPOSED STORM DRAIN.
25. REALIGN EXISTING VERIZON LINES WHERE IT CONFLICT WITH PROPOSED STORM DRAIN.
26. INSTALL REINFORCED CONCRETE PIPE. SIZE, LENGTH, AND SLOPE PER PLAN.
27. ENCASE IN CONCRETE.
28. CONNECT SUBDRAIN TO STORM DRAIN PER DETAIL 6 ON SHEET C3.5..
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30. CAP PIPE END.
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36. INSTALL BACKWATER VALVE.
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38. INSTALL STORM DRAIN MANHOLE PER SPPWC STANDARD DRAWING 320-2.
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41. INSTALL CSP FLARE INLET PER SPPWC 351-2.
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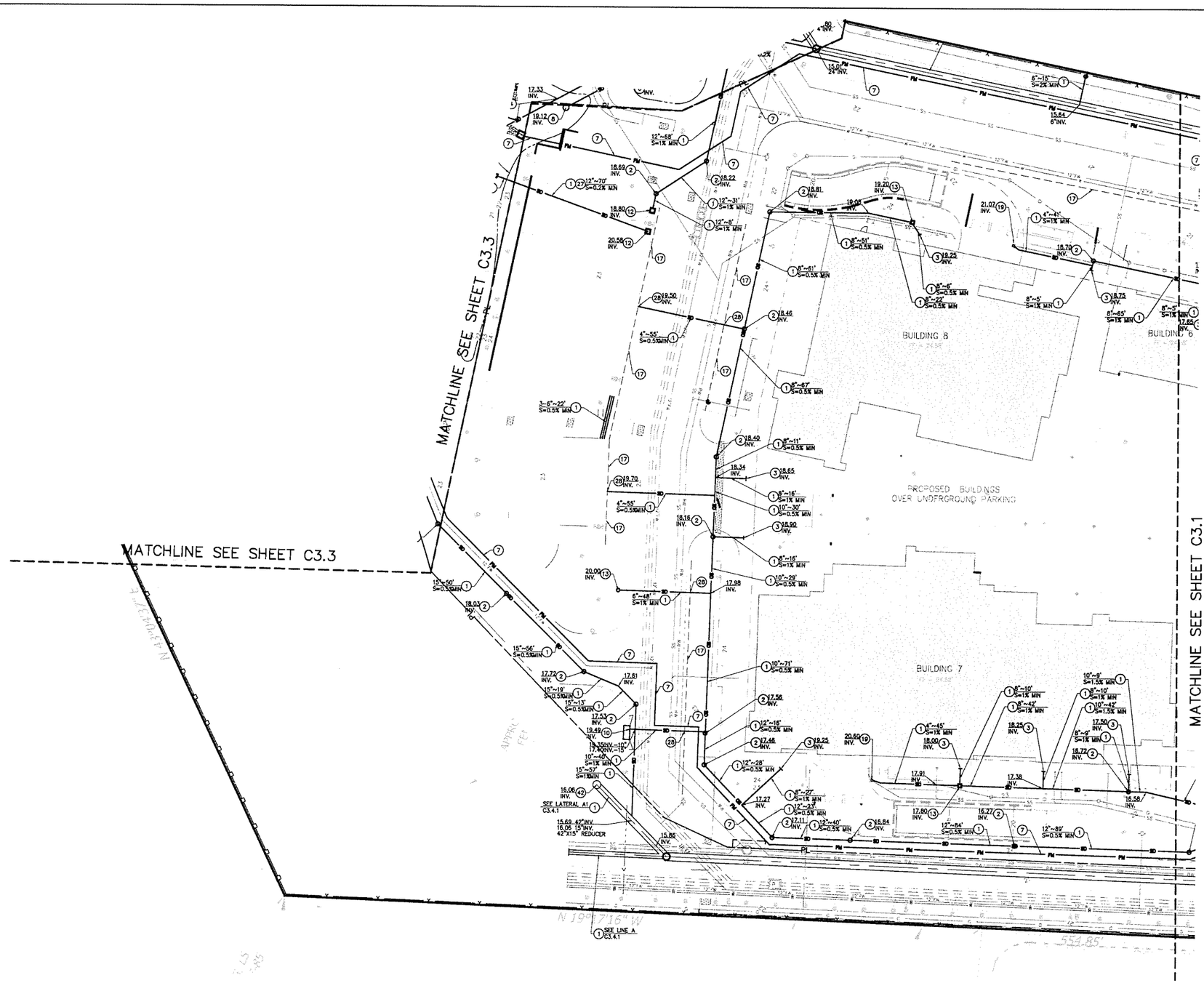
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STORM DRAIN PLAN

04/13/2017
04/11/2019
07/04/2019

C3.1



STORM DRAIN CONSTRUCTION NOTES:

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5. CONSTRUCT BIOFILTRATION AREA PER DETAIL 2 ON C2.5
6. INSTALL 3'X4' GRAVEL SPLASH PAD/RIP RAP PER DETAIL 13 ON C3.5.
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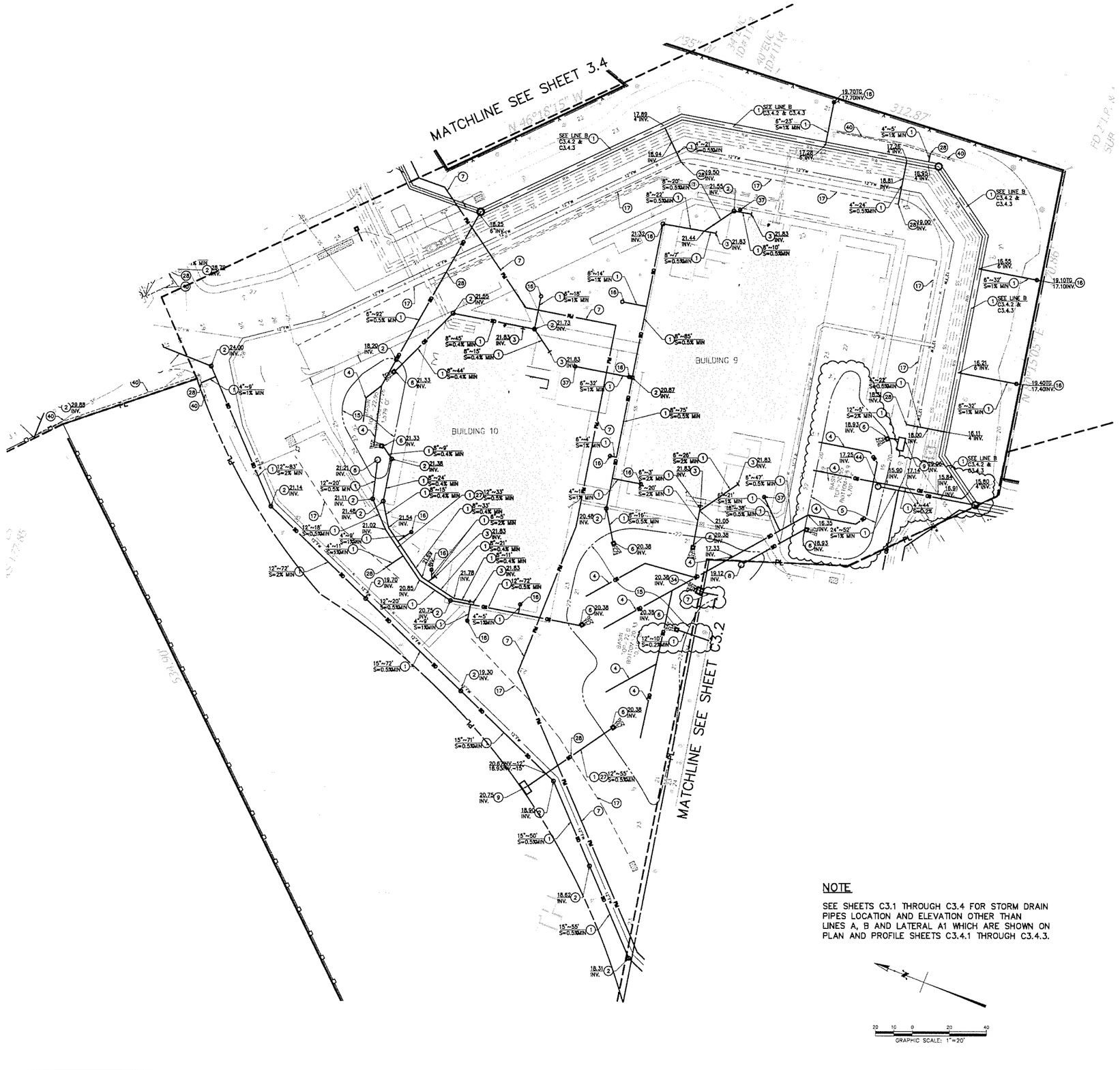
STORM DRAIN PLAN

09/22/2017
04/11/2018
07/30/2019

C3.2

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Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



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GRAPHIC SCALE: 1"=20'

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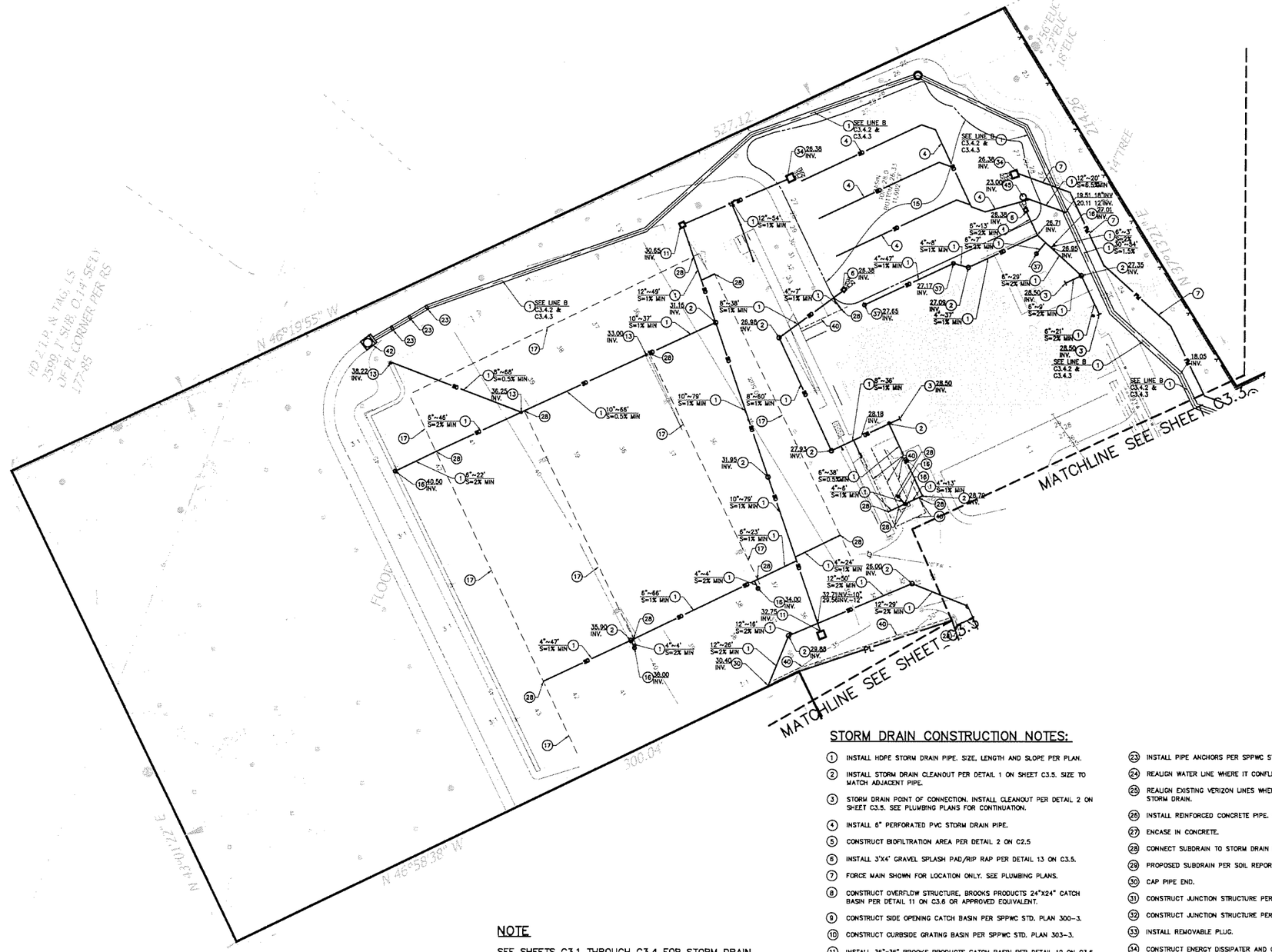
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STORM DRAIN PLAN

09/23/2021
04/11/2018
02/06/2019

C3.3

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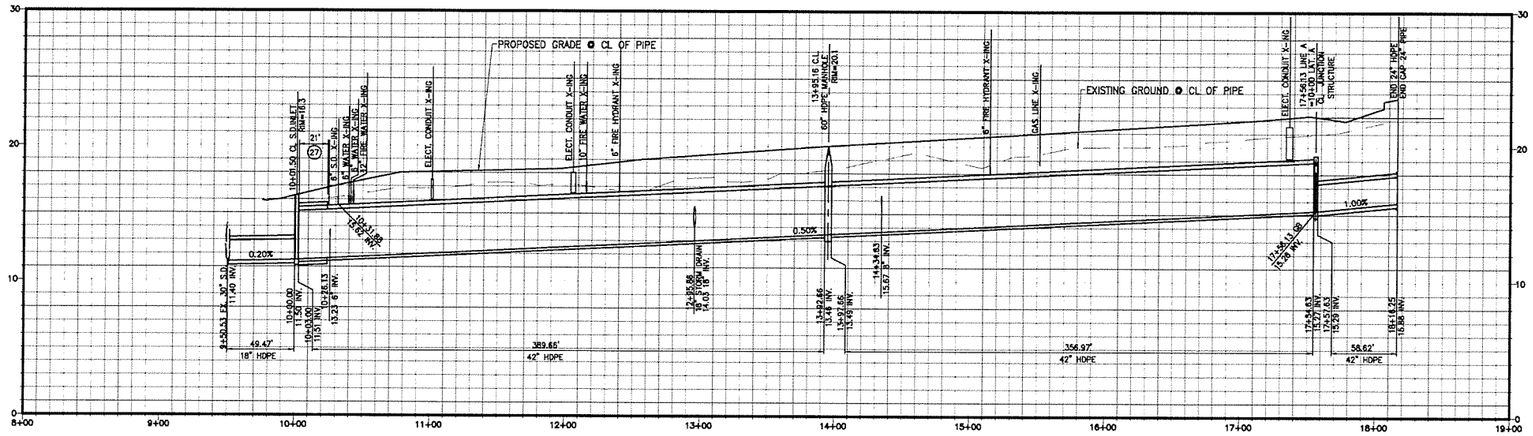
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STORM DRAIN PLAN

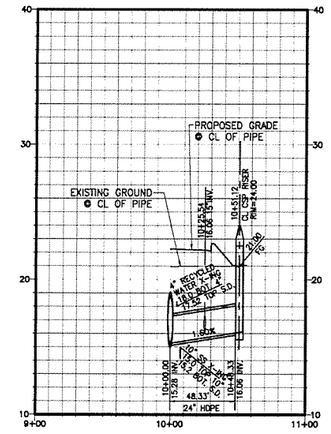
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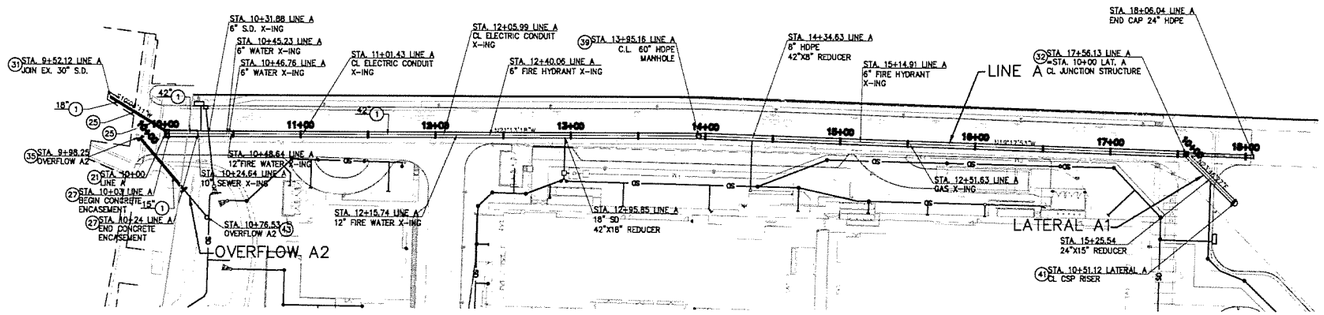
PROFILE VIEW FOR LINE A

SCALE: HORIZONTAL: 1"=40' VERTICAL:1"=4'



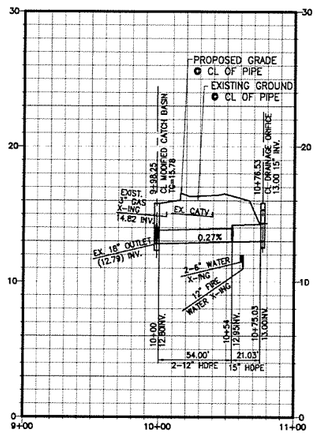
PROFILE VIEW FOR LATERAL A1

SCALE: HORIZONTAL: 1"=40' VERTICAL:1"=4'



PLAN VIEW FOR LINE A AND LATERAL A1

SCALE: 1"=40'



PROFILE VIEW FOR OVERFLOW A2

SCALE: HORIZONTAL: 1"=40' VERTICAL:1"=4'

NOTE

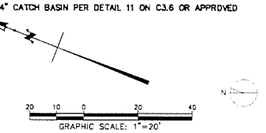
SEE SHEETS C3.1 THROUGH C3.4 FOR STORM DRAIN PIPES LOCATION AND ELEVATION OTHER THAN LINES A, B AND LATERAL A1 WHICH ARE SHOWN ON PLAN AND PROFILE SHEETS C3.4.1 THROUGH C3.4.3.

GENERAL NOTES:

1. PIPE BEDDING & TRENCHING PER DETAIL 4 ON SHEET C3.5.
2. INSTALL "NO DUMPING" STENCIL AT ALL CATCH BASIN LOCATIONS PER DETAIL 3 ON SHEET C3.5.
3. PRIOR TO INSTALLATION OF SITE UTILITIES, THE CONTRACTOR SHALL REVIEW THE LANDSCAPE IRRIGATION DRAWINGS AND SPECIFICATIONS AND COORDINATE INSTALLATION OF SLEAVING REQUIRED FOR IRRIGATION PIPING. THE CONTRACTOR SHALL ALERT THE ARCHITECT OF ANY CONFLICTS BETWEEN UTILITIES AND LANDSCAPE IRRIGATION LAYOUTS.
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STORM DRAIN CONSTRUCTION NOTES:

1. INSTALL HDPE STORM DRAIN PIPE. SIZE, LENGTH AND SLOPE PER PLAN.
2. INSTALL STORM DRAIN CLEANOUT PER DETAIL 1 ON SHEET C3.5. SIZE TO MATCH ADJACENT PIPE.
3. STORM DRAIN POINT OF CONNECTION. INSTALL CLEANOUT PER DETAIL 2 ON SHEET C3.5. SEE PLUMBING PLANS FOR CONTINUATION.
4. INSTALL 6" PERFORATED PVC STORM DRAIN PIPE.
5. CONSTRUCT BIOFILTRATION AREA PER DETAIL 2 ON C2.5
6. INSTALL 3'X4' GRAVEL SPLASH PAD/RIP RAP PER DETAIL 13 ON C3.5.
7. FORCE MAIN SHOWN FOR LOCATION ONLY. SEE PLUMBING PLANS.
8. CONSTRUCT OVERFLOW STRUCTURE, BROOKS PRODUCTS 24"X24" CATCH BASIN PER DETAIL 11 ON C3.6 OR APPROVED EQUIVALENT.
9. CONSTRUCT SIDE OPENING CATCH BASIN PER SPPWC STD. PLAN 300-3.
10. CONSTRUCT CURBSIDE GRATING BASIN PER SPPWC STD. PLAN 303-3.
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17. PROPOSED SUBDRAIN PER DETAIL 7 ON SHEET C3.5.
18. SUMP PIT PER PLUMBING PLANS.
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21. CONSTRUCT 77.5"X36" GRATED CATCH BASIN WITH TRAFFIC RATED AND HEEL PROOF GRATE PER SPPWC STD PLAN 305-3.
22. CONSTRUCT 4' WIDE PARKWAY DRAIN SPPWC STD PLAN 151-2.
23. INSTALL PIPE ANCHORS PER SPPWC STD PLAN 221-2.
24. REALIGN WATER LINE WHERE IT CONFLICTS WITH PROPOSED STORM DRAIN.
25. REALIGN EXISTING VERIZON LINES WHERE IT CONFLICT WITH PROPOSED STORM DRAIN.
26. INSTALL REINFORCED CONCRETE PIPE. SIZE, LENGTH, AND SLOPE PER PLAN.
27. ENCASE IN CONCRETE.
28. CONNECT SUBDRAIN TO STORM DRAIN PER DETAIL 6 ON SHEET C3.5..
29. PROPOSED SUBDRAIN PER SOIL REPORT.
30. CAP PIPE END.
31. CONSTRUCT JUNCTION STRUCTURE PER SPPWC 334-2.
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36. INSTALL BACKWATER VALVE.
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38. INSTALL STORM DRAIN MANHOLE PER SPPWC STANDARD DRAWING 320-2.
39. INSTALL HDPE STORM DRAIN MANHOLE.
40. INSTALL WALL SUBDRAIN PER DETAIL 8 ON C3.5.
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43. CONSTRUCT OVERFLOW STRUCTURE PER DETAIL 14 ON C3.5, BROOKS PRODUCTS 24"X24" CATCH BASIN PER DETAIL 11 ON C3.6 OR APPROVED



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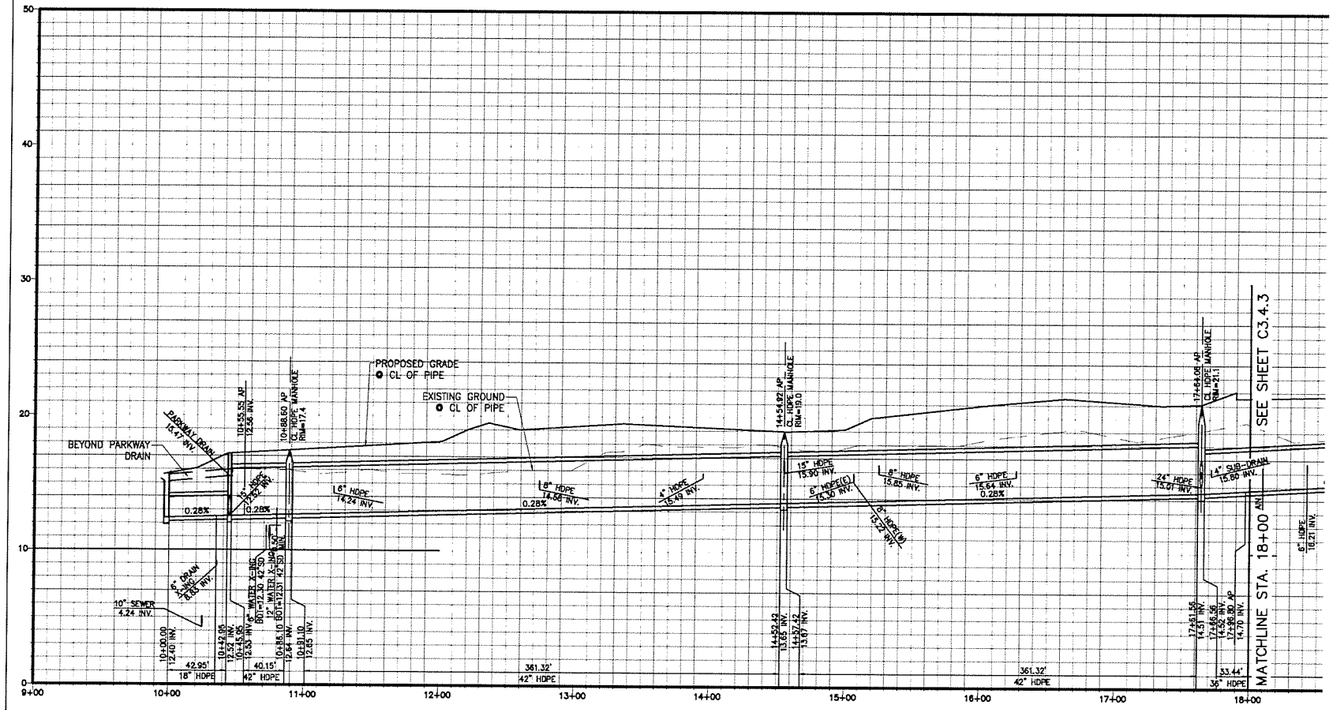
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MALIBU, CA 90265

STORM DRAIN PLAN

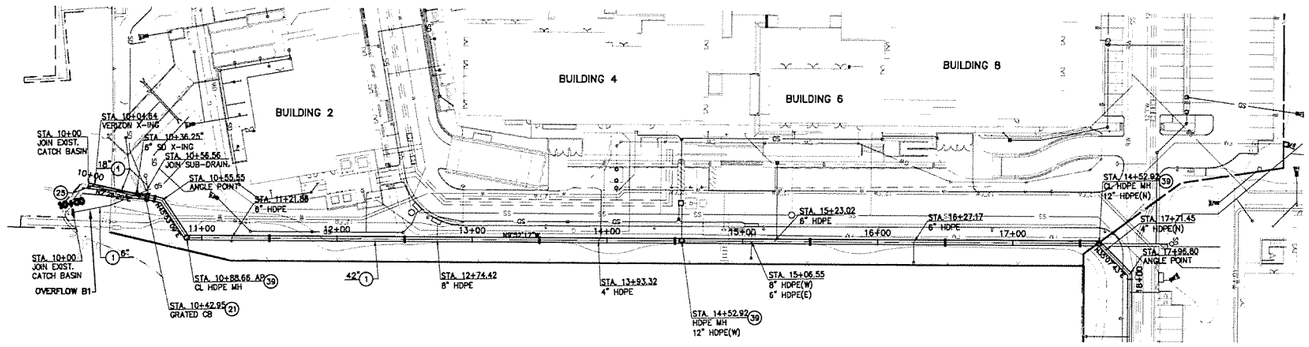
DATE
09/22/2017
04/18/2018
02/06/2019

C3.4.1

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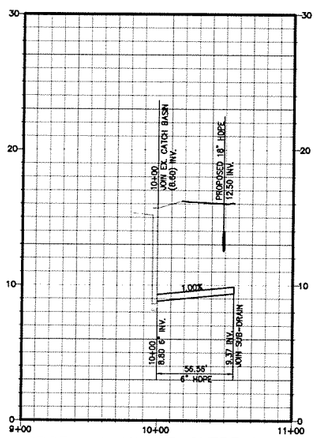


PROFILE VIEW FOR LINE B
SCALE: HORIZONTAL: 1"=40' VERTICAL:1"=4'

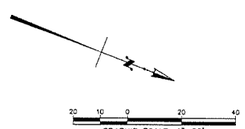


PLAN VIEW FOR LINE B
SCALE: 1"=40'

MATCHLINE STA. 18+00
SEE SHEET C3.4.3



PROFILE VIEW FOR OVERFLOW B1
SCALE: HORIZONTAL: 1"=40' VERTICAL:1"=4'



GRAPHIC SCALE: 1"=20'

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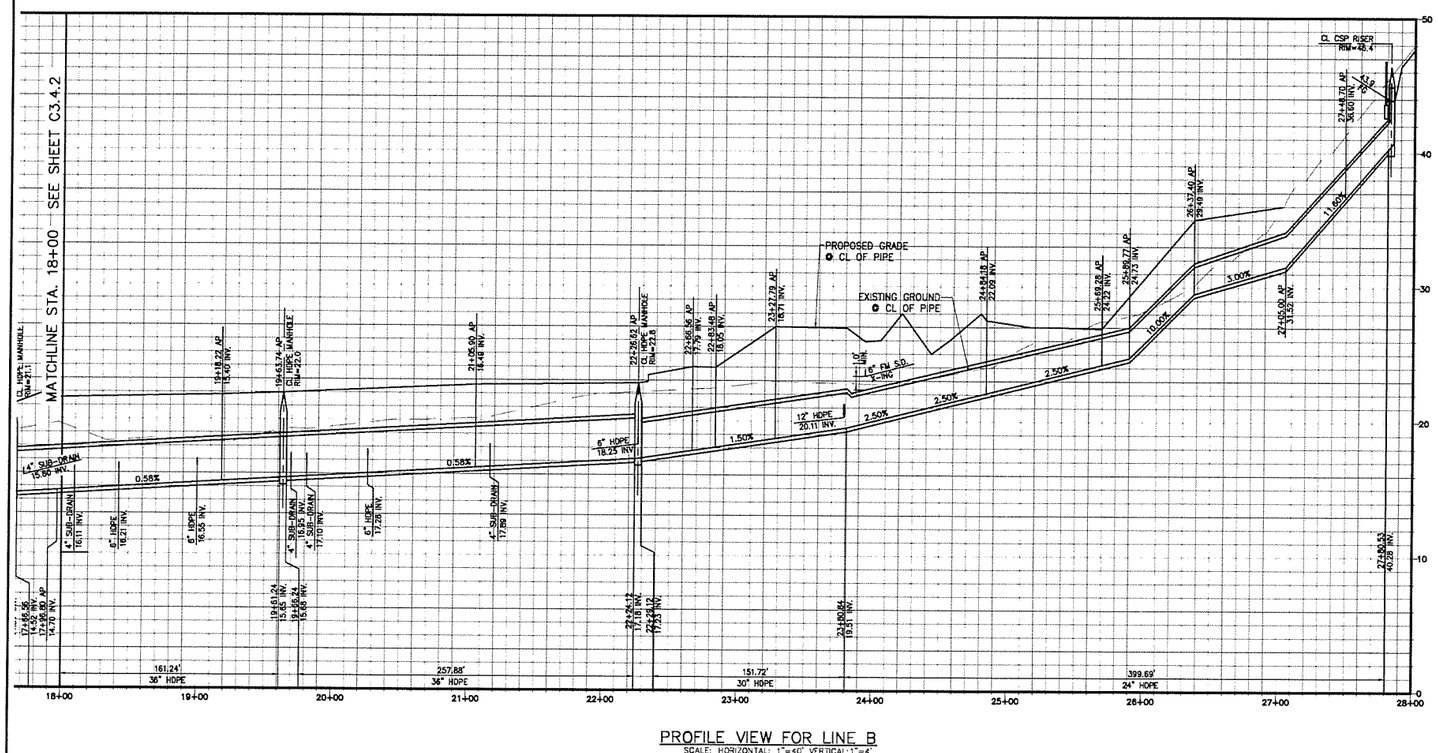
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STORM DRAIN LINE B PLAN AND PROFILE

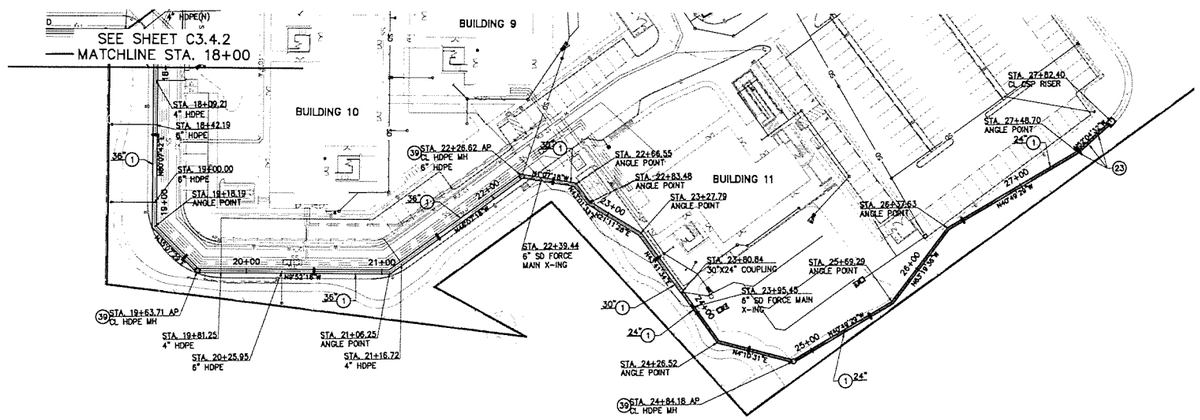
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C3.4.2

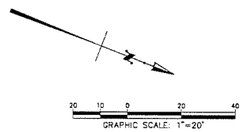
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PROFILE VIEW FOR LINE B
SCALE: HORIZONTAL: 1"=40' VERTICAL: 1"=4'



PLAN VIEW FOR LINE B
SCALE: 1"=40'



STORM DRAIN CONSTRUCTION NOTES:

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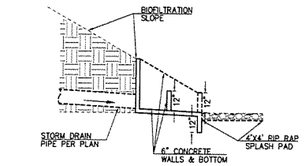
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STORM DRAIN LINE B PLAN AND PROFILE

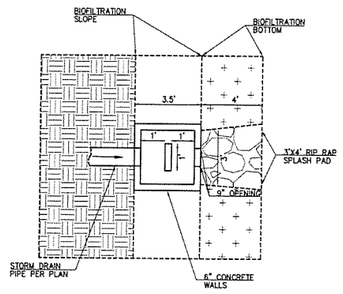
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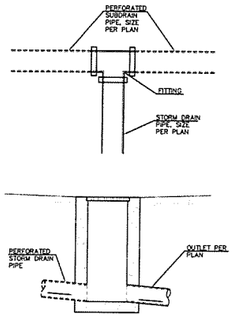


SECTION



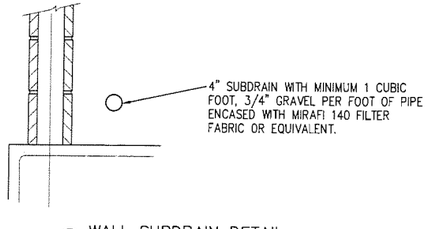
PLAN VIEW

1 ENERGY DISSIPATER DETAIL
NOT TO SCALE

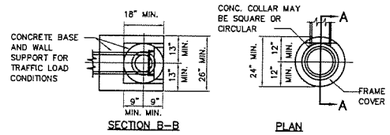


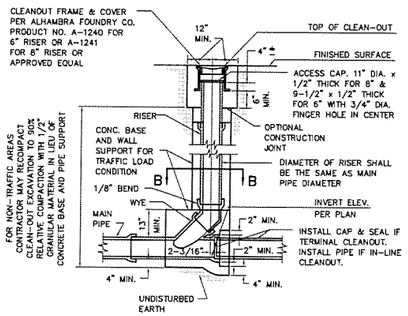
6 SUBDRAIN CONNECTION TO STORM DRAIN (PIPE OR CATCH BASIN)
NOT TO SCALE

7 SUBDRAIN DETAIL
NOT TO SCALE



8 WALL SUBDRAIN DETAIL
NOT TO SCALE



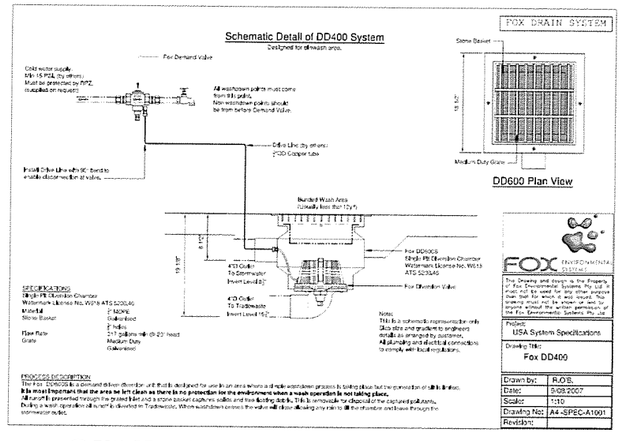


SECTION A-A

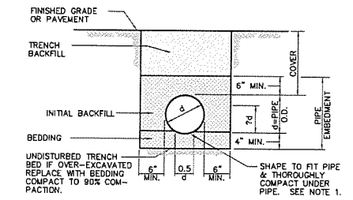
NOTES:

1. PIPE DIAMETER AND INVERT ELEVATION PER PLAN 1.
2. PIPE AND FITTINGS EXCEPT AS OTHERWISE SHOWN HEREON SHALL BE OF THE SAME MATERIAL AS THE STORM DRAIN.
3. PIPES AND FITTINGS SHALL BE PROPERLY ALIGNED AND MAINTAINED WHILE CONCRETE IS BEING PLACED AND ALLOWED TO HARDEN. JOINTS FOR PIPES AND FITTINGS SHALL BE MADE PRIOR TO PLACING CONCRETE. CONCRETE FOR BEDDING, ENCASEMENT, AND WALL SUPPORT FOR PIPES AND FITTINGS SHALL BE PLACED UNIFORMLY AROUND THE PIPE AND FITTINGS AS SHOWN HEREON TO MAINTAIN PROPER ALIGNMENT, AND SHALL BE CLASS 420-C-2000.
4. THE ACCESS FRAME, AND CAP SHALL BE CAST IRON. THE FINGER HOLES MAY BE DRILLED OUT OR MAY BE BLOCKED OUT PRIOR TO CASTING; THEY SHALL NOT BE PUNCHED OUT.
5. THE CONTRACTOR, AT HIS OPTION, MAY PLACE EITHER CIRCULAR OR SQUARE CONCRETE PIPE WALL SUPPORTS AS SHOWN HEREON.

2 CLEANOUT DETAIL
NOT TO SCALE



5 FOX DEMAND DRIVEN DIVERSION SYSTEM MODEL DD400
NOT TO SCALE

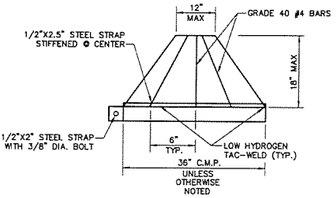


PIPE	FOR GRAVITY FLOW SAN. SEWERS AND DRAINAGE P.V.C. CONFORMING TO A.S.T.M. D-3034 MAXIMUM SDR 35, GASKETED JOINTS, 15" DIA. MAXIMUM PIPE SIZE.
BEDDING:	CLEAN SAND (SE>=30).
* INITIAL BACKFILL:	CLEAN SAND (SE>=30).
TRENCH BACKFILL:	NATIVE MATERIAL 90% COMPACTION

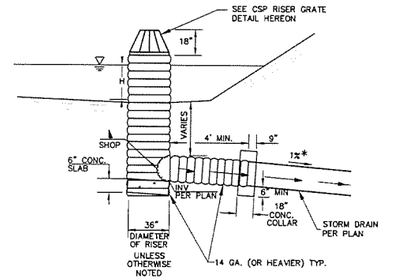
LOAD CONDITION	COVER	TYPE "B" MATERIAL
NON-TRAFFIC	1.0' MIN. TO 5.0'	CLEAN SAND (SE>=30).
NON-TRAFFIC	5.1' TO 18.0'	CLEAN SAND (SE>=30).
TRAFFIC	2.0' MIN. TO 18.0'	CLEAN SAND (SE>=30).

CLEAN SAND (SE>=30) :	SHALL CONFORM TO THE REQUIREMENTS OF SAND FOR PORTLAND CEMENT CONCRETE AS SPECIFIED IN SECTION 200-1.5.5 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. LATEST EDITION.
NATIVE MATERIAL :	UP TO CLASS IV SOILS, TYPE ML, CL. FINE GRAINED, LL < 50, MEDIUM TO NO PLASTICITY.
* NOTE	IF CLASS IV SOIL, TYPE MH OR ALL CLASS V SOILS THEN USE CLEAN COURSE SAND.
COMPACTION:	PIPE EMBEDMENT AND TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH SECTION 306-1.3 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION. WATER DENSIFIED BACKFILL SHALL NOT BE USED UNLESS APPROVED BY THE SOILS ENGINEER.
NOTE 1	EXCAVATE FOR BELLS OR HUBS SO FULL LOAD IS CARRIED BY PIPE BARREL.
NOTE 2	TYPE "B" MATERIAL SHALL BE PLACED IN A MANNER SUCH AS SLICING, SHOVEL-SPADING, OR SHOVEL RODDING TO INSURE COMPLETE FILLING OF THE "HAUNCH AREAS" BELOW THE PIPE. (JETTING OF TYPE "B" MATERIAL IS NOT REQUIRED.)

4 FLEXIBLE PIPE BEDDING & TRENCH DETAIL
NOT TO SCALE



CSP RISER GRATE ASSEMBLY
N.T.S.

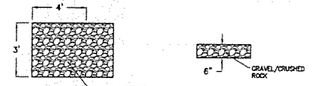


CSP RISER
N.T.S.

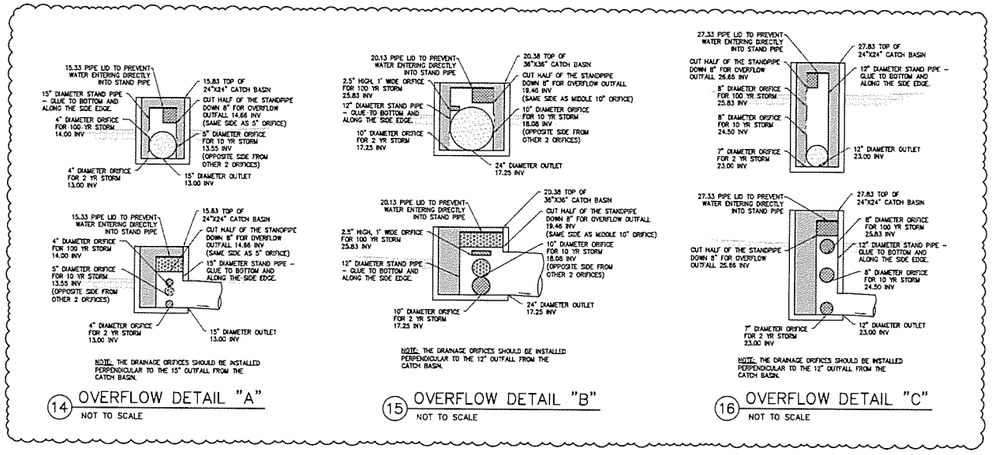
9 CSP INLET RISER DETAIL



3 NO DUMPING STENCIL DETAIL
NOT TO SCALE



13 GRAVEL SPLASH PAD DETAIL
NOT TO SCALE



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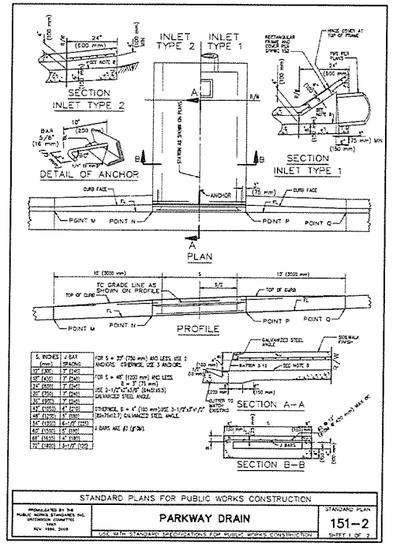
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

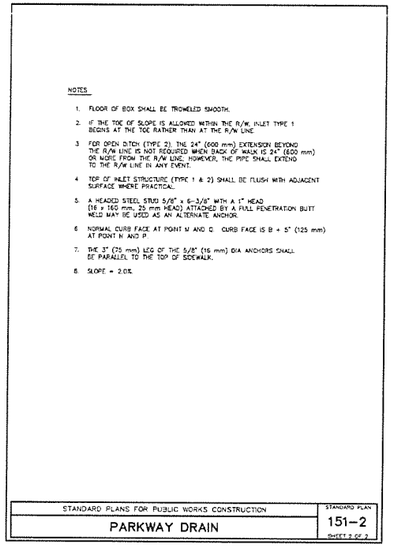
STORM DRAIN DETAILS

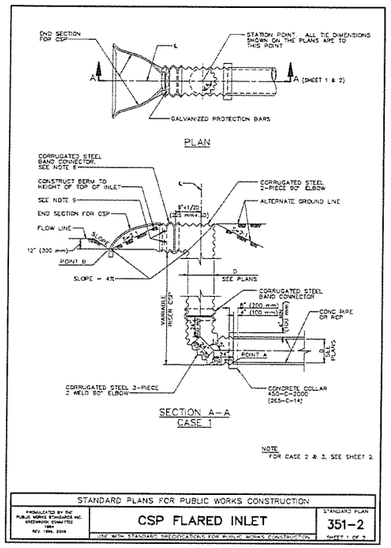
09/22/2017
06/17/2018
03/06/2019

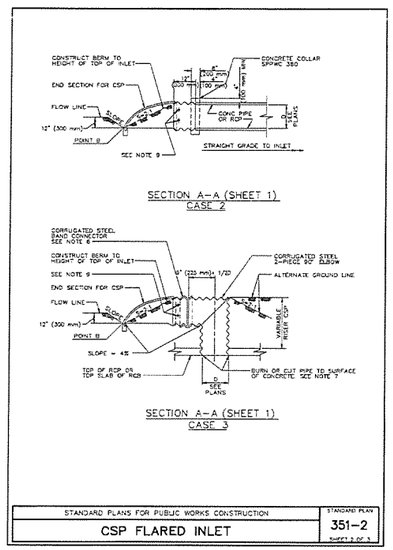
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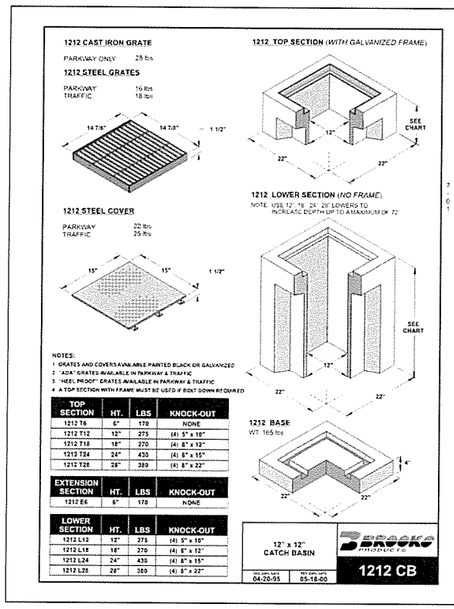
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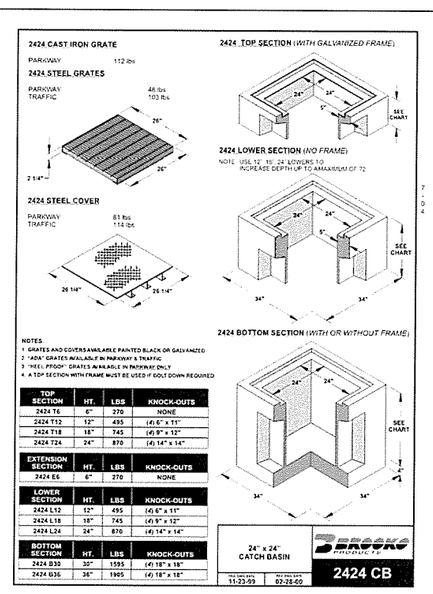




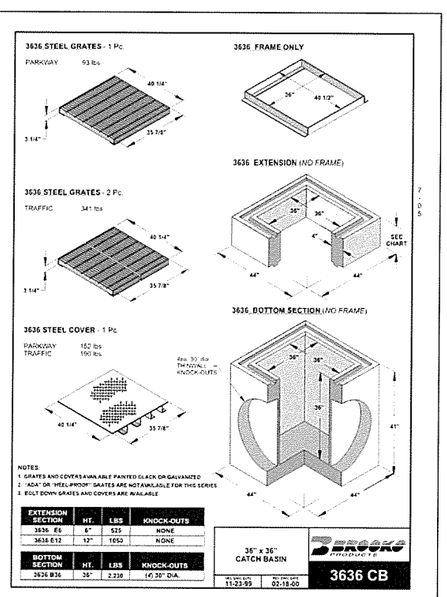




10 BROOKS 12X12 CATCH BASIN



11 BROOKS 24X24 CATCH BASIN



12 BROOKS 36X36 CATCH BASIN

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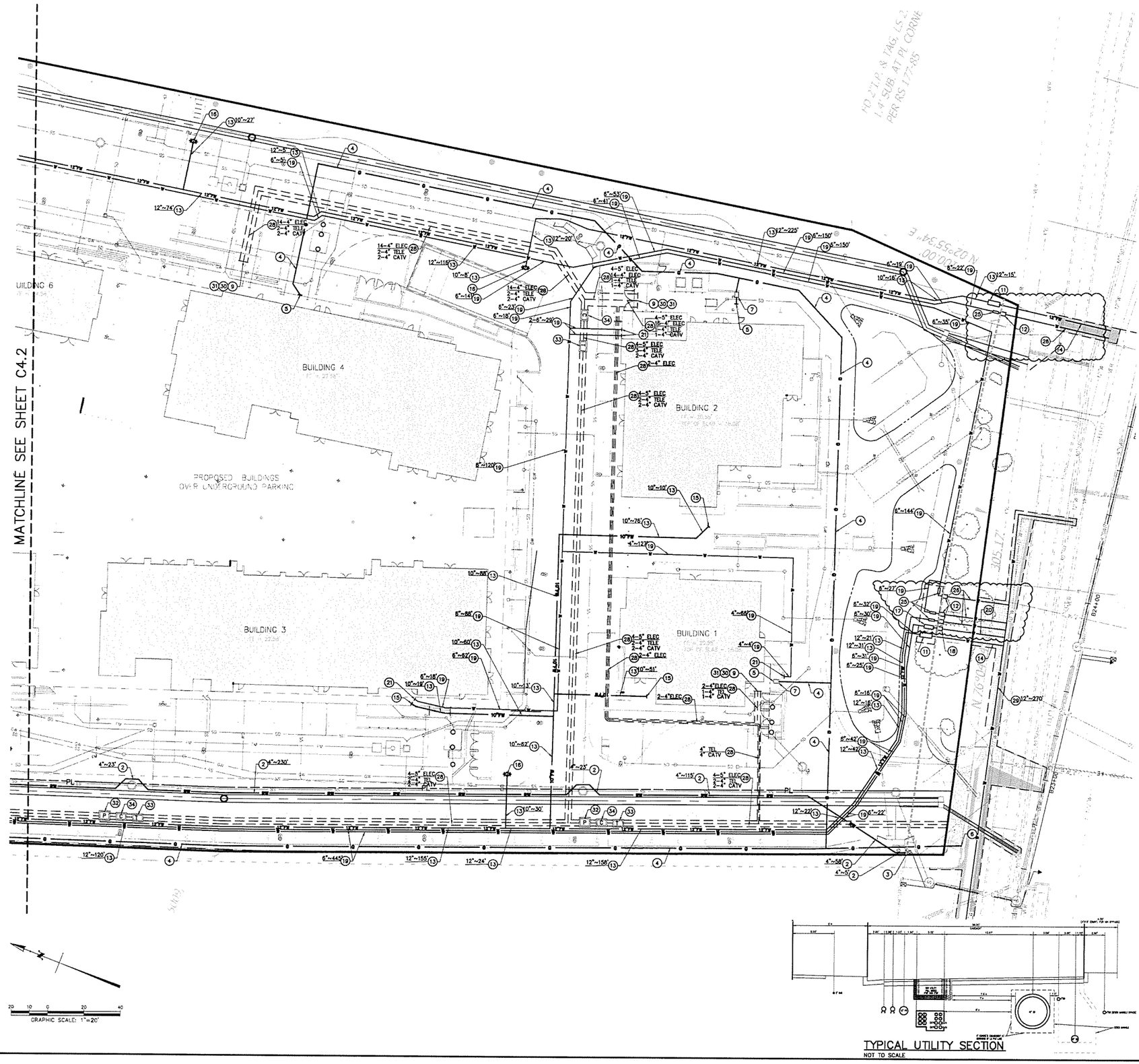
STORM DRAIN DETAILS

05/22/2017
04/07/2016
03/06/2015

C3.6

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Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 25, 2019



UTILITY CONSTRUCTION NOTES:

1. IRRIGATION POINT OF CONNECTION. SEE IRRIGATION PLANS FOR CONTINUATION.
2. INSTALL RECYCLED WATER LINE. SIZE AND LENGTH PER PLAN.
3. EXISTING RECYCLED WATER METER.
4. GAS LINE SHOWN FOR LOCATION ONLY. SEE PLUMBING PLANS.
5. GAS POINT OF CONNECTION SHOWN FOR LOCATION ONLY. SEE PLUMBING PLANS.
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7. GAS METER SHOWN FOR LOCATION ONLY. SEE PLUMBING PLANS.
8. NOT USED.
9. ELECTRICAL POINT OF CONNECTION SHOWN FOR LOCATION ONLY. SEE ELECTRICAL PLANS.
10. NOT USED.
11. INSTALL 12" FIREWATER RPDA PER PUBLIC WATER PLANS.
12. INSTALL 2" DOMESTIC WATER METER PER PUBLIC WATER PLANS.
13. INSTALL FIREWATER LINE. SIZE AND LENGTH PER PLAN.
14. INSTALL 12" FIREWATER SERVICE PER PUBLIC WATER PLANS.
15. FIREWATER POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
16. INSTALL FIRE HYDRANT.
17. INSTALL 4" DOMESTIC WATER RPDA PER PUBLIC WATER PLANS.
18. INSTALL 4" DOMESTIC WATER METER PER PUBLIC WATER PLANS.
19. INSTALL DOMESTIC WATER LINE. SIZE AND LENGTH PER PLAN.
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21. DOMESTIC WATER POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
22. INSTALL HOSE BIB.
23. INSTALL 1" BACKFLOW PREVENTER.
24. INSTALL 12" STEEL WATER MAIN PER STREET IMPROVEMENT PLANS.
25. INSTALL 2" DOMESTIC WATER RPDA PER PUBLIC WATER PLANS.
26. INSTALL 2" DOMESTIC WATER SERVICE PER PUBLIC WATER PLANS.
27. CAP END OF PIPE.
28. DRY UTILITY TRENCH SHOWN FOR LOCATION ONLY. SEE ELECTRICAL PLANS.
29. INSTALL 12" WATER MAIN PER SEPARATE PERMIT.
30. CATV POINT OF CONNECTION SHOWN FOR LOCATION ONLY. SEE ELECTRICAL PLANS.
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35. ELECTRICAL TRANSFORMER SHOWN FOR LOCATION ONLY. SEE ELECTRICAL PLANS.

GENERAL NOTES:

1. INSTALL FITTINGS AND THRUST BLOCKS AS NECESSARY FOR PROPOSED WATER LINES PER DETAIL 1 ON SHEET C4.5.
2. PIPE BEDDING & TRENCHING PER DETAIL 4 ON SHEET C3.5.
3. PRIOR TO INSTALLATION OF SITE UTILITIES, THE CONTRACTOR SHALL REVIEW THE LANDSCAPE IRRIGATION DRAWINGS AND SPECIFICATIONS AND COORDINATE INSTALLATION OF SLEAVING REQUIRED FOR IRRIGATION PIPING. THE CONTRACTOR SHALL ALERT THE ARCHITECT OF ANY CONFLICTS BETWEEN UTILITIES AND LANDSCAPE IRRIGATION LAYOUTS.
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TYPICAL UTILITY SECTION
NOT TO SCALE

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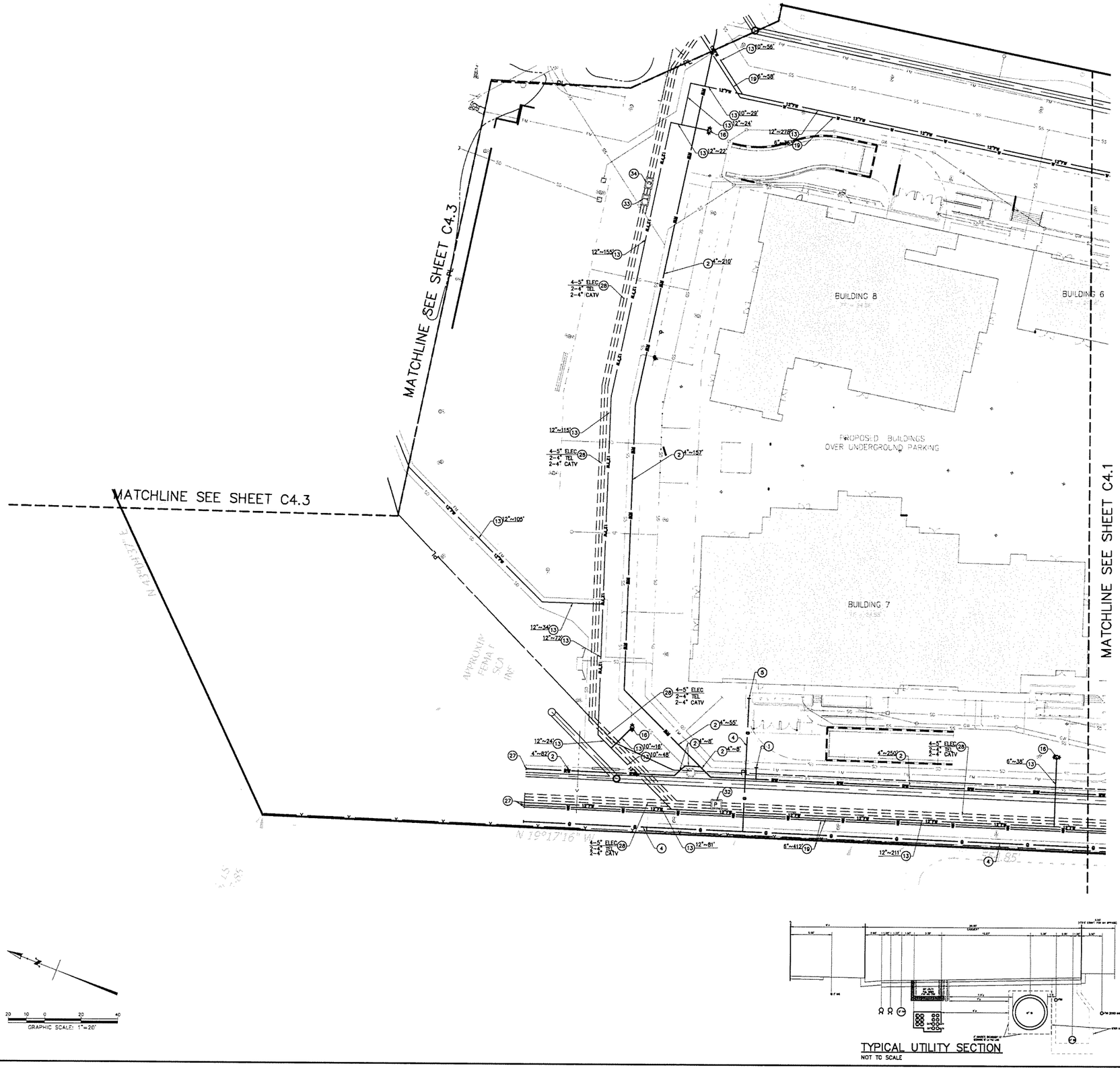
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

UTILITY PLAN

09/02/2021
04/17/2018
02/05/2019

C4.1

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 25, 2019



UTILITY CONSTRUCTION NOTES:

1. IRRIGATION POINT OF CONNECTION. SEE IRRIGATION PLANS FOR CONTINUATION.
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GENERAL NOTES:

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TYPICAL UTILITY SECTION
NOT TO SCALE

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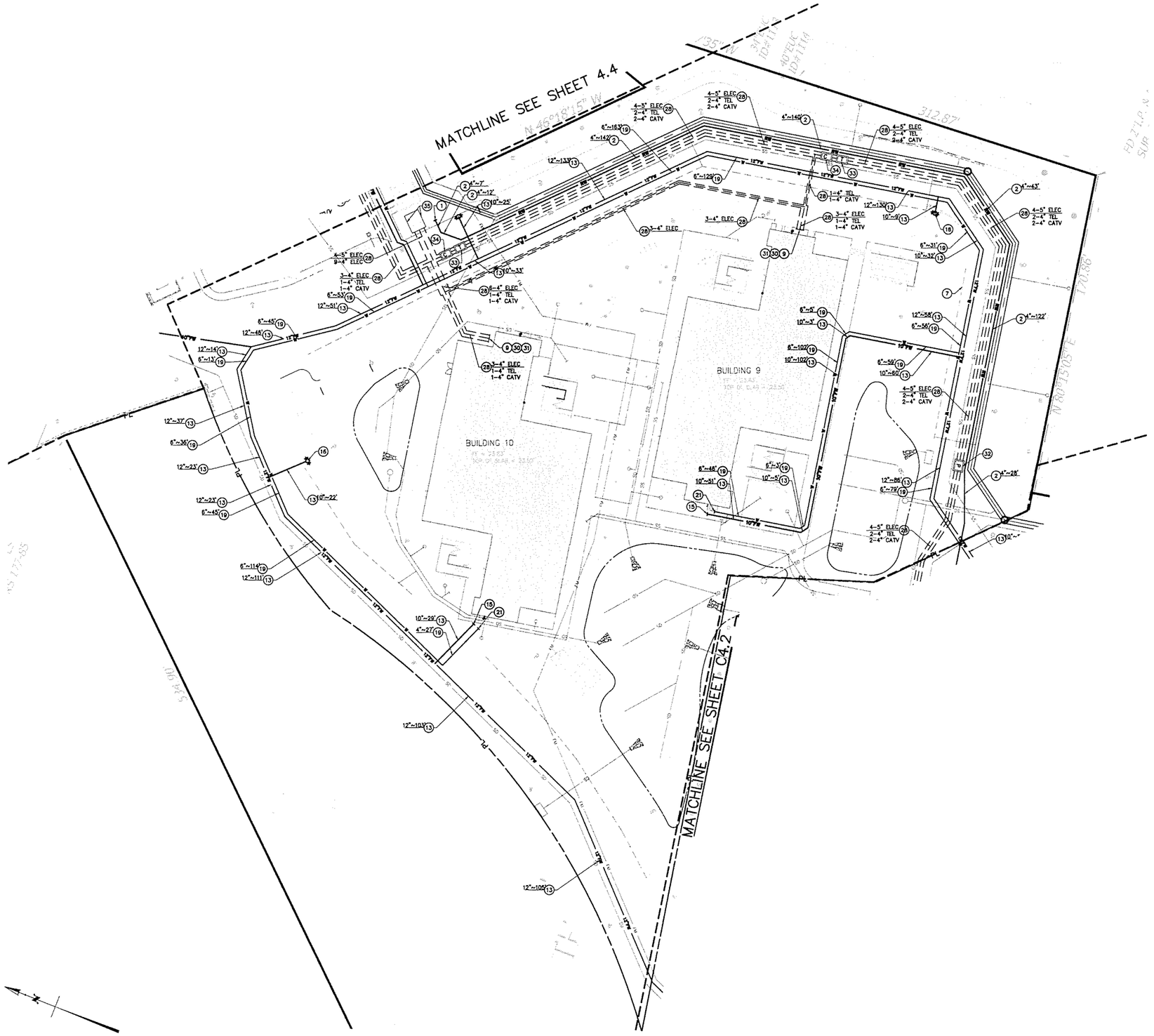
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

UTILITY PLAN

04/22/2021
04/17/2020
02/04/2020

C4.2

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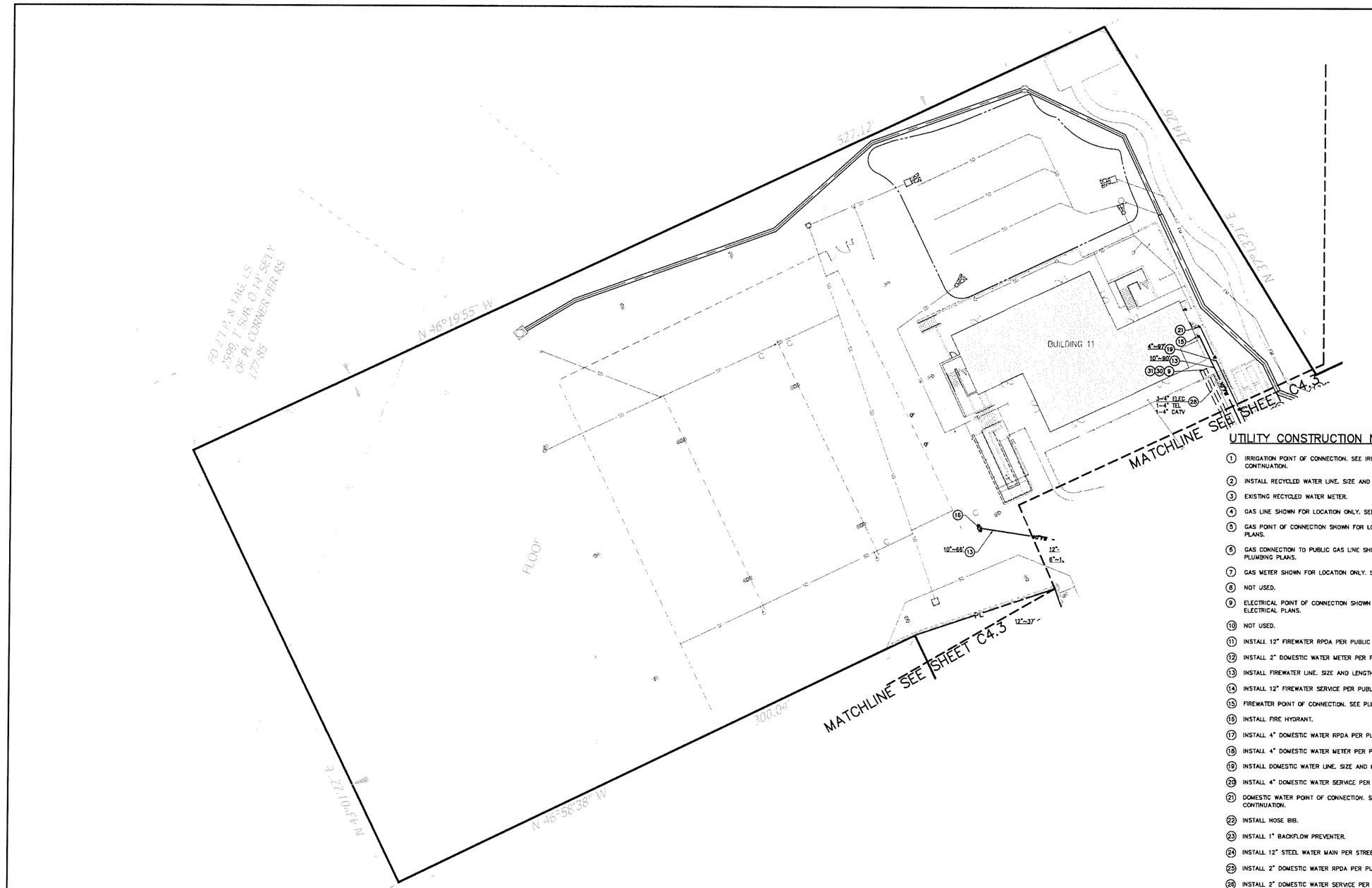
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

UTILITY PLAN

09/22/2014
04/17/2018
02/08/2019

C4.3

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31. TELECOMMUNICATION POINT OF CONNECTION SHOWN FOR LOCATION ONLY. SEE ELECTRICAL PLANS.
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GENERAL NOTES:

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N

20 10 0 20 40
GRAPHIC SCALE: 1"=20'

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www.psomas.com

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MALIBU, CA 90265

UTILITY PLAN

04/22/2021
04/17/2018
02/06/2018

C4.4

subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

REDUCER

CAPPED END

TYPICAL SECTION OF THRUST BLOCK

HORIZONTAL BEND

CROSS

TEE

PLAN

ELEVATION

VALVE ANCHORS

GENERAL NOTES:

1. ALL THRUST/ANCHOR BLOCKS SHALL BEAR AGAINST UNDISTURBED SOIL.
2. CONCRETE SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 2000 P.S.I. AT 28 DAYS.
3. ALL ANCHOR RODS AND ANCHOR BOLTS SHALL BE MINIMUM 1/2" DIA. & ANCHOR STRAPS SHALL BE 1/2" X 2" BAR.
4. THRUST BLOCK DESIGN IS BASED ON A WATER PRESSURE OF 150 P.S.I., AND A MAXIMUM ALLOWABLE SOIL BEARING VALUE OF 2000 P.S.F. FOR MAXIMUM SOIL BEARING VALUES OF 1000 P.S.F. INCREASE BEARING VALUES BY A FACTOR OF 2.
5. THE RATIO OF WIDTH TO HEIGHT OF THRUST BLOCKS SHALL NOT EXCEED 1.5 TO 1.
6. ANCHOR BLOCKS FOR VERTICAL BENDS SHALL BE CONSTRUCTED PER SPECIAL DETAIL.

THRUST BLOCK
BEARING AREAS - S.F.

MAIN SIZE	TEE*	90° BEND	45° BEND	22.5° BEND	11.25° BEND
8"	5	7	4	3	2
10"	9	12	6	4	3
12"	12	16	9	6	3

*INCLUDES TEES, PLUGS, CAPS, HYDRANTS & VALVES.

1 THRUST AND ANCHOR BLOCK DETAILS
NOT TO SCALE

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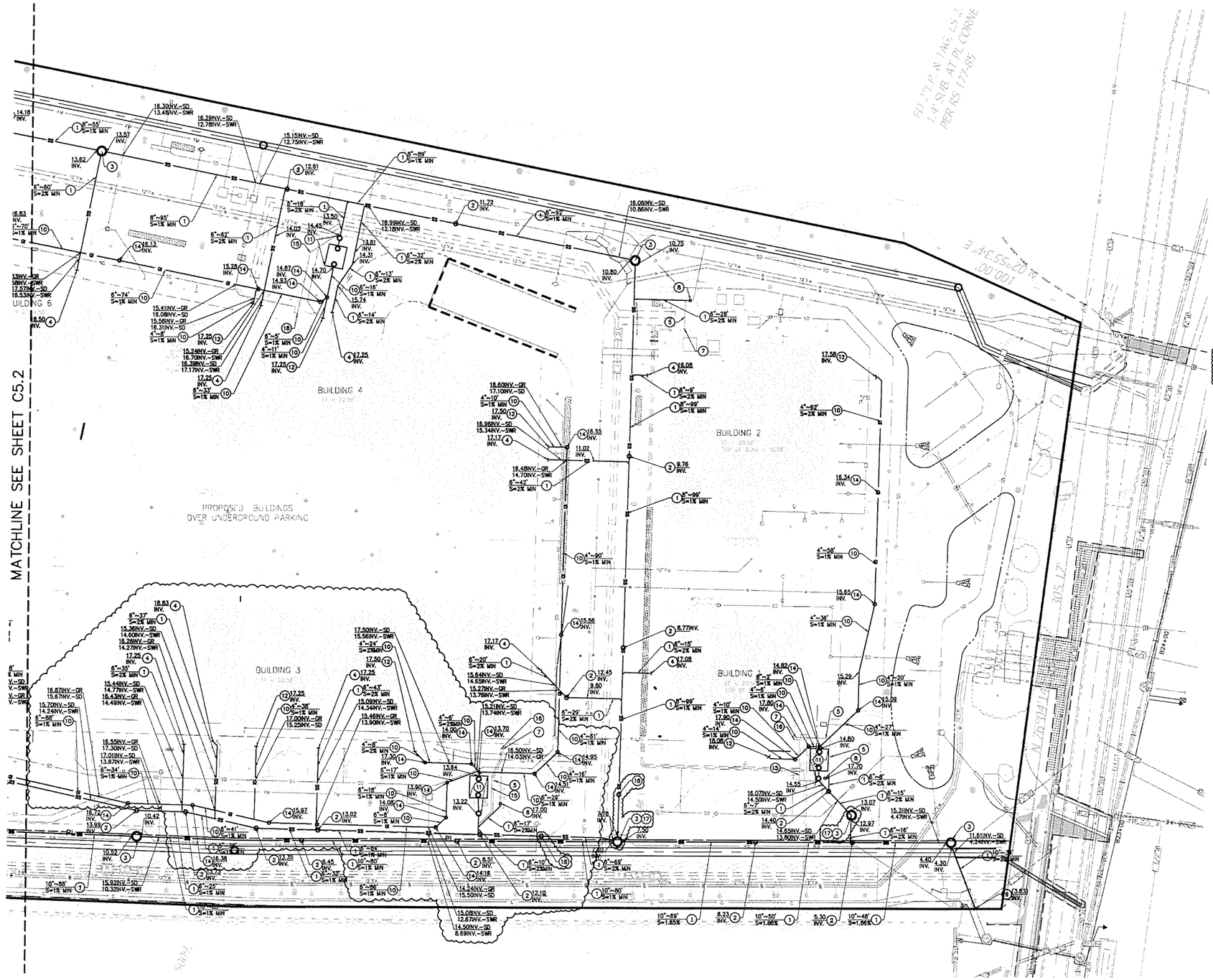
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UTILITY DETAILS

09/22/2017
04/17/2019
07/26/2019

C4.5

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



WASTE CONSTRUCTION NOTES:

1. INSTALL HDPE SANITARY SEWER PIPE WITH WELDED JOINTS. SIZE, LENGTH, AND SLOPE PER PLAN LAY IN TRENCH PER DETAIL.
2. INSTALL SEWER CLEANOUT PER DETAIL 1 ON SHEET C5.5. SIZE TO MATCH ADJACENT PIPE.
3. INSTALL SEWER MANHOLE PER SPPWC STANDARD DRAWING 200-3.
4. SEWER POINT OF CONNECTION. INSTALL SEWER CLEANOUT PER DETAIL 1 ON SHEET C5.5. SEE PLUMBING FOR CONTINUATION.
5. INSTALL VENT PIPE FOR FOX DRAIN.
6. INSTALL FOX DRAIN VENT.
7. FOX DRAIN VENT PIPE POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
8. FOX DRAIN PER STORM DRAIN SHEETS.
9. CONNECT TO EXISTING 10" SEWER LATERAL.
10. INSTALL SDR 35 PVC GREASE WASTE PIPE. SIZE, LENGTH AND SLOPE PER PLAN. INSTALL WITH RAYCHEM XL-TRACE HEATING CABLE OR APPROVED EQUIVALENT. CONNECTION OF HEATING CABLE TO BUILDING ELECTRICAL SUPPLY PER ELECTRICAL ENGINEER.
11. GREASE INTERCEPTOR PER PLUMBING PLANS.
12. GREASE WASTE LINE POINT OF CONNECTION. INSTALL CLEANOUT PER DETAIL 1 ON SHEET C5.5. SEE PLUMBING PLANS FOR CONTINUATION.
13. CAP END PIPE.
14. INSTALL GREASE WASTE CLEANOUT PER DETAIL 1 ON SHEET C5.5.
15. INSTALL GREASE INTERCEPTOR VENT PIPE.
16. GREASE INTERCEPTOR VENT PIPE POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
17. MANHOLE TO BE USED AS SEWER SAMPLING STATION.
18. INSTALL SMITH BACKWATER VALVE OR APPROVED EQUIVALENT WITH CLEANOUT ACCESS. SIZE TO MATCH ADJACENT PIPE.

GENERAL NOTES:

1. PIPE BEDDING & TRENCHING PER DETAIL 4 ON SHEET C3.5.
2. PRIOR TO INSTALLATION OF SITE UTILITIES, THE CONTRACTOR SHALL REVIEW THE LANDSCAPE IRRIGATION DRAWINGS AND SPECIFICATIONS AND COORDINATE INSTALLATION OF SLEAVING REQUIRED FOR IRRIGATION PIPING. THE CONTRACTOR SHALL ALERT THE ARCHITECT OF ANY CONFLICTS BETWEEN UTILITIES AND LANDSCAPE IRRIGATION LAYOUTS.
3. PRIOR TO INSTALLATION OF SITE UTILITIES, THE CONTRACTOR SHALL REVIEW THE LANDSCAPE DRAWINGS AND SPECIFICATIONS AND ALERT THE ARCHITECT OF ANY CONFLICTS BETWEEN UTILITIES AND TREE PLANTING REQUIREMENTS.

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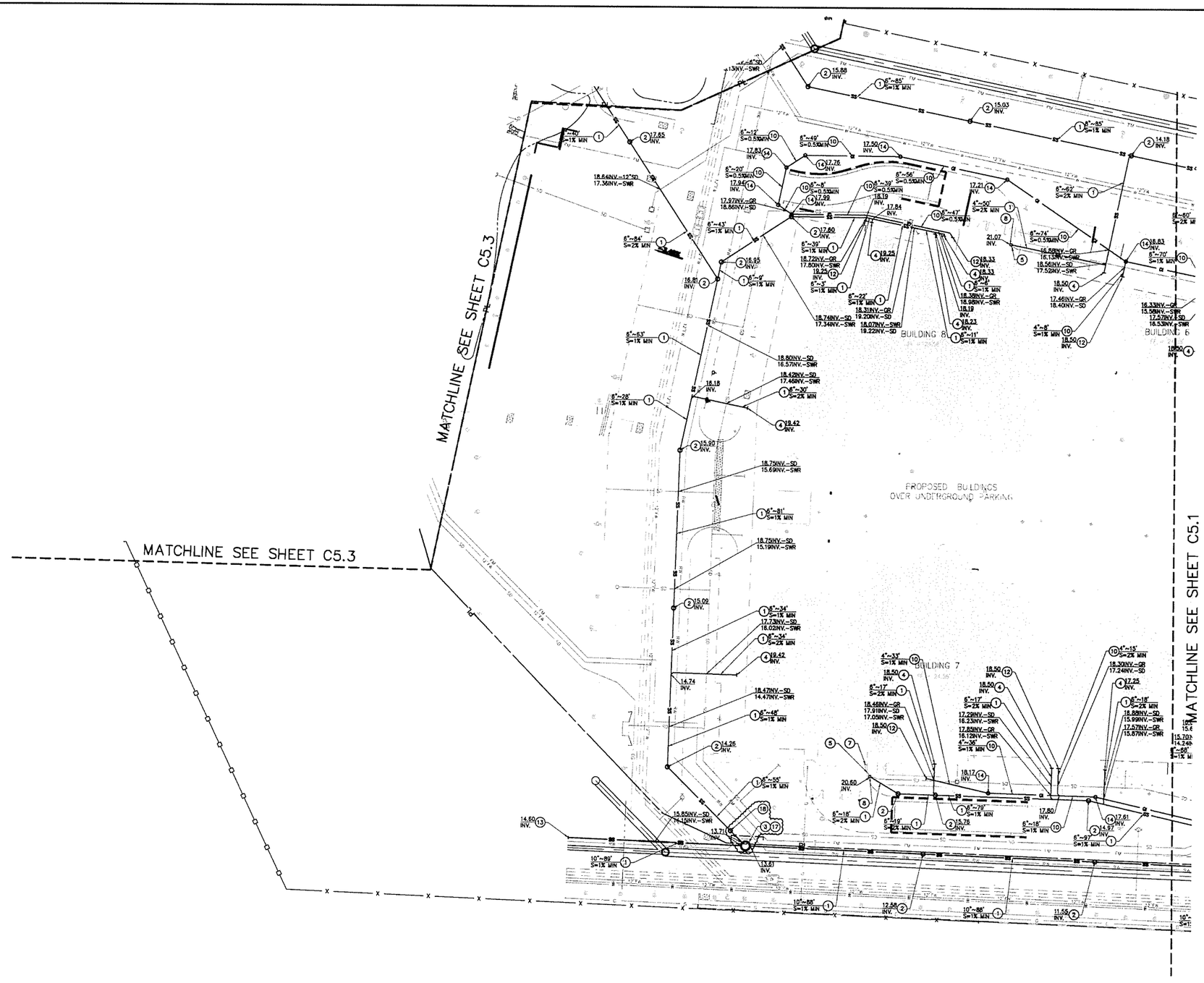
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23465 CIVIC CENTER WAY
MALIBU, CA 90265

SEWER PLAN

01/31/2019 03/22/2017
04/17/2019
07/03/2019

C5.1

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WASTE CONSTRUCTION NOTES:

1. INSTALL HDPE SANITARY SEWER PIPE WITH WELDED JOINTS. SIZE, LENGTH, AND SLOPE PER PLAN LAY IN TRENCH PER DETAIL.
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7. FOX DRAIN VENT PIPE POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
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17. MANHOLE TO BE USED AS SEWER SAMPLING STATION.
18. INSTALL SMITH BACKWATER VALVE OR APPROVED EQUIVALENT WITH CLEANOUT ACCESS. SIZE TO MATCH ADJACENT PIPE.

GENERAL NOTES:

1. PIPE BEDDING & TRENCHING PER DETAIL 4 ON SHEET C3.5.
2. PRIOR TO INSTALLATION OF SITE UTILITIES, THE CONTRACTOR SHALL REVIEW THE LANDSCAPE IRRIGATION DRAWINGS AND SPECIFICATIONS AND COORDINATE INSTALLATION OF SLEAVING REQUIRED FOR IRRIGATION PIPING. THE CONTRACTOR SHALL ALERT THE ARCHITECT OF ANY CONFLICTS BETWEEN UTILITIES AND LANDSCAPE IRRIGATION LAYOUTS.
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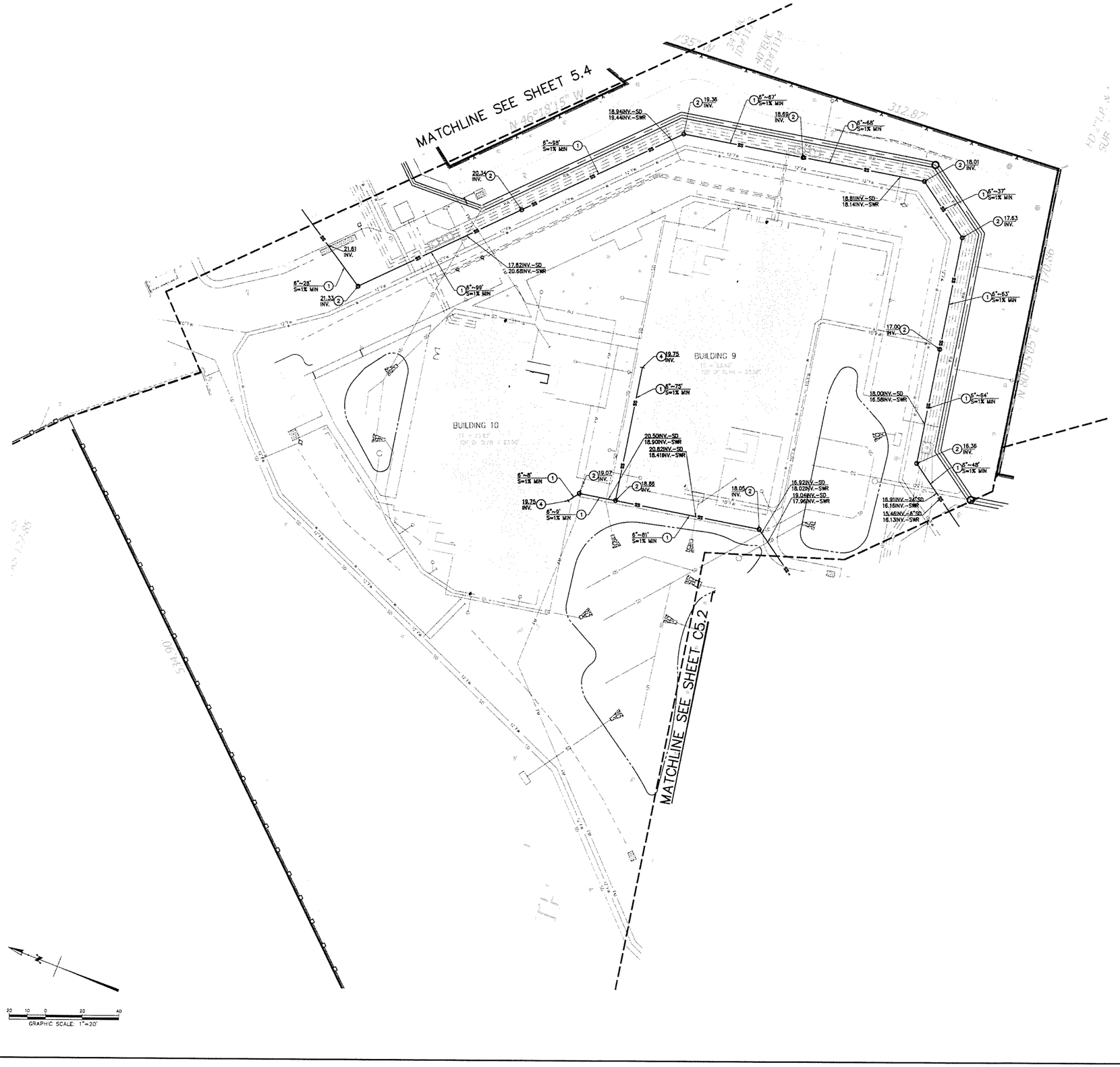
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Los Angeles, CA 90071 (213) 223-1444 fax
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23465 CIVIC CENTER WAY
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SEWER PLAN

C5.2

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



WASTE CONSTRUCTION NOTES:

1. INSTALL HDPE SANITARY SEWER PIPE WITH WELDED JOINTS. SIZE, LENGTH, AND SLOPE PER PLAN LAY IN TRENCH PER DETAIL.
2. INSTALL SEWER CLEANOUT PER DETAIL 1 ON SHEET C5.5. SIZE TO MATCH ADJACENT PIPE.
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8. FOX DRAIN PER STORM DRAIN SHEETS.
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13. CAP END PIPE.
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16. GREASE INTERCEPTOR VENT PIPE POINT OF CONNECTION. SEE PLUMBING PLANS FOR CONTINUATION.
17. MANHOLE TO BE USED AS SEWER SAMPLING STATION.
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GENERAL NOTES:

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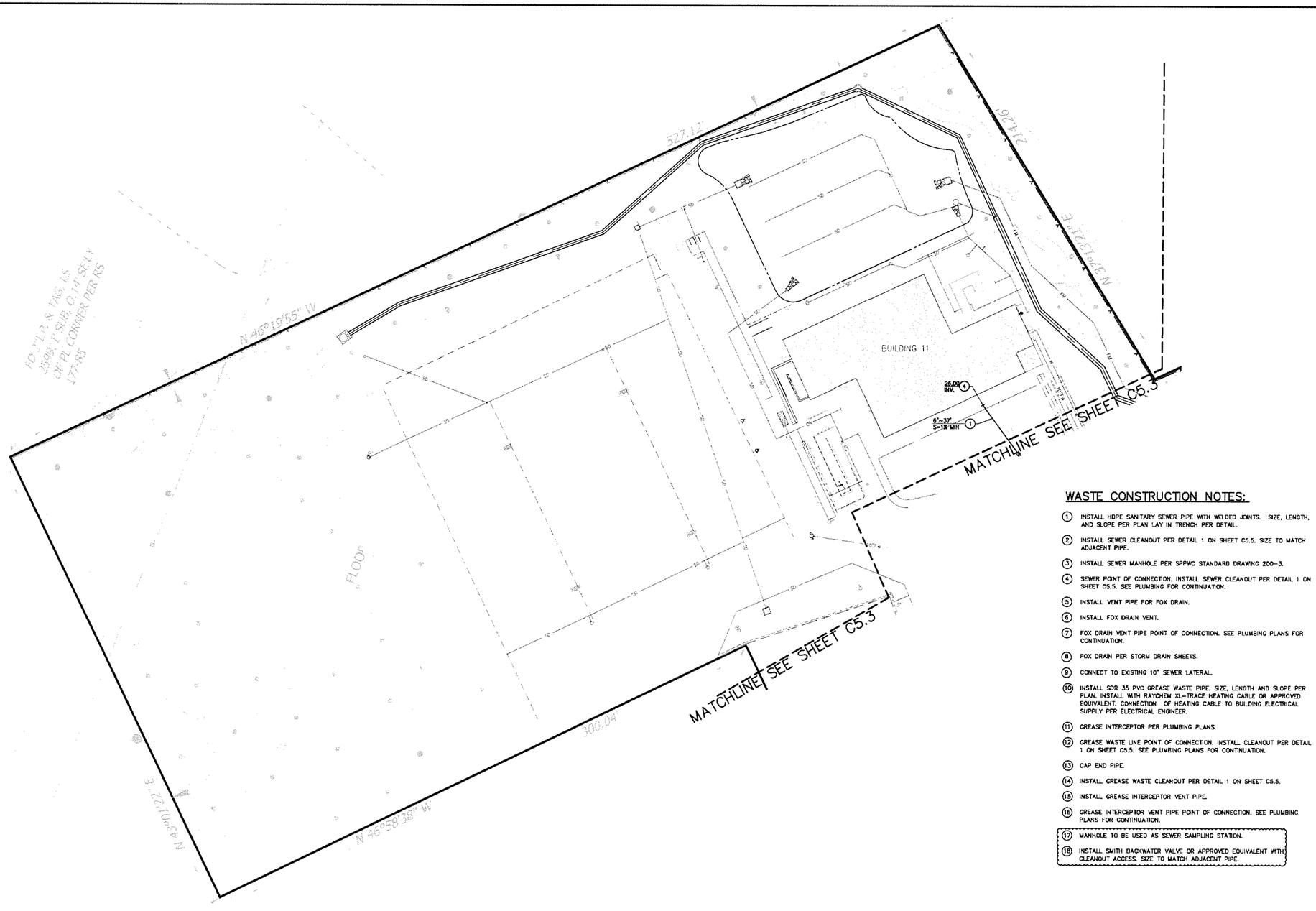
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

SEWER PLAN

ARCHITECT 12/2/2019
04/17/2020
02/04/2020

C5.3

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



WASTE CONSTRUCTION NOTES:

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GENERAL NOTES:

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MALIBU, CA 90265

SEWER PLAN

4/17/2020
08/17/2018
02/01/2019

C5.4

NOTES:

1. PIPE DIAMETER AND INVERT ELEVATION PER PLAN 1.
2. PIPE AND FITTINGS EXCEPT AS OTHERWISE SHOWN HEREON SHALL BE OF THE SAME MATERIAL AS THE SEWER.
3. PIPES AND FITTINGS SHALL BE PROPERLY ALIGNED AND MAINTAINED WHILE CONCRETE IS BEING PLACED AND ALLOWED TO HARDEN. JOINTS FOR PIPES AND FITTINGS SHALL BE MADE PRIOR TO PLACING CONCRETE. CONCRETE FOR BEDDING, ENCASEMENT, AND WALL SUPPORT FOR PIPES AND FITTINGS SHALL BE PLACED UNIFORMLY AROUND THE PIPE AND FITTINGS AS SHOWN HEREON TO MAINTAIN PROPER ALIGNMENT, AND SHALL BE CLASS 420-C-2000.
4. THE ACCESS FRAME, AND CAP SHALL BE CAST IRON. THE FINGER HOLES MAY BE DRILLED OUT OR MAY BE BLOCKED OUT PRIOR TO CASTING; THEY SHALL NOT BE PUNCHED OUT.
5. THE CONTRACTOR, AT HIS OPTION, MAY PLACE EITHER CIRCULAR OR SQUARE CONCRETE PIPE WALL SUPPORTS AS SHOWN HEREON.

1 CLEANOUT DETAIL

NOT TO SCALE

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SEWER DETAILS

4/17/19	04/22/2019
04/17/2014	
02/06/2014	

C5.5

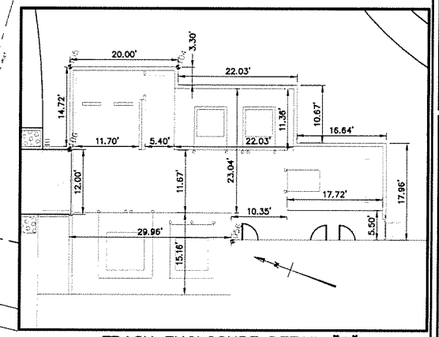
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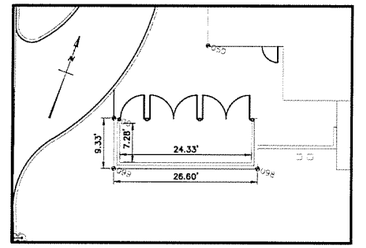
STRIPING NOTES:

60 INSTALL 24" YELLOW CONTINENTAL CROSSWALK PER DETAIL ON SHT. C6.1.
61 INSTALL PAVEMENT MARKING PER CA MUTCD, TYPE PER PLAN.
62 INSTALL 12" WHITE LIMIT LINE PER CA MUTCD.
63 INSTALL 4" DOUBLE YELLOW LINE PER CA MUTCD.
64 INSTALL 4" DASH YELLOW LANE LINE PER CA MUTCD FIG. 3B-1.
65 INSTALL 8" SOLID WHITE LANE LINE PER CA MUTCD.
66 INSTALL 4" SOLID YELLOW LANE LINE PER CA MUTCD FIG. 3B-22.

EAST LANE
MATCHLINE SEE SHEET C6.2
BUILDING 6
BUILDING 4
BUILDING 2
BUILDING 7
BUILDING 3
BUILDING 1
SOUTH LANE
LA PAZ LANE
CIVIC CENTER WAY
PARCEL "A"
PARCEL "C"
PROP. PROPERTY LINE
11 PARKING SPACES (8 REGULAR PARKING SPACE 3 HANDICAP PARKING STALL)
SEE BELOW FOR TRASH ENCLOSURE DETAIL "A" HEREON
SEE BELOW FOR TRASH ENCLOSURE DETAIL "B" HEREON
SEE BELOW FOR TRASH ENCLOSURE DETAIL "C" HEREON
STOP
CONTINENTAL CROSSWALK



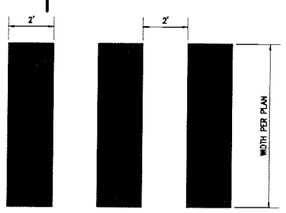
TRASH ENCLOSURE DETAIL "A"
SCALE:1"=10'



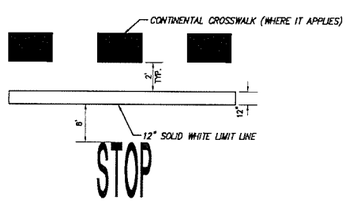
TRASH ENCLOSURE DETAIL "B"
SCALE:1"=10'

LIGHTING POST TABLE		
Description	Northing	Easting
LP#01	999589.71	5999640.19
LP#02	999877.92	5999610.26
LP#03	999749.51	5999628.72
LP#04	999757.17	5999579.53
LP#05	999834.31	5999550.16
LP#06	999908.05	5999521.55
LP#07	999990.96	5999491.44
LP#08	999965.45	5999882.28
LP#09	1000044.26	5999868.61
LP#10	1000123.74	5999854.80
LP#11	1000207.60	5999840.27
LP#12	1000290.54	5999825.67
LP#13	1000373.03	5999811.76
LP#14	1000417.39	5999757.28
LP#15	1000080.20	5999460.24
LP#16	1000162.39	5999431.76
LP#17	1000247.45	5999401.76
LP#18	1000281.50	5999429.00
LP#19	1000383.89	5999503.87
LP#20	1000440.29	5999537.15

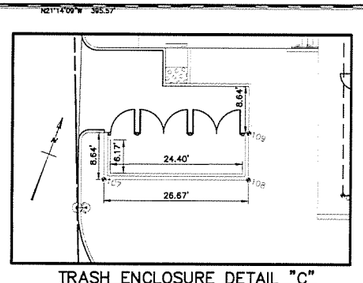
LIGHTING POST TABLE		
Description	Northing	Easting
LP#21	1000488.03	5999546.87
LP#22	1000487.42	5999511.71
LP#23	1000552.68	5999598.94
LP#24	1000633.98	5999638.74
LP#25	1000716.55	5999673.34
LP#26	1000784.03	5999733.50
LP#27	1000805.05	5999734.45
LP#28	1000855.52	5999891.35
LP#29	1000781.70	5999785.76
LP#30	1000663.41	5999900.12
LP#31	1000597.86	5999965.65
LP#32	1000514.08	5999982.65
LP#33	1000466.17	5999960.72
LP#34	1000409.08	5999950.65
LP#35	1000395.45	5999873.19
LP#36	1000416.43	5999827.97



CONTINENTAL CROSSWALK
NOT TO SCALE



TYPICAL "STOP" PAVEMENT MARKER
NOT TO SCALE



TRASH ENCLOSURE DETAIL "C"
SCALE:1"=10'

GRAPHIC SCALE: 1"=20'

SEE SHEET C6.4 FOR CONTROL POINT TABLE

GRAPHIC SCALE: 1"=20'

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HORIZONTAL CONTROL/ STRIPING PLAN

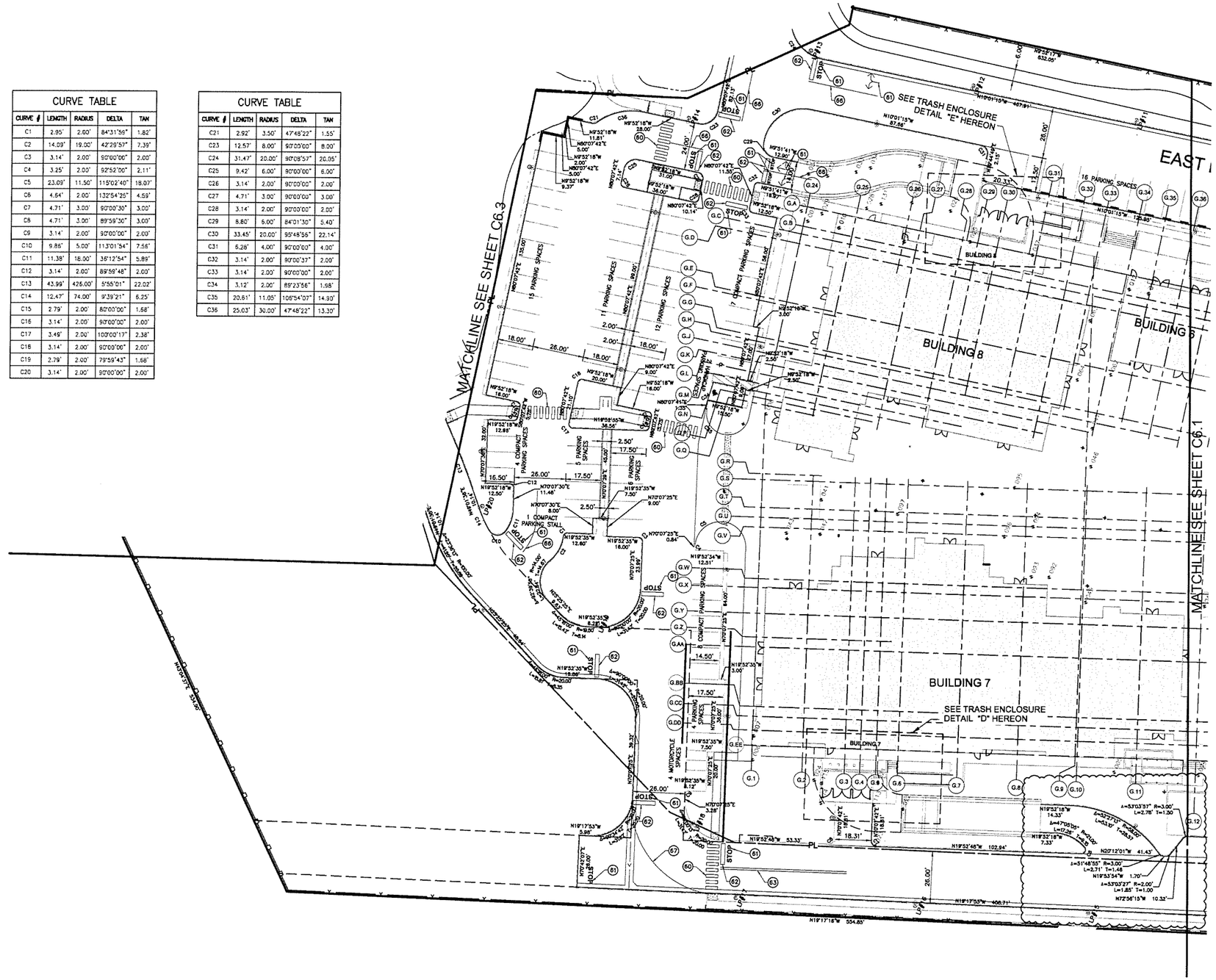
09/12/2017
04/17/2018
02/08/2019

C6.1

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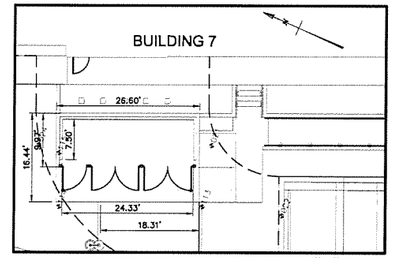
CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TAN
C1	2.95'	2.00'	84°31'56"	1.82'
C2	14.09'	19.00'	42°29'57"	7.39'
C3	3.14'	2.00'	90°00'00"	2.00'
C4	3.25'	2.00'	92°52'00"	2.11'
C5	23.09'	11.50'	115°02'40"	18.07'
C6	4.64'	2.00'	132°54'25"	4.59'
C7	4.71'	3.00'	90°00'30"	3.00'
C8	4.71'	3.00'	89°59'30"	3.00'
C9	3.14'	2.00'	90°00'00"	2.00'
C10	9.86'	5.00'	113°01'54"	7.56'
C11	11.38'	18.00'	36°12'54"	5.89'
C12	3.14'	2.00'	89°59'48"	2.00'
C13	43.99'	425.00'	5°55'01"	22.02'
C14	12.47'	74.00'	9°39'21"	6.25'
C15	2.79'	2.00'	80°00'00"	1.58'
C16	3.14'	2.00'	90°00'00"	2.00'
C17	3.49'	2.00'	100°00'17"	2.38'
C18	3.14'	2.00'	90°00'06"	2.00'
C19	2.79'	2.00'	79°59'43"	1.68'
C20	3.14'	2.00'	90°00'00"	2.00'

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TAN
C21	2.92'	3.50'	47°48'22"	1.55'
C23	12.57'	8.00'	90°00'00"	8.00'
C24	31.47'	20.00'	90°08'57"	20.05'
C25	9.42'	6.00'	90°00'00"	6.00'
C26	3.14'	2.00'	90°00'00"	2.00'
C27	4.71'	3.00'	90°00'00"	3.00'
C28	3.14'	2.00'	90°00'00"	2.00'
C29	8.80'	6.00'	84°01'30"	5.40'
C30	33.45'	20.00'	95°48'56"	22.14'
C31	6.26'	4.00'	90°00'00"	4.00'
C32	3.14'	2.00'	90°00'37"	2.00'
C33	3.14'	2.00'	90°00'00"	2.00'
C34	3.12'	2.00'	89°23'56"	1.98'
C35	20.61'	11.05'	106°54'07"	14.80'
C36	25.03'	30.00'	47°48'22"	13.30'

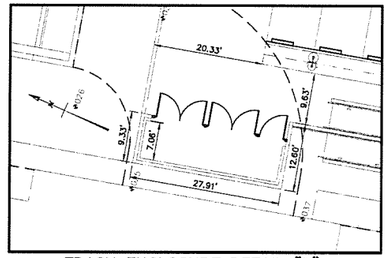


STRIPING NOTES:

(60) INSTALL 24" YELLOW CONTINENTAL CROSSWALK PER DETAIL ON SHT. C6.1.
(61) INSTALL PAVEMENT MARKING PER CA MUTCD, TYPE PER PLAN.
(62) INSTALL 12" WHITE LIMIT LINE PER CA MUTCD.
(63) INSTALL 4" DOUBLE YELLOW LINE PER CA MUTCD.
(64) INSTALL 4" DASH YELLOW LANE LINE PER CA MUTCD FIG. 3B-1.
(65) INSTALL 8" SOLID WHITE LANE LINE PER CA MUTCD.
(66) INSTALL 4" SOLID YELLOW LANE LINE PER CA MUTCD FIG. 3B-22.
(67) INSTALL LANE LINE EXTENSION THROUGH INTERSECTION PER MUTCD.



TRASH ENCLOSURE DETAIL "D"
SCALE:1"=10'



TRASH ENCLOSURE DETAIL "E"
SCALE:1"=10'

SEE SHEET C6.1 FOR LIGHTING POST TABLE
SEE SHEET C6.4 FOR CONTROL POINT TABLE

GRAPHIC SCALE: 1"=20'

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MALIBU, CA 90265

HORIZONTAL CONTROL/ STRIPING PLAN

09/20/2017
04/17/2018
02/04/2019

C6.2

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 25, 2019

STRIPING NOTES:

60 INSTALL 24" YELLOW CONTINENTAL CROSSWALK PER DETAIL ON SHT. C6.1.
61 INSTALL PAVEMENT MARKING PER CA MUTCD, TYPE PER PLAN.
62 INSTALL 12" WHITE LIMIT LINE PER CA MUTCD.
63 INSTALL 4" DOUBLE YELLOW LINE PER CA MUTCD.
64 INSTALL 4" DASH YELLOW LANE LINE PER CA MUTCD FIG. 3B-1.
65 INSTALL 8" SOLID WHITE LANE LINE PER CA MUTCD.
66 INSTALL 4" SOLID YELLOW LANE LINE PER CA MUTCD FIG. 3B-22.

MATCHLINE SEE SHEET C6.4

EAST LANE

BUILDING 9

BUILDING 10

SEE TRASH ENCLOSURE DETAIL "F" HEREON

NORTH LANE

MATCHLINE SEE SHEET C6.2

TRASH ENCLOSURE DETAIL "F"
SCALE:1"=10'

SEE SHEET C6.1 FOR LIGHTING POST TABLE

SEE SHEET C6.4 FOR CONTROL POINT TABLE

GRAPHIC SCALE: 1"=20'

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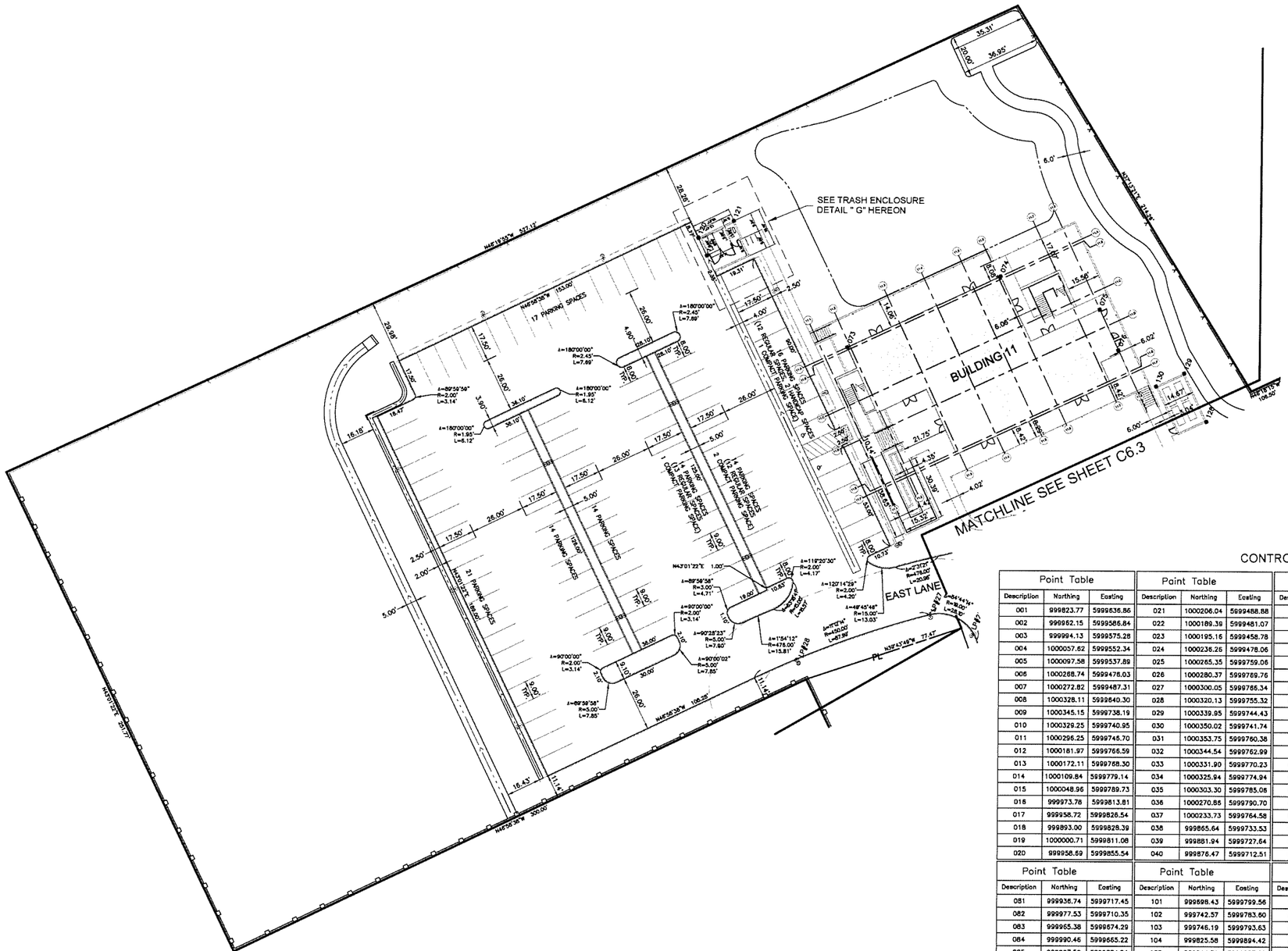
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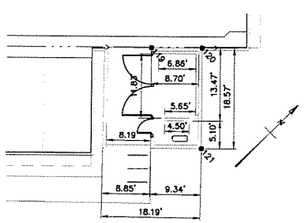
HORIZONTAL CONTROL/ STRIPING PLAN

09/22/2017
04/11/2019
01/03/2019

C6.3

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Department labeled "For January 21, 2020 PC meeting" and the Plans approved by the City Biologist on October 29, 2019





TRASH ENCLOSURE DETAIL "G"
SCALE:1"=10'

SEE SHEET C6.1 FOR LIGHTING POST TABLE

CONTROL POINT TABLE

Point Table		
Description	Northing	Easting
001	999823.77	5999636.86
002	999962.15	5999586.84
003	999994.13	5999575.28
004	1000057.62	5999552.34
005	1000097.58	5999537.89
006	1000268.74	5999476.03
007	1000272.82	5999487.31
008	1000328.11	5999640.30
009	1000345.15	5999738.19
010	1000329.25	5999740.95
011	1000296.25	5999746.70
012	1000181.97	5999766.59
013	1000172.11	5999768.30
014	1000109.84	5999779.14
015	1000048.96	5999789.73
016	999973.78	5999813.81
017	999958.72	5999828.54
018	999893.00	5999828.39
019	1000000.71	5999811.08
020	999958.59	5999855.54

Point Table		
Description	Northing	Easting
021	1000206.04	5999488.88
022	1000189.39	5999481.07
023	1000195.16	5999458.78
024	1000236.26	5999478.06
025	1000265.35	5999759.06
026	1000280.37	5999769.76
027	1000300.05	5999786.34
028	1000320.13	5999755.32
029	1000339.95	5999744.43
030	1000350.02	5999741.74
031	1000353.75	5999760.38
032	1000344.54	5999762.99
033	1000331.90	5999770.23
034	1000325.94	5999774.94
035	1000303.30	5999785.06
036	1000270.85	5999790.70
037	1000233.73	5999764.58
038	999865.64	5999733.53
039	999881.94	5999727.64
040	999876.47	5999712.51

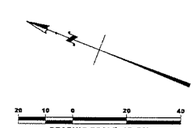
Point Table		
Description	Northing	Easting
041	1000285.87	5999610.47
042	1000279.98	5999594.17
043	1000295.97	5999588.39
044	1000086.58	5999632.46
045	1000143.01	5999612.07
046	1000166.31	5999676.54
047	1000172.83	5999694.59
048	1000097.43	5999707.72
050	999697.43	5999682.58
051	999743.52	5999665.92
052	999773.80	5999687.94
053	999780.94	5999707.69
054	999731.20	5999851.73
055	999744.80	5999889.35
056	999804.99	5999867.60
057	1000034.10	5999568.19
058	1000046.11	5999601.42
059	999940.59	5999808.59
060	1000065.56	5999765.53

Point Table		
Description	Northing	Easting
061	1000062.47	5999747.79
062	1000174.42	5999723.24
063	1000194.38	5999744.63
064	1000189.16	5999714.58
065	1000552.03	5999776.16
066	1000558.66	5999871.72
067	1000541.13	5999920.58
068	1000515.99	5999924.78
069	1000557.13	5999711.37
070	1000573.76	5999806.93
071	1000657.47	5999818.31
072	1000632.35	5999822.68
073	1000889.36	5999839.24
074	1000834.09	5999897.09
075	1000784.64	5999899.63
076	1000769.21	5999884.89
077	999922.83	5999704.39
078	999919.02	5999694.38
079	999951.87	5999582.51
080	999938.90	5999729.86

Point Table		
Description	Northing	Easting
081	999936.74	5999717.45
082	999977.53	5999710.35
083	999965.38	5999674.29
084	999990.46	5999665.22
085	999997.59	5999684.94
086	1000005.91	5999662.09
087	1000011.39	5999693.82
088	1000053.07	5999885.36
089	1000045.14	5999846.56
090	1000056.60	5999844.57
091	1000058.43	5999855.08
092	1000164.85	5999616.85
093	1000173.28	5999613.80
094	1000181.89	5999637.63
095	1000197.85	5999652.45
096	1000193.52	5999627.56
097	1000247.62	5999618.15
098	999679.12	5999699.08
099	999670.08	5999674.06
100	999678.66	5999670.89

Point Table		
Description	Northing	Easting
101	999698.43	5999799.56
102	999742.57	5999783.60
103	999746.19	5999793.63
104	999825.58	5999894.42
105	999844.39	5999887.62
106	999839.19	5999873.23
107	999811.41	5999594.44
108	999820.47	5999819.52
109	999828.59	5999816.58
110	999954.27	5999816.69
111	999980.75	5999812.08
112	999982.34	5999821.22
113	1000203.76	5999477.62
114	1000228.78	5999468.57
115	1000232.17	5999477.95
116	1000721.00	5999739.21
117	1000742.13	5999759.50
118	1000754.45	5999746.67
119	1000967.23	5999855.38
120	1000974.05	5999851.75

Point Table		
Description	Northing	Easting
121	1000961.38	5999875.33
122	1000458.85	5999919.24
123	1000461.36	5999933.69
124	1000487.57	5999929.13
125	1000537.59	5999868.04
126	1000561.13	5999880.57
127	1000567.99	5999867.68
128	1000717.82	5999868.56
129	1000736.06	5999886.05
130	1000746.21	5999875.46
131	1000314.17	5999780.03



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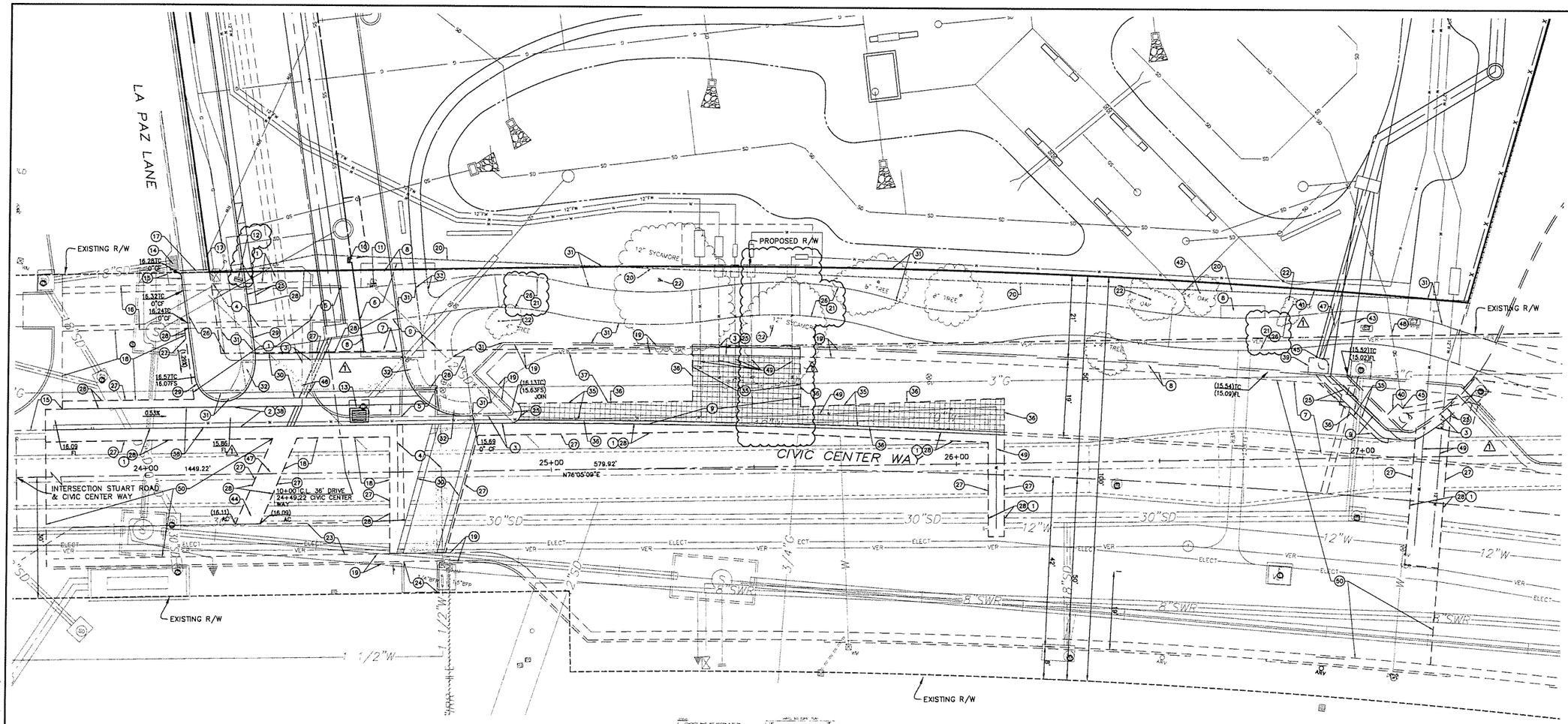
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HORIZONTAL CONTROL/ STRIPING PLAN

04/03/2017
04/18/2018
01/09/2019

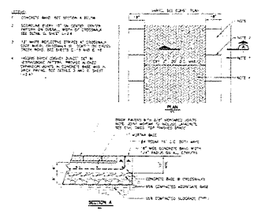
C6.4

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

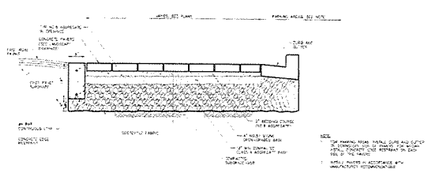


CONSTRUCTION NOTES:

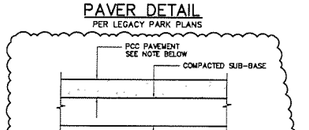
1. REMOVE EXISTING PAVEMENT.
2. REMOVE EXISTING LONGITUDINAL GUTTER.
3. REMOVE EXISTING CURB AND GUTTER.
4. REMOVE EX. CONCRETE CROSSWALK PAVING.
5. REMOVE EX. CURB RAMP.
6. REMOVE EX. DECOMPOSED GRANITE TRAIL.
7. REMOVE EX. TRASH RECEPTACLE.
8. REMOVE EX. BENCH.
9. REMOVE EX. CONCRETE PAVER BLOCK.
10. RELOCATE METER BOX.
11. REMOVE EX. CABLE TV BOX.
12. RELOCATE RECLAIMED WATER METER.
13. REMODEL EX. CATCH BASIN FROM A CURB OPENING CATCH BASIN TO A ALLEY GRATIN CATCH BASIN PER SPPWC STD 304-3.
14. PRDTECT EX. INLET IN PLACE.
15. PROTECT EX. GUTTER IN PLACE.
16. PROTECT EX. CONCRETE PAVER CROSSWALK IN PLACE.
17. PROTECT EX. WALL IN PLACE.
18. PROTECT EX. PAVEMENT IN PLACE.
19. PROTECT EXISTING CURB AND GUTTER IN PLACE.
20. REMOVE EX. CHAN LINK FENCE.
21. REMOVE EXISTING SIDEWALK/PAVERS.
22. PROTECT EX. TREE IN PLACE.
23. PROTECT EX. CONCRETE.
24. PROTECT EX. CURB RAMP.
25. CONSTRUCT CONCRETE 6" CURB AND GUTTER PER SPPWC STD. DWG. NO. 120-2, TYPE A2-6. SEE DETAIL ON SHEET C2.5.1.
26. CONSTRUCT 4" CONCRETE WALKWAY PER DETAIL HEREON.
27. SAWCUT AND JOIN EXISTING PAVEMENT.
28. ARHM PAVEMENT MATCH IN KIND.
29. CONSTRUCT CONCRETE 6" CURB PER SPPWC STD. DWG. NO. 120-2, TYPE A1-6. SEE DETAIL ON SHEET C2.5.1.
30. CROSSWALK PAVING PER DETAIL HEREON.
31. LANDSCAPE PER LANDSCAPE PLANS.
32. INSTALL DETECTABLE WARNING SYSTEM PER CURB RAMP DETAIL ON SHEET C2.5.2.
33. DECOMPOSED GRANITE AT GRADE PER LANDSCAPE PLANS.
34. DECOMPOSED GRANITE TO MATCH IN KIND.
35. PAVERS PER DETAIL PAVER DETAIL HEREON.
36. LIMITS OF PAVER REMOVAL.
37. PROTECT EX. PAVERS IN PLACE.
38. VALLEY GUTTER PER DETAIL HEREON.
39. RECONSTRUCT EX. CATCH BASIN.
40. REMOVE AND RELOCATE EX. CURB OPENINIG CATCH BASIN.
41. PAVERS PER ON-SITE IMPROVEMENTS.
42. REMOVE EXSTING TREE.
43. CONSTRUCT 4' WIDE PARKWAY DRAIN SPPWC STD PLAN 151-2.
44. CONSTRUCT JUNCTION STRUCTURE PER SPPWC 334-2.
45. CONNECT PROPOSED STORM DRAIN TO THE BACK OF CATCH BASIN.
46. REMOVE CONFLICTING PORTION OF THE ABANDONED STORM DRAIN.
47. INSTALL 18" STORM DRAIN PER STROM DRAIN PLANS.
48. INSTALL 6" STORM DRAIN PER STROM DRAIN PLANS.
49. INSTALL WATER LINES PER WATER PLANS.
50. GRIND AND OVERLAY ENTIRE STREET. RESTORE PAVEMENT MARKINGS.



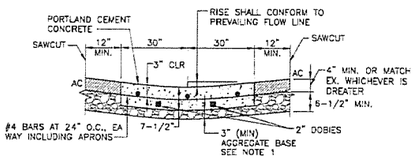
CROSSWALK PAVING DETAIL
PER LEGACY PARK PLANS



PAVER DETAIL
PER LEGACY PARK PLANS



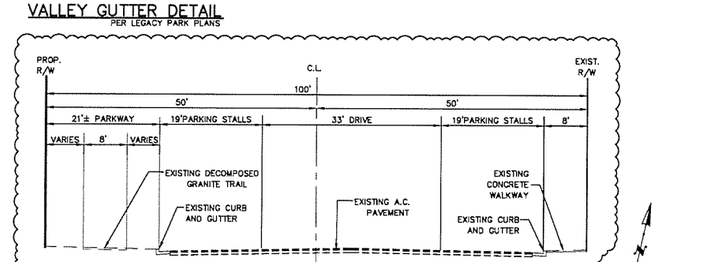
CONCRETE WALKWAY DETAIL
NOT TO SCALE



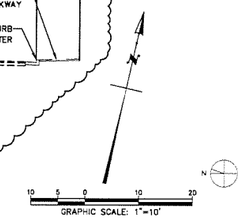
VALLEY GUTTER DETAIL
PER LEGACY PARK PLANS

NOTES:

1. PROVIDE A MINIMUM OF 3 IN. OF CLASS 2, 3/4" AGGREGATE BASE BELOW VALLEY GUTTER. WHERE TOTAL PAVEMENT THICKNESS OF SIDE STREET EXCEEDS 10-1/2" (MEASURED AT CENTERLINE), AGGREGATE BASE THICKNESS SHALL BE INCREASED TO MATCH TOTAL SIDE STREET PAVEMENT THICKNESS.
2. CONCRETE MIX SHALL CONSIST OF: 3/4" AGGREGATE, 6 SACK, TYPE 2, PORTLAND CEMENT. PROVIDE ONE POUND LAMP BLACK PER CUBIC YARD CONCRETE.



CIVIC CENTER WAY TYPICAL SECTION
NOT TO SCALE



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STREET IMPROVEMENT PLAN

09/22/2017
04/17/2018
02/08/2019

C7.1

Plotted: 5/13/2019 3:25:44 PM By: Clint Rasser
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STORM WATER POLLUTION CONTROL REQUIREMENT FOR GRADING PROJECTS, SITE CONSTRUCTION AND EROSION CONTROL PLANS:

BEST MANAGEMENT PRACTICES FOR CONSTRUCTION ACTIVITIES

THE BEST MANAGEMENT PRACTICES ARE DETAILED IN THE CALIFORNIA STORM WATER QUALITY ASSOCIATION STORMWATER BEST MANAGEMENT PRACTICE HANDBOOK, JANUARY 2003.

A. THE FOLLOWING IS INTENDED AS AN ATTACHMENT FOR CONSTRUCTION AND GRADING PLANS AND REPRESENT THE MINIMUM STANDARDS OF GOOD HOUSEKEEPING WHICH MUST BE IMPLEMENTED TO ALL CONSTRUCTION SITES REGARDLESS OF SIZE.

ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.

STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.

FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.

EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.

TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.

ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.

EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.

B. THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY ASSOCIATION, JANUARY 2003, OR THE LATEST REVISED EDITION, MAY APPLY DURING CONSTRUCTION (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY):

EC- 1 – SCHEDUUNG
EC- 2 – PRESERVATION OF EXISTING VEGETATION
EC- 4 – HYDROSEEDING
EC- 5 – SOIL BINDERS
EC- 7 – GEOTEXTILES AND MATS
EC- 9 – EARTH DIKES AND DRAINAGE SWALES
EC-10 – VELOCITY DISSIPATION DEVICES
SE- 1 – SILT FENCE
SE- 3 – SEDIMENT TRAP
SE- 4 – CHECK DAMS
SE- 7 – STREET SWEEPING AND VACUUMING
SE- 8 – SAND BAG BARRIER
SE- 9 – STRAW BALE BARRIER
SE-10 – STORM DRAIN INLET PROTECTION
TR- 1 – STABILIZED CONSTRUCTION ENTRANCE/ EXIT
TR- 3 – ENTRANCE/OUTLET TIRE WASH
WE- 1 – WIND EROSION CONTROL
NS- 2 – DEWATERING OPERATIONS
NS- 3 – PAVING AND GRINDING OPERATIONS
NS- 6 – ILLICIT CONNECTION/ILLEGAL DISCHARGE DETECTION AND REPORTING
NS- 8 – VEHICLE AND EQUIPMENT CLEANING
NS- 9 – VEHICLE AND EQUIPMENT FUELING
NS-10 – VEHICLE AND EQUIPMENT MAINTENANCE
NS-12 – CONCRETE CURING
NS-13 – CONCRETE FINISHING
WM- 1 – MATERIAL DELIVERY AND STORAGE
WM- 2 – MATERIAL USE
WM- 3 – STOCKPILE MANAGEMENT
WM- 4 – SPILL PREVENTION AND CONTROL
WM- 5 – SOLID WASTE MANAGEMENT
WM- 6 – HAZARDOUS WASTE MANAGEMENT
WM- 7 – CONTAMINATED SOIL MANAGEMENT
WM- 8 – CONCRETE WASTE MANAGEMENT
WM- 9 – SANITARY/SEPTIC WASTE MANAGEMENT

WET WEATHER EROSION AND SEDIMENT CONTROL PLAN NOTES:

1. IN CASE OF EMERGENCY, CALL _____ TEL
2. A STAND-BY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOV. 1 TO APR. 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
3. EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY THE CITY GRADING INSPECTOR IF THE GRADING OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
4. GRADED AREA ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
5. ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM, AND BE DISPOSED OF PROPERLY.
6. A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 24 HOURS AFTER EACH RAINSTORM. PUMPING AND DRAINING OF ALL BASINS AND DRAINAGE DEVICES MUST BE COMPLY WITH THE APPROPRIATE BMP FOR DEWATERING OPERATION.
7. EXCEPT AS OTHERWISE APPROVED BY THE CITY GRADING INSPECTOR, ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY OR ON WEEKENDS WHEN THE 5-DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.
8. ALL LOOSE SOIL AND DEBRIS THAT MAY CREATE A POTENTIAL HAZARD TO OFFSITE PROPERTY SHALL BE STABILIZED OR REMOVED FROM THE SITE ON A DAILY BASIS.
9. THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER.
10. DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN NOVEMBER 01 AND APRIL 15, OF THE FOLLOWING YEAR, WITHOUT THE APPROVAL OF THE CITY GRADING INSPECTOR OR CITY ENGINEER.
11. EROSION CONTROL DEVICES ARE TO BE MODIFIED AS NEEDED AS THE PROJECT PROGRESSES, AND PLANS OF THESE CHANGES MUST BE SUBMITTED FOR APPROVAL AS REQUIRED.
12. ADD THE FOLLOWING NOTES (OR SIMILAR) TO THE PLANS TO DEFINE THE CURRENT STATE OF CONSTRUCTION.
    A. STORM DRAINS AND CATCH BASINS ARE (NOT) CONSTRUCTED.
    B. STREETS ARE (NOT) PAVED, EXCEPT AS NOTED ON THE EROSION CONTROL PLAN.
    C. DRAINAGE DEVICES ARE (NOT) CONSTRUCTED, EXCEPT AS NOTED ON PLANS.
13. PROPOSED STARTING DATE: 12-15-2007 COMPLETION DATE FOR GRADING: 3-15-2008
    PROPOSED COMPLETION DATE FOR OVERALL PROJECT: 12-01-2008
14. STORMWATER POLLUTION CONTROL REQUIREMENTS MUST BE INTEGRATED INTO THE EROSION CONTROL PLANS PER TITLE 26, SECTION 7010 OF THE COUNTY CODE FOR ANY CONSTRUCTION BETWEEN OCTOBER 01 AND APRIL 15.

TEMPORARY EROSION CONTROL MEASURES EFFECTIVE DURING RAINY SEASON OCTOBER 1 TO APRIL 15

1. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED AS AND WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
2. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET ACCESS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR.
3. WHEN DIRECTED BY THE INSPECTOR, A 12-INCH BERM SHALL BE MAINTAINED ALONG THE TOP OF THE SLOPE OF THOSE FILLS ON WHICH GRADING IS NOT IN PROGRESS.
4. PROVIDE VELOCITY CHECK DAMS ACROSS THE OUTLET OF ALL LOTS DRAINING TO THE STREET.
5. ALL FILLS SHALL BE GRADED TO PROMOTE DRAINAGE AWAY FROM THE EDGE OF THE FILL.
6. STAND-BY CREWS SHALL BE ALERTED BY THE PERMITTEE OR CONTRACTOR FOR EMERGENCY WORK DURING A RAINSTORM.
7. ALL UTILITY TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS FROM BOTTOM TO TOP WITH A DOUBLE ROW OF SANDBAGS PRIOR TO BACKFILL. SEWER TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS WITH A DOUBLE ROW OF SANDBAGS EXTENDING DOWNWARD, TWO SANDBAGS FROM THE GRADED SURFACE OF THE STREET. SANDBAGS ARE TO BE PLACED WITH ALTERNATE HEADER AND STRETCHER COURSES. THE INTERVALS PRESCRIBED BETWEEN SANDBAG BLOCKING SHALL DEPEND ON THE SLOPE OF THE GROUND SURFACE, BUT SHALL NOT EXCEED THE FOLLOWING:

GRADE OF THE STREET	INTERVAL
LESS THAN 2%	AS REQUIRED
2% TO 4%	100 FEET
4% TO 10%	50 FEET
OVER 10%	25 FEET

8. PROVIDE VELOCITY CHECK DAMS IN ALL UNPAVED STREET AREAS AT THE INTERVALS INDICATED ABOVE. VELOCITY CHECK DAMS MAY BE CONSTRUCTED OF SILT FENCE, WATTLE, OR OTHER EROSION-RESISTANT MATERIALS APPROVED BY THE INSPECTOR, AND SHALL EXTEND COMPLETELY ACROSS THE STREET OR CHANNEL AT RIGHT ANGLES TO THE CENTERLINE. EARTH DIKES MAY NOT BE USED AS VELOCITY CHECK DAMS.
9. VELOCITY CHECK DAMS SHALL BE PROVIDED IN ALL UNPAVED GRADED CHANNELS AT THE INTERVALS INDICATED BELOW:

GRADE OF CHANNEL	INTERVALS BETWEEN CHECK DAMS
LESS THAN 3%	100 FEET
3% TO 6%	50 FEET
OVER 6%	25 FEET

8. AFTER SEWER AND UTILITY TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNDED SLIGHTLY TO PREVENT CHANNELING OF WATER IN THE TRENCH AREA. CARE SHOULD BE EXERCISED TO PROVIDE FOR CROSS FLOW AT FREQUENT INTERVALS WHERE TRENCHES ARE NOT ON THE CENTERLINE OF A CROWNED STREET.
9. THE STANDARD VELOCITY CHECK DAM SHALL HAVE A MINIMUM HEIGHT OF 12 INCHES. VELOCITY CHECK DAMS ACROSS OUTLETS OF ALL LOTS SHALL HAVE A MINIMUM HEIGHT OF 18 INCHES. VELOCITY CHECK DAMS CONSTRUCTED WITH SANDBAGS THAT ARE 18 INCHES HIGH SHALL BE BUILT WITH A DOUBLE ROW.
10. AFTER SEWER AND UTILITIES TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNTED SLIGHTLY TO PREVENT CHANNELING OF WATER IN THE TRENCH AREAS. CARE SHOULD BE EXERCISED TO PROVIDE FOR CROSS FLOW AT FREQUENT INTERVAL WHEN TRENCHES ARE NOT ON THE CENTERLINE OF A CROWNED STREET.
11. EXCEPT AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FORECAST OF RAIN PROBABILITY EXCEED 40% AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15).
12. SPECIFIED MATERIAL SHALL BE STOCKPILED IN THE PARKWAY AT INTERVALS SHOWN ON EROSION PLANS, READY TO BE PLACED IN POSITION WHEN RAIN FORECAST IS 40% OR WHEN DIRECTED BY THE INSPECTOR.
13. ENOUGH SPECIFIED MATERIAL WILL BE STOCKPILED ONSITE TO EFFECTUATE THIS PLAN AS SHOWN PER THIS PLAN. THOSE SPECIFIED MATERIALS SHOWN ON THIS PLAN THAT DO NOT IMPEDE GRADING WORK BEING DONE, WILL BE PLACED PER PLAN AND AS REQUIRED BY THE INSPECTOR(S) (PUBLIC WORKS OR BUILDING AND SAFETY) IN THE FIELD.

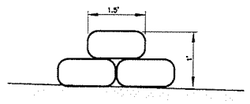
AIR QUALITY/EROSION CONTROL NOTES:

1. THE CONTRACTOR SHALL PROVIDE REGULAR GROUND WETTING OF GRADED AREAS A MINIMUM OF TWICE DAILY DURING CONSTRUCTION TO CONTROL FUGITIVE DUST EMISSIONS. THE FREQUENCY OF GROUND WETTING SHALL BE INCREASED TO A MINIMUM OF ONCE EVERY TWO HOURS WHEN WIND SPEED EXCEEDS 15 MPH, AVERAGED OVER ONE(1) HOUR, UNLESS OTHERWISE DIRECTED BY THE CITY'S INSPECTOR.
2. THE CONTRACTOR SHALL CEASE ALL CLEARING AND GRADING ACTIVITIES DURING PERIODS OF HIGH WINDS (GREATER THAN 20 MILES PER HOUR, AVERAGED OVER ONE(1) HOUR) TO PREVENT EXCESSIVE AMOUNTS OF FUGITIVE DUST.
3. THE CONTRACTOR SHALL SEED AND IRRIGATE ALL PORTIONS OF CONSTRUCTIONS SITES THAT ARE PLANNED TO BE INACTIVE FOR GREATER THAN 90 DAYS IN ORDER TO ESTABLISH A VEGETATIVE COVER, OR CHEMICAL SOIL AMENDMENTS SHALL BE ADDED TO THE SOIL SURFACE TO MINIMIZE WIND EROSION AND DUST.
4. THE CONTRACTOR SHALL WET SILT CONTAINING MATERIAL EXCAVATED, STOCKPILED OR TRANSPORTED DURING CONSTRUCTION AT LEAST TWICE EACH DAY.
5. THE CONTRACTOR SHALL LIMIT ON-SITE CONSTRUCTION VEHICLE SPEED TO 15 MILES PER HOUR IN UNPAVED AREAS.
6. THE CONTRACTOR SHALL CAUSE TRUCKS TRANSPORTING EARTH MATERIAL OFF-SITE TO COMPLY WITH STATE VEHICLE CODE SECTION 23114, WITH SPECIAL ATTENTION TO SECTION 23114 (B)(F), AND (E)(4), AS AMENDED.
7. THE CONTRACTOR SHALL HAVE ROADWAYS ADJACENT TO THE PROJECT SITE AND ACCESS POINTS TO BE SWEPT AS NECESSARY TO REMOVED ACCUMULATED SILT.
8. THE CONTRACTOR SHALL REDUCE THE RISK OF VALLEY FEVER INFECTION BY OFFERING FACE MASK TO ALL PERSONS INVOLVED IN GROUND DISTURBING OPERATIONS.
9. THE CONTRACTOR SHALL SECURE CONSTRUCTION EQUIPMENT, TOOLS, AND MATERIALS BY LOCKING OR PLACING THEM WITHIN LOCKED SHEDS AND/OR OTHER SECURE AREAS WHILE NOT IN USE.
10. DUST CONTROL MEASURES MUST BE IN PLACE IF CONSTRUCTION DOES NOT COMMENCE WITHIN 30 DAYS AFTER DEMOLITION.

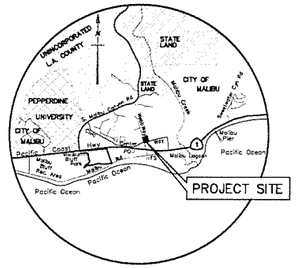
AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, I HAVE READ AND UNDERSTAND THE REQUIREMENTS LISTED ABOVE, NECESSARY TO CONTROL STORM WATER POLLUTION FROM SEDIMENTS, EROSION, AND CONSTRUCTION MATERIALS, AND I CERTIFY THAT I WILL COMPLY WITH REQUIREMENTS.

PRINT NAME _____
(AUTHORIZED AGENT OF THE OWNER)

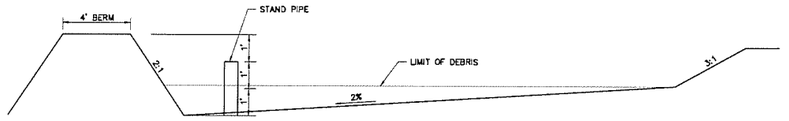
SIGNATURE _____ DATE _____
(AUTHORIZED AGENT OF THE OWNER)



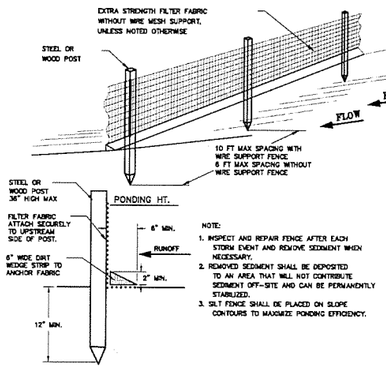
1 SANDBAG DETAIL
NOT TO SCALE



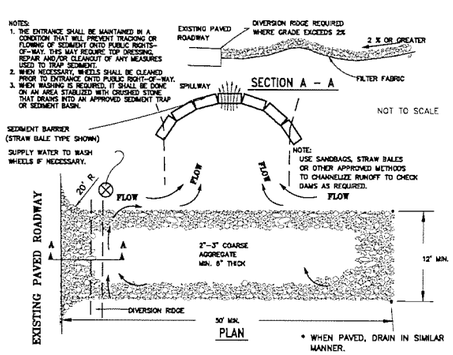
VICINITY MAP
NOT TO SCALE



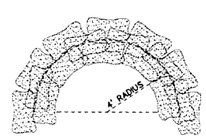
2 DEBRIS BASIN DETAIL
NOT TO SCALE



3 SILT FENCE DETAIL
NOT TO SCALE



4 STABILIZED CONSTRUCTION ENTRANCE/EXIT TC-1
NOT TO SCALE





5 SANDBAG CHECK DAM
NOT TO SCALE

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

PSOMAS
555 South Flower Street, Suite 4400
Los Angeles, CA 90071
(213) 223-1400
(213) 223-1444 fax
www.psomas.com

LA PAZ RANCH
23465 CWC CENTER WAY
MALIBU, CA 90265

LOCAL STORMWATER POLLUTION PREVENTION PLAN/EROSION CONTROL PLAN

09/20/2017
08/13/2018
02/05/2019

C8.1

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plans on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

EROSION CONTROL CONSTRUCTION NOTES:

1. INSTALL CATCH BASIN DEBRIS PROTECTION PER DETAIL 1 HEREON AND BMP SE-10, TYPE 5 – TEMPORARY GEOTEXTILE INSERT.
2. INSTALL STRAW WADDLE, GRAVEL BAGS OR FILTER BAGS, TO PREVENT POLLUTANTS FROM FLOWING INTO PUBLIC STORM DRAIN SYSTEM.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE WITH CRUSHED GRAVEL PER BMP TC-1.
4. CONSTRUCTION TRAILER.
5. MATERIAL STORAGE AREA.
6. IMPLEMENT STAGING AREA PER NS-8 VEHICLE AND EQUIPMENT CLEANING, NS-9 VEHICLE AND EQUIPMENT FUELING, NS-10 VEHICLE AND EQUIPMENT MAINTENANCE, WM-1 MATERIAL DELIVERY AND STORAGE. PRIOR TO MATERIAL DELIVERY AND VEHICLE STORAGE, LOCATION TO BE DETERMINED BY CONTRACTOR AND MAY BE ADJUSTED AS NECESSARY.
7. CONCRETE WASTE MANAGEMENT AREA.
8. INSTALL DEBRIS BASIN PER DETAIL 2/C4.0 AND SE-2 TO DETAIN 50 CY PER ACRE OF DISTURBED AREA PER CITY OF MALIBU REQUIREMENTS.

LEGEND:

SANDBAGS – PLACE PER DETAIL

PSOMAS
555 South Flower Street, Suite 4400
Los Angeles, CA 90071
(213) 223-1400 (213) 223-1444 fax
www.psomas.com

LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

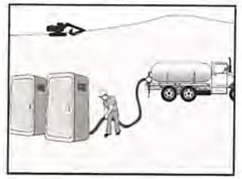
LOCAL STORMWATER POLLUTION PREVENTION PLAN/EROSION CONTROL PLAN

Issued
09/22/2017
04/17/2018
02/08/2019

C8.2

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

Sanitary/Septic Waste Management WM-9



Objectives
- EC Erosion Control
- SE Sediment Control
- TC Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control
- WM Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	☑
Oil and Grease	
Organics	☑

Potential Alternatives
None

Description and Purpose
Proper sanitary and septic waste management prevent the discharge of pollutants to stormwater from sanitary and septic waste by providing convenient, well-maintained facilities, and arranging for regular service and disposal.

Suitable Applications
Sanitary septic waste management practices are suitable for use at all construction sites that use temporary or portable sanitary and septic waste systems.

Limitations
None identified.

Implementation
Sanitary or septic wastes should be treated or disposed of in accordance with state and local requirements. In many cases, one contract with a local facility supplier will be all that it takes to make sure sanitary wastes are properly disposed.

Storage and Disposal Procedures
- Temporary sanitary facilities should be located away from drainage facilities, watercourses, and from traffic circulation. When subjected to high winds or risk of high winds, temporary sanitary facilities should be secured to prevent overturning.
- Wastewater should not be discharged or buried within the project site.

Vehicle & Equipment Maintenance NS-10



Objectives
- EC Erosion Control
- SE Sediment Control
- TR Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control ☑
- WM Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

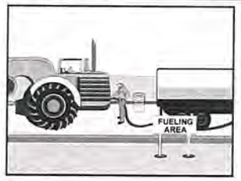
Description and Purpose
Prevent or reduce the contamination of stormwater resulting from vehicle and equipment maintenance by running a "dry and clean site". The best option would be to perform maintenance activities at an offsite facility. If this option is not available then work should be performed in designated areas only, while providing cover for materials stored outside, checking for leaks and spills, and containing and cleaning up spills immediately. Employees and subcontractors must be trained in proper procedures.

Suitable Applications
These procedures are suitable on all construction projects where an onsite yard area is necessary for storage and maintenance of heavy equipment and vehicles.

Limitations
Onsite vehicle and equipment maintenance should only be used where it is impractical to send vehicles and equipment offsite for maintenance and repair. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Outdoor vehicle or equipment maintenance is a potentially significant source of stormwater pollution. Activities that can contaminate stormwater include engine repair and service, changing or replacement of fluids, and outdoor equipment storage and parking (engine fluid leaks). For further information on vehicle or equipment servicing, see NS-8, Vehicle and Equipment Cleaning, and NS-9, Vehicle and Equipment Fueling.

Vehicle and Equipment Fueling NS-9



Objectives
- EC Erosion Control
- SE Sediment Control
- TR Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control ☑
- WM Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives
None

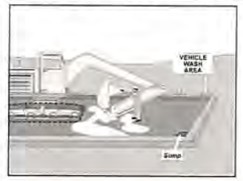
Description and Purpose
Vehicle equipment fueling procedures and practices are designed to prevent fuel spills and leaks, and reduce or eliminate contamination of stormwater. This can be accomplished by using offsite facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors in proper fueling procedures.

Suitable Applications
These procedures are suitable on all construction sites where vehicle and equipment fueling takes place.

Limitations
Onsite vehicle and equipment fueling should only be used where it is impractical to send vehicles and equipment offsite for fueling. Sending vehicles and equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/ Exit.

Implementation
- Use offsite fueling stations as much as possible. These businesses are better equipped to handle fuel and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate fueling area at a site.
- Discourage "topping-off" of fuel tanks.

Vehicle and Equipment Cleaning NS-8



Objectives
- EC Erosion Control
- SE Sediment Control
- TR Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control ☑
- WM Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Description and Purpose
Vehicle and equipment cleaning procedures and practices eliminate or reduce the discharge of pollutants to stormwater from vehicle and equipment cleaning operations. Procedures and practices include but are not limited to: using offsite facilities; washing in designated, contained areas only; eliminating discharges to the storm drain by infiltrating the wash water; and training employees and subcontractors in proper cleaning procedures.

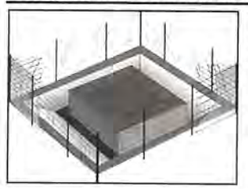
Suitable Applications
These procedures are suitable on all construction sites where vehicle and equipment cleaning is performed.

Limitations
Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Implementation
Other options to washing equipment onsite include contracting with either an offsite or mobile commercial washing business. These businesses may be better equipped to handle and dispose of the wash waters properly. Performing this work offsite can also be economical by eliminating the need for a separate washing operation onsite.

If washing operations are to take place onsite, then:

Storm Drain Inlet Protection SE-10



Objectives
- EC Erosion Control
- SE Sediment Control ☑
- TR Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control
- WM Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	☑
Metals	
Bacteria	
Oil and Grease	
Organics	

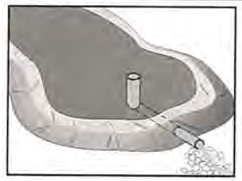
Potential Alternatives
- SE-1 Silt Fence
- SE-5 Fiber Rolls
- SE-6 Gravel Bag Berm
- SE-8 Sandbag Barrier
- SE-9 Straw Bale Barrier

Description and Purpose
Storm drain inlet protection consists of a sediment filter or an impounding area around or upstream of a storm drain, drop inlet, or curb inlet. Storm drain inlet protection measures temporarily pond runoff before it enters the storm drain, allowing sediment to settle. Some filter configurations also remove sediment by filtering, but usually the ponding action results in the greatest sediment reduction.

Suitable Applications
Every storm drain inlet receiving sediment-laden runoff should be protected.

Limitations
- Drainage area should not exceed 1 acre.
- Straw bales, while potentially effective, have not produced in practice satisfactory results, primarily due to improper installation.
- Requires an adequate area for water to pond without encroaching into portions of the roadway subject to traffic.
- Inlet protection usually requires other methods of temporary protection to prevent sediment-laden stormwater and non-stormwater discharges from entering the storm drain system.
- Sediment removal may be difficult in high flow conditions or if runoff is heavily sediment laden. If high flow conditions are

Sediment Basin SE-2



Objectives
- EC Erosion Control
- SE Sediment Control ☑
- TR Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control
- WM Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	☑
Metals	
Bacteria	
Oil and Grease	
Organics	

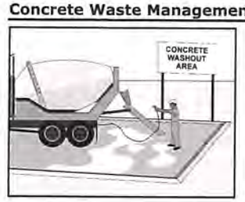
Potential Alternatives
- SE-3 Sediment Trap (for smaller areas)

Description and Purpose
A sediment basin is a temporary basin formed by excavation or by constructing an embankment so that sediment-laden runoff is temporarily detained under quiescent conditions, allowing sediment to settle out before the runoff is discharged.

Suitable Applications
Sediment basins may be suitable for use on larger projects with sufficient space for constructing the basin. Sediment basins should be considered for use:
- Where sediment-laden water may enter the drainage system or watercourses
- On construction projects with disturbed areas during the rainy season
- At the outlet of disturbed watersheds between 5 acres and 75 acres
- At the outlet of large disturbed watersheds, as necessary
- Where post construction detention basins are required
- In association with dikes, temporary channels, and pipes used to convey runoff from disturbed areas

Limitations
Sediment basins must be installed only within the property limits and where failure of the structure will not result in loss of life, damage to homes or buildings, or interruption of use or service of

Concrete Waste Management WM-8



Objectives
- EC Erosion Control
- SE Sediment Control
- TC Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control
- WM Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	☑
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives
None

Description and Purpose
Prevent or reduce the discharge of pollutants to stormwater from concrete waste by conducting washout offsite, performing onsite washout in a designated area, and training employee and subcontractors.

Suitable Applications
Concrete waste management procedures and practices are implemented on construction projects where:
- Concrete is used as a construction material or where concrete dust and debris result form demolition activities.
- Slurries containing portland cement concrete (PCC) or asphalt concrete (AC) are generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition
- Concrete trucks and other concrete-coated equipment are washed onsite.
- Mortar-mixing stations exist
- See also NS-8, Vehicle and Equipment Cleaning

Limitations
- Offsite washout of concrete wastes may not always be possible.

Material Delivery and Storage WM-1



Objectives
- EC Erosion Control
- SE Sediment Control
- TC Tracking Control
- WE Wind Erosion Control
- NS Non-Stormwater Management Control
- WM Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Description and Purpose
Prevent, reduce, or eliminate the discharge of pollutants from material delivery and storage to the stormwater system or watercourses by minimizing the storage of hazardous materials onsite, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.

This best management practice covers only material delivery and storage. For other information on materials, see WM-2, Material Use, or WM-4, Spill Prevention and Control. For information on wastes, see the waste management BMPs in this section.

Suitable Applications
These procedures are suitable for use at all construction sites with delivery and storage of the following materials:
- Soil stabilizers and binders
- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and concrete components

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LOCAL STORMWATER POLLUTION PREVENTION PLAN/EROSION CONTROL PLAN

09/20/2017
8/17/2018
12/08/2018

C8.3

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019.

Bioretention TC-32



Description
The bioretention best management practice (BMP) functions as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants. The runoff's velocity is reduced by passing over or through buffer strip and subsequently distributed evenly along a ponding area. Exfiltration of the stored water in the bioretention area planting soil into the underlying soils occurs over a period of days.

California Experience
None documented. Bioretention has been used as a stormwater BMP since 1992. In addition to Prince George's County, MD and Alexandria, VA, bioretention has been used successfully at urban and suburban areas in Montgomery County, MD; Baltimore County, MD; Chesterfield County, VA; Prince William County, VA; Smith Mountain Lake State Park, VA; and Cary, NC.

Advantages
- Bioretention provides stormwater treatment that enhances the quality of downstream water bodies by temporarily storing runoff in the BMP and releasing it over a period of four days to the receiving water (EPA, 1999).
- The vegetation provides shade and wind breaks, absorbs noise, and improves an area's landscape.

Limitations
- The bioretention BMP is not recommended for areas with slopes greater than 20% or where mature tree removal would

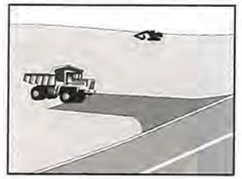
Design Considerations
- Soil for Infiltration
- Tributary Area
- Slope
- Aesthetics
- Environmental Side-effects

Targeted Constituents

☑ Sediment	■
☑ Nutrients	▲
☑ Trash	■
☑ Metals	■
☑ Bacteria	■
☑ Oil and Grease	■
☑ Organics	■

Legend (Removal Effectiveness)
■ Low ■ High
▲ Medium

Stabilized Construction Entrance/Exit TC-1



Description and Purpose
A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Suitable Applications
Use at construction sites:
- Where dirt or mud can be tracked onto public roads.
- Adjacent to water bodies.
- Where poor soils are encountered.
- Where dust is a problem during dry weather conditions.

Limitations
- Entrances and exits require periodic top dressing with additional stones.
- This BMP should be used in conjunction with street sweeping on adjacent public right of way.
- Entrances and exits should be constructed on level ground only.
- Stabilized construction entrances are rather expensive to construct and when a wash rack is included, a sediment trap of some kind must also be provided to collect wash water runoff.

Objectives

EC	Erosion Control ☒
SE	Sediment Control ☒
TC	Tracking Control ☑
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

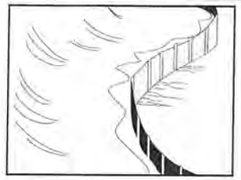
Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives
None

Silt Fence SE-1



Description and Purpose
A silt fence is made of a filter fabric that has been entrenched, attached to supporting poles, and sometimes backed by a plastic or wire mesh for support. The silt fence detains sediment-laden water, promoting sedimentation behind the fence.

Suitable Applications
Silt fences are suitable for perimeter control, placed below areas where sheet flows discharge from the site. They should also be used as interior controls below disturbed areas where runoff may occur in the form of sheet and rill erosion. Silt fences are generally ineffective in locations where the flow is concentrated and are only applicable for sheet or overland flows. Silt fences are most effective when used in combination with erosion controls. Suitable applications include:
- Along the perimeter of a project.
- Below the toe or down slope of exposed and erodible slopes.
- Along streams and channels.
- Around temporary spoil areas and stockpiles.
- Below other small cleared areas.

Limitations
- Do not use in streams, channels, drain inlets, or anywhere flow is concentrated.

Objectives

EC	Erosion Control
SE	Sediment Control ☑
TR	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives
SE-5 Fiber Rolls
SE-6 Gravel Bag Berm
SE-8 Sandbag Barrier
SE-9 Straw Bale Barrier

Scheduling EC-1



Description and Purpose
Scheduling is the development of a written plan that includes sequencing of construction activities and the implementation of BMPs such as erosion control and sediment control while taking local climate (rainfall, wind, etc.) into consideration. The purpose is to reduce the amount and duration of soil exposed to erosion by wind, rain, runoff, and vehicle tracking, and to perform the construction activities and control practices in accordance with the planned schedule.

Suitable Applications
Proper sequencing of construction activities to reduce erosion potential should be incorporated into the schedule of every construction project especially during rainy season. Use of other, more costly yet less effective, erosion and sediment control BMPs may often be reduced through proper construction sequencing.

Limitations
- Environmental constraints such as nesting season prohibitions reduce the full capabilities of this BMP.

Implementation
- Avoid rainy periods. Schedule major grading operations during dry months when practical. Allow enough time before rainfall begins to stabilize the soil with vegetation or physical means or to install sediment trapping devices.
- Plan the project and develop a schedule showing each phase of construction. Clearly show how the rainy season relates to soil

Objectives

EC	Erosion Control ☑
SE	Sediment Control ☒
TR	Tracking Control ☒
WE	Wind Erosion Control ☒
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives
None

Solid Waste Management WM-5



Description and Purpose
Solid waste management procedures and practices are designed to prevent or reduce the discharge of pollutants to stormwater from solid or construction waste by providing designated waste collection areas and containers, arranging for regular disposal, and training employees and subcontractors.

Suitable Applications
This BMP is suitable for construction sites where the following wastes are generated or stored:
- Solid waste generated from trees and shrubs removed during land clearing, demolition of existing structures (rubble), and building construction
- Packaging materials including wood, paper, and plastic
- Scrap or surplus building materials including scrap metals, rubber, plastic, glass pieces and masonry products
- Domestic wastes including food containers such as beverage cans, coffee cups, paper bags, plastic wrappers, and cigarettes
- Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials

Objectives

EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Spill Prevention and Control WM-4



Description and Purpose
Prevent or reduce the discharge of pollutants to drainage systems or watercourses from leaks and spills by reducing the chance for spills, stopping the source of spills, containing and cleaning up spills, properly disposing of spill materials, and training employees.

This best management practice covers only spill prevention and control. However, WM-1, Materials Delivery and Storage, and WM-2, Material Use, also contain useful information, particularly on spill prevention. For information on wastes, see the waste management BMPs in this section.

Suitable Applications
This BMP is suitable for all construction projects. Spill control procedures are implemented anytime chemicals or hazardous substances are stored on the construction site, including the following materials:
- Soil stabilizers/binders
- Dust palliatives
- Herbicides
- Growth inhibitors
- Fertilizers
- Deicing/anti-icing chemicals

Objectives

EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Stockpile Management WM-3



Description and Purpose
Stockpile Management procedures and practices are designed to reduce or eliminate air and stormwater pollution from stockpiles of soil, paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub base or pre-mixed aggregate, asphalt minder (so called "cold mix" asphalt), and pressure treated wood.

Suitable Applications
Implement in all projects that stockpile soil and other materials.

Limitations
None identified.

Implementation
Protection of stockpiles is a year-round requirement. To properly manage stockpiles:
- Locate stockpiles a minimum of 50 ft away from concentrated flows of stormwater, drainage courses, and inlets.
- Protect all stockpiles from stormwater runon using a temporary perimeter sediment barrier such as berms, dikes, fiber rolls, silt fences, sandbag, gravel bags, or straw bale barriers.

Objectives

EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control ☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

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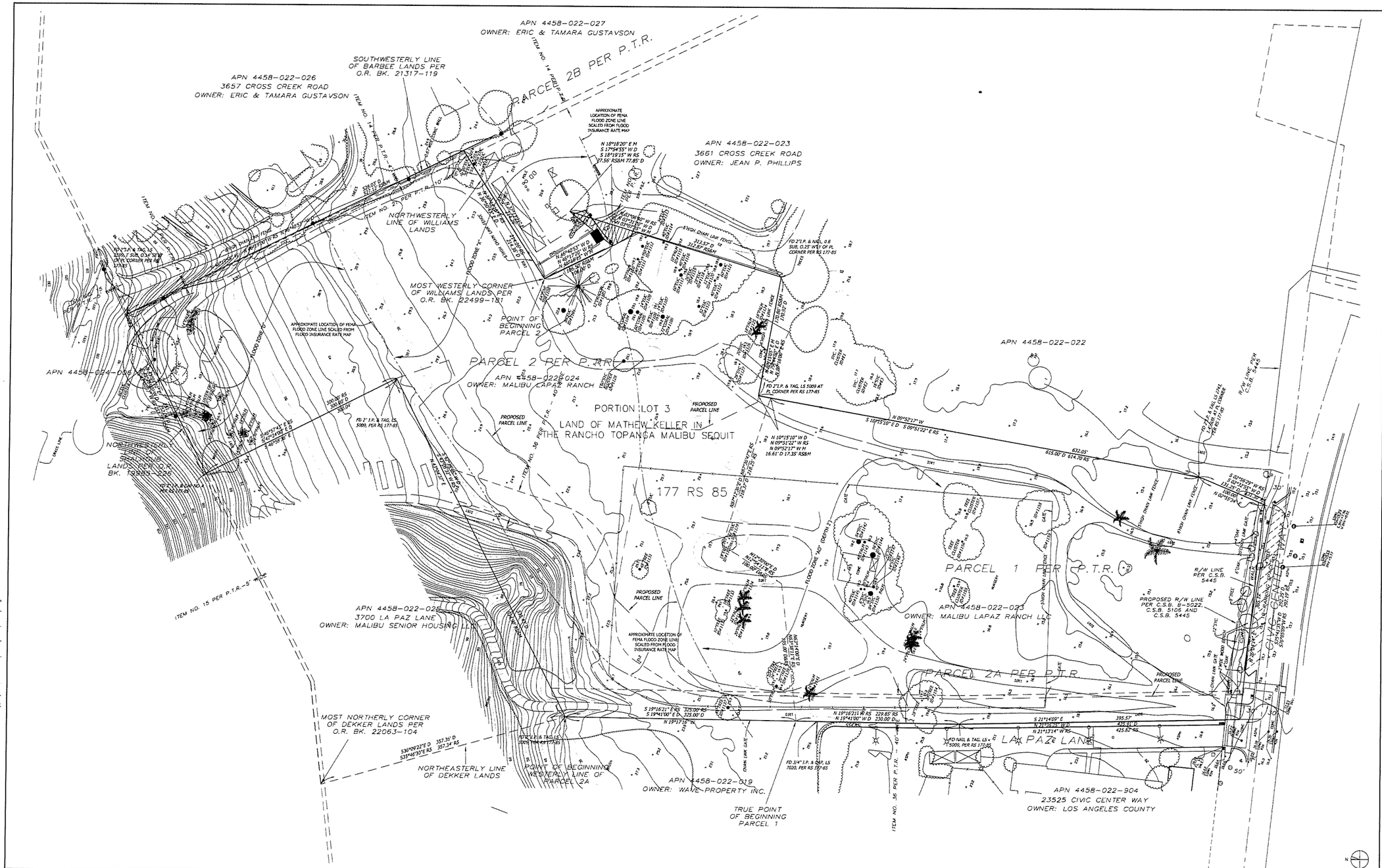
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MALIBU, CA 90265

LOCAL STORMWATER POLLUTION PREVENTION PLAN/EROSION CONTROL PLAN

09/30/2021
01/27/2021
10/29/2019

C8.4

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 24, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



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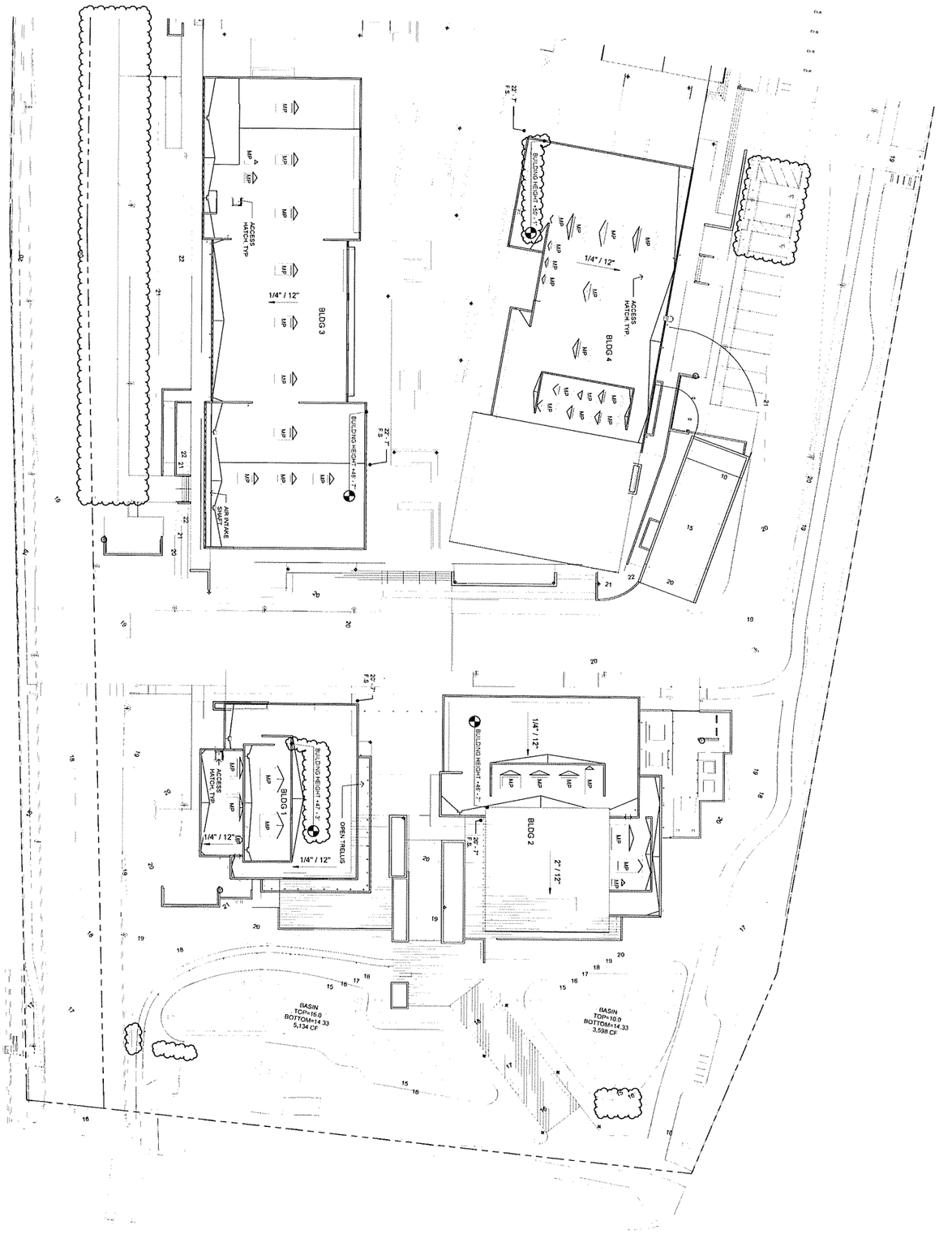
SITE SURVEY

09/22/2017
04/17/2018
02/08/2019

2015066

A1.00

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



ROOF PLAN - PARTIAL SITE PLAN 1
1" = 20'-0"

8

NOTES - ROOF PLAN
NO SCALE

2

1 ALL ABSOLUTE ELEVATIONS MEASURED FROM SEA LEVEL

LEGEND - ROOF PLANS
NO SCALE

1

MP MECHANICAL EQUIPMENT PAD

ACCESS HATCH

F.S. TOP OF FINISHED SURFACE

A2.01

ROOF PLAN - PARTIAL SITE PLAN 1

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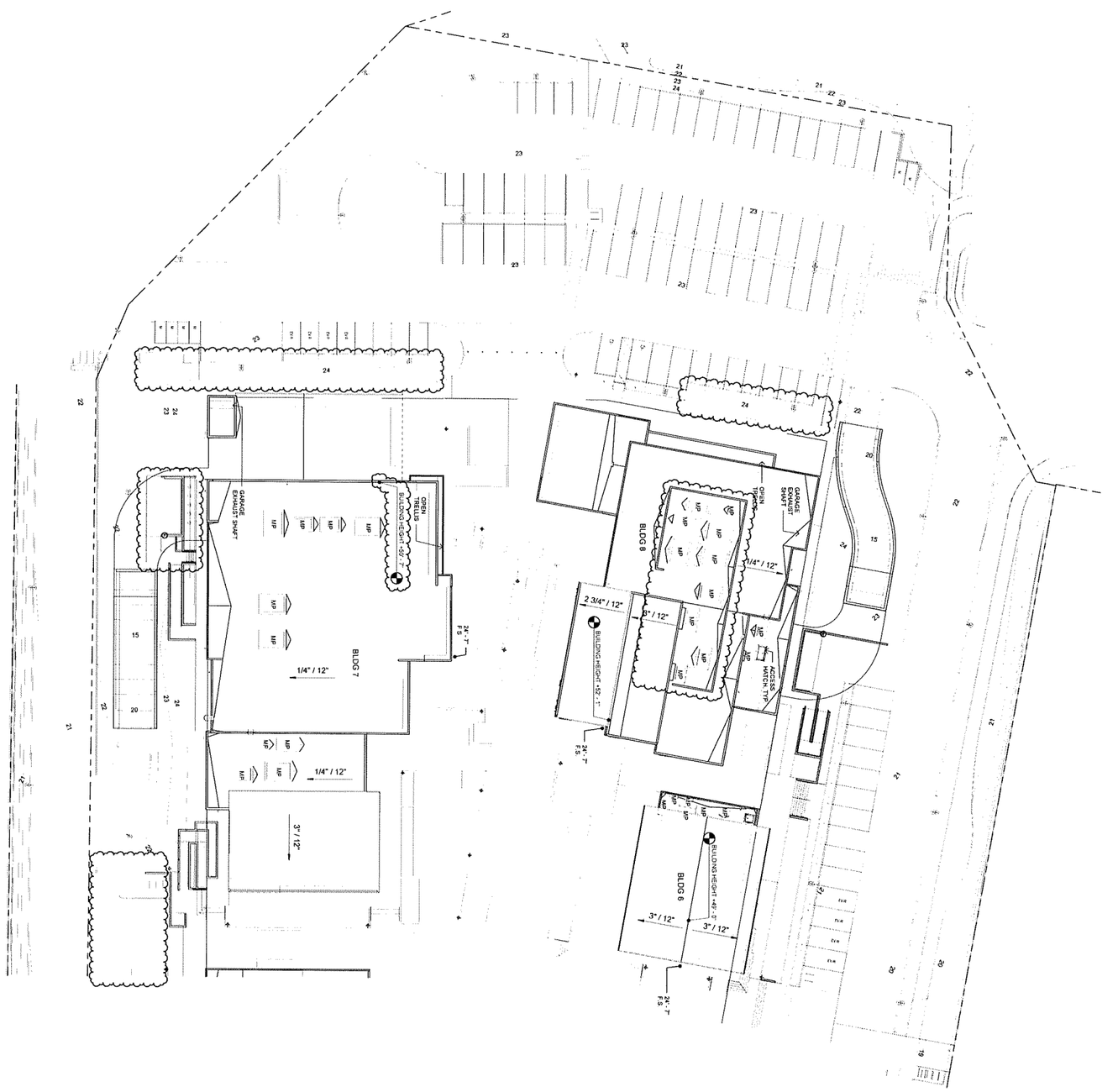
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ROOF PLAN - PARTIAL SITE PLAN 2
1" = 20'-0"

8

N

NOTES - ROOF PLAN
NO SCALE

2

1. ALL ABSOLUTE ELEVATIONS MEASURED FROM SEA LEVEL

LEGEND - ROOF PLANS
NO SCALE

1

MP — MECHANICAL EQUIPMENT PAD

ACCESS HATCH

F.S. — TOP OF FINISHED SURFACE

A2.02

ROOF PLAN - PARTIAL SITE PLAN 2

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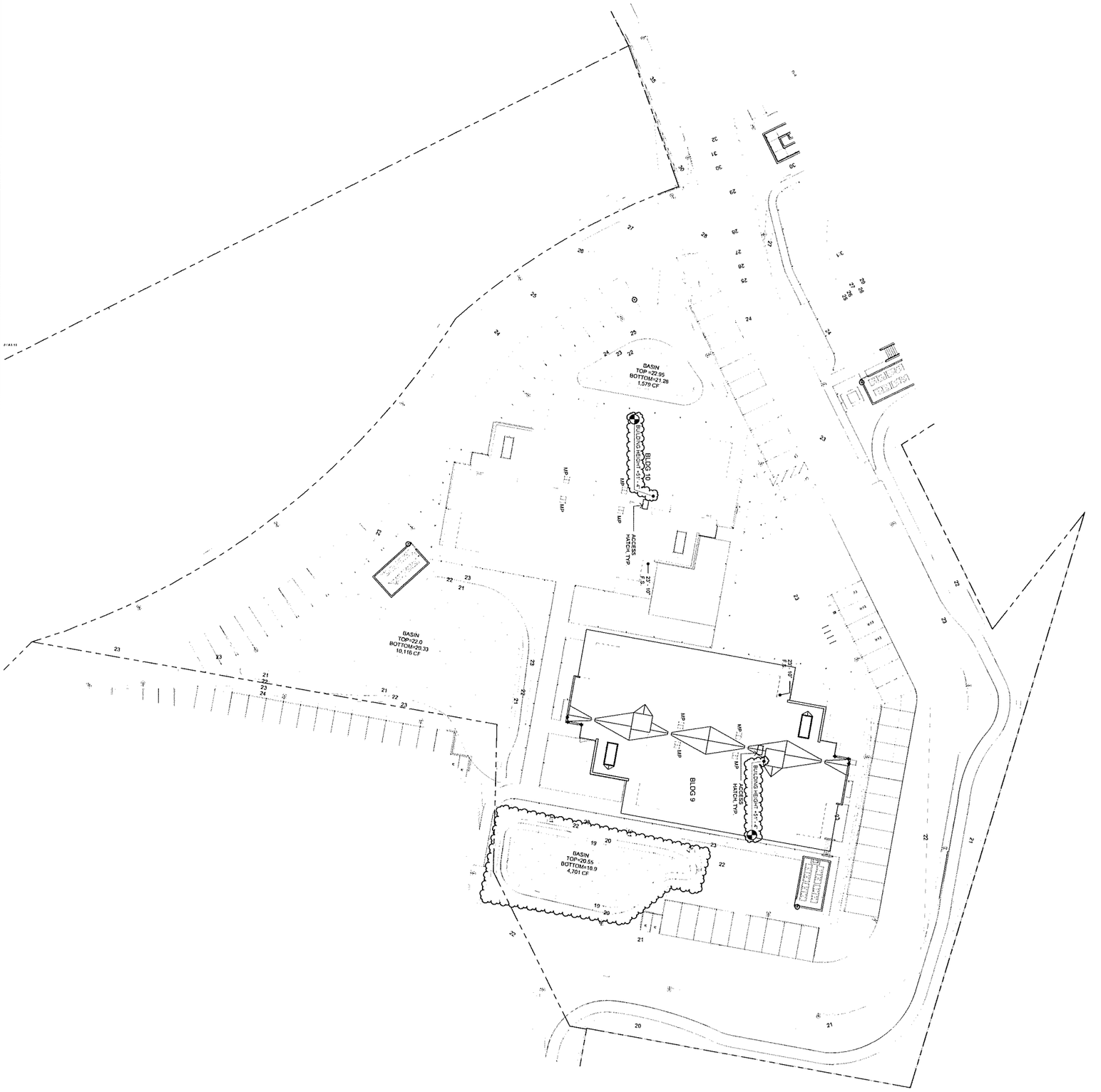
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landscape

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ROOF PLAN - PARTIAL SITE PLAN 3
1" = 20'-0"
8

NOTES - ROOF PLAN
NO SCALE
2

1. ALL ABSOLUTE ELEVATIONS MEASURED FROM SEA LEVEL

LEGEND - ROOF PLANS
NO SCALE
1

MP — MECHANICAL EQUIPMENT PAD

ACCESS HATCH

T.S. — TOP OF FINISHED SURFACE

A2.03

ROOF PLAN - PARTIAL SITE PLAN 3

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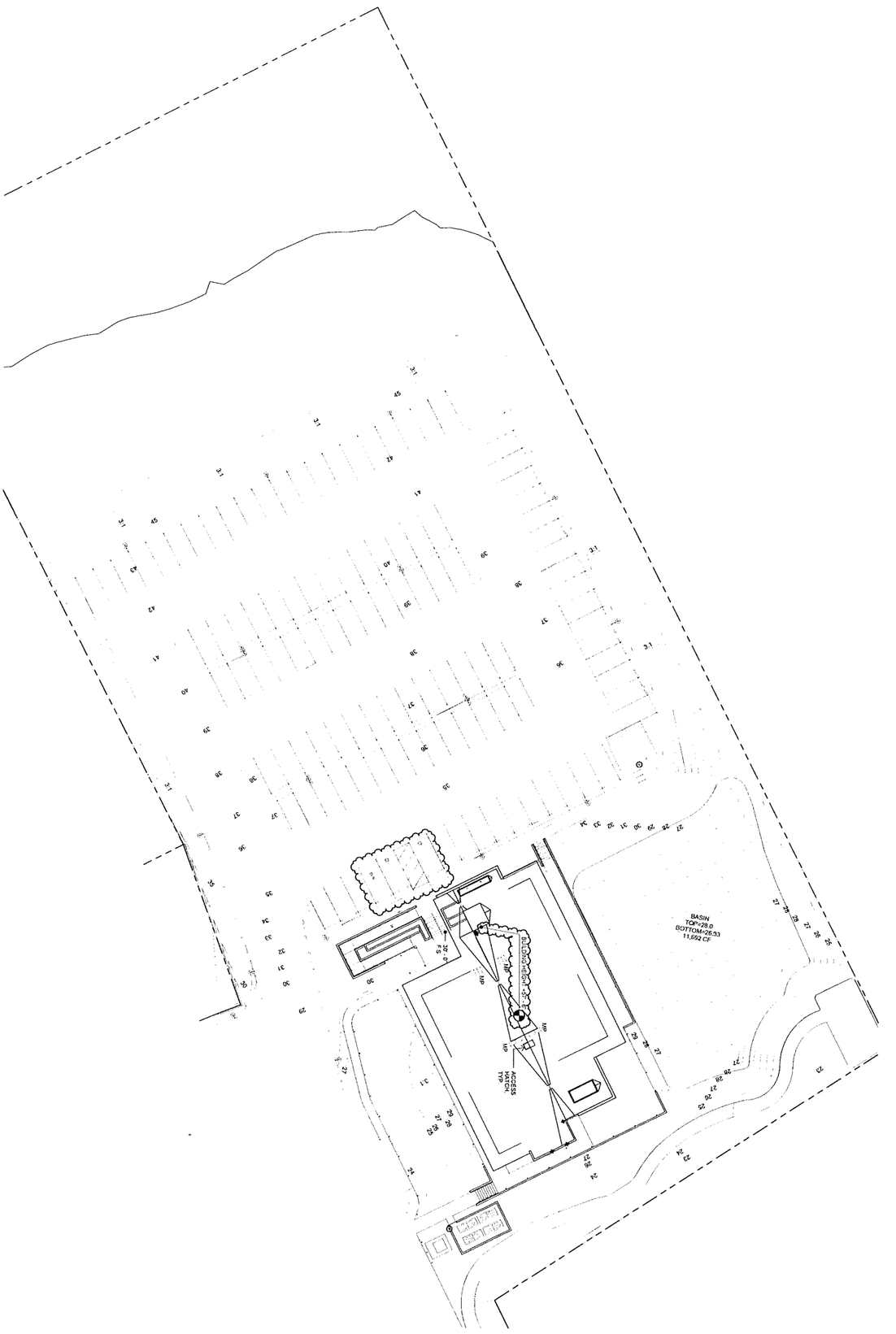
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ROOF PLAN - PARTIAL SITE PLAN 4
1" = 20'-0"
3

LEGEND - ROOF PLANS
NO SCALE
1

MP MECHANICAL EQUIPMENT PAD

ACCESS HATCH

F.S. TOP OF FINISHED SURFACE

NOTES - ROOF PLAN
NO SCALE
2

1 ALL ABSOLUTE ELEVATIONS MEASURED FROM SEA LEVEL

A2.04

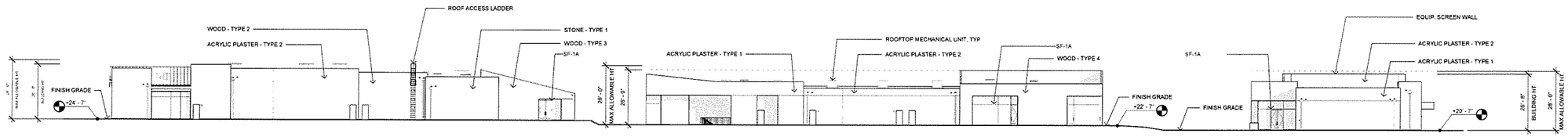
ROOF PLAN - PARTIAL SITE PLAN 4

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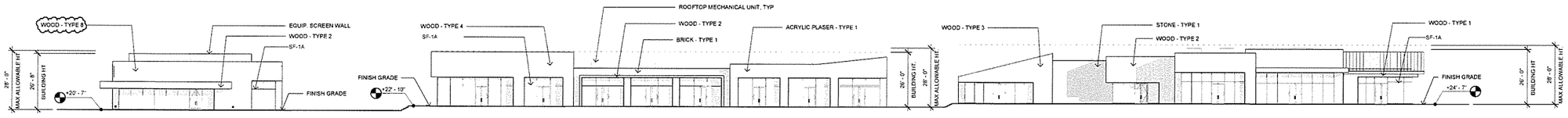
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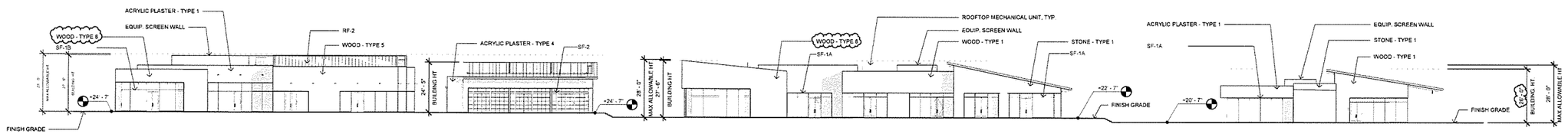
BUILDING 7 BUILDING 3 BUILDING 1

PARCEL A - STREET WEST
1" = 20'-0" 1



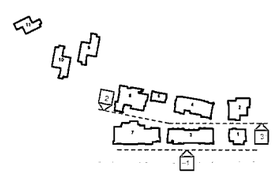
BUILDING 1 BUILDING 3 BUILDING 7

PARCEL A - PLAZA EAST
1" = 20'-0" 2



BUILDING 8 BUILDING 6 BUILDING 4 BUILDING 2

PARCEL A - PLAZA WEST
1" = 20'-0" 3



N

BUILDING ELEVATIONS - KEY PLAN
NO SCALE 4

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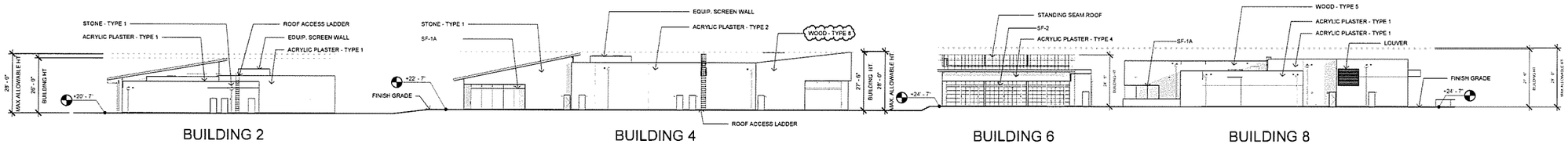
PARCEL A - ELEVATIONS

09/22/2017
04/17/2018
02/09/2019

2015.066

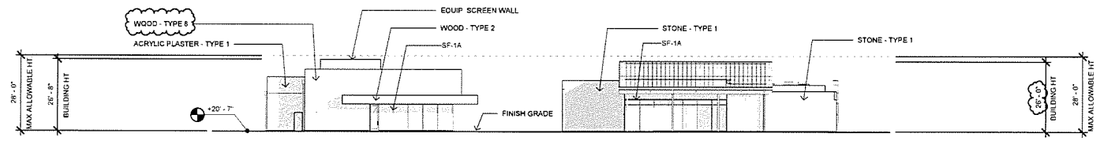
A3.10

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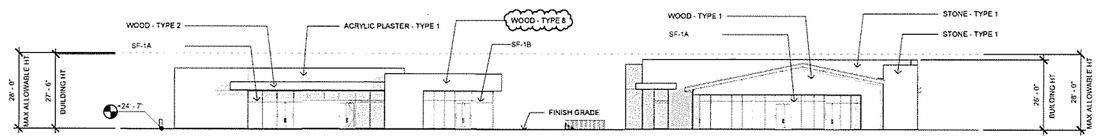
BUILDING 2 BUILDING 4 BUILDING 6 BUILDING 8

PARCEL A - STREET EAST
1" = 20'-0" 1



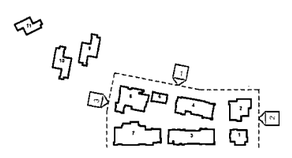
BUILDING 1 BUILDING 2

PARCEL A - STREET SOUTH
1" = 20'-0" 2



BUILDING 8 BUILDING 7

PARCEL A - STREET NORTH
1" = 20'-0" 3



BUILDING ELEVATIONS - KEY PLAN
NO SCALE 4

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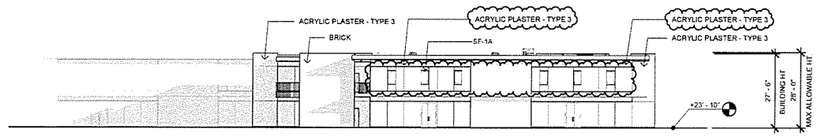
PARCEL A - ELEVATIONS

09/22/2017
04/17/2018
02/08/2019

2015066

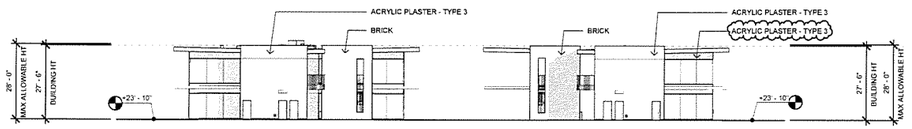
A3.11

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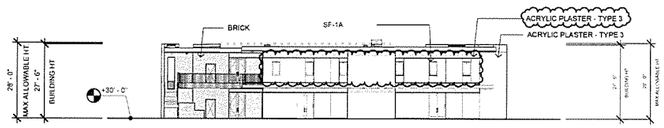
BUILDING 10 BUILDING 9

PARCEL B - SOUTH
1" = 20'-0" | 1



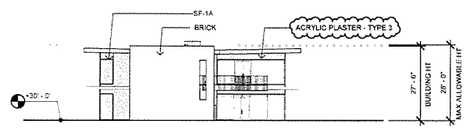
BUILDING 9 BUILDING 10

PARCEL B - WEST
1" = 20'-0" | 2



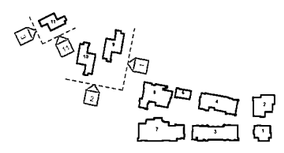
BUILDING 11

PARCEL B - BLDG 11 - SOUTH
1" = 20'-0" | 11



BUILDING 11

PARCEL B - BLDG 11 - WEST
1" = 20'-0" | 3



BUILDING ELEVATIONS - KEY PLAN
NO SCALE | 4

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23465 CIVIC CENTER WAY
MALIBU, CA 90265

PARCEL B - ELEVATIONS

09/22/2017
04/17/2018
02/08/2019

2015066

A3.12

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

OVERALL FLOOR PLAN - GARAGE 1/16" = 1'-0" | 1

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4. ALL DOORS AND WINDOWS DIMENSIONED TO CENTERLINE OF CLEAR OPENING
5. CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL TEMPORARY BARRIERS AND GUARDS, AND ALL TEMPORARY SHORING AND BRACING AS REQUIRED BY ALL CITY AND STATE REGULATIONS
6. CONTRACTOR SHALL PROVIDE ADEQUATE WEATHER PROTECTION FOR THE BUILDING AND ITS CONTENTS DURING THE COURSE OF WORK
7. CONTRACTOR SHALL PROVIDE TEMPORARY SANITARY FACILITIES AS TO LEAST IMPACT NEIGHBORS AND AS DIRECTED BY CITY REGULATIONS

NOTES NO SCALE | 12

STANDARD PARKING
ELECTRIC VEHICLE PARKING
ELECTRIC VEHICLE-READY PARKING (FUTURE ELECTRIC VEHICLE)
SITE ACCESSIBLE PARKING
VAN ACCESSIBLE PARKING WITH AISLE
COMPACT PARKING
MOTORCYCLE PARKING

NOTE: DIMENSIONS SHOWN TO CLARIFY REQUIREMENTS.

LEGEND - PARKING 1" = 20'-0" | 4

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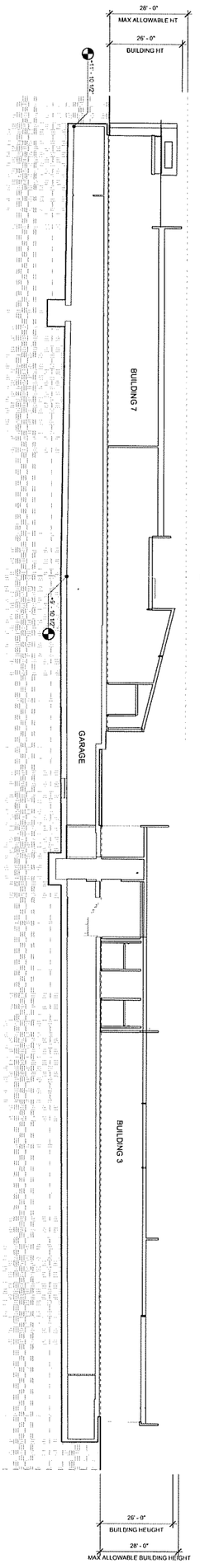
FLOOR PLAN - GARAGE

09/22/2017
04/17/2018
02/08/2019

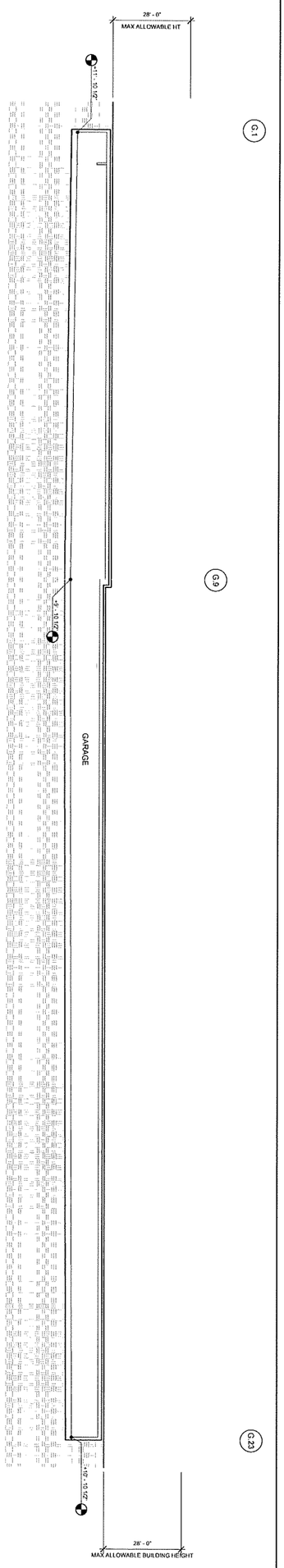
2015066

G
A2.10

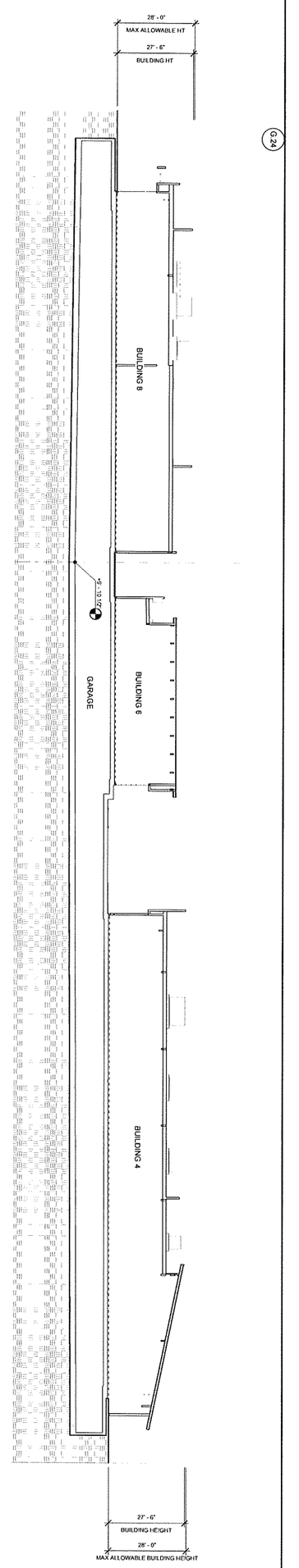
Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



GARAGE - SECTION - LONGITUDINAL 3
1/16" = 1'-0"
3



GARAGE - SECTION - LONGITUDINAL 2
1/16" = 1'-0"
2



GARAGE - SECTION - LONGITUDINAL 1
1/16" = 1'-0"
1

G
A4.01

BUILDING SECTIONS - GARAGE

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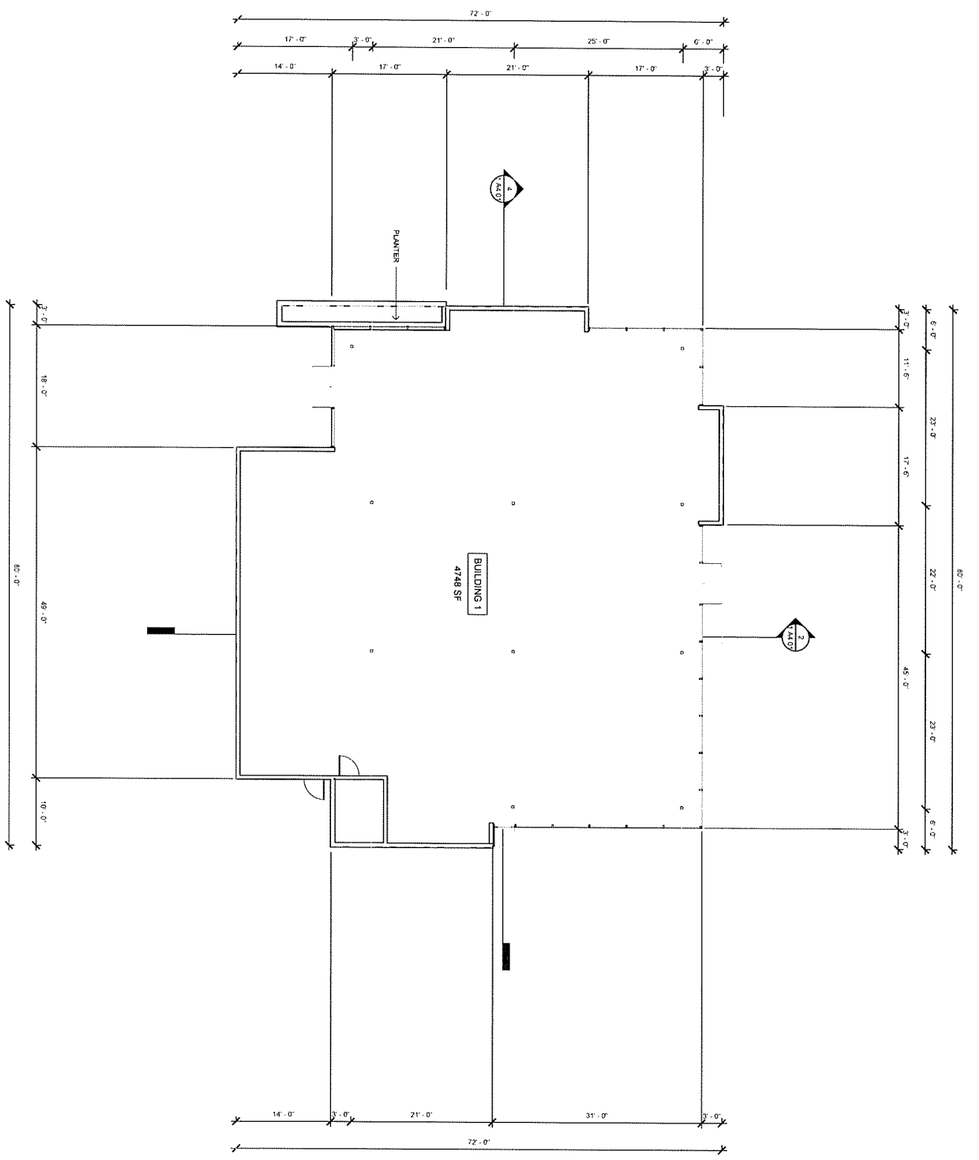
MARMOL RADZINER AIA

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Los Angeles California 90025

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310 826 6226 fax

info@marmol-radziner.com
www.marmol-radziner.com

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2. DO NOT SCALE FROM DRAWINGS
3. ANY INCONSISTENCIES OR UNFORESEEN CONDITIONS TO BE REVIEWED BY THE ARCHITECT PRIOR TO PROCEEDING WITH CONSTRUCTION
4. ALL DOORS AND WINDOWS DIMENSIONED TO CENTERLINE OF CLEAR OPENING
5. CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL TEMPORARY BARRIERS AND GUARDS AND ALL TEMPORARY SHORING AND BRACING AS REQUIRED BY ALL CITY AND STATE REGULATIONS
6. CONTRACTOR SHALL PROVIDE ADEQUATE WEATHER PROTECTION FOR THE BUILDING AND ITS CONTENTS DURING THE COURSE OF WORK
7. CONTRACTOR SHALL PROVIDE TEMPORARY SANITARY FACILITIES AS TO COMPLY WITH HEALTH CODES AND AS DIRECTED BY CITY REGULATIONS

NOTES
NO SCALE

LEGEND
NO SCALE

FLOOR PLAN - BUILDING 1
1/8" = 1'-0"

FLOOR PLAN - BUILDING 1

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09.22.2017
10.17.2019
10.29.2019

1
A2.10

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BUILDING SECTION 1 - BUILDING 1
1/8" = 1'-0" | 2

BUILDING SECTION 2 - BUILDING 1
1/8" = 1'-0" | 4

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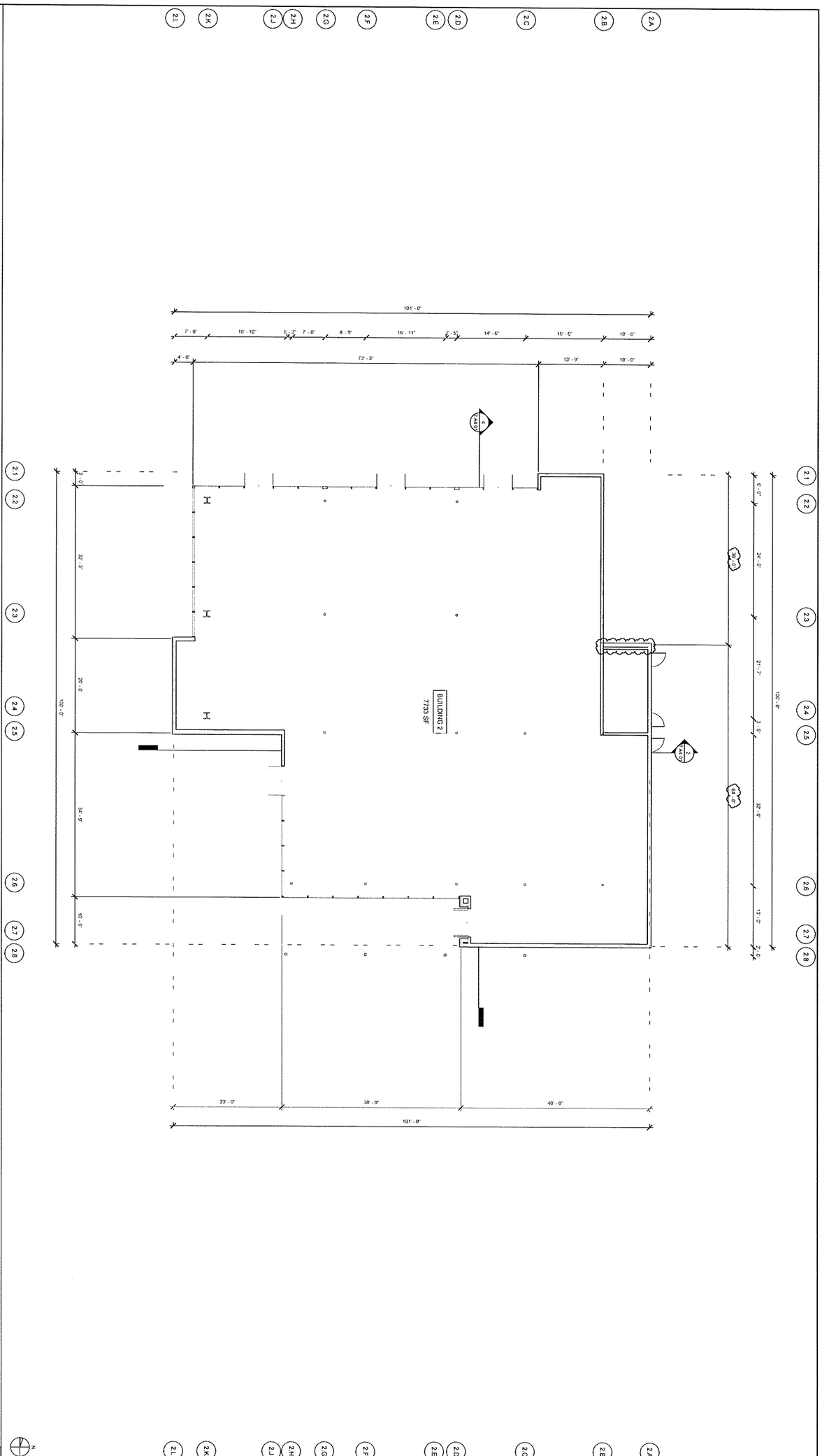
BUILDING SECTIONS - BUILDING 1

09/22/2017
04/17/2018
02/08/2019

2015066

1
A4.01

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FLOOR PLAN - BUILDING 2
1/8" = 1'-0"
3

NOTES
NO SCALE
8

LEGEND
NO SCALE
4

2
A2.10

FLOOR PLAN - BUILDING 2

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BUILDING SECTION 1 - BUILDING 2
1/8" = 1'-0" | 2

BUILDING SECTION 2 - BUILDING 2
1/8" = 1'-0" | 4

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BUILDING SECTIONS - BUILDING 2

09/22/2017
04/17/2018
02/08/2019

2015-066

2
A4.01

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FLOOR PLAN - BUILDING 3
1/8" = 1'-0" | 3

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2 DO NOT SCALE FROM DRAWINGS

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NOTES
NO SCALE | 8

LEGEND
NO SCALE | 4

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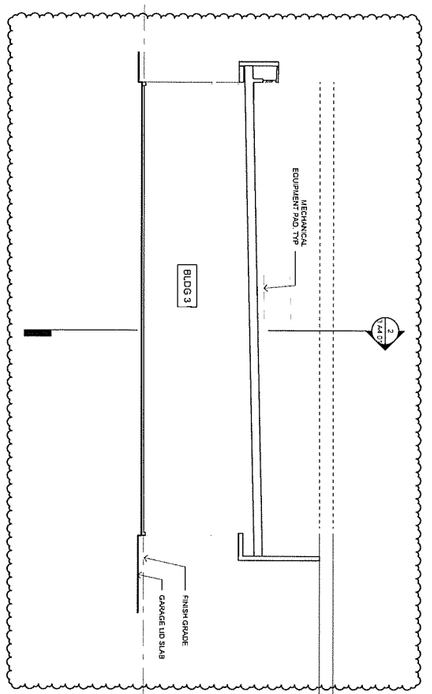
FLOOR PLAN - BUILDING 3

09/22/2017
04/17/2018
02/08/2019

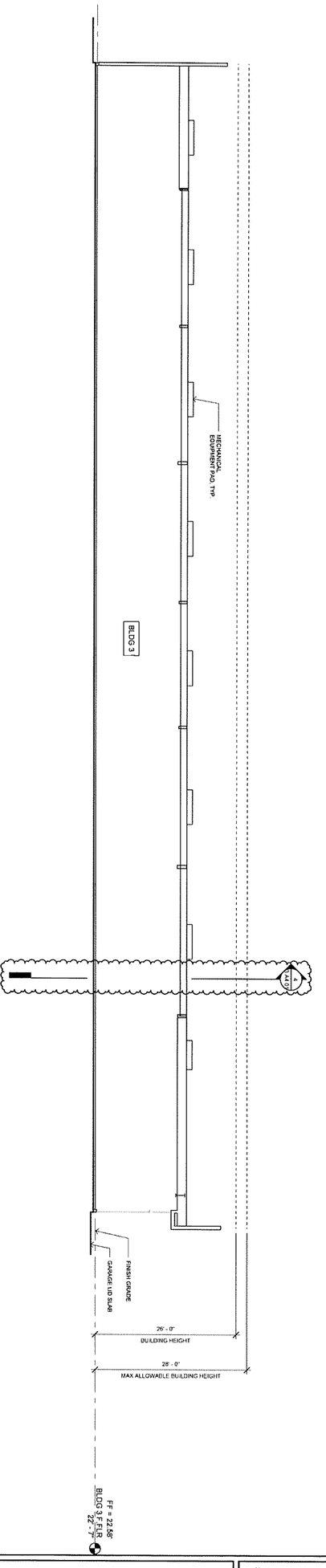
2015066

3
A2.10

Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



4 BUILDING SECTION 2 - BUILDING 3
1/8" = 1'-0"



2 BUILDING SECTION 1 - BUILDING 3
1/8" = 1'-0"

3 A4.01

BUILDING SECTIONS - BUILDING 3

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subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

FLOOR PLAN - BUILDING 4
1/8" = 1'-0" | 3

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NOTES
NO SCALE | 8

LEGEND
NO SCALE | 4

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MALIBU, CA 90265

FLOOR PLAN - BUILDING 4

09/22/2017
04/17/2018
02/09/2019

2015066
4
A2.10

BUILDING SECTION 1 - BUILDING 4
1/8" = 1'-0" | 2

BUILDING SECTION 2 - BUILDING 4
1/8" = 1'-0" | 4

subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

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FAX 310 affiliated
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MALIBU, CA 90265

BUILDING SECTIONS - BUILDING 4

09/22/2017
04/17/2019
02/08/2019

2015066

4
A4.01

s for this project shall be in substantial compliance
sive project plan set on file with the Planning
"For January 21, 2020 PC meeting" and the
oved by the City Biologist on October 29, 2019

FLOOR PLAN - BUILDING 6
1/8" = 1'-0" | 3

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NOTES
NO SCALE | 8

LEGEND
NO SCALE | 4

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FLOOR PLAN - BUILDING 6

09/22/2017
04/17/2018
02/08/2019

20150E6

6
A2.10

subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019 .

BUILDING SECTION 1 - BUILDING 6
1/8" = 1'-0" | 2

BUILDING SECTION 2 - BUILDING 6
1/8" = 1'-0" | 4

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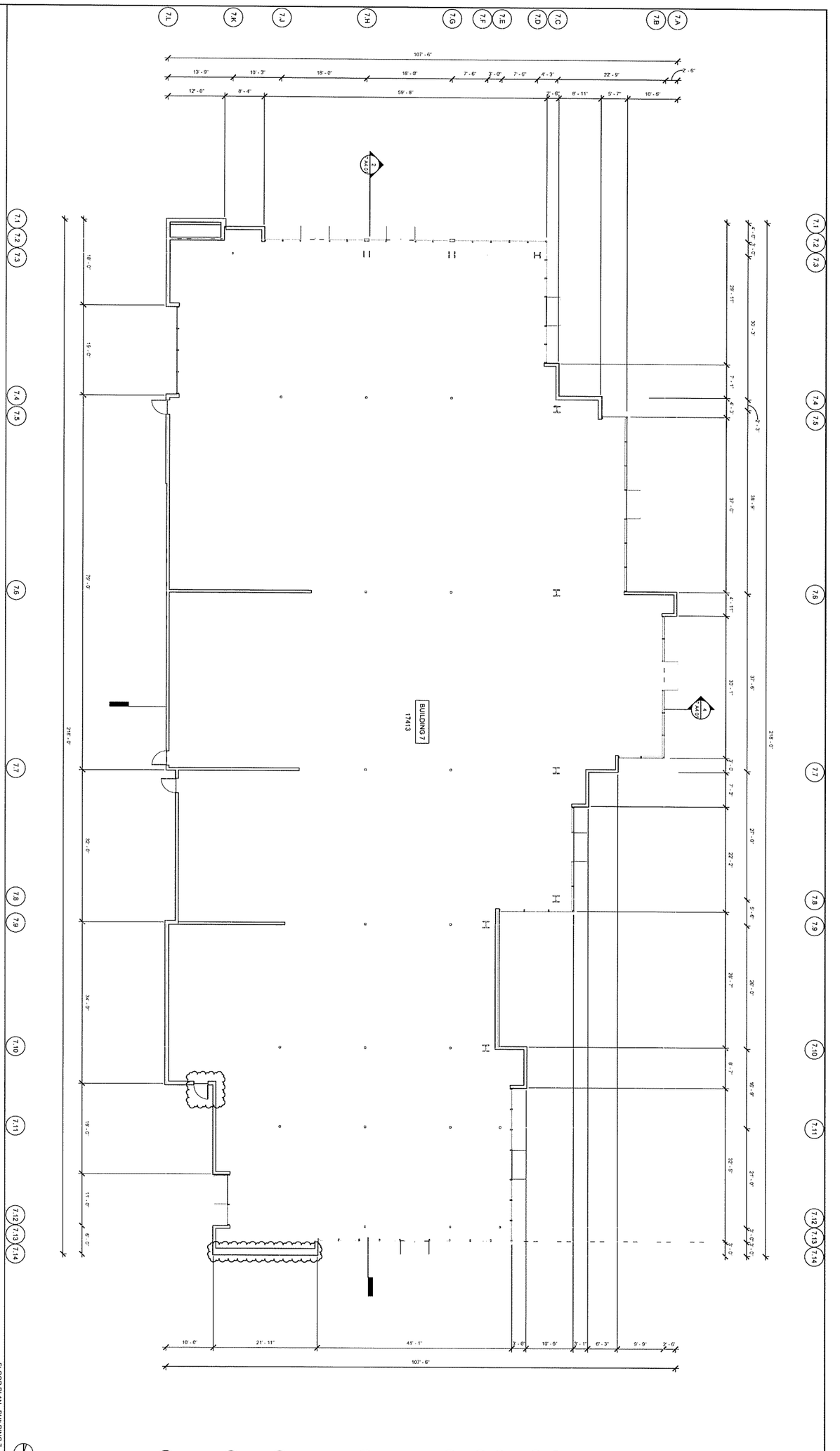
BUILDING SECTIONS - BUILDING 6

09/22/2017
04/17/2018
02/08/2019

2015066

6
A4.01

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NOTES
NO SCALE

8

LEGEND - FLOOR PLAN
1/4" = 1'-0"

4

FLOOR PLAN - BUILDING 7
1/8" = 1'-0"

3

7
A2.10

2015.06

09/20/2019	
10/28/2019	

FLOOR PLAN - BUILDING 7

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7.4 7.9 7.14

BUILDING SECTION 1 - BUILDING 7
1/8" = 1'-0" | 2

7.L 7.A

BUILDING SECTION 2 - BUILDING 7
1/8" = 1'-0" | 4

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landscape
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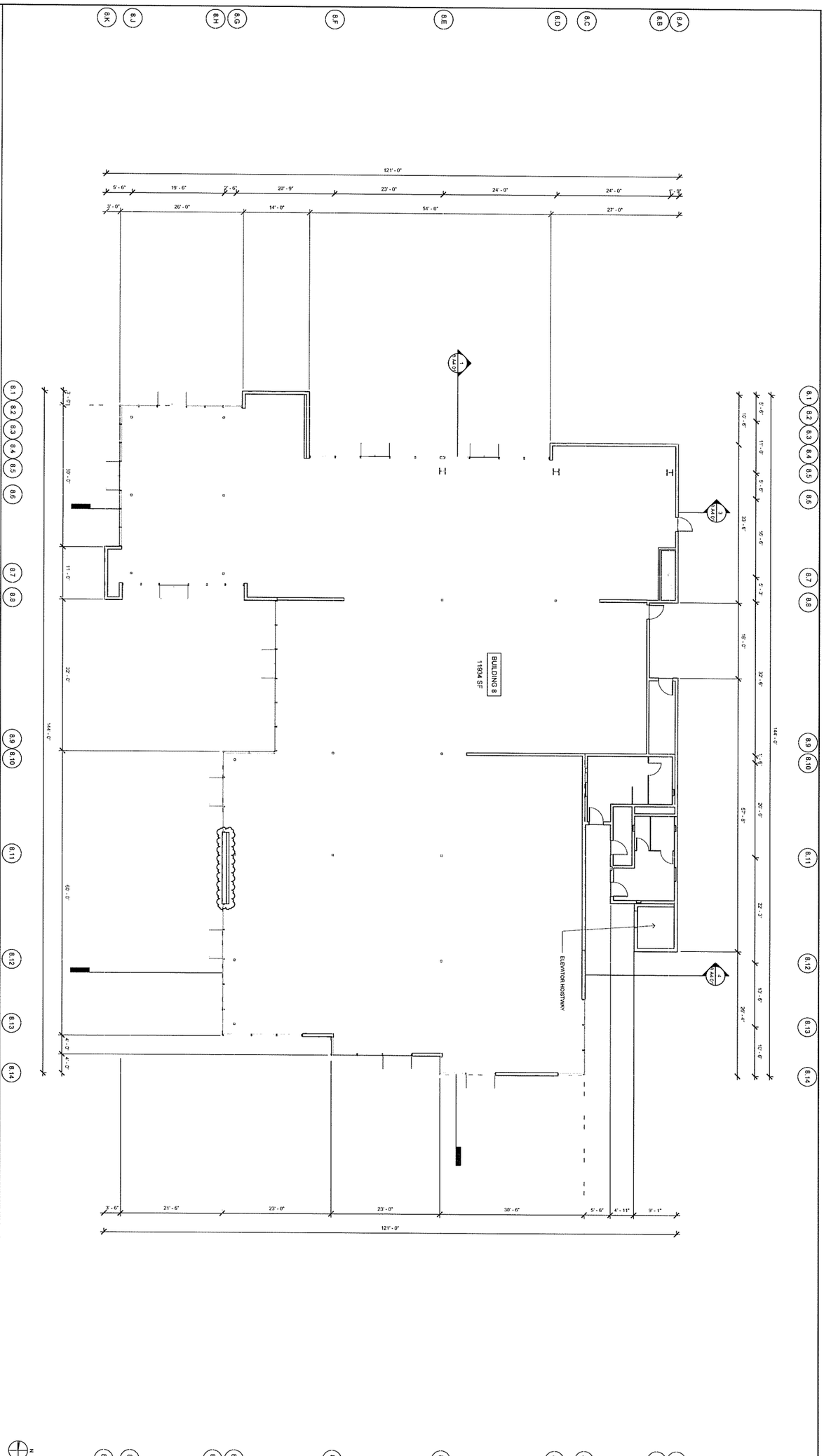
BUILDING SECTIONS - BUILDING 7

09/22/2017
04/17/2018
02/08/2019

2015DE6

7
A4.01

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NOTES
NO SCALE

8

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2. DO NOT SCALE FROM DRAWINGS
3. ANY CONDITIONS NOT SHOWN ON PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY UNSEEN CONDITIONS TO BE REVIEWED BY THE ARCHITECT PRIOR TO CONSTRUCTION
4. ALL DOORS AND WINDOWS DIMENSIONED TO CENTERLINE OF CLEAR OPENING
5. CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL TEMPORARY BARRIERS AND GUARDS, AND ALL SIGNAGE AS REQUIRED BY ALL CITY AND STATE REGULATIONS
6. CONTRACTOR SHALL EVALUATE WEATHER PROTECTION FOR THE BUILDING AND ITS CONTENTS DURING THE COURSE OF WORK
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FLOOR PLAN - BUILDING 8
1/8" = 1'-0"

3

LEGEND
NO SCALE

4

8
A2.10

FLOOR PLAN - BUILDING 8

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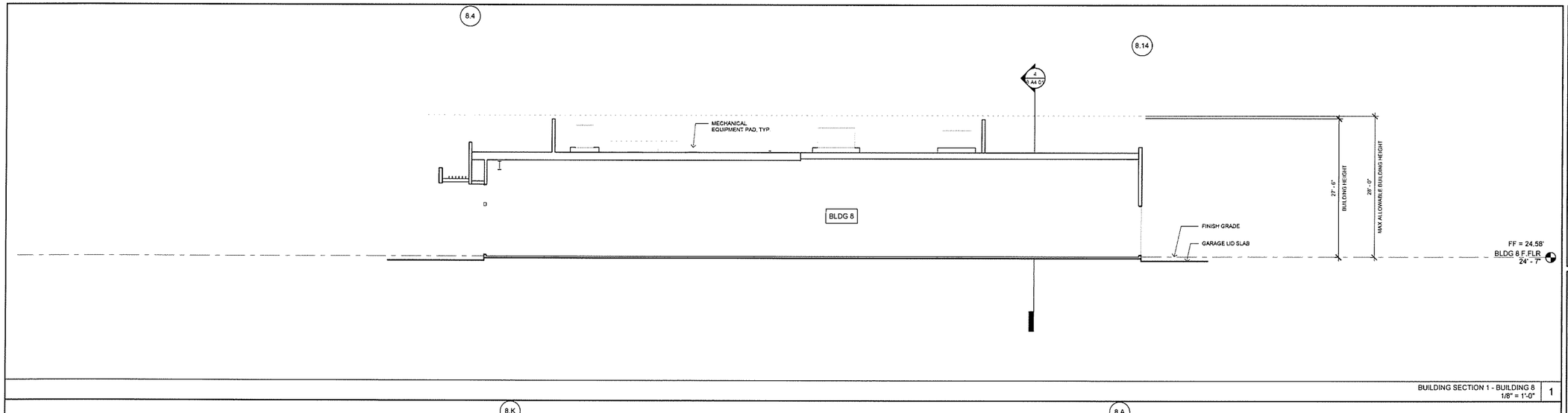
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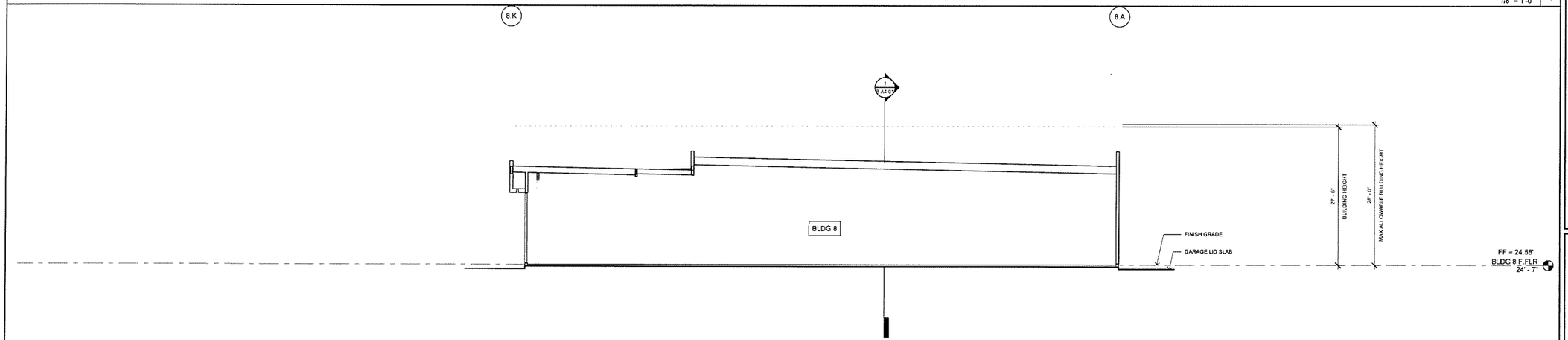
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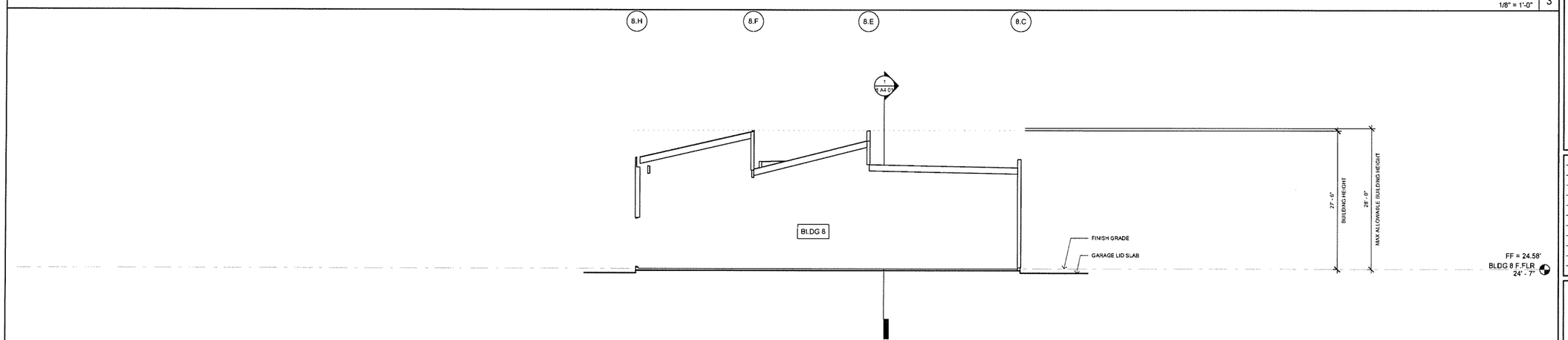
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BUILDING SECTION 1 - BUILDING 8
1/8" = 1'-0" | 1



BUILDING SECTION 2 - BUILDING 8
1/8" = 1'-0" | 3



BUILDING SECTION 3 - BUILDING 8
1/8" = 1'-0" | 4

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interiors
landscape

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MALIBU, CA 90265

BUILDING SECTIONS - BUILDING 8

09/22/2017
04/17/2018
02/08/2019

2015066

8
A4.01

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FLOOR PLAN - BUILDING 9 - LEVEL 1
1/8" = 1'-0"

8

NOT USED
NO SCALE

1

NOT USED
NO SCALE

2

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3. ANY INCONSISTENCIES OR UNFORESEEN CONDITIONS TO BE REVIEWED BY THE ARCHITECT PRIOR TO PROCEEDING WITH CONSTRUCTION
4. ALL DOORS AND WINDOWS DIMENSIONED TO CENTERLINE OF CLEAR OPENING
5. CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL TEMPORARY BARRIERS AND GUARDS, AND ALL TEMPORARY SHORING AND BRACING AS REQUIRED BY ALL CITY AND STATE REGULATIONS
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7. CONTRACTOR SHALL PROVIDE TEMPORARY SANITARY FACILITIES AS TO LEAST IMPACT NEIGHBORS AND AS DIRECTED BY CITY REGULATIONS

NOTES
NO SCALE

3

LEGEND
NO SCALE

4

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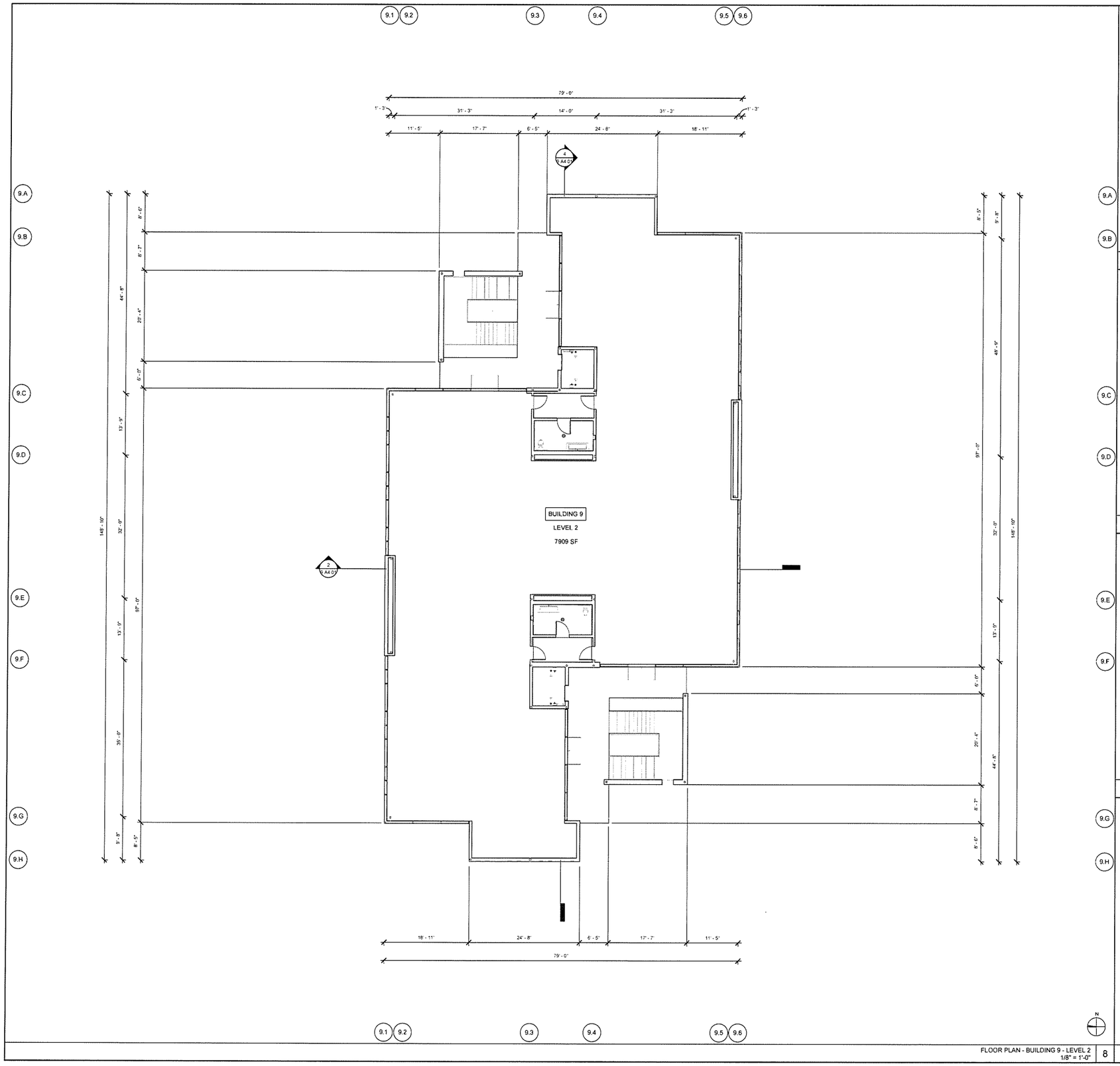
FLOOR PLAN - BUILDING 9 - LEVEL 1

09/22/2017
04/17/2018
02/08/2019

2015066

9
A2.10

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FLOOR PLAN - BUILDING 9 - LEVEL 2
1/8" = 1'-0" | 8

LEGEND
NO SCALE | 1

LEGEND
NO SCALE | 2

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NOTES
NO SCALE | 3

LEGEND
NO SCALE | 4

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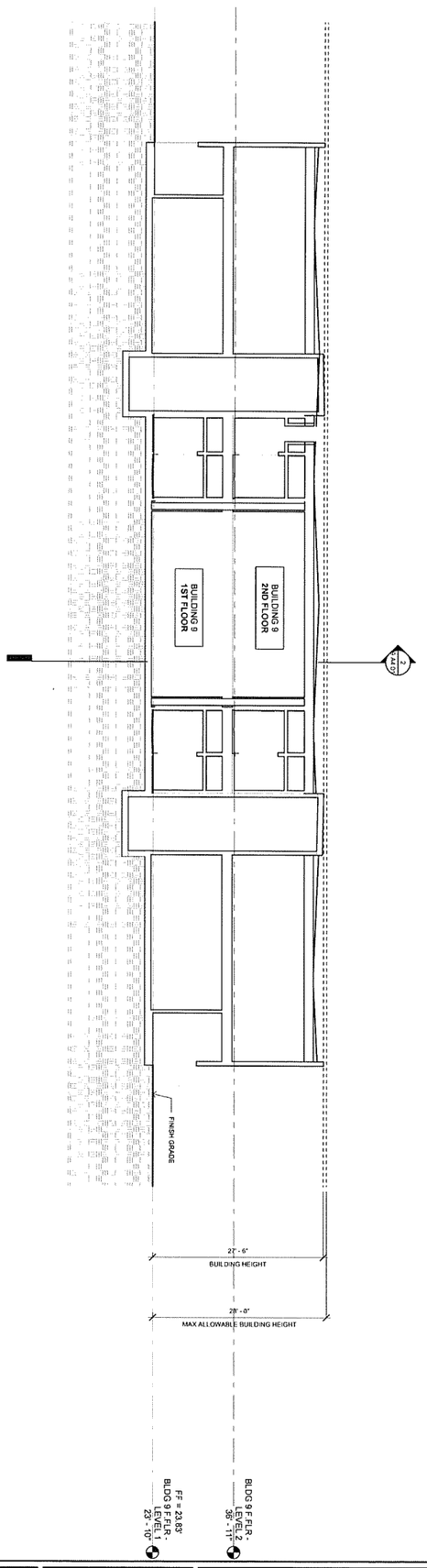
FLOOR PLAN - BUILDING 9 - LEVEL 2

09/22/2017
04/17/2018
02/08/2019

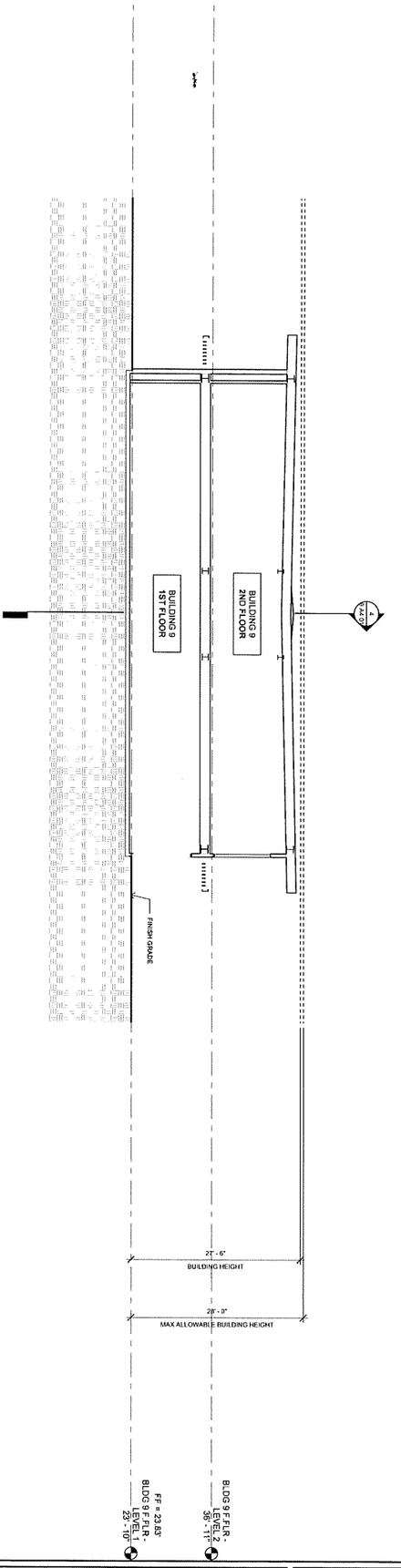
2015D66

9
A2.11

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BUILDING SECTION 2 - BUILDING 9
1/8" = 1'-0"



BUILDING SECTION 1 - BUILDING 9
1/8" = 1'-0"

9A | 9H | 9.1 | 9.5

BUILDING SECTIONS - BUILDING 9

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MALIBU, CA 90265

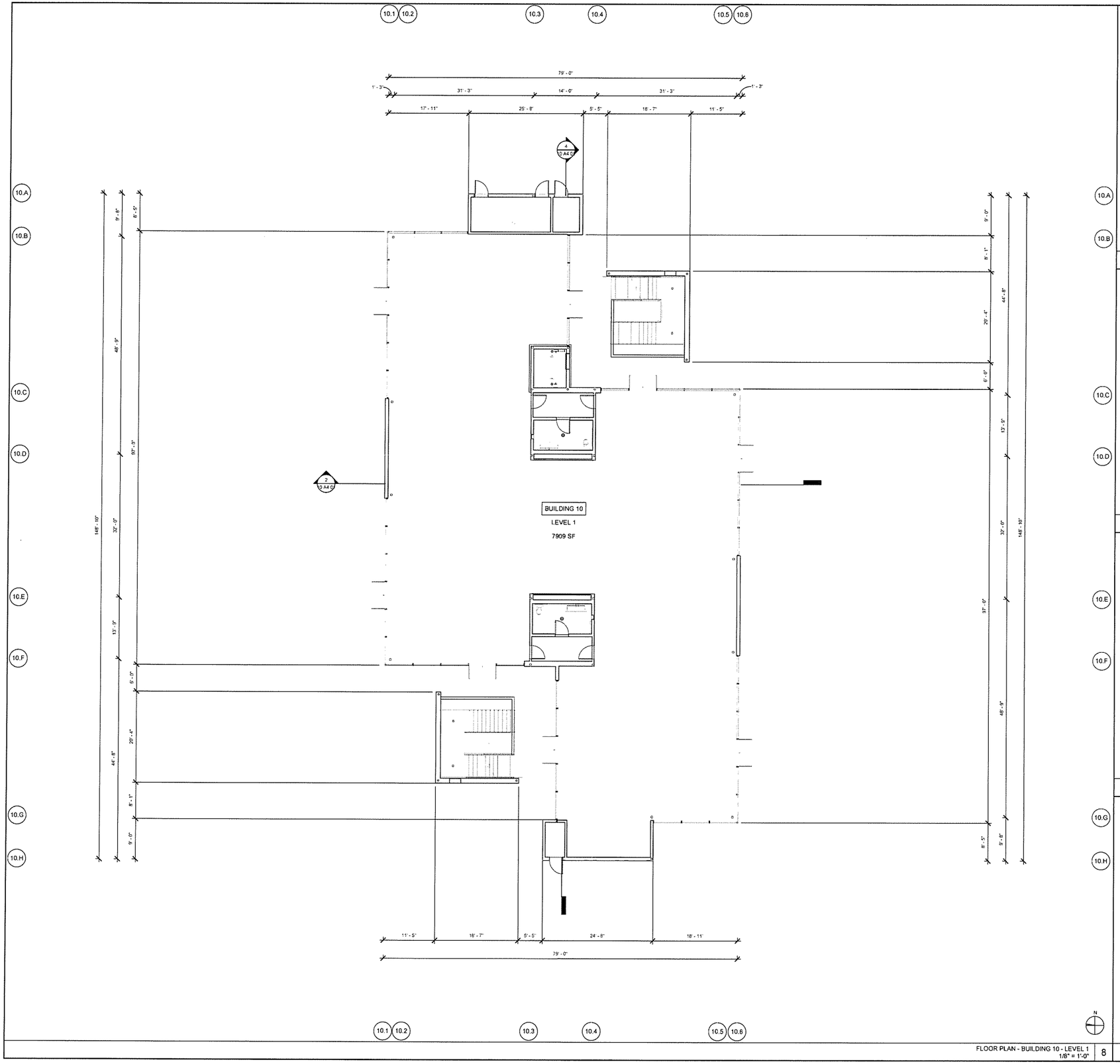
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interiors
landscape

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09-02-2021
04-17-2020
10-29-2019

9
A4.01
2019.056

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NOT USED
NO SCALE | 1

NOT USED
NO SCALE | 2

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NOTES
NO SCALE | 3

FLOOR PLAN - BUILDING 10 - LEVEL 1
1/8" = 1'-0" | 8

LEGEND
NO SCALE | 4

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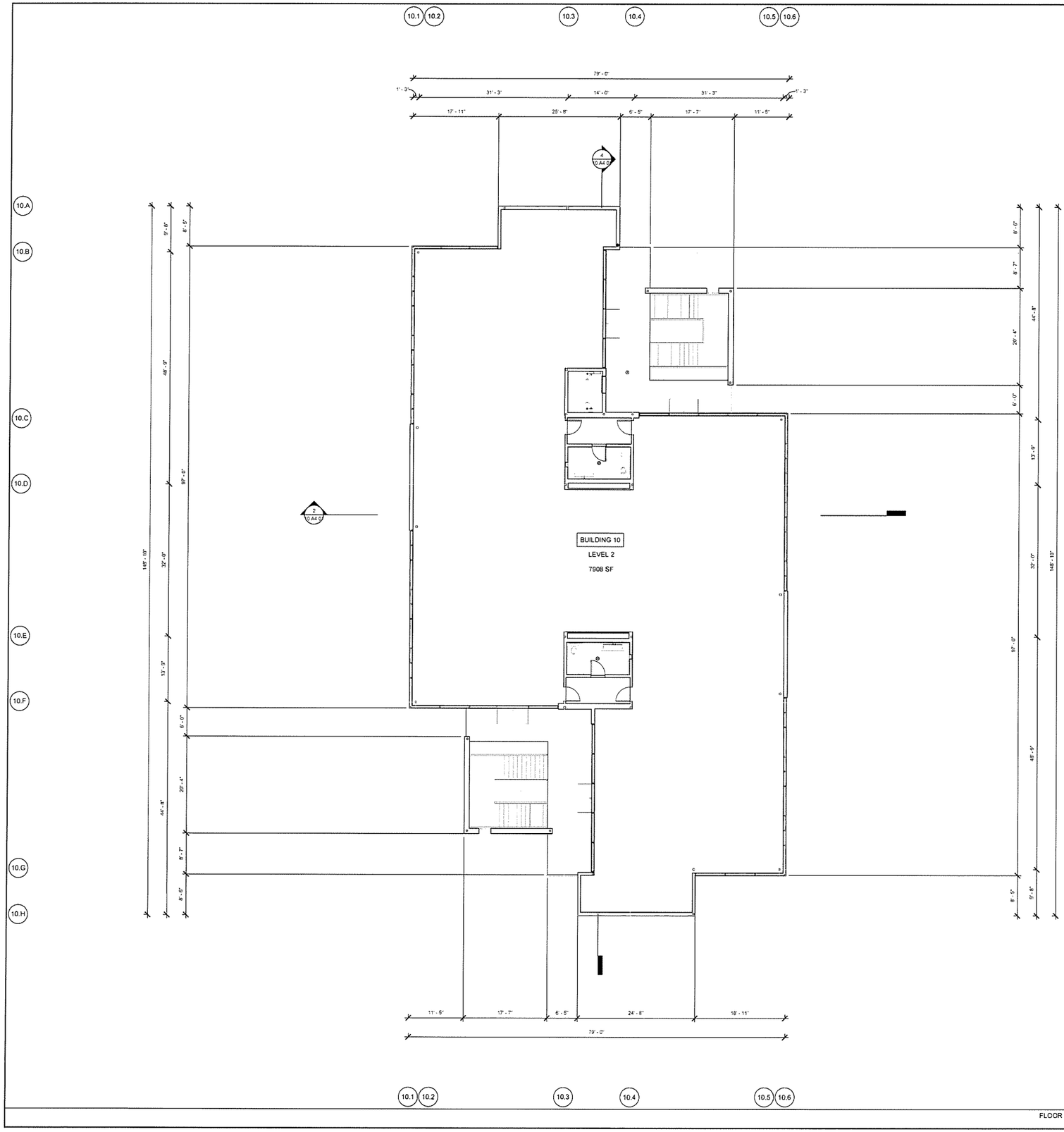
FLOOR PLAN - BUILDING 10 - LEVEL 1

09/22/2017
04/17/2018
02/08/2019

2015066

10
A2.10

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FLOOR PLAN - BUILDING 10 - LEVEL 2
1/8" = 1'-0" 8

NOT USED
NO SCALE 1

NOT USED
NO SCALE 2

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NOTES
NO SCALE 4

LEGEND
NO SCALE 4

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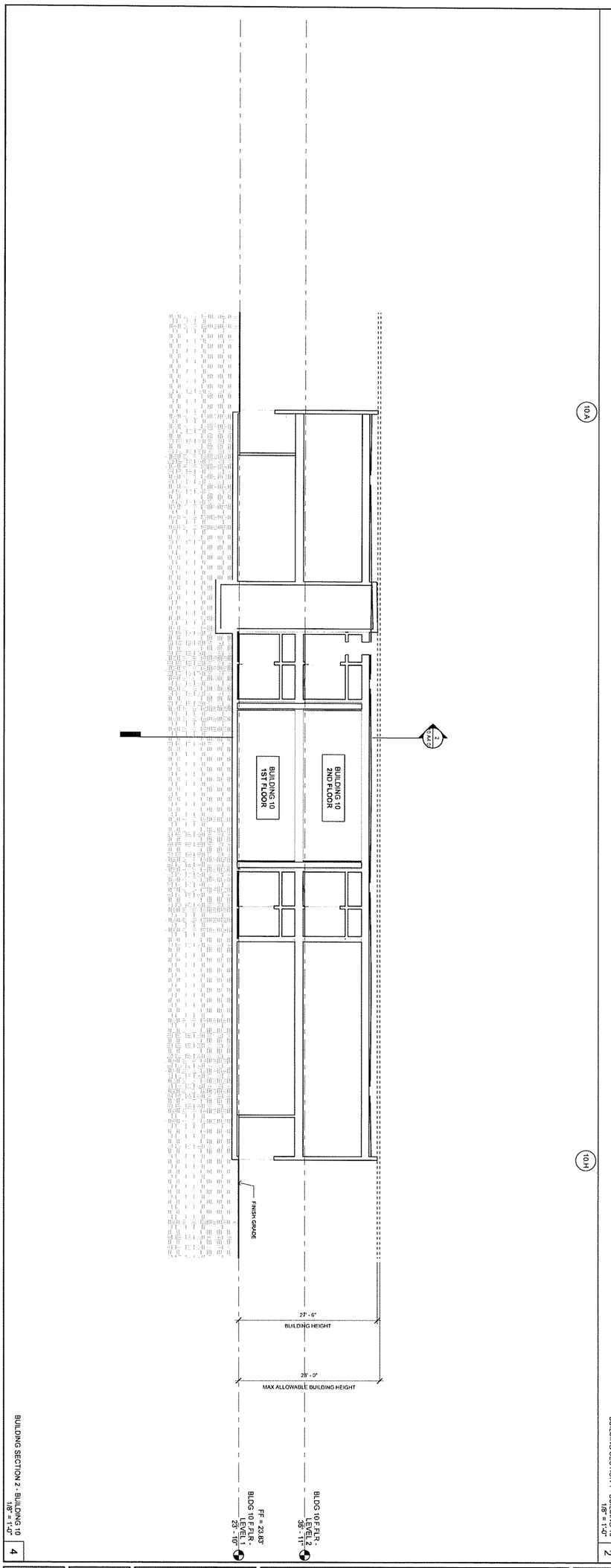
FLOOR PLAN - BUILDING 10 - LEVEL 2

09/22/2017
04/17/2018
02/08/2019

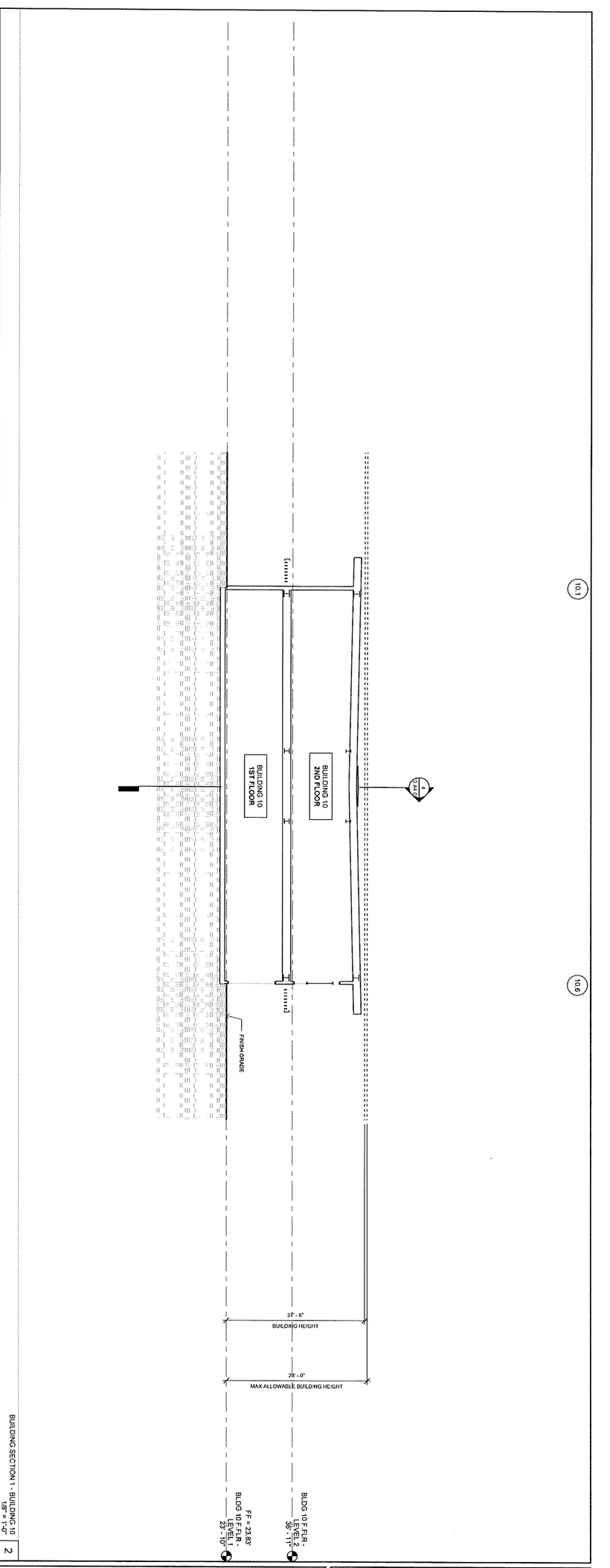
2015066

10
A2.11

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BUILDING SECTION 2 - BUILDING 10
1/8" = 1'-0"
4



BUILDING SECTION 1 - BUILDING 10
1/8" = 1'-0"
2

10
A4.01

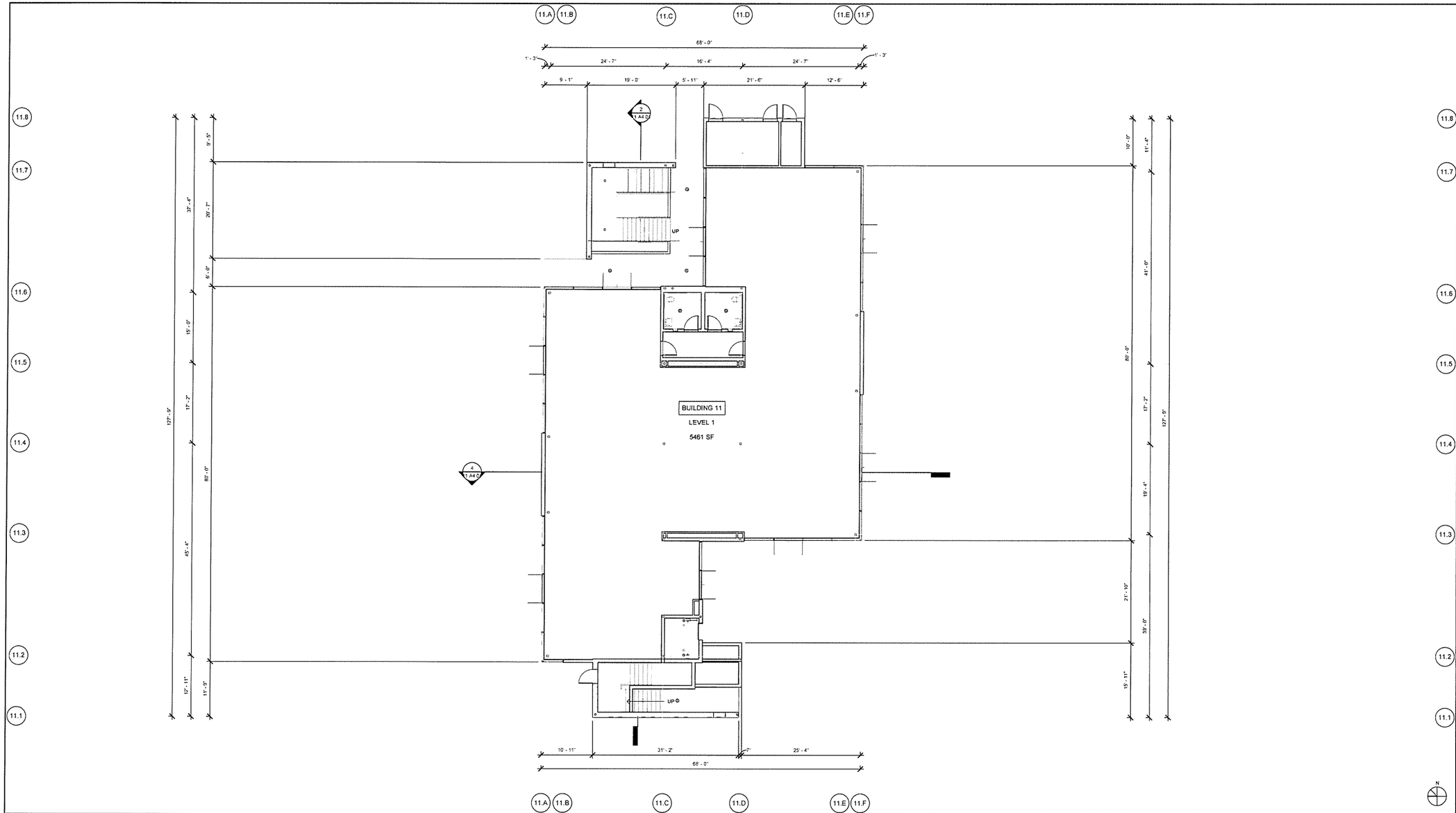
BUILDING SECTIONS - BUILDING 10

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FLOOR PLAN - BUILDING 11 - LEVEL 1
1/8" = 1'-0" | 1

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NOTES
NO SCALE | 8

LEGEND
NO SCALE | 4

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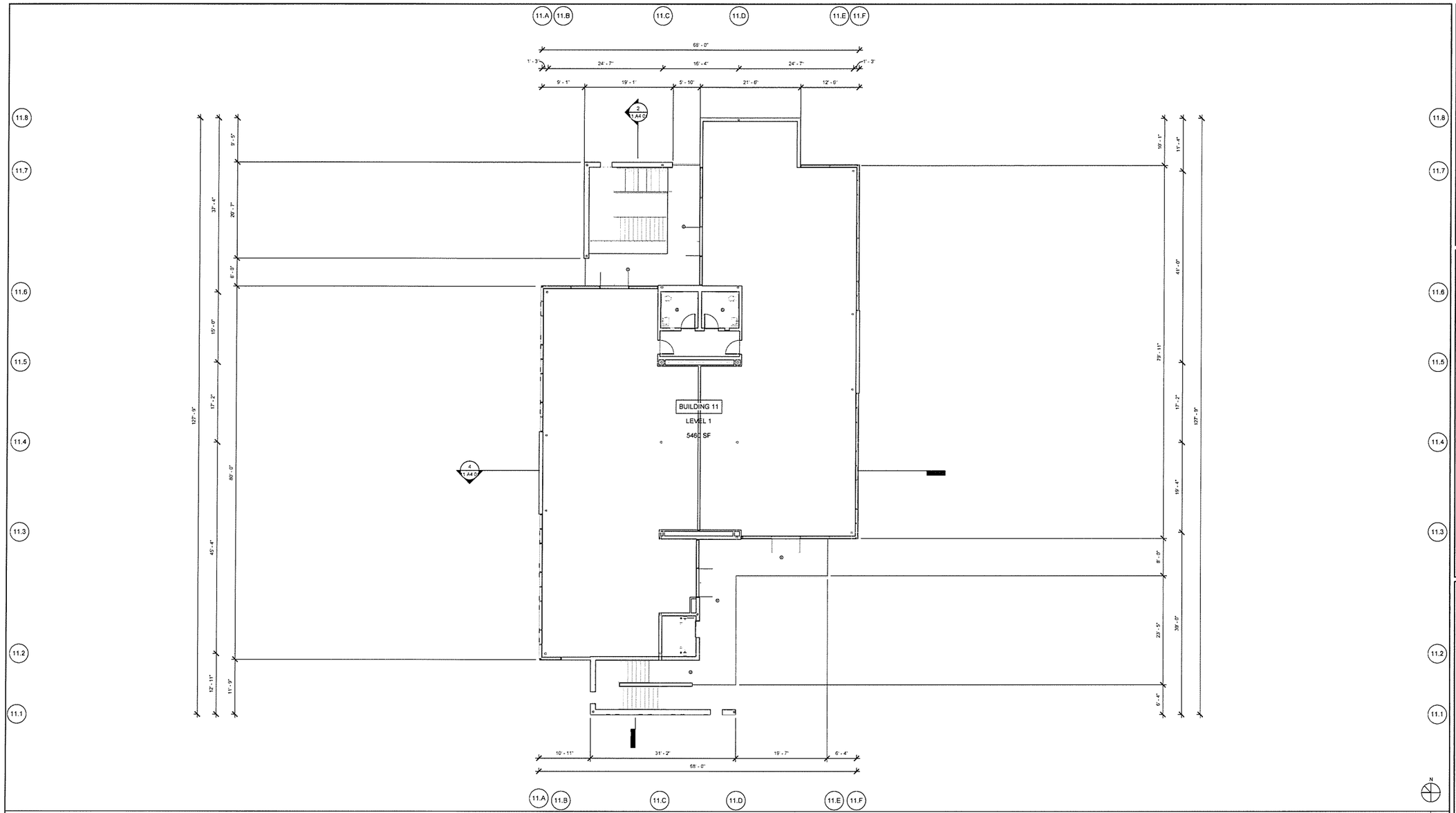
FLOOR PLAN - BUILDING 11 - LEVEL 1

09/22/2017
04/17/2018
02/08/2019

2015066

11
A2.10

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FLOOR PLAN - BUILDING 11 - LEVEL 2
1/8" = 1'-0" | 1

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NOTES
NO SCALE | 8

LEGEND
NO SCALE | 4

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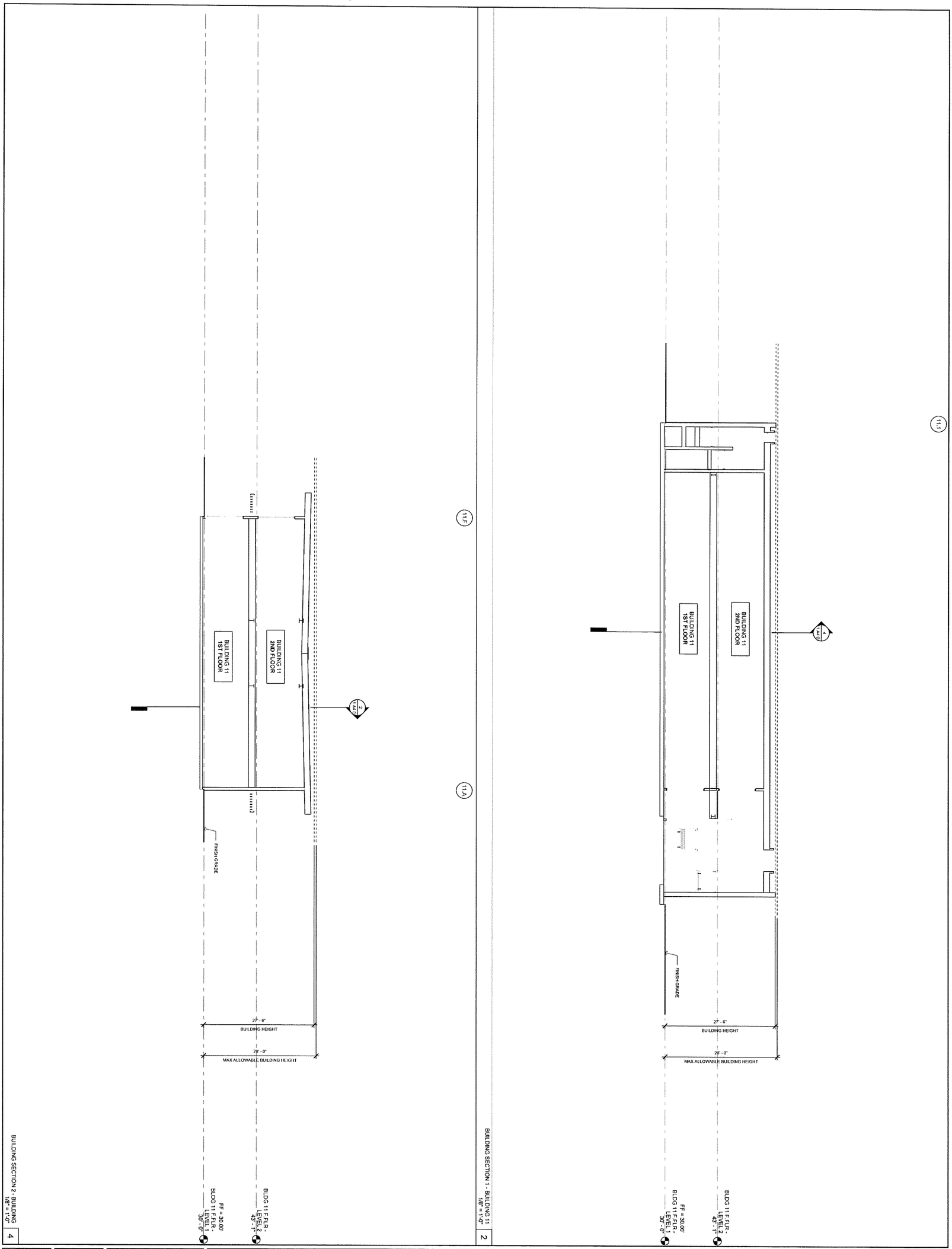
FLOOR PLAN - BUILDING 11 - LEVEL 2

09/22/2017
04/17/2018
02/08/2019

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11
A2.11

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BUILDING SECTION 1 - BUILDING 11
1/8" = 1'-0"

BUILDING SECTION 2 - BUILDING 11
1/8" = 1'-0"

11 A4.01	BUILDING SECTIONS - BUILDING 11	LA PAZ RANCH 23465 CIVIC CENTER WAY MALIBU, CA 90265	architecture construction interiors landscape	MARMOL RADZINER AIA 1220 Nebraska Avenue Los Angeles California 90025 310 826 6222 phone 310 826 6276 fax info@marmol-radziner.com www.marmol-radziner.com	

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IRRIGATION NOTES

1. CONTRACTOR SHALL FIELD VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES PRIOR TO BIDDING WORK AND AGAIN PRIOR TO STARTING WORK. VERIFICATION SHALL BE DOCUMENTED AND DELIVERED TO OWNER'S REPRESENTATIVE.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ALL SCH 40 PVC SLEEVING UNDER PAVING, WALLS AND CURBS AT NO LESS THAN 24" BELOW GRADE AND NO LESS THAN 2X DIAMETER OF IRRIGATION PIPE IN AREAS WHERE PIPE CROSSING WILL OCCUR. WHEN PIPE SIZE IS NOT AVAILABLE USE 6" SLEEVING MATERIAL. CONFIRM CROSSINGS WITH OWNER'S REPRESENTATIVE PRIOR TO PAVING AND HARDSCAPE CONSTRUCTION.
3. MAINLINE AND RELATED EQUIPMENT SHOWN WITHIN PAVING FOR CLARITY ONLY. ACTUAL MAINLINE AND RELATED EQUIPMENT LOCATION TO BE WITHIN PLANTERS AND A MINIMUM OF 18" OFF ADJACENT HARDSCAPE AND OTHER OBSTACLES TYP.
4. I HAVE COMPLIED WITH THE CRITERIA OF THE IRRIGATION GUIDELINES AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.
5. REFER TO SHEETS I1.15, AND I1.16, OF THIS PACKAGE FOR IRRIGATION LEGEND, DETAILS, AND CALCULATIONS.

IRRIGATION PLAN - 1
1" = 20'-0" 1

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cdwaters@sbcglobal.net EMAIL: CHRISOSBY@GLASIRDESIGN.COM

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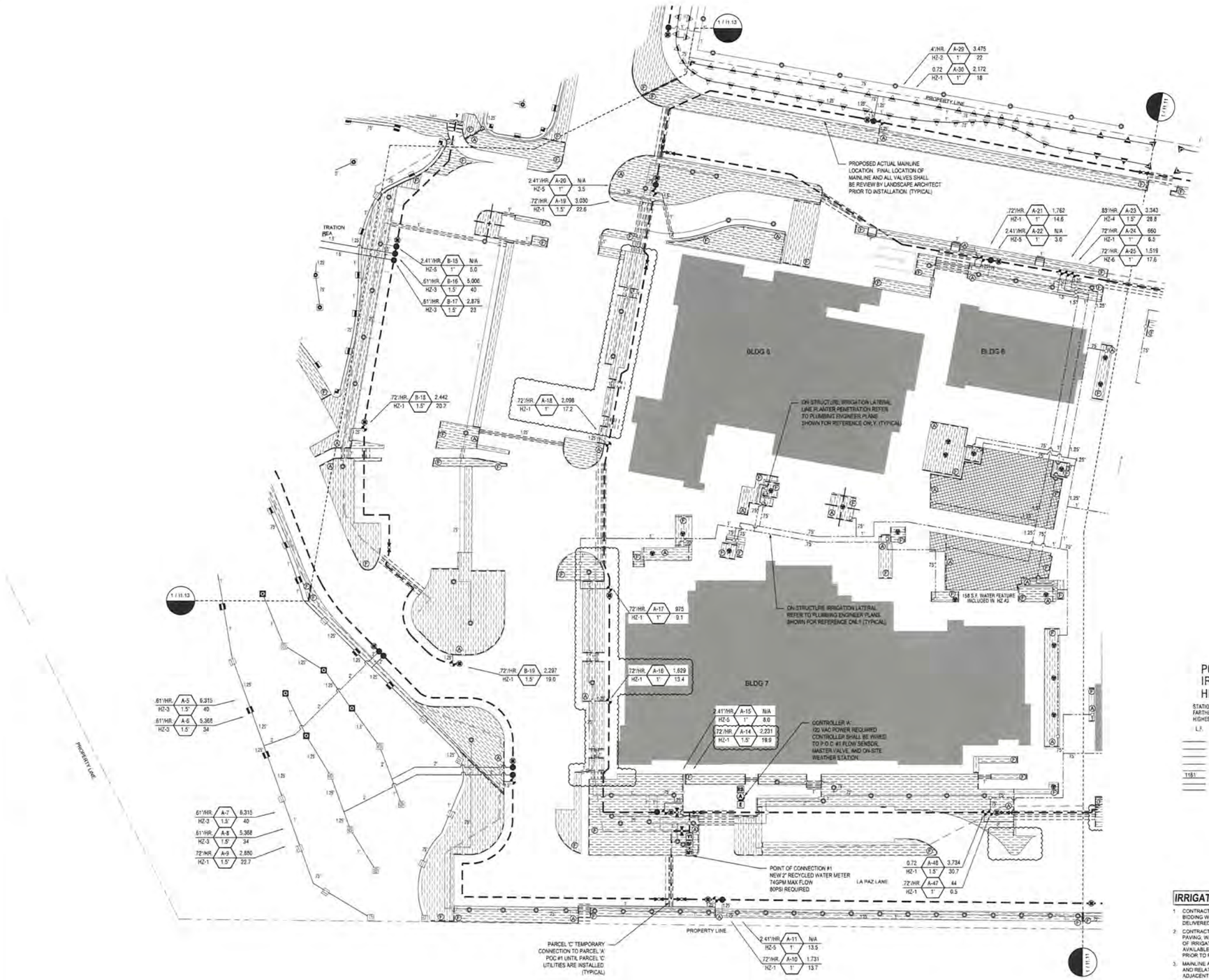
IRRIGATION PLAN - 1

9/22/17
4/17/18
2/8/19

2015066

I1.11

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POC #1 CONTROLLER 'A'
IRRIGATION PRESSURE CALCULATION
HIGHEST FLOW AT HIGHEST ELEVATION

STATION # - A34 + A35 FARTHEST SYSTEM/ HIGHEST FLOW SYSTEM

STATIC PRESSURE REQUIRED: 80 PSI
MAX. GPM DEMAND: 74 GPM

L.F.	SIZE	TYPE	DESCRIPTION	GPM	UNIT PSI LOSS
	2"	DISC	WATER METER	74	4.3
	2"	BRASS	BACKFLOW	74	12
	2"	BRASS	MASTER VALVE	74	1
	2"	PVC	FLOW SENSOR	74	1
	1.5"	PVC	CONTROL VALVE	41	1.7
1181	3"	CL.315	MAIN LINE	74	7.5
	VAR	SCH.40	LATERAL LINE		4.0
	MISC	FITTINGS	ALLOWANCE		2.0

COMPONENT LOSSES:	33.5 PSI
MIN. REQ'D BY HEAD:	45 PSI
ELEVATION LOSS 0 TO 6	0 PSI
TOTAL PRESSURE REQ'D AT METER	78.5 PSI
RESIDUAL PRESSURE	1.5 PSI

IRRIGATION NOTES

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3. MAINLINE AND RELATED EQUIPMENT SHOWN WITHIN PAVING FOR CLARITY ONLY. ACTUAL MAINLINE AND RELATED EQUIPMENT LOCATION TO BE WITHIN PLANTERS AND A MINIMUM OF 18" OFF ADJACENT HARDSCAPE AND OTHER OBSTACLES TYP.
4. I HAVE COMPLIED WITH THE CRITERIA OF THE IRRIGATION GUIDELINES AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.
5. REFER TO SHEETS I1.15, AND I1.16, OF THIS PACKAGE FOR IRRIGATION LEGEND, DETAILS, AND CALCULATIONS.

IRRIGATION PLAN - 2
1" = 20'-0" 1

Glasir Design
Irrigation Consulting
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PHONE: (714) 914-6930
EMAIL: CHRISGG.A.GIERC@GMAIL.COM

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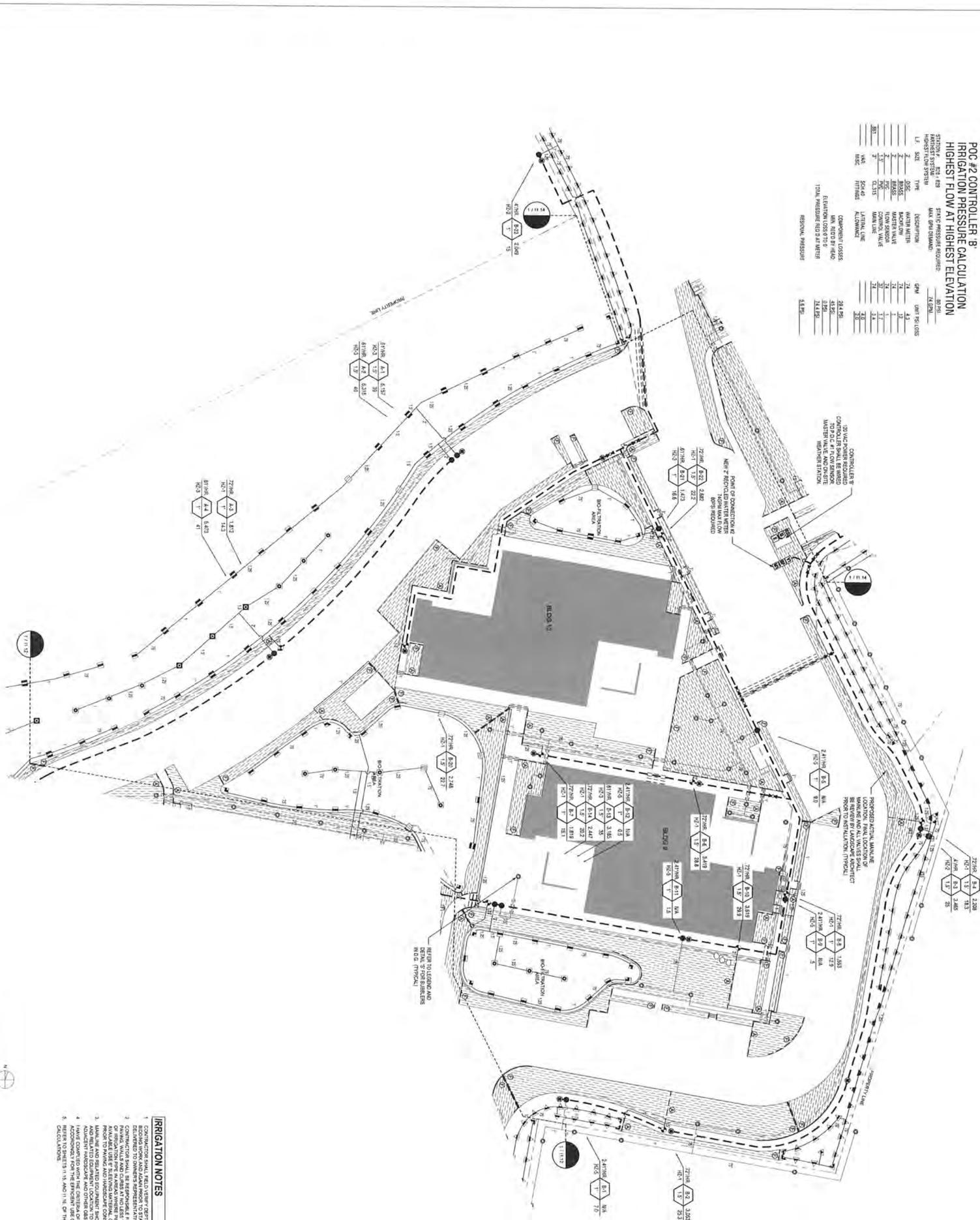
IRRIGATION PLAN - 2

9/22/17
4/17/18
2/8/19

2015066

I1.12

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IRRIGATION PLAN - 3
1" = 20'-0"

IRRIGATION NOTES

1. CONTRACTOR SHALL FIELD VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES PRIOR TO DELIVERY TO OWNER'S REPRESENTATIVE.
2. PAVING, VALLEY AND CURBS AT NO LESS THAN 2" BELOW GRADE AND NO LESS THAN 12" DIAMETER OF IRRIGATION PIPE IN AREAS WHERE PIPE CROSSING WILL OCCUR. WHERE PIPE SIZE IS NOT PROVIDED, CONTRACTOR SHALL VERIFY WITH OWNER'S REPRESENTATIVE PRIOR TO PAVING AND HARDSCAPE CONSTRUCTION.
3. MAIN LINE AND RELATED EQUIPMENT SHALL BE INSTALLED IN PLANTING AREAS WHERE POSSIBLE. WHERE MAIN LINE IS INSTALLED UNDER PAVING FOR CLARITY ONLY, ACTUAL MAINLINE SHALL BE INSTALLED IN PLANTING AREA ADJACENT TO PAVING AND HARDSCAPE AND OTHER OBSTACLES TYP.
4. ALL EQUIPMENT SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND ACCORDING TO THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.
5. REFER TO SHEETS I1.15 AND I1.16 OF THIS PACKAGE FOR IRRIGATION LEGEND, DETAILS, AND CALCULATIONS.

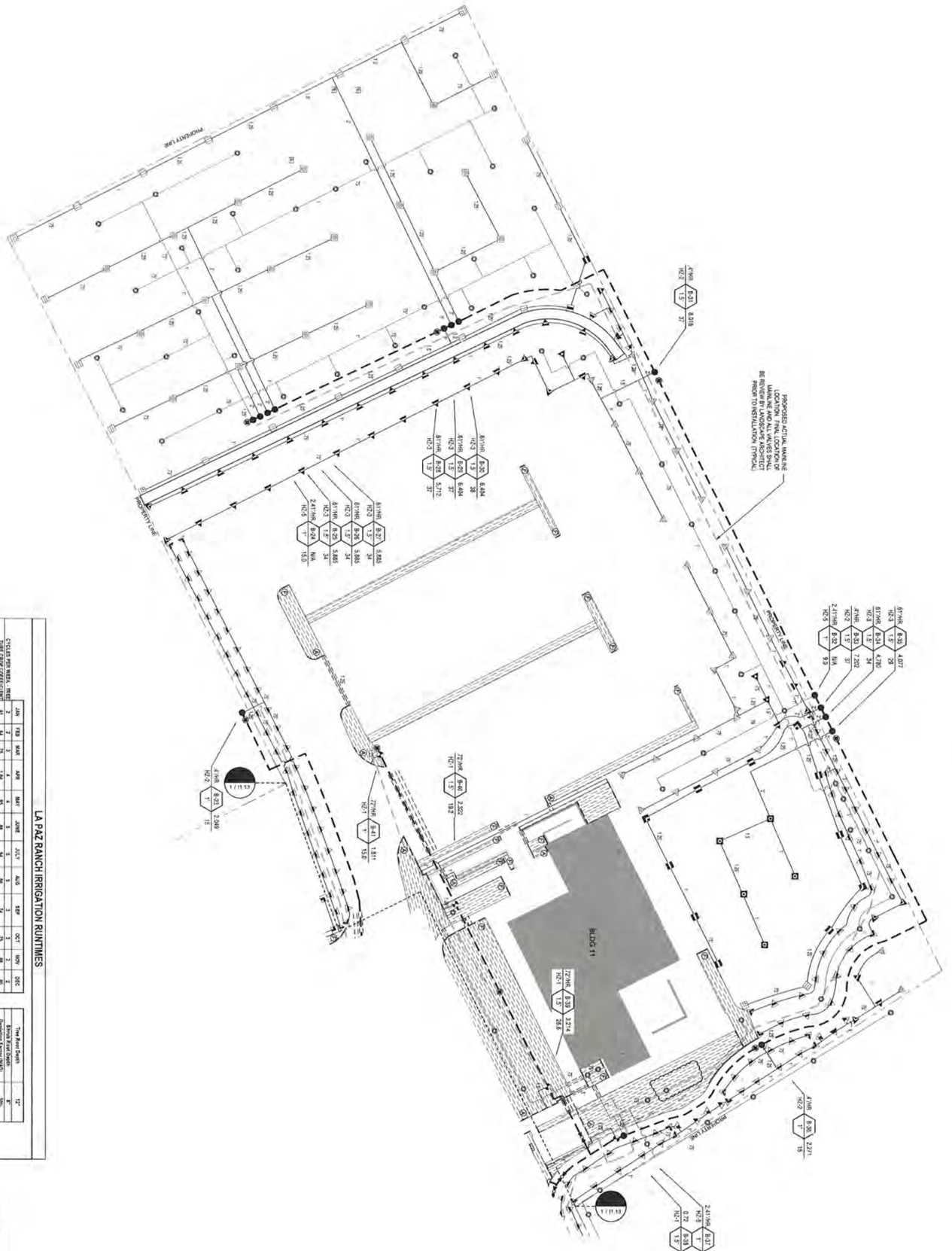
I1.13	2015066		IRRIGATION PLAN - 3

9/22/17
4/17/18
2/6/19

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LA PAZ RANCH IRRIGATION RUNTIMES

Hydrozone	PLANT TYPE	WATER USAGE	Kd	EMITTER TYPE	EXPOSURE	ESTIMATED FACTOR	PRECIP (in/hr)	SPECIAL EFFIC	ROOT DEPTH (in)	MAIN TYPE W/LL/SPRINKLER	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
CYCLES PER WEEK - FREQ											2	2	3	4	4	5	5	5	3	2	2	2
CROP COEFFICIENT											0.3	0.4	0.5	0.6	0.7	0.8	0.8	0.8	0.7	0.5	0.4	0.3
CYCLES PER WEEK - RUNTIME											2	2	3	4	4	5	5	5	3	2	2	2
ETo (AVG.) AVERAGE			0.7								2.7	3.8	5.2	6.3	7.1	7.8	8.1	7.7	6.3	4.4	3.1	2.6
1	SHRUB	LOW	0.5	SDI	POOL EDGE	100%	1.72	81%	24	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
2	SHRUB	LOW	0.5	SDI	POOL EDGE	100%	1.72	81%	24	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
3	SHRUB	LOW	0.5	SDI	POOL EDGE	100%	1.72	81%	24	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
4	TURF	OVERHEAD	1.0	SPRAY	POOL EDGE	100%	2.52	81%	6	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
5	TREE	LOW	0.5	SDI	POOL EDGE	100%	1.72	81%	36	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
6	TREE	MEDIUM	0.6	SDI	POOL EDGE	100%	1.72	81%	36	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
7	TREE	MEDIUM	0.6	SDI	POOL EDGE	100%	1.72	81%	36	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
8	TURF	OVERHEAD	1.0	SPRAY	POOL EDGE	100%	2.52	81%	6	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
9	TURF	OVERHEAD	1.0	SPRAY	POOL EDGE	100%	2.52	81%	6	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16
10	TURF	OVERHEAD	1.0	SPRAY	POOL EDGE	100%	2.52	81%	6	MAIN/LATERAL	15	11	11	9	9	8	8	8	9	11	15	16

IRRIGATION RUN TIMES

Time Past Depth												12"
Evapo Exist Depth												6"
Depletion Factor (MAD)												50%
Soil Type / Textural												CLAY LOAM
Precip Rate												1.72
Adjusted Effective Precip												1.39
Irrigation Efficiency												81%

IRRIGATION NOTES

1. CONTRACTOR SHALL FIELD VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES PRIOR TO EXCAVATION. ANY DISCREPANCIES SHALL BE REPORTED TO OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK. VERIFICATION SHALL BE DOCUMENTED AND DELIVERED TO OWNER'S REPRESENTATIVE.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ALL SCH 40 PVC SLEEVING UNDER PAVING AS SHOWN ON PLANS. SLEEVING SHALL BE INSTALLED BY TRENCHING OR BORING AT LEAST 24" BELOW FINISH GRADE. SLEEVING SHALL BE 2 PIPE SIZES LARGER THAN THE PIPE CONTAINED WITHIN, UNLESS OTHERWISE NOTED ON PLANS. SLEEVING SHALL EXTEND 12" BEYOND EDGE OF IRRIGATION PIPE IN AREAS WHERE PIPE CROSSING SHALL OCCUR. WHEN PIPE SIZE IS NOT SPECIFIED ON PLANS, SLEEVING SHALL BE 2" DIAMETER. CONTRACTOR SHALL FLAG LOCATION OF SLEEVING WITH COLORED MARKING TAPE AT BOTH ENDS. PRIOR TO CLOSE OF CONSTRUCTION, CONTRACTOR SHALL CONFIRM LOCATIONS OF ALL SLEEVING CROSSINGS WITH OWNER'S REPRESENTATIVE.
3. MAINLINE AND RELATED EQUIPMENT SHOWN WITHIN PAVING FOR CLARITY ONLY. ACTUAL MAINLINE LOCATION SHALL BE IN PLANTING AREA ADJACENT TO PAVING WHERE POSSIBLE. MAINLINE SHALL BE LOCATED A MINIMUM OF 2' FROM ADJACENT HARDSCAPE AND OTHER OBSTACLES TYP.
4. I HAVE COMPLIED WITH THE CRITERIA OF THE IRRIGATION GUIDELINES AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.
5. REFER TO SHEETS IR1.13, IR1.14, AND IR1.15 OF THIS PLAN SET FOR IRRIGATION LEGEND, DETAILS, AND CALCULATIONS.

IRRIGATION PLAN - 4
1" = 20'-0"
1

IR1.14	2015065		IRRIGATION PLAN - 4
		9/22/17 4/17/18 2/6/19	

LA PAZ RANCH
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Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019

2015 MWELO WATER EFFICIENT LANDSCAPE WORKSHEET - POC '1' CONT. 'A'

Reference Evapotranspiration (ETo): 44.2

Hydrozone # /Planting Description*	Plant Factor (PF)	Irrigation Method*	Irrigation Efficiency (IE)*	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)**
Regular Landscape Areas							
#1 Low	0.2	Drip	0.81	0.25	96,184	13,872.89	380,164.53
#2 Med	0.5	Drip	0.81	0.62	1,500	925.93	25,374.07
#3 High	0.8	Drip	0.81	0.99	3,008	3,760.99	103,096.11
#4 Low	0.2	Rotary	0.75	0.27	10,778	2,974.13	78,742.75
#5 Med	0.5	Rotary	0.75	0.67	7,405	4,936.67	135,394.41
#6-C Low (Temp)	0.2	Rotary	0.75	0.27	21,146	5,608.67	154,322.92
			Totals=		100,320	32,008.97	877,173.89
Special Landscape Areas							
0	[redacted]		1	0	0.00	0.00	
0			1	0	0.00	0.00	
			1				
			Totals=	0	0.00	0.00	
						ETWU Total=	877,173.89
						Maximum Allowed Water Allowance (MAWA)*	1,243,292.06

*Refer to legend for Hydrozone description.

**ETWU (Annual Gallons Required) = Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

***MAWA (Annual Gallons Allowed) = (Eto) (0.62) ((ETAF x LA) + ((1-ETAF) x SLA))
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year; LA is the total landscape area; ETAF is .55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	32,008
Total Area	100,620
Average ETAF	0.32

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas including SLA

Total ETAF x Area	32,008.97
Total Area	100,620
Sitewide ETAF	0.32

2015 MWELO WATER EFFICIENT LANDSCAPE WORKSHEET - POC '2' CONT. 'B'

Reference Evapotranspiration (ETo): 44.2

Hydrozone # /Planting Description*	Plant Factor (PF)	Irrigation Method*	Irrigation Efficiency (IE)*	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)**
Regular Landscape Areas							
#1 Low	0.2	Drip	0.81	0.25	34,620	8,948.15	234,283.45
#2 Med	0.5	Drip	0.81	0.62	0	0.00	0.00
#3 High	0.8	Drip	0.81	0.99	0	0.00	0.00
#4 Low	0.2	Rotary	0.75	0.27	62,213	16,990.13	454,928.01
#5 Med	0.5	Rotary	0.75	0.67	21,352	14,234.67	390,066.91
#6-C Low (Temp)	0.2	Rotary	0.75	0.27	0	0.00	0.00
			Totals=		118,185	39,372.95	1,079,276.27
Special Landscape Areas							
0	[redacted]		1	0	0.00	0.00	
0			1	0	0.00	0.00	
			1				
			Totals=	0	0.00	0.00	
						ETWU Total=	1,079,276.27
						Maximum Allowed Water Allowance (MAWA)*	1,467,423.78

*Refer to legend for Hydrozone description.

**ETWU (Annual Gallons Required) = Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

***MAWA (Annual Gallons Allowed) = (Eto) (0.62) ((ETAF x LA) + ((1-ETAF) x SLA))
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year; LA is the total landscape area; ETAF is .55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	39,373
Total Area	118,185
Average ETAF	0.33

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas including SLA

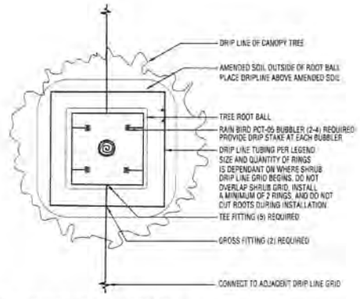
Total ETAF x Area	39,372.95
Total Area	118,185
Sitewide ETAF	0.33

IRRIGATION EQUIPMENT LEGEND

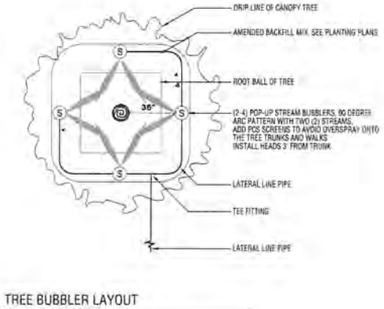
SYMBOL	MANUFACTURER	DESCRIPTION	FLOW RATE (GPM)	PSI	RADIUS	P.R.	DETAIL
	HUNTER	PROS-12-PRS40-CV-R- MP1000 12" POP-UP WITH CHECK VALVE, PRESSURE REGULATOR, FLOW SHIELD, AND ADJUSTABLE ROTARY NOZZLE	0.19-0.75	40	11-14 FT	0.4 IN./HR	A
	HUNTER	PROS-12-PRS40-CV-R - MP2000 12" POP-UP WITH CHECK VALVE, PRESSURE REGULATOR, FLOW SHIELD, AND ADJUSTABLE ROTARY NOZZLE	0.40-1.47	40	14-20 FT.	0.4 IN./HR	A
	HUNTER	PROS-12-PRS40-CV-R - MP3000 12" POP-UP WITH CHECK VALVE, PRESSURE REGULATOR, FLOW SHIELD, AND ADJUSTABLE ROTARY NOZZLE	0.86-5.64	40	21-30 FT	0.4 IN./HR	A
	HUNTER	PROS-12-PRS40-CV-R -LCS/RCS/SS3031" POP-UP WITH CHECK VALVE, PRESSURE REGULATOR, FLOW SHIELD, AND ADJUSTABLE ROTARY NOZZLE	0.27-2.44	40	4X15 FT 4X30 FT	0.4 IN./HR	A
	HUNTER	I-20-12-SS W/ MPR 25 NOZZLES POP-UP SHRUB ROTOR HEAD	1.0- 1.38, 1.68, 2.82	45	25 FT	0.61 IN./HR	A
	HUNTER	I-20-12-SS W/ MPR 30 NOZZLES POP-UP SHRUB ROTOR HEAD	1.4, 1.85, 2.36, 3.76	45	30 FT	0.61 IN./HR	A
	HUNTER	I-20-12-SS W/ MPR 35 NOZZLES POP-UP SHRUB ROTOR HEAD	1.82, 2.46, 3.81, 7.58	45	33 FT	0.61 IN./HR	A
	HUNTER RAIN BIRD	PROS-06-PRS30-CV-R/50-B-PCS023 6" POP-UP BUBBLER HEAD WITH 50-B STREAM NOZZLE WITH A PCS-023 SCREEN EACH SYMBOL REPRESENTS TWO HEADS ON OPPOSITE SIDES OF 24' AND 36' SIDES OF THE TREE, FOUR HEADS ON TREES 48" BOX AND LARGER. FOR TREES IN DU AREA USE HUNTER R(2WS-06-PS-CV AND REFER TO DETAIL S	.25 (TOTALS VARY)	30	N/A	2.41 IN./HR	A,Q,S
	HUNTER RAIN BIRD	RAINBIRD PCT-06 THREADED EMITTER ON HUNTER BARB X MALE THREAD DRIP FITTING. INSTALL EMITTER ON ITS SIDE AND STAKE AT THE FITTING. EACH SYMBOL REPRESENTS TWO EMITTERS ON OPPOSITE SIDES OF 24' AND 36' SIDES OF THE TREE. FOUR EMITTERS ON TREES 48" BOX AND LARGER	.08 (TOTALS VARY)	30	N/A	0.72 IN./HR	P
	HUNTER	ECO-MAT 17mm FLEECE IRRIGATION MAT WITH FLEECE WRAPPED PLD TUBING. PLD TUBING SHALL BE EQUIPPED WITH 0.60 GPH EMITTERS INSTALLED IN THE DRIP TUBING AT 12" O.C. SPACING. DRIP EMITTERS ARE PRESSURE COMPENSATING AND EQUIPPED WITH AN INTERNAL CHECK VALVE. THE WRAPPED DRIP TUBING SHALL BE MANUFACTURED ATTACHED TO 32" WIDE PANELS OF FLEECE MATTING. TWO (2) TUBES TO A PANEL AND SPACED AT 14" ON CENTER ROW SPACING. ECO-MAT SHALL BE INSTALLED 6" BELOW FINISHED SOIL GRADE AND COMPLETELY UNDERLAY THE PLANTED AREA. ECO-MAT AND HUNTER DRIP TUBING IS FOR USE IN TURF AREAS ONLY. INSTALL 9" PVC COATED GALVANIZED TUBING STAKES A MAXIMUM OF FIVE (5) FEET ON CENTER ALONG THE LENGTH OF THE WRAPPED TUBING.				0.96 IN./HR	O
	HUNTER	PLD-06-12-XXX-R LANDSCAPE DRIP TUBING W/ .6 GPH EMITTERS 12" ON CENTER. DRIP TUBING HAS BUILT IN CHECK VALVES. DRIP TUBING SHALL BE INSTALLED 2" BELOW FINISHED GRADE, AND IN PARALLEL ROWS A MAXIMUM OF 18" ON CENTER. THE PERIMETER ROW OF DRIP TUBING SHALL BE INSTALLED A MAXIMUM OF 4" FROM THE EDGE OF THE PLANTING AREA. INSTALL TUBING STAKES A MAXIMUM OF FIVE (5) FEET ON CENTER ALONG THE LENGTH OF THE TUBING.				0.72 IN./HR	B
	HUNTER	PVC HEADER AND FOOTER W/PLD DRIPLINE FITTINGS AND APPROPRIATE PVC FITTING FOR CONNECTION BETWEEN PURPLE PVC LATERAL LINES AND DRIP TUBING.					C
NO SYMBOL	HUNTER	ALL CONNECTIONS BETWEEN DRIP TUBING SHALL BE MADE USING PLD FITTINGS					B,C
(F)	HUNTER	PLD-BV - MANUAL FLUSH VALVE AT END/MIDDLE OF RDV FLUSH MANIFOLD LINE. INSTALL FLUSH VALVE INSIDE A SEPERATE VALVE BOX. ONE AT THE END OF TUBING RUNS IN EACH DIRECTION. INSTALL MIN. ONE FLUSH VALVE PER 1000 OF TUBING IN EACH DIRECTION ON DRIPLINE FLUSH MANIFOLD. INSTALL 18" FROM PAVING. INSTALL ALL FLUSH EQUIPMENT PER DETAILS.					D
(A)	HUNTER	PLD-AVR AIR/VACUUM RELIEF VALVE INSTALLED WITH A PLD-075-TETES COMBINATION TEE AND A 3/4" X 1/2" REDUCER BUSHING. INSTALL AIR RELIEF ASSEMBLY INSIDE A 6" ROUND VALVE BOX AT THE HIGH POINT OF EACH PLANTER, MIN. 1 FARY PER 500' OF DRIPLINE. INSTALL ALL AIR VACUUM RELIEF EQUIPMENT PER MANUFACTURER S SPECIFICATIONS.					E
(MT)	WATER METER	2" RECYCLED WATER METER WITH 2" SERVICE LINE, REFER TO CIVIL PLANS FOR FINAL LOCATION.					N/A
(BF)	FEBCO	825 YA BACKFLOW PREVENTION DEVICE WITH WYE STRAINER AND PRESSURE REGULATOR. SIZE TO MATCH SERVICE LINE. INSTALL PER DETAIL WITH VIT STRONGBOX SMOOTH TOUGH STAINLESS STEEL ENCLOSURE.					F
(VI)	SITE ONE	PGC1-SS30AC-020-420P- PRE ASSEMBLED POINT OF CONNECTION. CONTACT SITE ONE GREEN TECH (949) 836-7940 PVC SCH 80 BALL VALVE, STRAINER, BUCKNER MODEL 3300 3" NORMALLY OPEN, BRASS MASTER CONTROL VALVE, CST, 2" PVC FLOW SENSOR IN A SCH. 80 TEE WIRE TO CONTROLLER USING EV-CAB-5EN CABLE WITHIN A 1" CONDUIT. INSTALL PER MANUFACTURER S RECOMMENDATIONS. NOTE: MASTER VALVE AND FLOW SENSOR SHALL BE SET TO ALLOW 200PM OR GREATER. INSTALL WITH A ICD-100 DECODER					M
	LASCO	VXX1018N-SC SLO-CLOSE SCH .80 PVC, TRUE-UNION BALL VALVE WITH SOLVENT WELD SOCKET CONNECTIONS, LINE SIZE PER MAINLINE. INSTALL INSIDE A 10" ROUND VALVE BOX.					G
(A)	HUNTER SITE ONE	ACC 8 STATION 2-WIRE WEATHER BASED CONTROLLER. CONTACT SITE ONE GREEN TECH (949) 836-7940, COMPLETE WITH A V.I.T. PRODUCTS 58-1950 14 GAGE STAINLESS STEEL TOP ENTRY ENCLOSURE. INSTALL CONTROLLER ENCLOSURE ONTO A V.I.T. 58-16 QUICK PAD LOCKABLE MOUNTING PAD.					N
(RS)	HUNTER	SOLAR SYNC WEATHER SENSOR. MOUNT IN RSVRSS ENCLOSURE ON THE SIDE OF THE CONTROLLER ENCLOSURE, WIRE TO THE CONTROLLER					N
(E)	N/A	120VAC POWER REQUIRED FOR CONTROLLER. CONTROLLER SHALL BE ON A DEDICATED 20AMP BREAKER. POWER TO LOCATION SHALL BE INSTALLED BY ELECTRICIAN.					N/A
	HUNTER	ICV-101G-AS-ADJ-R, PVC VALVE WITH PURPLE HANDLE AND PRESSURE REGULATOR, SIZE AS SHOWN ON THE PLAN, INSTALL THE RDV INSIDE A STANDARD RECTANGULAR VALVE BOX. INSTALL WITH A ICD-100 DECODER					H
	HUNTER	ICZ-101, DRIP VALVE KIT WITH FILTER/REGULATOR, SIZE AS SHOWN ON THE PLAN. INSTALL THE DRIP VALVE KIT INSIDE A JUMBO RECTANGULAR VALVE BOX. INSTALL A 1.5" KIT WITH TWO PRESSURE REGULATORS WHEN FLOWS ARE 20GPM OR GREATER. INSTALL WITH A ICD-100 DECODER					I
	HUNTER	HQ-44LRC-AW 1" QUICK COUPLER VALVE WITH LOCKING PURPLE VINYL COVER AND ACME THREADS. INSTALL INSIDE A 10" ROUND VALVE BOX.					J
	AS APPROVED	PURPLE PVC PIPE 3/4" - 2" SCH. 40 AS LATERAL LINES 12" BELOW GRADE					N
	AS APPROVED	PURPLE PVC PIPE 2 - 3" CL. 315 SOLVENT WELD MAINLINE WITH SCH.80 FITTINGS AND CONTROL WIRES. 18" BELOW GRADE MIN.					K
	AS APPROVED	PVC PIPE SCH. 40 AS SLEEVING, 2 TIMES THE DIAMETER OF PIPE OR WIRE BUNDLE CARRIED PLACE BELOW ALL PAVING, HARDSCAPE ETC. AND AS DIRECTED BY OWNER S AUTHORIZED REPRESENTATIVE.					L
	AS APPROVED	CPVC LATERAL LINE W/ CHRISTY S PURPLE WARNING STICKERS @ O.C. MINIMUM AND AT EACH DIRECTION CHANGE - REFER TO PLUMBING ENGINEER PLANS					N/A
	AS APPROVED	TRANSITION BETWEEN BELOW GRADE PVC AND ON-STRUCTURE CPVC LATERAL LINES					N/A
NO SYMBOL	CARSON	PURPLE VALVE BOXES. SIZE PER EQUIPMENT LEGEND. WITH T-COVER LIDS AND CAPTIVE BOLT AND LOC-KIT. FOR ROUND FLUSH VALES AND AIR RELIEF/VALVES USE MODEL 708, 10" ROUND SHALL BE MODEL 910, 12" STANDARD RECT. SHALL BE MODEL 1419, 12" JUMBO RECT. SHALL BE MODEL 1220. SUPER JUMBO SHALL BE MODEL 1324, AND SUPER JUMBO XL SHALL BE MODEL 1730. VALVE BOXES SHALL HAVE PURPLE HDPE BODY AND PURPLE LIDS., FOR USE IN NON-VEHICULAR TRAFFIC SITUATIONS ONLY. DO NOT INSTALL IN CONCRETE OR ASPHALT					N/A
NO SYMBOL	3M	DBRY-6 DIRECT BURIAL (U.L. APPROVED) WATER-PROOF WIRE CONNECTORS FOR USE ON ALL WIRE SPLICES AND CONNECTIONS					N/A
NO SYMBOL	HUNTER	ICHYLW- 14 AWG DECODER CABLE TO BE RUN WITH MAINLINE AND INSTALLED IN 4.1" CONDUIT. CONDUIT SHALL BE SLEEVED UNDER STREETS AND OTHER PERMANENT IMPROVEMENTS. DECODER CABLE SHALL BE GROUNDED EVERY 1000' USING A GROUNDING PLATE PER THE MANUFACTURER'S RECOMMENDATION					H

CONTROL VALVE SYMBOL:
PRECIP HZ — No. Size — A GPM
No. = INDICATES VALVE NO.
A = INDICATES SQUARE FOOT AREA
GPM = INDICATES GPM
Size = INDICATES VALVE SIZE

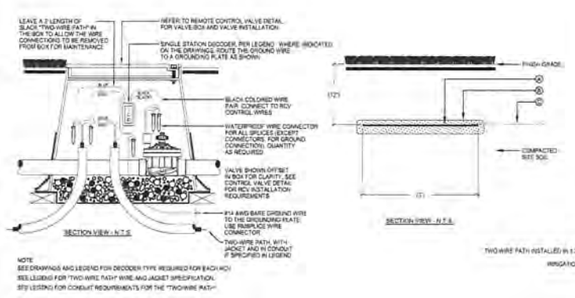
HYDROZONE #	HYDROZONE DESCRIPTION
1	LOW WATER SHRUBS WITH DRIP
2	LOW WATER SHRUBS WITH ROTARY HEADS
3	LOW WATER SHRUBS WITH ROTOR HEADS
4	HIGH WATER USE TURF WITH ECO-MAT
5	TEMPORARY TREE IRRIGATION FOR ESTABLISHMENT
6	MEDIUM WATER SHRUBS WITH DRIP



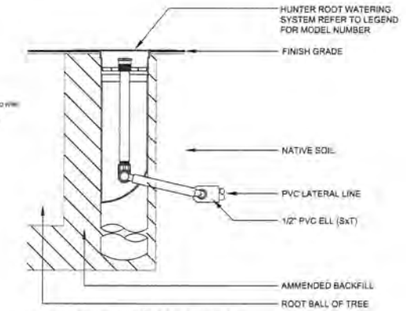
P SUPPLEMENTAL TREE DRIP LINE
N.T.S.



Q TREE BUBBLER LAYOUT
N.T.S.



R SINGLE STATION VALVE DECODER AND 2-WIRE GROUNDING INSTALLATION
N.T.S.



S TREE BUBBLERS FOR DG AREAS
N.T.S.

GENERAL IRRIGATION NOTES

1. ALL LOCAL, MUNICIPAL AND STATE LAWS, RULES AND REGULATIONS GOVERNING OR RELATING TO ANY PORTION OF THIS WORK ARE HEREBY INCORPORATED INTO AND MADE A PART OF THESE SPECIFICATIONS AND THEIR PROVISIONS SHALL BE CARRIED OUT BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK INDICATED HEREIN BEFORE BEGINNING WORK.
3. THIS DESIGN IS DIAGRAMMATIC. ALL EQUIPMENT SHOWN IN PAVED AREAS IS FOR DESIGN CLARITY ONLY AND IS TO BE INSTALLED WITHIN PLANTING AREAS.
4. THE CONTRACTOR SHALL NOT WILLFULLY INSTALL ANY EQUIPMENT AS SHOWN ON THE PLANS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN CONDITIONS EXIST THAT WERE NOT EVIDENT AT THE TIME THESE PLANS WERE PREPARED. ANY SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER S REPRESENTATIVE PRIOR TO ANY WORK OR THE IRRIGATION CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY FIELD CHANGES DEEMED NECESSARY BY THE OWNER.
5. INSTALL ALL EQUIPMENT AS SHOWN IN THE DETAILS AND SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH LOCAL CITY, COUNTY AND STATE REQUIREMENTS FOR BOTH EQUIPMENT AND INSTALLATION.
6. CONTRACTOR IS TO PROVIDE AN ADDITIONAL PILOT WIRE FROM CONTROLLER ALONG ENTIRETY OF MAIN LINE TO THE LAST RCV ON EACH AND EVERY LEG OF MAIN LINE. LABEL SPARE WIRES AT BOTH ENDS.
7. ALL PIPE UNDER PAVED AREAS TO BE INSTALLED IN SLEEVING TWICE THE DIAMETER OF THE PIPE CARRIED SEE LEGEND FOR TYPE. ALL WIRE UNDER PAVED AREAS TO BE INSTALLED IN A SCH. 40 SLEEVE THE SIZE REQUIRED TO EASILY PULL WIRE THROUGH. ALL SLEEVES TO BE INSTALLED WITH A MINIMUM DEPTH AS SHOWN ON THE SLEEVING DETAILS. SLEEVES TO EXTEND AT LEAST 12" PAST THE EDGE OF THE PAVING. SLEEVING DEPTHS VERY BETWEEN D.G. PATH, PEDESTRIAN PAVING AND VEHICULAR PAVING. REFER TO DETAILS FOR DEPTHS.
8. ALL QUICK COUPLER AND REMOTE CONTROL VALVES TO BE INSTALLED IN SHRUB OR GROUND COVER AREAS WHERE POSSIBLE. ALL QUICK COUPLER AND REMOTE CONTROL VALVES TO BE INSTALLED AS SHOWN ON THE INSTALLATION DETAILS. INSTALL ALL QUICK COUPLER AND REMOTE CONTROL VALVES WITHIN 18" OF HARDSCAPE.
9. ALL ON-STRUCTURE IRRIGATION PIPE SHALL BE DESIGNED BY PLUMBING ENGINEER AND INSTALLED BY A LICENSED PLUMBER.
10. 120 VAC POWER TO THE CONTROLLERS SHALL BE INSTALLED BY A LICENSED ELECTRICIAN AND DESIGNED BY AN ELECTRICAL ENGINEER.
11. ALL VALVE MANIFOLDS, BACKFLOWS, POC EQUIPMENT, AND CONTROLLER LOCATIONS SHALL BE STAKED FOR INSPECTION, BY THE LANDSCAPE ARCHITECT, PRIOR TO INSTALLATION. ALL VALVE BOXES SHALL BE INSTALLED IN SHRUB AREAS ONLY AND BE A MINIMUM OF 12" FROM ALL HARDSCAPE AND PLANTER EDGES. ALL POC EQUIPMENT, CONTROLLERS, AND BACKFLOWS SHALL BE INSTALLED A MINIMUM OF 5' FROM HARDSCAPE AND PLANTER WALLS TO ALLOW FOR SCREENING.

IRRIGATION LEGENDS
N.T.S

Glasir Design
Imagining Innovations
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23465 CIMC CENTER WAY
MALIBU, CA 90265

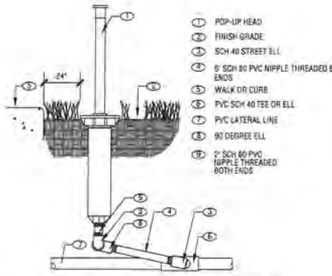
IRRIGATION LEGENDS

9/22/17
4/17/18
2/8/19

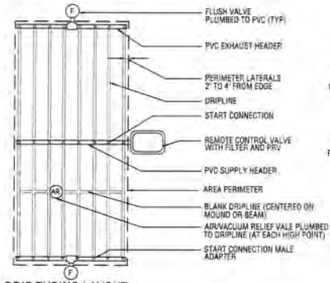
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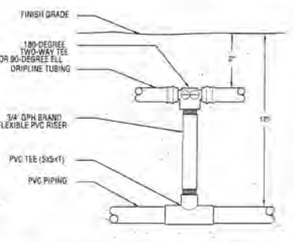
Subsequent submittals for this project shall be in substantial compliance with the comprehensive project plan set on file with the Planning Department labeled "For January 21, 2020 PC meeting" and the Landscape Plans approved by the City Biologist on October 29, 2019



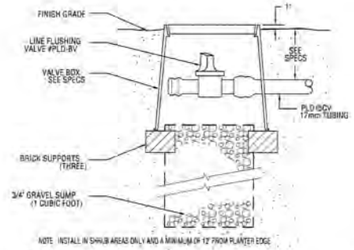
A POP-UP ROTARY HEAD/TREE BUBBLER
N.T.S.



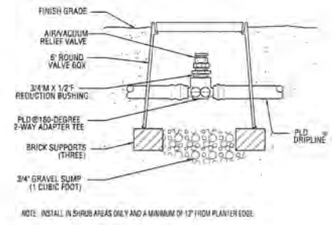
B DRIP TUBING LAYOUT
N.T.S.



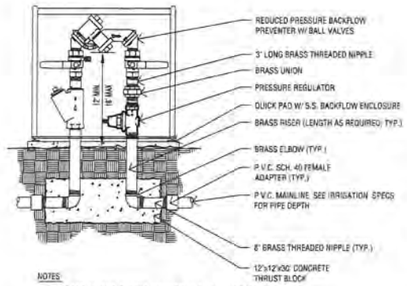
C DRIP TUBING START CONNECTION
N.T.S.



D DRIP FLUSH VALVE
N.T.S.

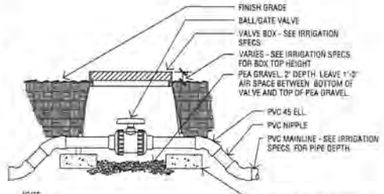


E DRIP AIR RELEASE VALVE
N.T.S.



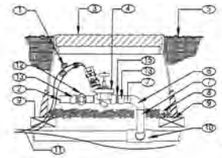
NOTES:
1. ALL RISER, UNIONS, ELBOWS AND NIPPLES SHALL BE RED BRASS.
2. CLOSE NIPPLES SHALL NOT BE USED
3. EQUIPMENT TO BE INSTALLED A MIN. OF 12" FROM WALLS, BUILDINGS, ETC.
4. INSTALL AND TEST BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES & HEALTH DEPT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.
5. INSTALL ASSEMBLY IN SHRUB AREA ONLY 3' FROM WALKS AND PLANTING EDGES TO ALLOW FOR SCREENING.

F BACKFLOW PREVENTER
N.T.S.



NOTES:
1. FITTINGS MAY DIFFER THAN THOSE SHOWN W/ DETAIL.
2. INSTALL IN SHRUB AREAS ONLY AND A MINIMUM OF 12" FROM PLANTER EDGE.

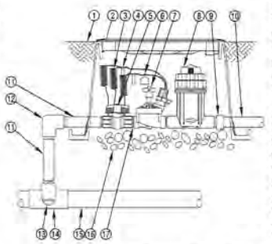
G BALL VALVE
N.T.S.



1. EXPANSION CURLS WITH WATERPROOF WIRE CONNECTORS AT SPLICES (SEE IRRIGATION SPECS)
2. PVC LATERAL TO SPRINKLERS ANGLE TO SPECIFIED DEPTH W/ 45 ELLS
3. VALVE BOX W/ LOCKING LID BOX HEIGHT ABOVE FINISH GRADE VARIES (SEE IRRIGATION SPECS)
4. REMOTE CONTROL VALVE
5. FINISH GRADE
6. PVC ELL
7. PVC NIPPLE. LENGTH AS REQ.
8. 2" LAYER OF PEA GRAVEL. LEAVE 1"-3" AIR SPACE BETWEEN BOTTOM OF VALVE AND TOP OF PEA GRAVEL.
9. BRICK SUPPORT (1) AT EACH CORNER
10. PVC MAINLINE FITTINGS
11. CONTROLLER WIRES
12. LASCO SCH.80 UNION
13. PVC MALE ADAPTER

NOTES:
1. ALL WIRE TO BE INSTALLED PER LOCAL CODES.
2. PROVIDE EXPANSION COILS AT EACH WIRE CONNECTION IN VALVE BOX. WRAP AROUND 1/2" PIPE 15 TIMES - REMOVE PIPE.
3. COMPACT SOIL AROUND VALVE BOX TO SAME DENSITY AS UNDISTURBED ADJACENT SOIL.
4. INSTALL ONLY 1 VALVE PER VALVE BOX.
5. TEFLON TAPE ALL THREADS.
6. INSTALL IN SHRUB AREAS ONLY AND A MINIMUM OF 12" FROM PLANTER EDGE

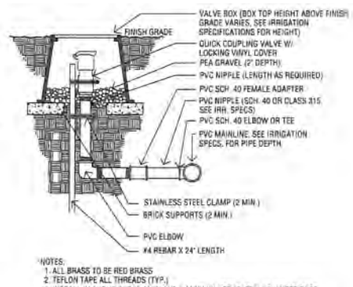
H REMOTE CONTROL VALVE
N.T.S.



1. FINISH GRADE/TOP OF MULCH
2. VALVE BOX WITH COVER
3. 30-INCH LINEAR LENGTH OF WIRE, COILED
4. WATERPROOF CONNECTION.
5. 1-INCH BALL VALVE
6. ID TAG
7. REMOTE CONTROL VALVE
8. PRESSURE REGULATING QUICK CHECK BASKET FILTER
9. LASCO PVC UNION
10. LATERAL PIPE
11. PVC SCH 80 NIPPLE
12. PVC SCH 40 ELL
13. PVC SCH 80 NIPPLE
14. PVC SCH 40 TEE OR ELL
15. MAINLINE PIPE
16. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
17. PVC SCH 80 NIPPLE, CLOSE

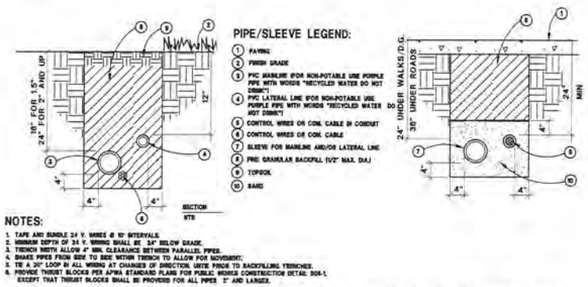
NOTE: INSTALL IN SHRUB AREAS ONLY AND A MINIMUM OF 12" FROM PLANTER EDGE

I DRIP CONTROL ZONE KIT
N.T.S.



NOTES:
1. ALL BRASS TO BE RED BRASS.
2. TEFLON TAPE ALL THREADS (TYP.)
3. INSTALL IN SHRUB AREAS ONLY AND A MINIMUM OF 12" FROM PLANTER EDGE

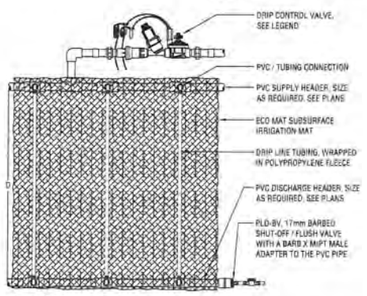
J QUICK COUPLER VALVE
N.T.S.



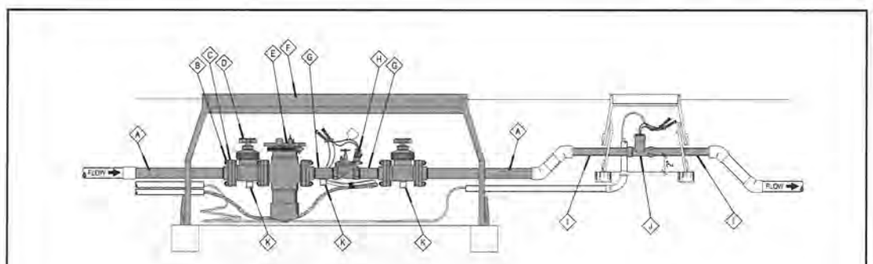
NOTES:
1. TAPE AND BUNDLE 24 V. WIRES @ 10' INTERVALS.
2. MINIMUM DEPTH OF 24 V. WIRING SHALL BE 24" BELOW GRADE.
3. TRENCH WIDTH ALLOW 4" MIN. CLEARANCE BETWEEN PARALLEL PIPES.
4. SNAKE PIPES FROM SIDE TO SIDE WITHIN TRENCH TO ALLOW FOR MOVEMENT.
5. TIE A 24" LOOP IN ALL WIRING AT CHANGES OF DIRECTION. UNTIE PRIOR TO BACKFILLING TRENCHES.
6. PROVIDE THRUST BLOCKS PER APWA STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION DETAIL 505-1, EXCEPT THAT THRUST BLOCKS SHALL BE PROVIDED FOR ALL PIPES 2" AND LARGER.

K PIPE INSTALLATION
N.T.S.

L UNDER PAVING PIPE INSTALLATION
N.T.S.



O ECO-MAT
N.T.S.



ITEMS INCLUDED IN JOHN DEERE GREEN TECH POINT OF CONNECTION ASSEMBLY

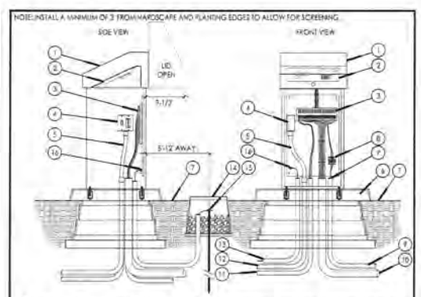
A SCHEDULE 80 T.O.E. NIPPLE	E HEAVY DUTY SCHEDULE 80 FLANGED BASKET STRAINER WITH 80 MESH STAINLESS SCREEN	I SCHEDULE 80 PVC MAINLINE REDUCES TO MATCH SENSOR NOZZLE SIZE
B STAINLESS STEEL FASTENERS	F POLYETHYLENE VAULT WITH BOLT DOWN LID	J FLOW SENSOR
C SCHEDULE 80 PVC NPT X FLANGE ADAPTER	G SCHEDULE 80 PVC THREADED NIPPLE	K ALUMINUM SQUARE BAR REQUIRED TO ENCLOSURE FOR PIPE SUPPORT
D HEAVY DUTY SCHEDULE 80 FLANGED GATE VALVE WITH EPDM O-RINGS	H MASTER VALVE	

NOTE: INSTALL A MINIMUM OF 3' FROM HARDSCAPE AND PLANTING EDGES TO ALLOW FOR SCREENING.

POC1 AND POC2

M POINT OF CONNECTION ASSEMBLY (POC)

SiteOne Green Tech



N SATELLITE ASSEMBLY (SA)

SiteOne Green Tech

IRRIGATION DETAILS
N.T.S.

Glasy Design
LANDSCAPE ARCHITECTURE & PLANNING
CONTACT: CHRIS GLASY
PHONE: (714) 514-6930
EMAIL: CHRISGLASY@COX.NET

LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA. 90262

IRRIGATION DETAILS

8/22/17
4/17/18
2/6/19

2015066

I1.16

TREES

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ALO BAR		24" BOX	N	ALOE BARBERAE	TREE ALOE	L
ARB MAR		60" BOX MULTI-TRUNK	N	ARBUTUS 'MARINA'	MARINA ARBUTUS	L
CER OCC		24" BOX 36" BOX BOTH SIZES MULTI-TRUNK	N	CERCIS OCCIDENTALIS	WESTERN REDBUD	L
DRA DRA		TRANSPLANT		DRACAENA DRACO	DRAGON TREE	VL
ERY CAF		36" BOX CHARACTER SPECIMEN	N	ERYTHRINA CAFFRA	CORAL TREE	L
HYM FLA		36" BOX 48" BOX BOTH SIZES STANDARD	N	HYMENOSPORUM FLAVUM	SWEETSHADE	M
LOP CON		48" BOX STANDARD	N	LOPHOSTEMON CONFERTUS	BRISBANE BOX	L
OLE EUR		36" BOX 48" BOX BOTH SIZES MULTI-TRUNK	N	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PLA RAC		24" BOX 36" BOX STANDARD, EXCEPT WHERE NOTED ON PLAN	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		24" BOX 36" BOX 48" BOX 60" BOX STANDARD, EXCEPT WHERE NOTED ON PLAN	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
SAL LAE		24" BOX STANDARD	Y	SALIX LAEVIGATA	RED WILLOW	H

SHRUBS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		77	15G 36" O.C.	N	ARBUTUS UNEDO 'OKTOBERFEST'	OKTOBERFEST STRAWBERRY TREE	L
ARC GLA		21	24" BOX 48" BOX	N	ARCTOSTAPHYLOS GLAUCA	BIGBERRY MANZANITA	L
HET ARB		60	15G 48" O.C.	Y	HETEROMELES ARBUTIFOLIA	TOYON	L
MEL NES		5	24" BOX 48" O.C.	N	MELALEUCA NESOPHILA	PINK MELALEUCA	L
MYR CAL		88	10G 60" O.C.	Y	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	L
RHA CAL		80	5G 60" O.C.	Y	RHAMNUS CALIFORNICA	COFFEEBERRY	VL
RHU OVA		73	5G 54" O.C.	Y	RHUS OVATA	SUGARBUSH	VL
RIB AUR		204	5G 42" O.C.	Y	RIBES AUREUM	GOLDEN CURRANT	VL

PERENNIALS + GROUNDCOVERS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
CAR DIV		18,641	1G 18" O.C.	N	CAREX DIVULSA	BERKELEY SEDGE	L
CAR PRA		7011	PLUGS 18" O.C.	N	CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	M
CEA YAN		354	1G 36" O.C.	N	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
ELY CON		3829	1G 30" O.C.	Y	ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	L
EUP RIG		265	1G 24" O.C.	N	EUPHORBIA RIGIDA	SILVER SPURGE	L
ERI FAS		36	1G 24" O.C.	Y	ERIOGONUM FASCICULATUM	CALIFORNIA BUCKWHEAT	L
HES WHI		17	5G 48" O.C.	Y	HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	VL
IRI DOU		608	1G 18" O.C.	N	IRIS DOUGLASIANA	DOUGLAS IRIS	L
JUN PAT		2,303	1G 30" O.C.	Y	JUNCUS PATENS	COMMON RUSH	L
LOM LON		514	1G 24" O.C.	N	LOMANDRA LONGIFOLIA	MAT RUSH	L
MAR II		3,404	SOD	N	MARATHON II	MARATHON SOD	H
MIM CAR		413	1G 24" O.C.	Y	MIMULUS CARDINALIS	SCARLET MONKEY FLOWER	H
MUH RIG		5724	1G 36" O.C.	Y	MUHLENBERGIA RIGENS	DEER GRASS	L
MYO PAR		404	1G 36" O.C.	Y	MYOPORUM PARVIFOLIUM	MYOPORUM	L
PEN MAR		210	1G 18" O.C.	Y	PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'	MARGARITA BOP BEARDTONGUE	L
SES AUT		251	1G 24" O.C.	N	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	M
ZAU CAL		1,354	1G 24" O.C.	Y	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	VL

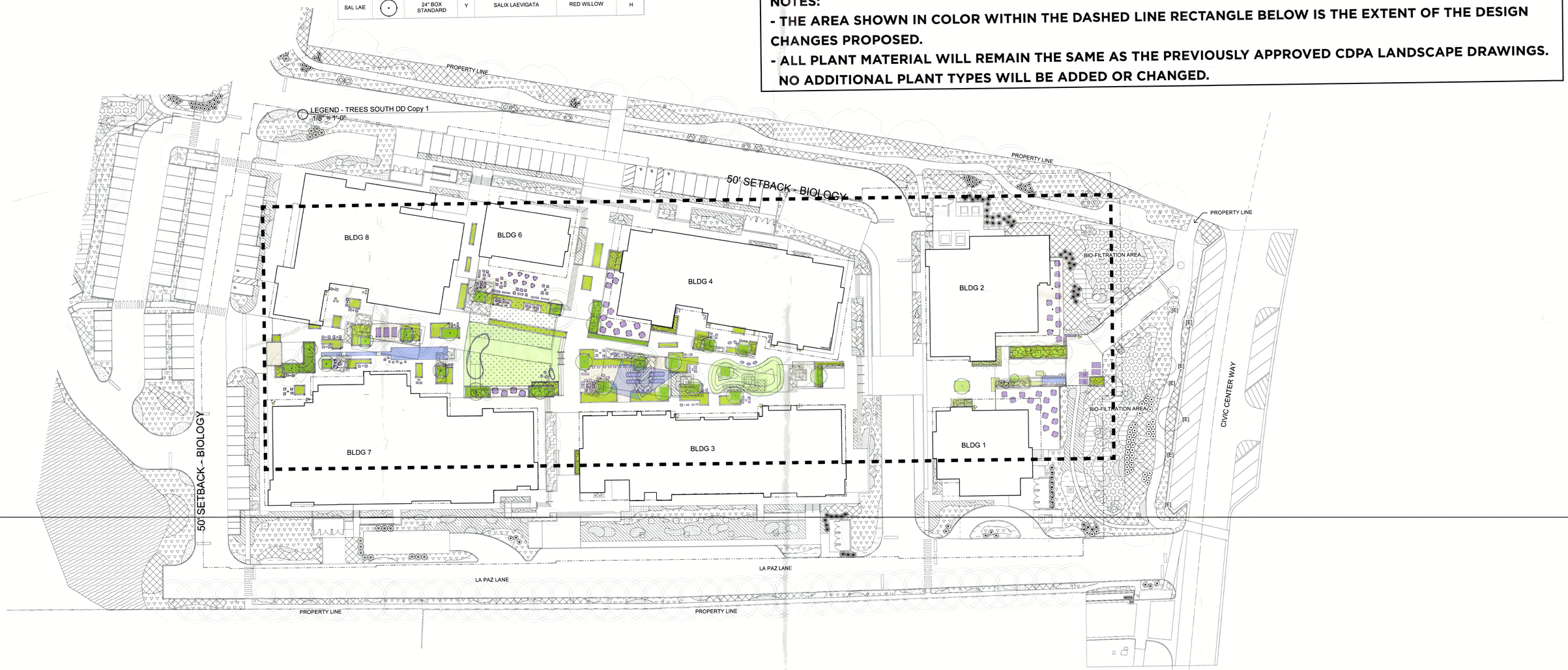
SUCCULENTS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
AEO CAN		16	1G 18" O.C.	N	AEONIUM CANARIENSIS	GIANT VELVET ROSE	L
AGA ATT		553	5G 24" O.C.	N	AGAVE ATTENUATA	FOXTAIL AGAVE	L
ALO VER		2009	1G 18" O.C.	N	ALOE VERA	MEDICINAL ALOE	L
ALO ARB		234	5G 24" O.C.	N	ALOE ARBORESCENS	TREE ALOE	L
SEN SER		575	1G 12" O.C.	Y	SENECIO SERPENS	BLUE CHALKSTICKS	L
KAL BEH		15	5G 24" O.C.	N	KALANCHOE BEHARENSIS	FELT PLANT	L

SEED MIX

KEY	SYMBOL	QTY	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
SM B		52,717 SF	Y	CHAPARRAL SAGE SCRUB MIX ACMISPON GLABER ARTEMISIA CALIFORNICA ENCELIA FARINOSA ERIOGONUM FASCICULATUM ESCHSCHOLZIA CALIFORNICA FESTUCA MICROSTACHYS HESPEROYUCCA WHIPPLEI LASTHENIA CALIFORNICA LUPINUS BICOLOR MIMULAS AURANTIACUS PHACELIA CILIATA SALVIA APIANA SALVIA MELLIFERA STIPA PULCHRA TRIFOLIUM WILLDENOVII	DEERWEED CALIFORNIA SAGEBRUSH BRITTLEBUSH CALIFORNIA BUCKWHEAT CALIFORNIA POPPY SMALL FESCUE OUR LORD'S CANDLE DWARF GOLDFIELDS BICOLOR LUPINE MONKEY FLOWER GREAT VALLEY PHACELIA WHITE SAGE BLACK SAGE PURPLE NEEDLEGRASS TOMCAT CLOVER	L

NOTES:
- **THE AREA SHOWN IN COLOR WITHIN THE DASHED LINE RECTANGLE BELOW IS THE EXTENT OF THE DESIGN CHANGES PROPOSED.**
- **ALL PLANT MATERIAL WILL REMAIN THE SAME AS THE PREVIOUSLY APPROVED CDPA LANDSCAPE DRAWINGS. NO ADDITIONAL PLANT TYPES WILL BE ADDED OR CHANGED.**



RECEIVED
OCT 29 2019
PLANNING DEPT.

RECEIVED
OCT 29 2019
PLANNING DEPT.

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO. CDPA 17-009
SIGNATURE
PRINT NAME
Any changes to the approved plans shall be accompanied by the City Biologist for review and approval prior to implementation. This action does not constitute final approval by the Environmental and Community Development Department.

LA PAZ RANCH

PARCEL A - PLAZA DESIGN UPDATE

SCALE: 1/32" = 1'-0"

MARMOL RADZINER

1. LANDSCAPE CONTRACTOR TO PROVIDE ALLOWANCE FOR 10% MORE PLANTS THAN SPECIFIED. ACTUAL QUANTITIES TO BE DETERMINED BY PLANT SCHEDULE AS PREPARED BY LANDSCAPE ARCHITECT.
2. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUP PLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
3. ALL SIZES SHOWN FOR PLANT MATERIALS ON THE PLAN ARE TO BE CONSIDERED MINIMUM AND SAMPLES WILL REQUIRE ACCEPTANCE BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
4. NO CHANGES TO THE PLANS ARE TO BE MADE WITHOUT PRIOR CONSENT OF THE LANDSCAPE ARCHITECT. PLANT MATERIAL IS SUBJECT TO AVAILABILITY AT THE TIME OF INSTALLATION. SUBSTITUTIONS MAY BE MADE AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT AND IS SUBJECT TO APPROVAL BY THE CITY OF MALIBU BIOLOGY DEPARTMENT AND THE COUNTY OF LOS ANGELES FUEL MODIFICATION GUIDELINES.
5. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD. CONTRACTOR TO STAGE ALL PLANT MATERIAL ONSITE PER PLAN, IN THE PLANT CONTAINERS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF PLACEMENT 48 HOURS PRIOR TO REQUIRED INSPECTION BY LANDSCAPE ARCHITECT. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANT PLACEMENT WHILE STILL IN THE CONTAINERS, BEFORE GIVING APPROVAL TO CONTRACTOR FOR PLANTING.
6. CONTRACTOR TO COORDINATE WITH OTHER SUBCONTRACTORS AND TRADES TO ENSURE PROTECTION OF GROWING CONDITIONS AND PLANT MATERIALS. LANDSCAPE CONTRACTOR TO COORDINATE HIS/HER WORK WITH THE GENERAL CONTRACTOR, IRRIGATION CONTRACTOR, AND ELECTRICAL CONTRACTOR FOR ITEMS NOT IN HIS/HER SCOPE.
7. LANDSCAPE CONTRACTOR TO VERIFY AND COORDINATE WORK AROUND ALL UNDERGROUND UTILITIES BEFORE EXCAVATION. NOTIFY ALL UTILITY PROVIDERS AT LEAST TWO (2) WORKING DAYS PRIOR TO BEGINNING WORK.
8. CONTRACTOR SHALL COORDINATE ALL TREE LOCATIONS WITH ALL UTILITIES AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS.
9. LANDSCAPE CONTRACTOR TO VERIFY THAT THE CONDITIONS ARE SUITABLE TO PROMOTE HEALTHY PLANT GROWTH. DO NOT PROCEED IF CONDITIONS DETRIMENTAL TO HEALTHY GROWING ENVIRONMENT ARE PRESENT, INCLUDING, BUT NOT LIMITED TO, OVER-COMPACTED SOILS, ADVERSE DRAINAGE CONDITIONS, DEBRIS, OR OTHER HARMFUL CIRCUMSTANCES.
10. CONTRACTOR TO VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS INSTALLED UNDER OTHER SECTIONS. IF ANY PART OF THIS PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITIONS, CONTACT LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK.
11. REFER TO GRADING AND DRAINAGE PLANS FOR UTILITY LOCATIONS, AND FOR GRADING AND DRAINAGE INFORMATION. IF ACTUAL SITE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS, OR IF THERE ARE DISCREPANCIES BETWEEN THE PLANS, CONTACT THE ARCHITECT FOR DIRECTION ON HOW TO PROCEED.
12. ALL ORNAMENTAL PLANT MATERIAL TO BE FERTILIZED AT TIME OF INSTALLATION. NATIVE PLANTS SHALL NOT RECEIVE SUPPLEMENTAL FERTILIZATION.
13. ALL PLANTING BEDS AND TREE SAUCERS TO RECEIVE 3" MINIMUM DEPTH OF MULCH.
14. ALL PLANTING AREAS SHALL BE EQUIPPED WITH A PERMANENT AUTOMATED IRRIGATION SYSTEM, TO BE FUNCTIONAL AT THE TIME OF PLANTING.
15. ALL EXISTING TREES AND VEGETATION OUTSIDE LIMIT OF WORK WILL REMAIN. CONTRACTOR IS RESPONSIBLE FOR HEALTH OF ALL VEGETATION THAT IS TO REMAIN DURING CONSTRUCTION AND DURING THE PLANT ESTABLISHMENT PERIOD. REFER TO DEMOLITION/ TREE PROTECTION PLAN FOR LIMIT OF WORK AND TREE PROTECTION DETAILS.
16. JUTE NETTING OR APPROVED EQUAL TO BE INSTALLED AT ALL SLOPE PLANTING CONDITIONS OF 2.5:1 OR GREATER. REFER TO CIVIL ENGINEER'S GRADING PLANS TO CONFIRM THESE AREAS BASED ON THE PROPOSED GRADING OF SITE.

CITY OF MALIBU PLANTING NOTES:

1. VEGETATION SHALL BE SITUATED ON THE PROPERTY SO AS NOT TO SIGNIFICANTLY OBSTRUCT THE PRIMARY VIEW FROM PRIVATE PROPERTY AT ANY GIVEN TIME (GIVEN CONSIDERATION OF ITS FUTURE GROWTH).
2. THE LANDSCAPE PLAN SHALL PROHIBIT THE USE OF BUILDING MATERIALS TREATED WITH TOXIC COMPOUNDS SUCH AS CREOSOTE AND COPPER ARSENATE.
3. CONSTRUCTION FENCING SHALL BE INSTALLED WITHIN FIVE FEET OF THE SEAWARD LIMITS OF CONSTRUCTION PRIOR TO THE BEGINNING OF ANY CONSTRUCTION AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD TO PROTECT THE SITE'S SENSITIVE HABITAT AREAS.
4. THE LANDSCAPE PLAN HAS BEEN CONDITIONED TO PROTECT NATURAL RESOURCES IN ACCORDANCE WITH THE LOCAL COASTAL PROGRAM. ALL AREAS SHALL BE PLANTED AND MAINTAINED AS DESCRIBED IN THE FINAL APPROVED LANDSCAPE PLAN. FAILURE TO COMPLY WITH THE LANDSCAPE CONDITIONS IS A VIOLATION OF THE CONDITIONS OF APPROVAL FOR THIS PROJECT.

CITY OF MALIBU BIOLOGICAL REVIEW: PLANTING RECOMMENDATIONS

1. LANDSCAPING IN ALL PUBLIC AND COMMON AREAS SHALL CONSIST PRIMARILY OF SPECIES NATIVE TO THE SANTA MONICA MOUNTAINS, WHERE FEASIBLE.
2. AT A MINIMUM, ALL TREES AND LARGE SHRUBS (WITH A POTENTIAL TO GROW 5 FEET IN HEIGHT OR GREATER) UTILIZED FOR LANDSCAPING (ON A COMMERCIAL PROJECT) WITHIN 25' OF A PUBLIC ROAD FRONTAGE SHALL BE LIMITED TO SPECIES NATIVE TO THE SANTA MONICA MOUNTAINS.
3. IN CASES WHERE THE LANDSCAPE ARE BETWEEN A COMMERCIAL STRUCTURE AND A PUBLIC ROAD FRONTAGE IS GREATER THAN 50 FEET, ALL TREES AND LARGE SHRUBS PROPOSED IN THE AREA AT LEAST HALF THE DISTANCE BETWEEN THE FRONTAGE AND STRUCTURE, AS MEASURED FROM THE PUBLIC ROAD FRONTAGE, SHALL BE COMPRISED OF SPECIES NATIVE TO THE SANTA MONICA MOUNTAINS.
4. GROUNDCOVERS, ANNUALS, PERENNIALS, AND SMALL SHRUBS MAY INCLUDE ORNAMENTAL SPECIES WITH THE EXCEPTION OF THOSE INVASIVE SPECIES LISTED ON THE "INVASIVE SPECIES PROHIBITED FROM USE IN THE CITY OF MALIBU", AVAILABLE FROM THE CITY BIOLOGIST.

CITY OF MALIBU AND GENERAL PLANTING NOTES
NO SCALE 18

1. NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND ARE PERMITTED UNLESS THE NECESSARY PERMIT IS OBTAINED PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT. CONFIRM WITH SOILS ENGINEER.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND STAKING ALL SEWER, UTILITY AND WATER MAIN LINES PRIOR TO PROCEEDING WITH WORK. CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES.
3. CONTRACTOR SHALL REVIEW EXISTING SITE CONDITIONS PRIOR TO BID SUBMITTAL AND COMMENCEMENT OF WORK. ANY DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND SITE CONDITIONS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE OWNER, ARCHITECT AND LANDSCAPE ARCHITECT. CONTRACTOR SHALL ASSUME ALL NECESSARY REVISIONS IF HE/SHE FAILS TO GIVE SUCH NOTICE.
4. CONTRACTOR SHALL CONFIRM ALL DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION. DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND SITE CONDITIONS WILL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.
5. LARGER SCALE DRAWINGS TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS OR PLANS.
6. CONTRACTOR SHALL CONFIRM STATUS OF ALL EXISTING PLANT MATERIAL WITH LANDSCAPE ARCHITECT PRIOR TO DEMOLITION. ALL DEMOLITION DEBRIS IS TO BE DISPOSED OF IN A TIMELY MANNER AND TRANSPORTED TO A LEGAL DUMPING FACILITY.
7. CONTRACTOR SHALL COORDINATE SECURE STORAGE AND STAGING FACILITIES WITH THE OWNER PRIOR TO DEMOLITION AND/OR CONSTRUCTION.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING GRADES AND ASSURING PROPER DRAINAGE AWAY FROM BUILDINGS AND WALKWAYS AT ALL TIMES.
9. ALL SOIL PREPARATION AND BACKFILL SHALL ADHERE TO THE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS.
10. ALL SOIL CONDITIONING AND AMENDMENT SHALL ADHERE TO THE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS.
11. ALL STEEL HEADER, ROOT BARRIERS LOCATIONS, AND PATH CENTERLINE LOCATIONS SHALL BE MARKED BY THE CONTRACTOR ONSITE, AND VERIFIED BY THE LANDSCAPE ARCHITECT ONSITE OR BY PHOTOGRAPH PRIOR TO INSTALLATION.
12. ALL PROPERTY LINES AND LOT LINES SHALL BE VERIFIED PRIOR TO COMMENCING WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY REQUIRED PERMITS.
13. CONTRACTOR SHALL VERIFY ALL GRADES AND DIMENSIONS IN THE FIELD AND NOTIFY THE ARCHITECT PRIOR TO PROCEEDING WITH WORK SHOULD ANY DISCREPANCIES ARISE.
14. REFER TO CITY AND/OR COUNTY STANDARD PLANS AND SPECIFICATIONS WHERE APPLICABLE.
15. ALL WRITTEN DIMENSIONS SHALL SUPERCEDE SCALED DIMENSIONS UNLESS OTHERWISE NOTED.
16. THE LOCATION OF FEATURES TO BE CONSTRUCTED NOT SPECIFICALLY DIMENSIONED MAY BE DETERMINED BY SCALE. IF CONFLICTS ARISE IN FIELD, CONTACT ARCHITECT FOR RESOLUTION.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF ANY EXISTING MATERIALS THAT ARE DAMAGED DURING CONSTRUCTION.
18. ALL DIMENSIONS SHOWN ARE TO FACE OF BUILDING, TO FACE OF CURB, TO CENTERLINE, TO PROPERTY LINE OR CORNER, UNLESS OTHERWISE NOTED.

LANDSCAPE LAYOUT NOTES
NO SCALE 14

1. DEMOLITION DRAWINGS AND NOTES ARE PROVIDED FOR CONVENIENCE AND INFORMATION ONLY AND ARE NOT INTENDED TO REPRESENT THE COMPREHENSIVE STATE OF THE SITE.
2. FOLLOWING DEMOLITION, ALL EXISTING CONDITIONS ARE TO BE CHECKED BY THE CONTRACTOR FOR ADHERENCE TO THE REQUIREMENTS OF THE NEW CONSTRUCTION. ANY INCONSISTENCIES OR UNFORESEEN CONDITIONS ARE TO BE SUBMITTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR REVIEW PRIOR TO THE COMMENCEMENT OF ANY WORK.
3. CONTRACTOR TO REMOVE ALL DEMOLISHED MATERIALS AND ITEMS FROM THE SITE IN ACCORDANCE WITH ALL APPLICABLE AGENCY CODES AND REGULATIONS.
4. CONTRACTOR SHALL TAKE SPECIAL CARE TO PRESERVE THOSE ELEMENTS THAT ARE TO REMAIN. ANY ITEMS THAT ARE TO BE RE-USED MUST BE STORED AND PROTECTED AS REQUIRED FOR RE-USE IN AN APPROVED STAGING AREA.
5. ALL TREES, SHRUBS, IRRIGATION, AND HARDSCAPE MATERIAL OUTSIDE THE DEMOLITION AREA(S) TO REMAIN UNDISTURBED. CONTRACTOR TO ENSURE THE CARE AND PROTECTION OF ALL MATERIALS THAT ARE TO REMAIN ON SITE. CONTRACTOR IS RESPONSIBLE FOR THE HEALTH AND CONDITION OF ALL PLANT MATERIALS, IRRIGATION MATERIALS, AND HARDSCAPE MATERIALS THAT REMAIN. THIS INCLUDES HAND WATERING OR PROVIDING TEMPORARY IRRIGATION TO ALL REMAINING PLANTINGS DURING PERIODS OF INTERRUPTION IN THE EXISTING AUTOMATIC IRRIGATION SYSTEMS.
6. IF ANY EXISTING TREES AND/OR SHRUBS TO REMAIN ONSITE WILL BE AFFECTED BY CONSTRUCTION, THE CONTRACTOR MUST NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY BEFORE PROCEEDING WITH OTHER CONSTRUCTION.
7. ALL EXISTING PLANT MATERIALS WITHIN THE DEMOLITION AREA ARE TO BE REMOVED UNLESS OTHERWISE NOTED. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT IF THERE IS ANY UNCERTAINTY REGARDING PLANTS TO RETAIN AND THOSE TO BE REMOVED.
8. EXCAVATED ROCKS, BOULDERS, AND/OR PEBBLES OF GOOD QUALITY SHALL BE SALVAGED, RESEEMED AND PLACED IN AN APPROVED ONSITE STAGING AREA FOR LATER USE.
9. CONTRACTOR TO TAKE SPECIAL CARE DURING THE REMOVAL OF DEMOLITION ITEMS AS TO NOT DAMAGE ANY UTILITY LINES ENCOUNTERED.
10. TREE REMOVAL SHALL INCLUDE REMOVAL OF ALL ABOVE-GROUND PORTIONS OF THE TREE, INCLUDING THE STUMP. STANDARD STUMP REMOVAL SHALL BE TO A DEPTH OF 18" BELOW GRADE; REFER TO PLANTING PLANS FOR PROPOSED TREE LOCATIONS THAT MAY REQUIRE EXISTING STUMPS TO BE GROUND TO A GREATER DEPTH.

PROJECT EIR REQUIREMENTS

1. PRIOR TO THE INITIATION OF VEGETATION CLEARANCE AND GRADING, A QUALIFIED BIOLOGIST OR ECOLOGIST SHALL MONITOR THE SITE AND ATTEMPT TO CLEAR THE PROPOSED GRADING AREA OF WILDLIFE. THE MONITOR WILL BE PRESENT WHILE ALL VEGETATION IS REMOVED, AND SHALL DIRECT THE EQUIPMENT OPERATOR TO AVOID IMPACTS ON WILDLIFE THROUGH NORMAL MINIMIZATION TECHNIQUES.
2. NATIVE VEGETATION SHALL BE USED IN THE LANDSCAPING PALETTE TO THE GREATEST EXTENT FEASIBLE AS REQUIRED BY THE CITY OF MALIBU. *SEE TREE PLANTING PLANS L3.10-L3.40 AND UNDERSTORY PLANTING PLAN L3.50-L3.80 FOR PROPOSED LANDSCAPING.*
3. ANY CSS (COASTAL SAGE SCRUB) REMOVED ON THE PROPERTY SHALL REQUIRE ONE OF THE FOLLOWING MITIGATION MEASURES TO OFFSET THE LOSS OF CSS: 1) CONTRIBUTION TO A RESTORATION PROGRAM FOR CSS IN THE SANTA MONICA MOUNTAINS TO AN ESTABLISHED CONSERVATION ORGANIZATION OR GOVERNMENTAL AGENCY ON A 1:1 CREATION (2:1 ENHANCEMENT) PER ACRE BASIS; OR 2) CONTRIBUTION TO AN ESTABLISHED CONSERVATION ORGANIZATION OR GOVERNMENTAL AGENCY FOR THE ACQUISITION IN THE SANTA MONICA MOUNTAINS TO ASSIST WITH ENCROACHMENT AND SET-ASIDE OF EXISTING CSS HABITAT IN THE SANTA MONICA MOUNTAINS ON A 2:1 PER ACRE BASIS.
4. NATIVE PROTECTED TREE SPECIES (I.E. SYCAMORE) REMOVED ON-SITE SHALL BE REPLACED IN ACCORDANCE WITH THE TREE MITIGATION PLAN PREPARED BY THE CITY BIOLOGIST. THE APPROVED PLAN INCLUDES THE REMOVAL OF (6) TREES AND A REPLACEMENT ON-SITE AT A BETTER THAN 10:1 RATIO. *SEE TREE PROTECTION PLANS L1.11-L1.14 FOR A SUMMARY OF MITIGATION REQUIREMENTS BASED ON THE PROPOSED TREE REMOVALS, AND TREE PLANTING PLANS L3.10-L3.40 FOR PROPOSED LOCATIONS OF TREES TO FULFILL MITIGATION REQUIREMENTS)*
5. NESTING BIRDS ARE PROTECTED BY BOTH THE CALIFORNIA DEPARTMENT OF FISH AND GAME (CDFG) CODE AND THE FEDERAL MIGRATORY BIRD TREATY ACT (MBTA). REMOVAL OF, OR ENCROACHMENT INTO EXISTING ON-SITE VEGETATION, SHOULD BE RESTRICTED TO OFF-PEAK BIRD NESTING SEASON, WHICH TYPICALLY OCCURS BETWEEN FEBRUARY 01 AND AUGUST 30. SHOULD VEGETATION/TREE REMOVAL BE REQUIRED DURING THIS PERIOD, THE APPLICANT SHALL OBTAIN THE SERVICES OF A QUALIFIED BIOLOGIST, APPROVED BY THE CITY, TO CONDUCT A SERIES OF NESTING BIRD SURVEYS PROTOCOL METHODS IN EFFECT AT THE TIME. ANY ACTIVE NESTS SHALL BE MARKED AND ACTIVITY SHALL BE EXCLUDED FROM THESE AREAS DURING ACTIVE NESTING SEASON WITHOUT EXCEPTION. SHOULD THE ACTUAL CONSTRUCTION OF NESTS BE OBSERVED BY THE PROJECT BIOLOGIST, HE/SHE MAY, WITH DIRECTION FROM THE REGIONAL CDFG WILDLIFE BIOLOGIST, REMOVE THE NESTING MATERIALS AND/OR DISSUADE FURTHER CONSTRUCTION OF THE NEST PROVIDED NO EGG-LAYING HAS BEGUN.

GENERAL LANDSCAPE AND DEMOLITION NOTES AND PROJECT EIR NOTES
NO SCALE 10

SHRUBS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		173	15G 36" O.C.	N	ARBUTUS UNEDO 'OKTOBERFEST'	OKTOBERFEST STRAWBERRY TREE	L
ARC GLA		21	24" BOX	N	ARCTOSTAPHYLOS GLAUCA	BIGBERRY MANZANITA	L
CEA SPI	OMIT	144	5G 36" O.C.	Y	CEANOTHUS SPINOSUS	GREENBARK CEANOTHUS	L
HET ARB		55	15G 36" O.C.	Y	HETEROMELES ARBUTIFOLIA	TOYON	L
MAH PIN	OMIT	130	5G 36" O.C.	Y	MAHONIA PINNATA	BARBERRY	L
MEL NES		6	24" BOX	N	MELALEUCA NESOPHILA	PINK MELALEUCA	L
MYR CAL		710	10G 30" O.C.	Y	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	L
RHA CAL		290	5G 36" O.C.	Y	RHAMNUS CALIFORNICA	COFFEEBERRY	VL
RHU OVA		228	5G 36" O.C.	Y	RHUS OVATA	SUGARBUSH	VL
RIB AUR		812	5G 30" O.C.	Y	RIBES AUREUM	GOLDEN CURRANT	VL
SYM MOL	OMIT	972	5G 30" O.C.	Y	SYMPHORICARPOS MOLLIS	SNOWBERRY	L

PERENNIALS + GROUNDCOVERS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
CAR DIV		17,739	1G 12" O.C.	N	CAREX DIVULSA	BERKELEY SEDGE	L
CAR PRA		15,580	PLUGS 12" O.C.	N	CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	M
CEA YAN		1,336	1G 18" O.C.	N	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
ELY CON		9,057	1G 18" O.C.	Y	ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	L
EUP RIG		265	5G 24" O.C.	N	EUPHORBIA RIGIDA	SILVER SPURGE	L
ERI FAS		70	5G 18" O.C.	Y	ERIOGONUM FASCICULATUM	CALIFORNIA BUCKWHEAT	L
HES WHI		20	5G	Y	HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	VL
IRI DOU		608	1G 18" O.C.	N	IRIS DOUGLASIANA	DOUGLAS IRIS	L
JUN PAT		2,303	1G 24" O.C.	Y	JUNCUS PATENS	COMMON RUSH	L
LOM LON		775	1G 18" O.C.	N	LOMANDRA LONGIFOLIA	MAT RUSH	L
MAR II		3,404	SOD	N	MARATHON II	MARATHON SOD	H
MIM CAR		743	1G 18" O.C.	Y	MIMULUS CARDINALIS	SCARLET MONKEY FLOWER	H
MUH RIG		10,889	1G 24" O.C.	Y	MUHLENBERGIA RIGENS	DEER GRASS	L
MYO PAR		1,478	1G 18" O.C.	Y	MYOPORUM PARVIFOLIUM	MYOPORUM	L
PEN MAR		210	5G 18" O.C.	Y	PENSTEMON HETEROPHYLLUS MARGARITA BOP	MARGARITA BOP BEARDTONGUE	L
SAL SPA	OMIT	76	5G 18" O.C.	N	SALVIA SPATHACEA	CALIFORNIA HUMMINGBIRD SAGE	L
SES AUT		490	1G 18" O.C.	N	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	M
ZAU CAL		1,184	1G 24" O.C.	Y	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	VL

SUCCULENTS

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
AEO CAN		39	1G 12" O.C.	N	AEONIUM CANARIENSIS	GIANT VELVET ROSE	L
AGA ATT		474	5G 24" O.C.	N	AGAVE ATTENUATA	FOXTAIL AGAVE	L
ALO VER		4,224	1G 12" O.C.	N	ALOE VERA	MEDICINAL ALOE	L
ALO ARB		234	5G 24" O.C.	N	ALOE ARBORESCENS	TREE ALOE	L
SEN SER		575	1G 12" O.C.	Y	SENECIO SERPENS	BLUE CHALKSTICKS	L
KAL BEH		15	5G 24" O.C.	N	KALANCHOE BEHARENSIS	FELT PLANT	L

SEED MIX

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
SM A		1,592 SF			SANTA MONICA MOUNTAIN MIX		L
SM B		52,717 SF			CHAPARRAL MIX		L

TREES

KEY	SYMBOL	QTY	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		5	24" BOX [1]	N	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	L
ALO BAR		16	24" BOX	N	ALOE BARBERAE	TREE ALOE	L
ARB MAR		4 6 2	36" BOX [1] 48" BOX [1] 60" BOX [1]	N	ARBUTUS 'MARINA'	MARINA ARBUTUS	L
CER OCC		17 7	24" BOX [1] 36" BOX [1]	N	CERCIS OCCIDENTALIS	WESTERN REDBUD	L
DRA DRA		--	TRANSPLANT	--	DRACAENA DRACO	DRAGON TREE	VL
ERY CAF		3 1	36" BOX [2] 98" BOX [2]	N	ERYTHRINA CAFFRA	CORAL TREE	L
HYM FLA		13 11	36" BOX [3] 48" BOX [3]	N	HYMENOSPORUM FLAVUM	SWEETSHADE	M
LOP CON		19 2	48" BOX [3] 60" BOX [3]	N	LOPHOSTEMON CONFERTUS	BRISBANE BOX	L
OLE EUR		4 3	36" BOX [1] 48" BOX [1]	N	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PLA RAC		8 102 13 10 3 4 1	24" BOX [1] 24" BOX [3] 36" BOX [1] 36" BOX [3] 48" BOX [1] 60" BOX [1] 60" BOX [3]	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		8 2 2 1 2	24" BOX [1] 24" BOX [3] 36" BOX [1] 48" BOX [1] 60" BOX [1]	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
SAL LAE		3	24" BOX [3]	Y	SALIX LAEVIGATA	RED WILLOW	H
UMB CAL		13	24" BOX [3]	Y	UMBELLULARIA CALIFORNICA	CA BAY LAUREL	L

1: MULTI-TRUNK
2: CHARACTER SPECIMEN
3: STANDARD

TREE PLANTING SCHEDULE
NO SCALE 2

STATEMENT OF COMPLIANCE
I HAVE COMPLIED WITH THE CRITERIA OF THE LANDSCAPE WATER CONSERVATION ORDINANCE AND APPLIED THEM FOR THE FOR THE EFFICIENT US OF WATER IN THE LANDSCAPE DESIGN PLAN.
--
PREPARER NAME: KARA HOLEKAMP
PREPARER SIGNATURE:
PROFESSIONAL LICENSE/DESIGNATION: LANDSCAPE DESIGNER

STATEMENT OF COMPLIANCE
NO SCALE 9

TREE MITIGATION

- OAK TREES (QUERCUS AGRIFOLIA) TO BE REMOVED : 2
- MITIGATION TREES REQUIRED (10:1 RATIO) : 20
- MITIGATION OAK TREES (QUERCUS AGRIFOLIA) PROVIDED (SEE TREE PLANTING PLANS LP3.10-LP3.40) : **20**
-
- SYCAMORE TREES (PLATANUS RACEMOSA) TO BE REMOVED : 9
- MITIGATION TREES REQUIRED (10:1 RATIO) : **90**
- MITIGATION SYCAMORE TREES (PLATANUS RACEMOSA) PROVIDED (SEE TREE PLANTING PLANS LP3.10-LP3.40) : **92**

LANDSCAPE TOTALS

- TOTAL LANDSCAPE AREA: 233,101 S.F.; 35% OF SITE
- TOTAL LAWN AREA: 3,404 S.F.
- TOTAL IRRIGATED LANDSCAPE AREA (MUNICIPAL SUPPLY): 233,101 S.F.
- TOTAL HARDSCAPE AREA: 398,842 S.F.
  1. PERMEABLE: 100,082 S.F.
  2. IMPERMEABLE: 298,760 S.F.

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO CDPA 17-009
SIGNATURE
PRINT NAME
Any changes to the approved plans shall be submitted to the City Biologist for review and approval prior to implementation. This action does not constitute final approval by the Environmental and Community Development Department.

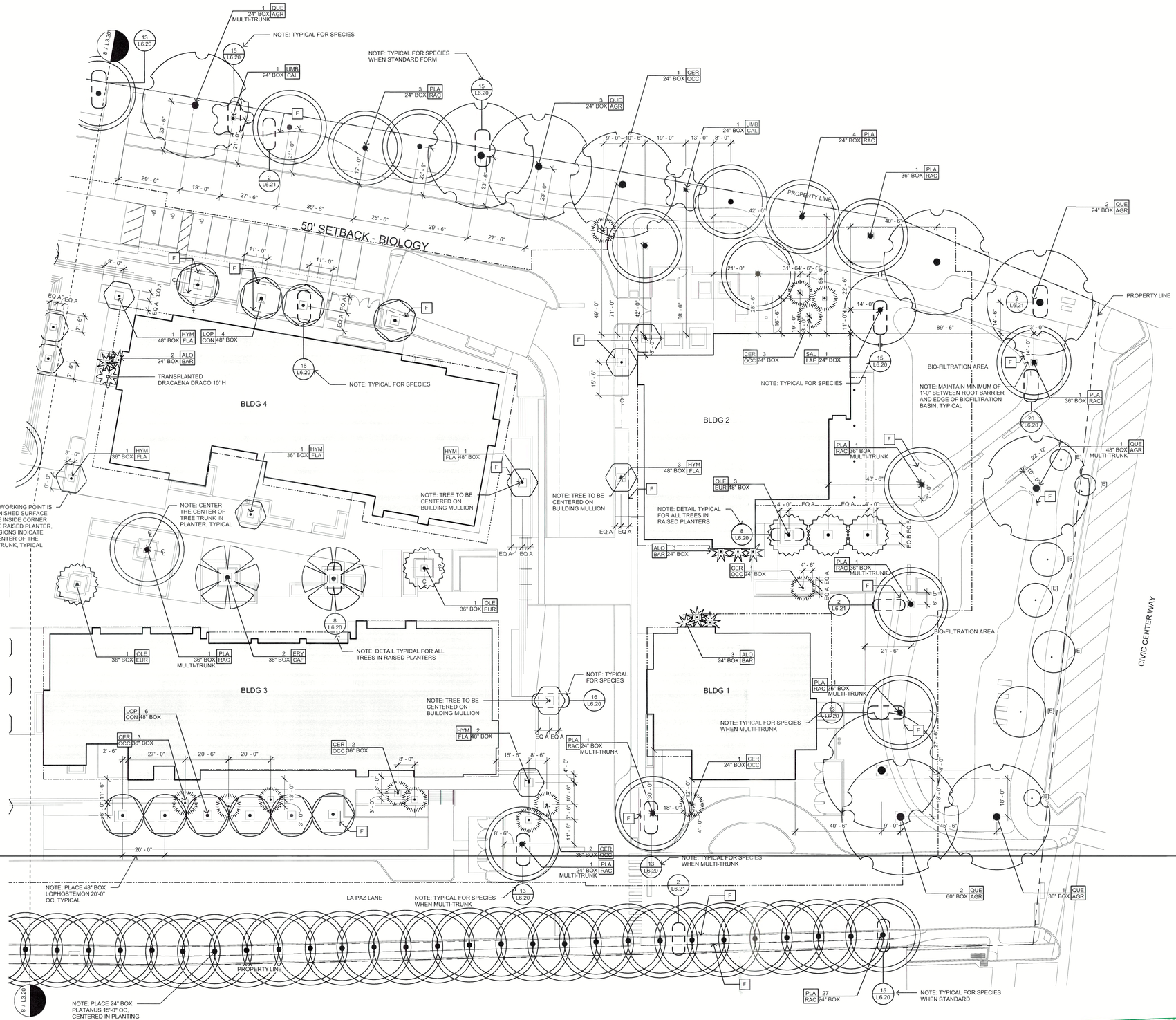
UNDERSTORY PLANTING SCHEDULE
NO SCALE 8

1. ALL EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TREE PROTECTION FENCING, REFER TO PLAN FOR TREE LOCATIONS.
2. NO MECHANICAL SOIL DISTURBANCE, COMPACTION, CONSTRUCTION MATERIALS, TRAFFIC, TRENCHING, OR OTHER LAND-DISTURBING ACTIVITY ARE PERMITTED WITHIN THE DRIP LINE OF PROTECTED TREES. ONLY AS NOTED ON PLANS MAY HAND CLEARING AND GRUBBING OCCUR WITHIN THE PROTECTED AREA. TREE PROTECTION FENCES SHALL EXTEND AROUND THE TREES EQUAL TO OR GREATER THAN THE DRIP LINE EXCEPT IN CASES WHERE SITE CONDITIONS RESTRICT THE FENCING LIMITS, AS IN NARROW MEDIANS OR PLANTERS.
3. ALL TREE PROTECTION FENCES SHALL BE INSTALLED PRIOR TO ANY GRADING, CONSTRUCTION, OR OTHER LAND-DISTURBING ACTIVITY.
4. TREE PROTECTION FENCES SHALL NOT BE REMOVED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT OR UNTIL ALL CONSTRUCTION IS COMPLETE.
5. WHERE CONSTRUCTION ACTIVITY DOES NOT ALLOW FOR FENCING TO EXTEND OUT TO TREE DRIPLINE, TREE BRANCHES SHOULD BE TIED BACK CAREFULLY DURING PERIODS OF HEAVY TRAFFIC TO AVOID DAMAGE TO THE BRANCHES FROM PASSING MACHINERY AND HANDWORKERS.
6. EXISTING TREES SHOULD BE MONITORED ON A MONTHLY BASIS BY A CONSULTING ARBORIST TO RECOMMEND PROPER MAINTENANCE DURING CONSTRUCTION AND TO MONITOR THEIR HEALTH. ARBORIST SHOULD NOTE ANY CONSTRUCTION METHODS THAT MAY BE HARMING THE TREES SO THE METHODS CAN BE ADJUSTED AS NEEDED.
7. ALL TREES TO BE HAND WATERED DEEPLY AS NEEDED UNTIL PERMANENT IRRIGATION IS IMPLEMENTED.
8. TREES NOTED TO BE SALVAGED AND RETAINED FOR USE AS SITE FURNISHINGS SHALL BE LIMBED AND REMOVED IN AS LONG OF SECTIONS AS POSSIBLE. BRANCHES 12" IN CALIPER AND GREATER SHOULD BE RETAINED. STOCKPILE WOOD ONSITE IN A PROTECTED AREA AWAY FROM CONSTRUCTION ACTIVITY.

TREE PRESERVATION NOTES
NO SCALE 12

GENERAL PLANTING NOTES:

1. LANDSCAPE CONTRACTOR TO PROVIDE ALLOWANCE FOR 10% MORE PLANTS THAN SPECIFIED. ACTUAL QUANTITIES TO BE DETERMINED BY PLANT SCHEDULE AS PREPARED BY LANDSCAPE ARCHITECT.
2. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUP PLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
3. ALL SIZES SHOWN FOR PLANT MATERIALS ON THE PLAN ARE TO BE CONSIDERED MINIMUM AND SAMPLES WILL REQUIRE ACCEPTANCE BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
4. NO CHANGES TO THE PLANS ARE TO BE MADE WITHOUT PRIOR CONSENT OF THE LANDSCAPE ARCHITECT. PLANT MATERIAL IS SUBJECT TO AVAILABILITY AT THE TIME OF INSTALLATION. SUBSTITUTIONS MAY BE MADE AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT.
5. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD. CONTRACTOR TO STAGE ALL PLANT MATERIAL ONSITE PER PLAN, IN THE PLANT CONTAINERS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF PLACEMENT 48 HOURS PRIOR TO REQUIRED INSPECTION BY LANDSCAPE ARCHITECT. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANT PLACEMENT WHILE STILL IN THE CONTAINERS, BEFORE GIVING APPROVAL TO CONTRACTOR FOR PLANTING.
6. CONTRACTOR TO COORDINATE WITH OTHER SUBCONTRACTORS AND TRADES TO ENSURE PROTECTION OF GROWING CONDITIONS AND PLANT MATERIALS. LANDSCAPE CONTRACTOR TO COORDINATE HIS/HER WORK WITH THE GENERAL CONTRACTOR, IRRIGATION CONTRACTOR, AND ELECTRICAL CONTRACTOR FOR ITEMS NOT IN HIS/HER SCOPE.
7. LANDSCAPE CONTRACTOR TO VERIFY AND COORDINATE WORK AROUND ALL UNDERGROUND UTILITIES BEFORE EXCAVATION. NOTIFY ALL UTILITY PROVIDERS AT LEAST TWO (2) WORKING DAYS PRIOR TO BEGINNING WORK.
8. TREES SHALL BE IN PLACE PRIOR TO INSTALLATION OF DRAIN LINE. DRAIN LINE PLACEMENT SHALL BE ADJUSTED AS NECESSARY AROUND TREES.
9. LANDS



TREES

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ALO BAR		24" BOX	N	ALOE BARBERAE	TREE ALOE	L
CER OCC		24" BOX 36" BOX BOTH SIZES MULTI-TRUNK	N	CERCIS OCCIDENTALIS	WESTERN REDBUD	L
DRA DRA		TRANSPLANT		DRACAENA DRACO	DRAGON TREE	VL
ERY CAF		36" BOX CHARACTER SPECIMEN	N	ERYTHRINA CAFFRA	CORAL TREE	L
HYM FLA		36" BOX 48" BOX BOTH SIZES STANDARD	N	HYMENOSPORUM FLAVUM	SWEETSHADE	M
LOP CON		48" BOX STANDARD	N	LOPHOSTEMON CONFERTUS	BRISBANE BOX	L
OLE EUR		36" BOX 48" BOX BOTH SIZES MULTI-TRUNK	N	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PLA RAC		24" BOX 36" BOX STANDARD, EXCEPT WHERE NOTED ON PLAN	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		24" BOX 36" BOX 48" BOX 60" BOX STANDARD, EXCEPT WHERE NOTED ON PLAN	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
SAL LAE		24" BOX STANDARD	Y	SALIX LAEVIGATA	RED WILLOW	H
UMB CAL		24" BOX STANDARD	Y	UMBELLULARIA CALIFORNICA	CA BAY LAUREL	L

MATERIALS

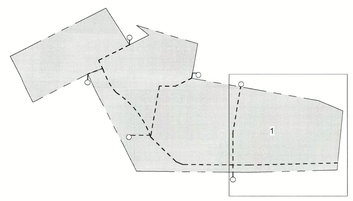
SYMBOL	DESCRIPTION	NOTES
F	ROOT BARRIER	SEE DETAIL 2 / L6.21 + 20 / L6.20

**SEE SHEET L1.02 FOR TREE QUANTITIES

NOTE: TREE CANOPIES ARE SHOWN AT 75% MATURITY PER LOS ANGELES FUEL MODIFICATION GUIDELINESS

TREE PLANTING LEGEND
NO SCALE | 2

NOT IN USE
NO SCALE | 3



KEY PLAN
NOT TO SCALE | 4

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
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TREE PLANTING PLAN - 1
1" = 20'-0" | 8

MARMOL RADZINER AIA
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info@marmol-radziner.com
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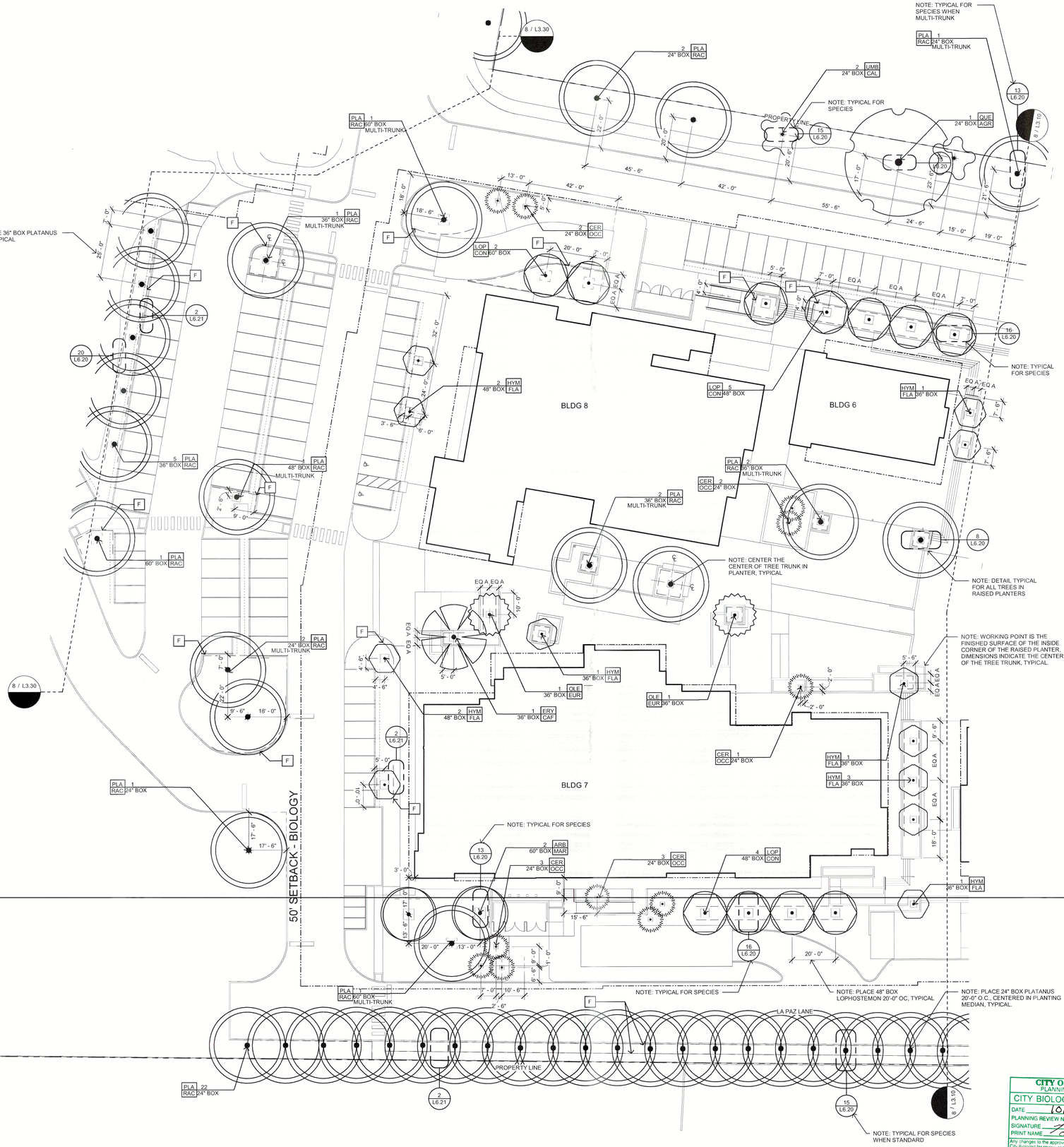
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

TREE PLANTING PLAN - 1

09/22/17
04/17/18
02/08/19

20150066

LP3.10



TREES

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB MAR		60" BOX MULTI-TRUNK	N	ARBUTUS 'MARINA'	MARINA ARBUTUS	L
CER OCC		24" BOX MULTI-TRUNK	N	CERCIS OCCIDENTALIS	WESTERN REDBUD	L
ERY CAF		36" BOX CHARACTER SPECIMEN	N	ERYTHRINA CAFFRA	CORAL TREE	L
HYM FLA		36" BOX 48" BOX BOTH SIZES STANDARD	N	HYMENOSPORUM FLAVUM	SWEETSHADE	M
LOP CON		48" BOX 60" BOX BOTH SIZES STANDARD	N	LOPHOSTEMON CONFERTUS	BRISBANE BOX	L
OLE EUR		36" BOX MULTI-TRUNK	N	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PLA RAC		24" BOX 36" BOX 48" BOX 60" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		24" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
UMB CAL		24" BOX STANDARD	Y	UMBELLULARIA CALIFORNICA	CA BAY LAUREL	L

MATERIALS

SYMBOL	DESCRIPTION	NOTES
F	ROOT BARRIER	SEE DETAIL 2 / L6.21 + 20 / L6.20

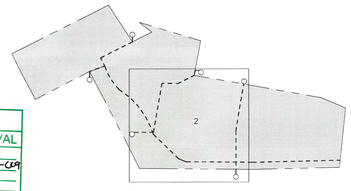
**SEE SHEET L1.02 FOR TREE QUANTITIES

NOTE: TREE CANOPIES ARE SHOWN AT 75% MATURITY PER LOS ANGELES FUEL MODIFICATION GUIDELINESS

TREE PLANTING LEGEND
NO SCALE | 2

NOT IN USE
NO SCALE | 3

KEY PLAN
NOT TO SCALE | 4



TREE PLANTING PLAN - 2
1" = 20'-0" | 8

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO. CDPA 17-CDP
SIGNATURE
PRINT NAME
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MARMOL RADZINER AIA
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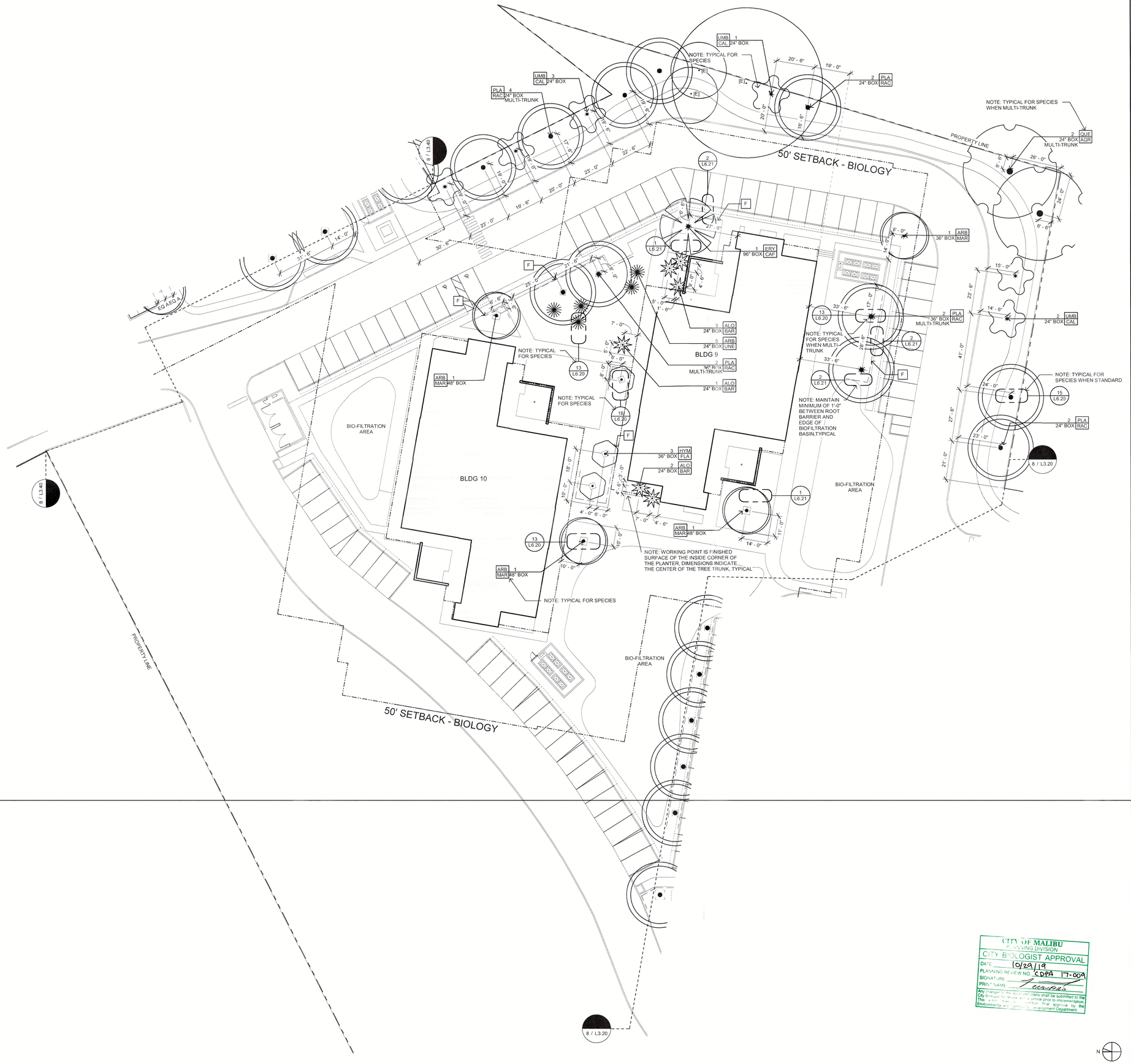
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

TREE PLANTING PLAN - 2

09/22/17
04/17/18
02/08/19

2015066

LP3.20



TREES

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		24" BOX MULTI-TRUNK	N	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	L
ALO BAR		24" BOX	N	ALOE BARBERAE	TREE ALOE	L
ARB MAR		36" BOX 48" BOX BOTH SIZES MULTI-TRUNK	N	ARBUTUS 'MARINA'	MARINA ARBUTUS	L
ERY CAF		60" BOX 96" BOX CHARACTER SPECIMENS	N	ERYTHRINA CAFFRA	CORAL TREE	L
HYM FLA		36" BOX STANDARD	N	HYMENOSPORUM FLAVUM	SWEETSHADE	M
PLA RAC		24" BOX 36" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		24" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
UMB CAL		24" BOX STANDARD	Y	UMBELLULARIA CALIFORNICA	CA BAY LAUREL	L

MATERIALS

SYMBOL	DESCRIPTION	NOTES
F	ROOT BARRIER	SEE DETAIL 2 / L6.21 +20 / L6.20

**SEE SHEET L1.02 FOR TREE QUANTITIES

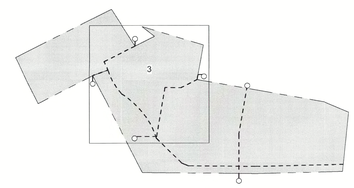
NOTE: TREE CANOPIES ARE SHOWN AT 75% MATURITY PER LOS ANGELES FUEL MODIFICATION GUIDELINESS

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO. CDP 17-009
SIGNATURE
PRINT NAME
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TREE PLANTING PLAN - 3
1" = 20'-0" 8

TREE PLANTING LEGEND
NO SCALE 2

NOT IN USE
NO SCALE 3



KEY PLAN
NOT TO SCALE 4

MARMOL RADZINER AIA
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community
interiors
landscape
1220 Nebraska Avenue
Los Angeles, California 90029
310 826 6222 phone
310 826 6225 fax
info@marmol-radziner.com
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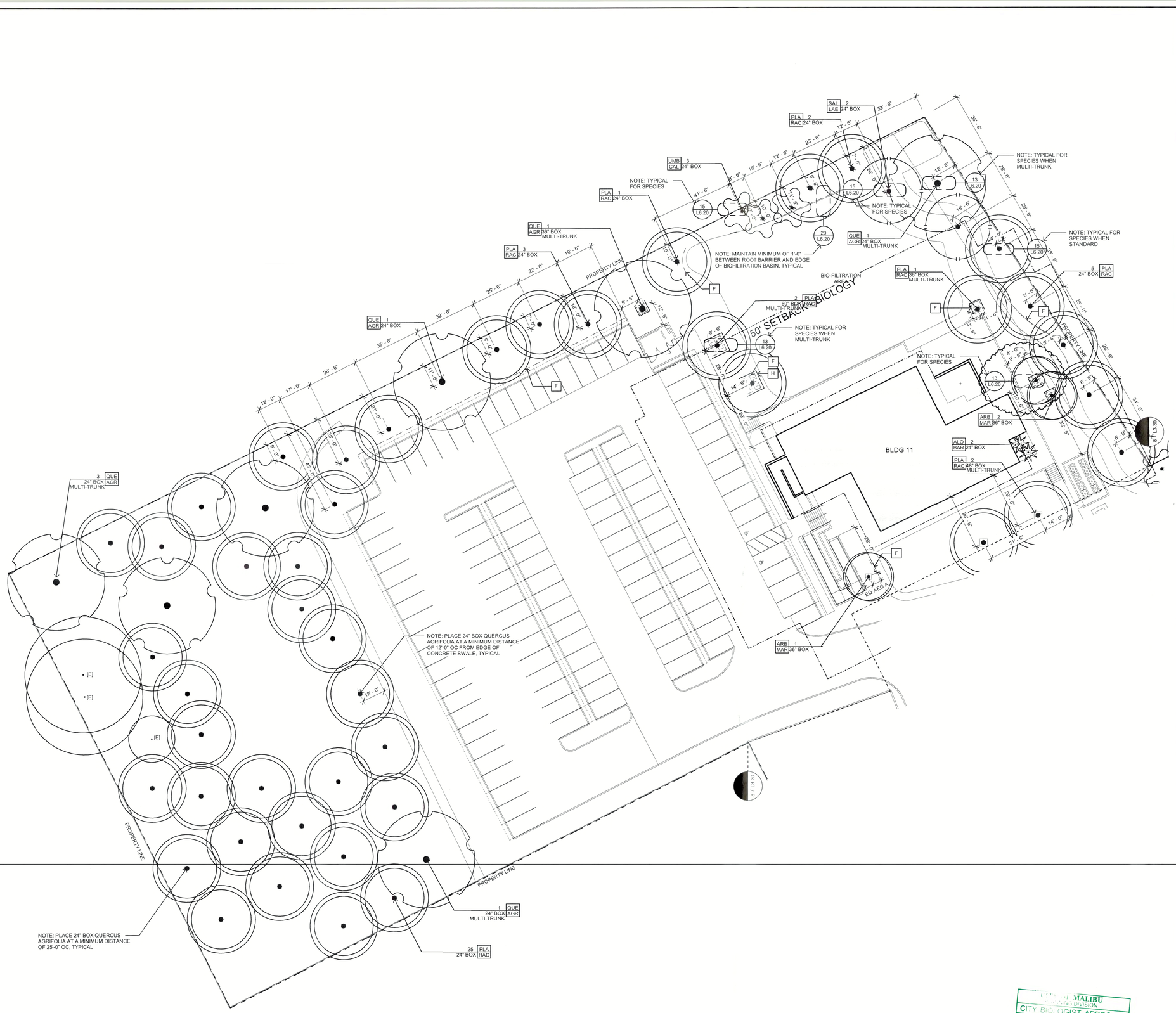
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

TREE PLANTING PLAN - 3

09/22/17
04/17/18
02/08/19

2015066

LP3.30



TREES

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ALO BAR		24" BOX	N	ALOE BARBERAE	TREE ALOE	L
ARB MAR		36" BOX MULTI-TRUNK	N	ARBUTUS 'MARINA'	MARINA ARBUTUS	L
PLA RAC		24" BOX 36" BOX 48" BOX 60" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	PLATANUS RACEMOSA	WESTERN SYCAMORE	M
QUE AGR		24" BOX 36" BOX STANDARD EXCEPT WHERE NOTED ON PLAN	Y	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
SAL LAE		24" BOX STANDARD	Y	SALIX LAEVIGATA	RED WILLOW	H
UMB CAL		24" BOX STANDARD	Y	UMBELLULARIA CALIFORNICA	CA BAY LAUREL	L

MATERIALS

SYMBOL	DESCRIPTION	NOTES
F	ROOT BARRIER	SEE DETAIL 2 / L6.21 + 20 / L6.20
H	TREE WELL - TIMBER	SEE DETAIL 13 / L6.10

**SEE SHEET L1.02 FOR TREE QUANTITIES

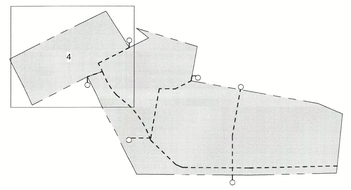
NOTE: TREE CANOPIES ARE SHOWN AT 75% MATURITY PER LOS ANGELES FUEL MODIFICATION GUIDELINESS

TREE PLANTING LEGEND
NO SCALE | 2

NOT IN USE
NO SCALE | 3

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO. SDP19 17-009
SIGNATURE
PRINT NAME
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TREE PLANTING PLAN - 4
1" = 20'-0" | 8



KEY PLAN
NOT TO SCALE | 4

MARMOL RADZINER AIA
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1220 Nebraska Avenue
Los Angeles California 90025
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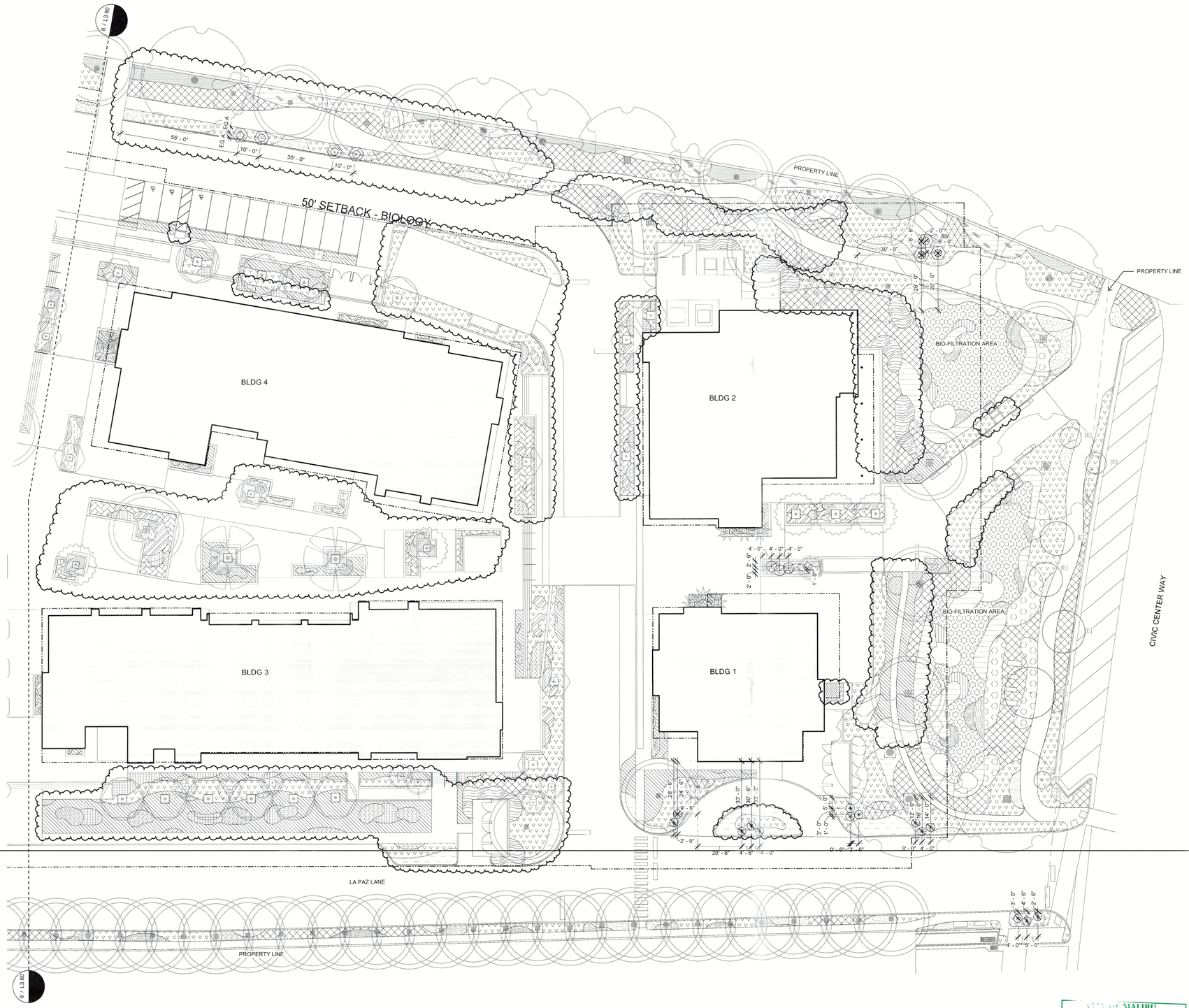
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

TREE PLANTING PLAN - 4

09/22/17
04/17/18
02/08/19

2015066

LP3.40



CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
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PLANNING REVIEW NO. CDP17-009
SIGNATURE
PRINT NAME
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N

UNDERSTORY PLANTING PLAN - 1
1" = 20'-0" 8

SHRUBS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		15G 36" O.C.	N	ARBUTUS UNEDO 'OKTOBERFEST'	OKTOBERFEST STRAWBERRY TREE	L
ARC GLA		24" BOX	N	ARCTOSTAPHYLOS GLAUCA	BIGBERRY MANZANITA	L
CEA SPI	OMIT	5G 36" O.C.	Y	CEANOTHUS SPINOSUS	GREENBARK CEANOTHUS	L
HET ARB		15G 36" O.C.	Y	HETEROMELES ARBUTIFOLIA	TOYON	L
MAH PIN	OMIT	5G 36" O.C.	Y	MAHONIA PINNATA	BARBERRY	L
MEL NES		24" BOX	N	MELALEUCA NESOPHILA	PINK MELALEUCA	L
MYR CAL		10G 30" O.C.	Y	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	L
RHA CAL		5G 36" O.C.	Y	RHAMNUS CALIFORNICA	COFFEEBERRY	VL
RHU OVA		5G 36" O.C.	Y	RHUS OVATA	SUGARBUSH	VL
RIB AUR		5G 30" O.C.	Y	RIBES AUREUM	GOLDEN CURRANT	VL
SYM MOL	OMIT	5G 30" O.C.	Y	SYMPHORICARPOS MOLLIS	SNOWBERRY	L

PERENNIALS + GROUNDCOVERS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
CAR DIV		1G 12" O.C.	N	CAREX DIVULSA	BERKELEY SEDGE	L
CAR PRA		PLUGS 12" O.C.	N	CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	L
CEA YAN		1G 18" O.C.	N	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
ELY CON		1G 18" O.C.	Y	ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	L
EUP RIG		5G 24" O.C.	N	EUPHORBIA RIGIDA	SILVER SPURGE	L
ERI FAS		5G 18" O.C.	Y	ERIOGONUM FASCICULATUM	CALIFORNIA BUCKWHEAT	L
HES WHI		5G	Y	HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	VL
IRI DOU		1G 18" O.C.	N	IRIS DOUGLASIANA	DOUGLAS IRIS	L
JUN PAT		1G 24" O.C.	Y	JUNCUS PATTENS	COMMON RUSH	L
LOM LON		1G 18" O.C.	N	LOMANDRA LONGIFOLIA	MAT RUSH	L
MIM CAR		1G 18" O.C.	Y	MIMULUS CARDINALIS	SCARLET MONKEY FLOWER	H
MUH RIG		1G 24" O.C.	Y	MUHLENBERGIA RIGENS	DEER GRASS	L
MYO PAR		1G 18" O.C.	N	MYOPORUM PARVIFOLIUM	MYOPORUM	L
PEN MAR		5G 18" O.C.	Y	PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'	MARGARITA BOP BEARDTONGUE	L
SES AUT		1G 18" O.C.	N	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	M
SAL SPA	OMIT	5G 18" O.C.	N	SALVIA SPATHACEA	CALIFORNIA HUMMINGBIRD SAGE	M
ZAU CAL		5G 24" O.C.	Y	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	VL

SUCCULENTS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
AEO CAN		1G 12" O.C.	N	AEONIUM CANARIENSIS	GIANT VELVET ROSE	L
AGA ATT		5G 24" O.C.	N	AGAVE ATTENUATA	FOXTAIL AGAVE	L
ALO VER		1G 12" O.C.	N	ALOE VERA	MEDICINAL ALOE	L
ALO ARB		5G 24" O.C.	N	ALOE ARBORESCENS	TREE ALOE	L
SEN SER		1G 12" O.C.	N	SENECIO SERPENS	BLUE CHALKSTICKS	L
KAL BEH		5G 24" O.C.	N	KALANCHOE BEHARENSIS	FELT PLANT	L

**SEE SHEET L1.02 FOR UNDERSTORY PLANT QUANTITIES

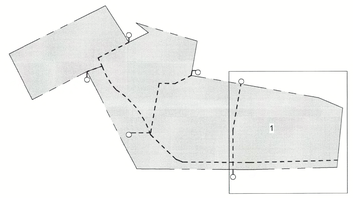
UNDERSTORY PLANTING LEGEND
NO SCALE 3

MARMOL RADZINER AIA
architecture
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MALIBU, CA 90265

UNDERSTORY PLANTING PLAN - 1

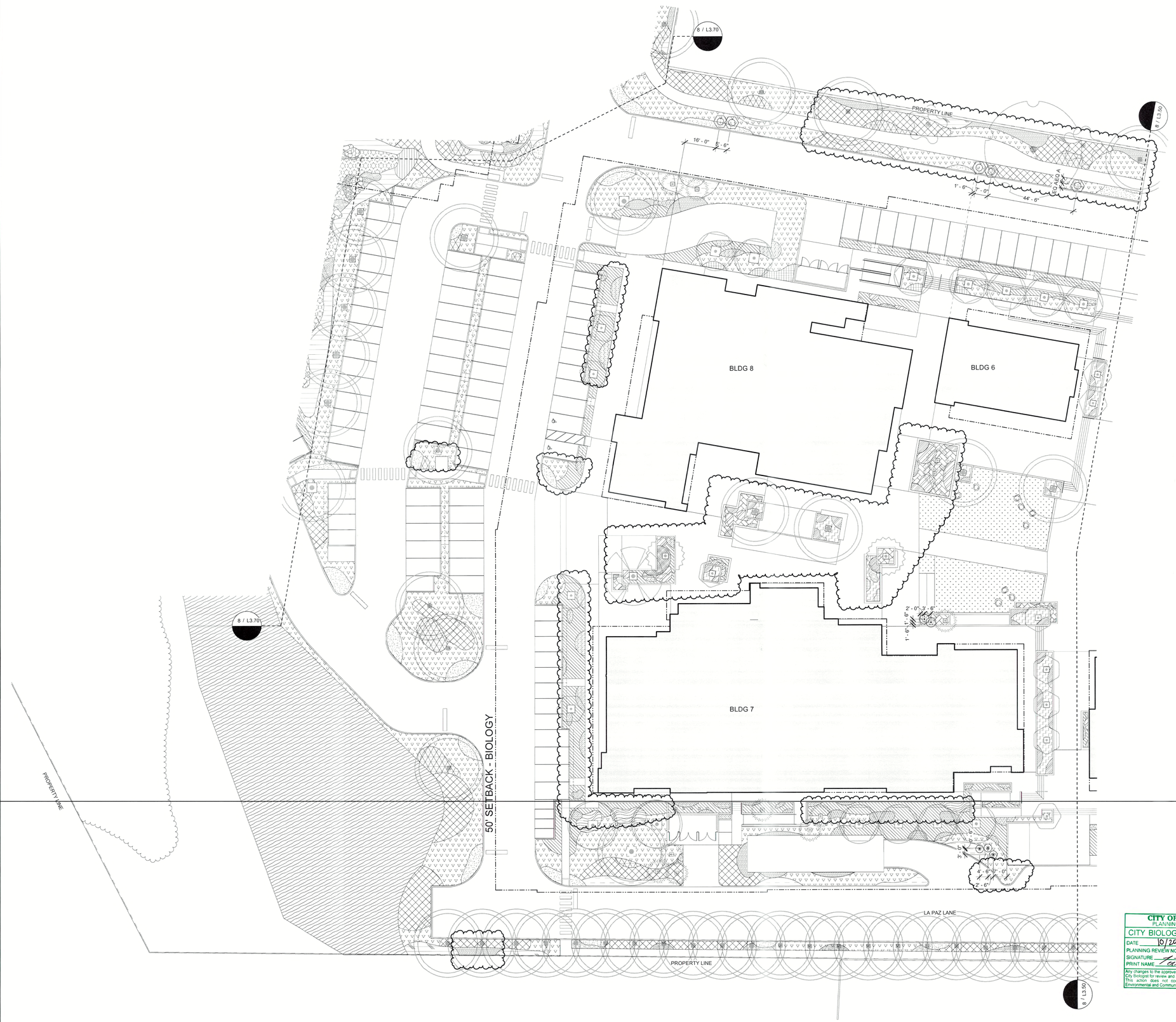
09/22/17
04/17/18
02/08/19



KEY PLAN
NOT TO SCALE 4

2015066

LP3.50



SHRUBS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARC GLA		24" BOX	N	ARCTOSTAPHYLOS GLAUCA	BIGBERRY MANZANITA	L
MAH PIN		5G 36" O.C.	Y	MAHONIA PINNATA	BARBERRY	L
MEL NES		24" BOX	N	MELALEUCA NESOPHILA	PINK MELALEUCA	L
MYR CAL		10G 30" O.C.	Y	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	L
RHA CAL		5G 36" O.C.	Y	RHAMNUS CALIFORNICA	COFFEEBERRY	VL
RHU OVA		5G 36" O.C.	Y	RHUS OVATA	SUGARBUSH	VL
RIB AUR		5G 30" O.C.	Y	RIBES AUREUM	GOLDEN CURRANT	VL
SYM MOL		5G 30" O.C.	Y	SYMPHORICARPOS MOLLIS	SNOWBERRY	L

PERENNIALS + GROUNDCOVERS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
CAR DIV		1G 12" O.C.	N	CAREX DIVULSA	BERKELEY SEDGE	L
CEA YAN		1G 18" O.C.	N	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
ELY CON		1G 18" O.C.	Y	ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	L
EUP RIG		5G 24" O.C.	N	EUPHORBIA RIGIDA	SILVER SPURGE	L
HES WHI		5G	Y	HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	VL
IRI DOU		1G 18" O.C.	N	IRIS DOUGLASIANA	DOUGLAS IRIS	L
JUN PAT		1G 24" O.C.	Y	JUNCUS PATTENS	COMMON RUSH	L
LOM LON		1G 18" O.C.	N	LOMANDRA LONGIFOLIA	MAT RUSH	L
MAR II		SOD	N	MARATHON II	MARATHON SOD	H
MIM CAR		1G 18" O.C.	Y	MIMULUS CARDINALIS	SCARLET MONKEY FLOWER	H
MUH RIG		1G 24" O.C.	Y	MUHLENBERGIA RIGENS	DEER GRASS	L
MYO PAR		1G 18" O.C.	N	MYOPORUM PARVIFOLIUM	MYOPORUM	L
PEN MAR		5G 18" O.C.	Y	PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'	MARGARITA BOP BEARDTONGUE	L
SES AUT		1G 18" O.C.	N	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	M
ZAU CAL		1G 24" O.C.	Y	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	VL

SUCCULENTS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
AEO CAN		1G 12" O.C.	N	AEONIUM CANARIENSIS	GIANT VELVET ROSE	L
AGA ATT		5G 24" O.C.	N	AGAVE ATTENUATA	FOXTAIL AGAVE	L
ALO VER		1G 12" O.C.	N	ALOE VERA	MEDICINAL ALOE	L
ALO ARB		5G 24" O.C.	N	ALOE ARBORESCENS	TREE ALOE	L
SEN SER		1G 12" O.C.	N	SENECIO SERPENS	BLUE CHALKSTICKS	L
KAL BEH		5G 24" O.C.	N	KALANCHOE BEHARENSIS	FELT PLANT	L

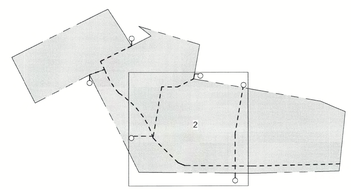
SEED MIX

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
SM B				CHAPARRAL MIX		L

**SEE SHEET L1.02 FOR UNDERSTORY PLANT QUANTITIES

UNDERSTORY PLANTING LEGEND
NO SCALE 3

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/19
PLANNING REVIEW NO CDPA 17-009
SIGNATURE
PRINT NAME
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KEY PLAN
NOT TO SCALE 4

UNDERSTORY PLANTING PLAN - 2
1" = 20'-0" 8

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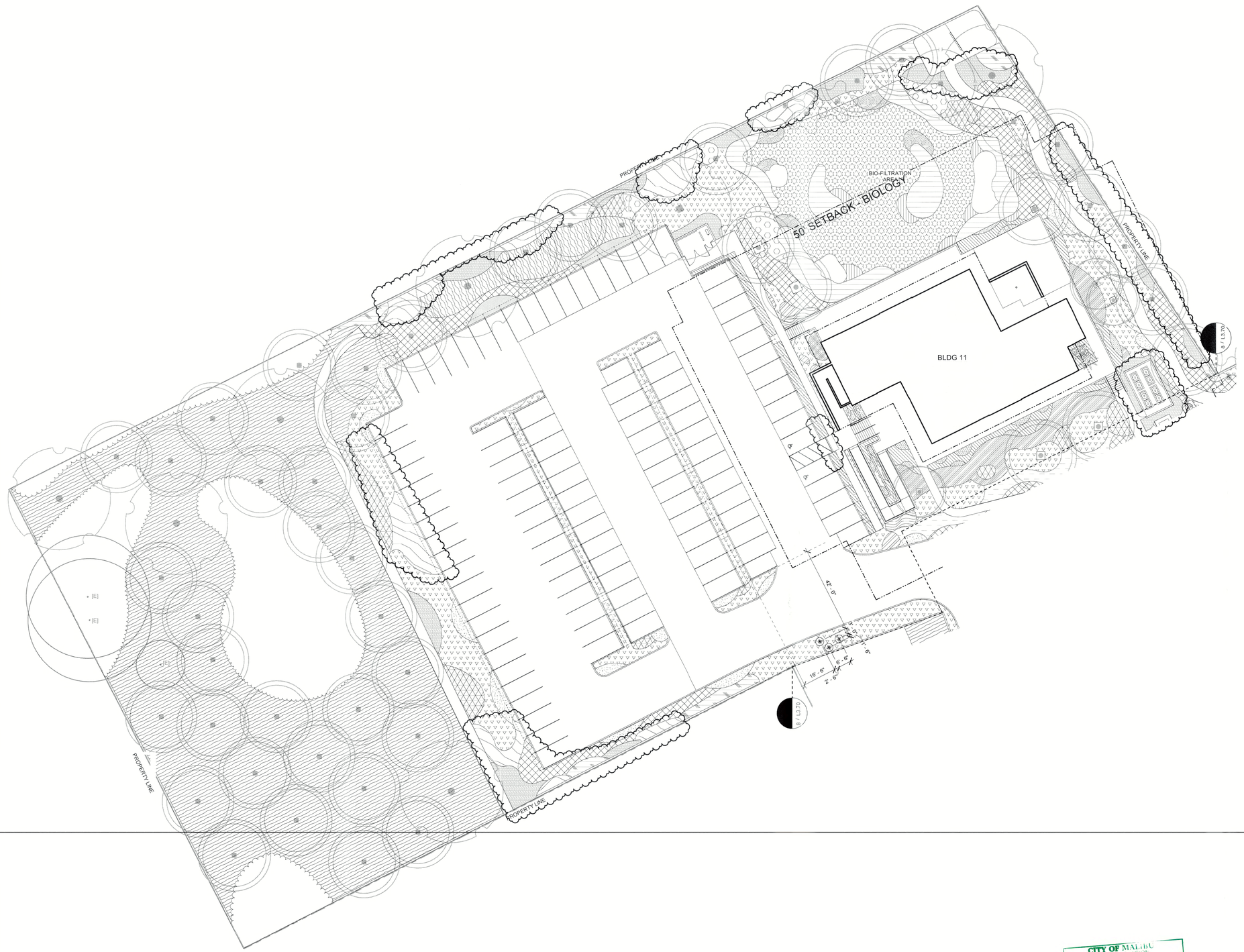
UNDERSTORY PLANTING PLAN - 2

09/22/17
04/17/18
02/08/19

2015066

LP3.60


50' SETBACK - BIOLOGY
PROPERTY LINE
BLDG 9
BLDG 10
BIO-FILTRATION AREA
BIO-FILTRATION AREA
BIO-FILTRATION AREA
NOTE: TYPICAL FOR SPECIES
RELOCATED
8 / L3.60
8 / L3.60
8 / L3.60
21'-0"
87'-0"
12'-6"
12'-6"
40'-0"
1'-0"
5'-6"
6'-0"
6'-0"
6'-0



SHRUBS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ARB UNE		15G 36" O.C.	N	ARBUTUS UNEDO 'OKTOBERFEST'	OKTOBERFEST STRAWBERRY TREE	L
CEA SPI		5G 36" O.C.	Y	CEANOTHUS SPINOSUS	GREENBARK CEANOTHUS	L
HET ARB		15G 36" O.C.	Y	HETEROMELES ARBUTIFOLIA	TOYON	L
MAH PIN	OMIT	5G 36" O.C.	Y	MAHONIA PINNATA	BARBERRY	L
MYR CAL		10G 30" O.C.	Y	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	L
RHA CAL		5G 36" O.C.	Y	RHAMNUS CALIFORNICA	COFFEEBERRY	VL
RHU OVA		5G 36" O.C.	Y	RHUS OVATA	SUGARBUSH	VL
RIB AUR		5G 30" O.C.	Y	RIBES AUREUM	GOLDEN CURRANT	VL
SYM MOL	OMIT	5G 30" O.C.	Y	SYMPHORICARPOS MOLLIS	SNOWBERRY	L

PERENNIALS + GROUNDCOVERS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
CAR DIV		1G 12" O.C.	N	CAREX DIVULSA	BERKELEY SEDGE	L
CAR PRA		PLUGS 12" O.C.	N	CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	M
CEA YAN		1G 18" O.C.	N	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
ELY CON		1G 18" O.C.	Y	ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	L
HES WHI		5G	Y	HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	VL
IRI DOU		1G 18" O.C.	N	IRIS DOUGLASIANA	DOUGLAS IRIS	L
JUN PAT		1G 24" O.C.	Y	JUNCUS PATTENS	COMMON RUSH	L
MIM CAR		1G 18" O.C.	Y	MIMULUS CARDINALIS	SCARLET MONKEY FLOWER	H
MUH RIG		1G 24" O.C.	Y	MUHLENBERGIA RIGENS	DEER GRASS	L
MYO PAR		1G 18" O.C.	N	MYOPORUM PARVIFOLIUM	MYOPORUM	L
ZAU CAL		1G 24" O.C.	Y	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	VL

SUCCULENTS

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
ALO VER		1G 12" O.C.	N	ALOE VERA	MEDICINAL ALOE	L

SEED MIX

KEY	SYMBOL	SIZE	SMN	BOTANICAL NAME	COMMON NAME	WUCOLS
SM A				SANTA MONICA MOUNTAIN MIX		L
SM B				CHAPARRAL MIX		L

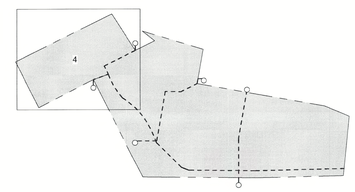
**SEE SHEET L1.02 FOR UNDERSTORY PLANT QUANTITIES

UNDERSTORY PLANTING LEGEND
NO SCALE | 3

CITY OF MALIBU
PLANNING DIVISION
CITY BIOLOGIST APPROVAL
DATE 10/29/2019
PLANNING REVIEW NO. CDP17-009
SIGNATURE
PRINT NAME
Any changes to the approved plans shall be submitted to the City Biologist for review and approval prior to implementation. This action does not constitute approval by the Environmental and Community Development Department.

N

UNDERSTORY PLANTING PLAN - 4
1" = 20'-0"
8



KEY PLAN
NOT TO SCALE
4

MARMOL RADZINER AIA
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Los Angeles California 90025
310 826 6222 phone
310 826 6226 fax
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www.marmol-radziner.com
architecture
construction
interiors
landscape

LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

UNDERSTORY PLANTING PLAN - 4

09/22/17
04/17/18
02/08/19

2015066

LP3.80

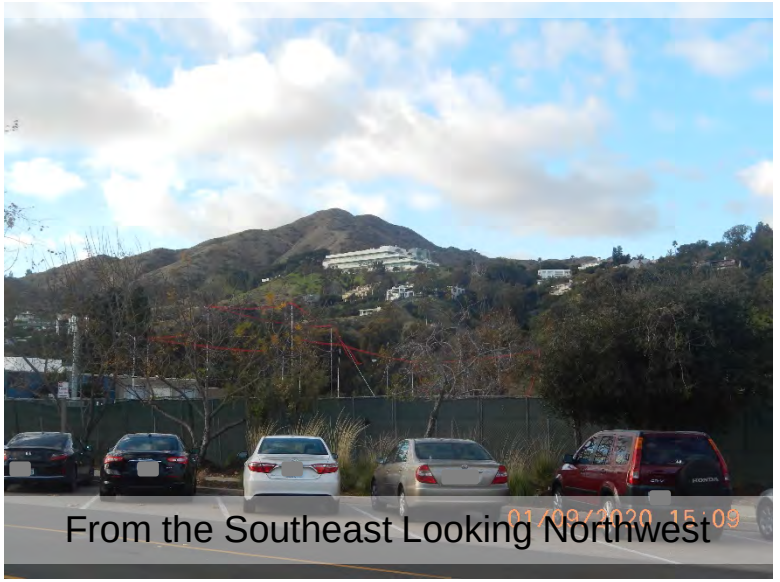
ATTACHMENT 3

Story Pole Photos

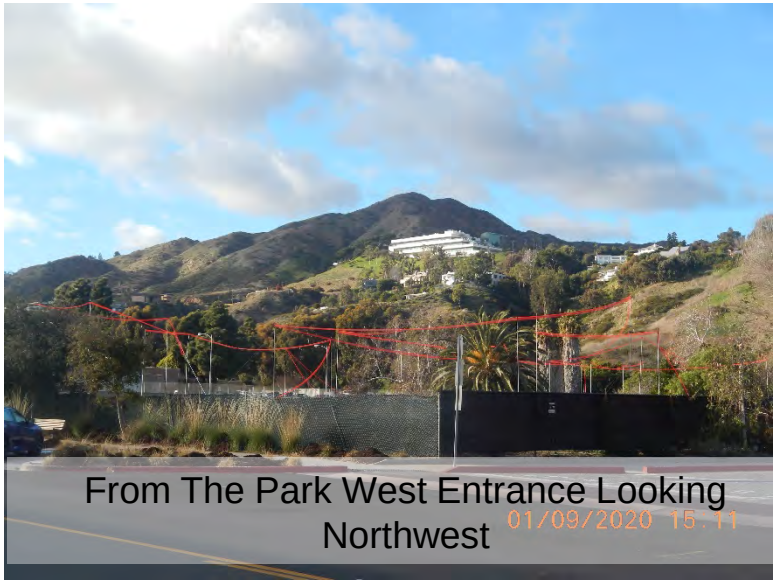
Site Photos



From the Southwest Looking Northeast



From the Southeast Looking Northwest

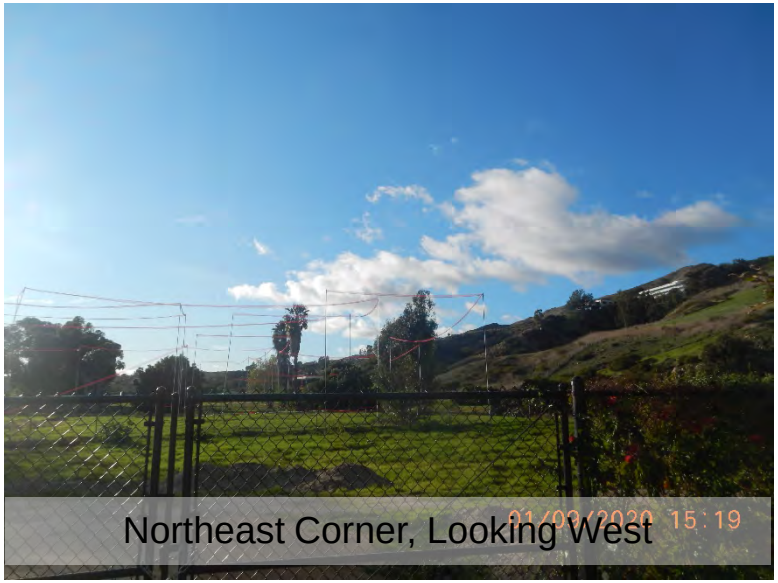


From The Park West Entrance Looking Northwest

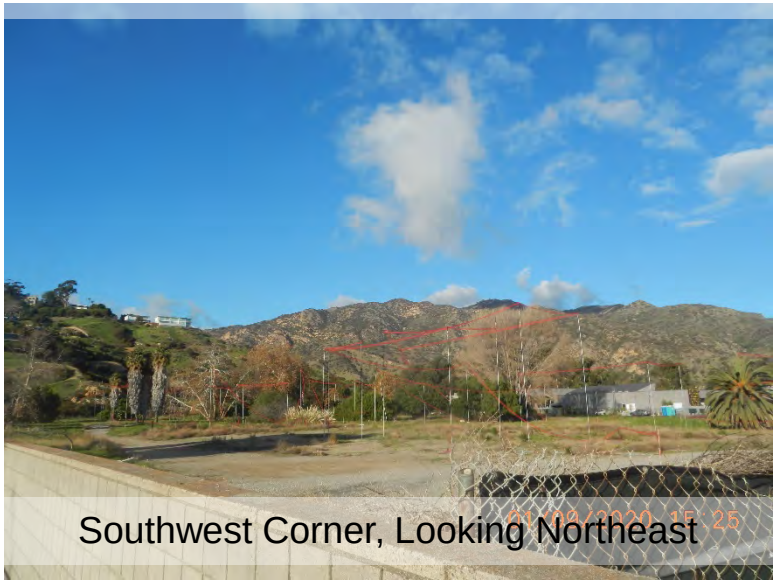


East of Front Property Line, Looking West

Site Photos



Northeast Corner, Looking West



Southwest Corner, Looking Northeast



Southeast Corner, Looking Northwest



From Legacy Park, Looking Northeast

ATTACHMENT 4

Detailed Project Description
Prepared by Applicant

La Paz Ranch
Project Description

In 2016, Malibu Development Company LLC ("MDC") acquired the property located at 23465 Civic Center Way in the City of Malibu (the "Property"). In 2008, the City of Malibu approved the La Paz project (the "Approved Project") at the Property. The Approved Project consists of re-dividing the Property's two existing parcels into three parcels in order to accommodate the conveyance of a 2.3-acre area of the site (Parcel C) to the City. The Approved Project provides for 20,000 square feet of municipal uses to be developed on Parcel C. The remaining two parcels (Parcels A and B), or 12.9 acres of the property, are approved to be developed with 112,058 square feet of retail, restaurant, and office space. The Approved Project includes both surface and subterranean parking, along with pedestrian walkways, plazas, and courtyards to enhance walkability. The approved Development Agreement for the Approved Project provides for significant public benefits associated with the Project, including dedication of 2.3 acres of land to the City (i.e., Parcel C), a $500,000 payment to the City, contributing via planned Project improvements to the creation of a linear wetland park, dedication of the internal segment of the Malibu-Pacific trail connecting Serra Retreat to Legacy Park, and creating significant offsite public improvements.

In the process of preparing to develop the Approved Project, MDC identified improvements to the Approved Project (the "Project Modifications"). The Project Modifications enhance the pedestrian experience, including an upgraded design, improved pedestrian walkways, plazas and courtyards, and better pedestrian access; provide improved vehicular access and parking that increases pedestrian and vehicular safety; and provide for a balanced mix of uses. The proposed Project Modifications to the Approved Project do not include any changes to the square footage or maximum building heights and maintains compliance with all setbacks, landscaping, and open space requirements.

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I. PROJECT SITE

The Project Site is located at 23465 Civic Center Way and is comprised of 15.29 acres of vacant, undeveloped land. The Project Site includes two irregularly shaped legal parcels identified as Assessor Parcel Nos. 4458-022-023 and 4458-022-024 and consist of 6.43 and 8.82 acres, respectively. As part of the Approved Project, a lot line adjustment will occur to separate the two existing lots to create three legal parcels (Parcel A, B, and C). Parcel A will include approximately 314,302 square feet of land on the southernmost portion of the site fronting Civic Center Way; Parcel B will occupy approximately 251,700 square feet in the north-northwest portion of the Project Site; and Parcel C will occupy 100,000 square feet in the center and western portion of the Project Site. MDC is currently in the process of finalizing the lot line adjustment and dedication of Parcel C to the City.

The Project Site is located in Malibu's Civic Center Area, the principal commercial area in the City where the general public and residents visit, and includes retail shops, restaurants, coffee shops, and other commercial uses. The Project Site is surrounded by a largely undeveloped hillside to the north-northwest, two single-family residences to the northeast, the Whole Foods in the Park project (currently under construction and anticipated to open in Summer 2019), Civic Center Way to the south, and the Santa Monica College Malibu Campus project to the west (currently under construction and anticipated to open in 2022). Further to the east across Cross Creek Road are residential, industrial, and commercial uses and the Malibu Legacy Park site.

The Property was formerly designated Community Commercial on the City's Land Use Plan Map and Zoning Map. As part of the Approved Project, the Property was re-designated and zoned Town Center Overlay District, which establishes custom development criteria for the Property including heights, lot coverage, setbacks, and open space requirements, and provisions for shared or consolidated parking.

///

II. APPROVED PROJECT

In 2008, the City of Malibu approved the Approved Project at the Property. This section includes the description of the Approved Project, as well as an overview of the entitlements and approvals for the Approved Project.

A. Description of Approved Project

1. Parcel A

Parcel A consists of 7.16 acres and is approved for retail, restaurant and commercial office uses. The development approved on Parcel A includes five single-story and two two-story buildings with a total developed floor area of 68,997 square feet. Up to 10,000 square feet of Buildings 5, 6, and 7 is permitted to be used as restaurant space with outdoor seating (restaurants propose to serve beer, wine and liquor). Parcel A includes approximately 107,258 square feet of landscaping and 64,070 square feet of open space. Development on Parcel A includes 330 parking spaces, including 140 surface parking and a below grade parking structure with 190 spaces. The following table summarizes the approved development for Parcel A:

Building No.	**Occupancy**	**Floor Area (Gross Square Feet)**
1	Retail	6,200
2	Retail	6,200
3	Retail	10,248
4	Retail	10,240
5	Retail / Office / Restaurant	17,879
6	Retail / Office / Restaurant	17,830
7	Retail / Restaurant	400
Subtotal Parcel A		**68,997**

///

2. Parcel B

Parcel B consists of 5.7 acres and is approved for retail and commercial office uses. The development approved on Parcel B includes four, two-story buildings with a total development floor area of 43,061 square feet of commercial uses. Parcel B includes approximately 116,709 square feet of landscaping and 25,483 square feet of open space. Development on Parcel B includes 188 parking, including 151 surface spots and a below grade parking structure with 37 spaces. The following table summarizes the approved development for Parcel B:

Building No.	**Occupancy**	**Floor Area (Gross Square Feet)**
8	Office/ Retail	15,300
9	Office/ Retail	15,640
10	Office	7,258
11	Office	4,863
Subtotal Parcel B		**43,061**

B. Procedural History

The subsection provides an overview of the entitlement history for the Approved Project:

1. The Environmental Impact Report. SCH No. 2003011131, for the La Paz Ranch Project, dated July 2008, prepared pursuant to CEQA and certified by the City Council on November 10, 2008, pursuant to Resolution No. 08-51, which also adopted the Mitigation Monitoring and Reporting Program and the Statement of Overriding Considerations.

2. Coastal Development Permit No. 05-107, approved by City Council Resolution No. 08-52 on November 10, 2008 and City Council Ordinance No. 329 on November 24, 2008; and as amended and certified by the California Coastal Commission ("Coastal Commission") on June 10, 2010; and as extended by Planning Commission Resolution No. 14-77 on July 21, 2014.

3. Resolution No. 10-14, acknowledging receipt of the Coastal Commission Resolution of Certification for Local Coastal Program Amendment ("LCPA") No. 06-003 with suggested modifications; Ordinance No. 346 incorporating the CCC's modifications to LCPA No. 06-003 to amend Part C (Applicability) to add specific site regulations, add Part D (Development Agreement) to Local Implementation Plan (LIP) Section 3.4.3 (Town Center Overlay – Custom Development Criteria - Commercial) and add map showing the boundaries of the Town Center Overlay District adopted by City Council May 10, 2010.

4. Local Coastal Program Amendment No. 06-003, approved by City Council Resolution No. 08-52 on November 10, 2008.

5. Zone Text and Map Amendment, approved by City Council Resolution No. 08-52 on November 10, 2008.

6. Lot Line Adjustment No. 05-004, approved by City Council Resolution No. 08-52 on November 10, 2008, and as extended by Planning Commission Resolution No. 14-77 on July 21, 2014.

7. Conditional Use Permit No. 05-004, approved by City Council Resolution No. 08-52 on November 10, 2008, and as extended by Planning Commission Resolution No. 14-77 on July 21, 2014.

8. Development Agreement 07-001, approved by City Council Ordinance No. 330, as approved by the Coastal Commission on March 10, 2010.

The Development Agreement provides that the term of the Project approvals shall be extended through the termination date of the Development Agreement. On May 18, 2015, the City sent an Estoppel Letter to Malibu Development Company. Estoppel Letter Section 6 confirmed that the "Project Approvals" are automatically extended through the term of the Development Agreement. As confirmed in Estoppel Certificate Section 5, the term of the Development Agreement expires no earlier than December 20, 2020.

C. Implementation of Transportation and Circulation Mitigation

Pursuant to the Approved Project's Mitigation Monitoring and Reporting Program, MDC has coordinated and funded the construction of the following transportation and circulation improvements within the City:

1. Webb Way / Pacific Coast Highway - Installation of a second left-turn lane on the eastbound Pacific Coast Highway approach to the Webb Way intersection.

2. Cross Creek Road / Pacific Coast Highway - Installation of a right-turn lane on the westbound Pacific Coast Highway approach to the Cross Creek Road intersection.

3. Stuart Ranch Road-Webb Way / Civic Center Way - Installation of a traffic signal; northbound Webb Way approach to provide one left-turn lane, one through lane, and one right-turn lane; southbound Stuart Ranch Road approach to provide one shared left/through/right-turn lane; westbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane; and westbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane.

III. PROJECT MODIFICATIONS

In the process of preparing to develop the Approved Project, MDC identified Project Modifications to enhance the pedestrian experience, improve vehicular access and parking, increase pedestrian and vehicular safety, and provide for a balanced mix of uses. The proposed Project Modifications to the Approved Project do not include any changes to the square footage or maximum building heights and maintains compliance with all setbacks, landscaping, and open space requirements.

A. Proposed Development

1. Parcel A

Parcel A will be developed with retail and restaurant uses in seven single-story buildings with a total developed floor area of 69,502 square feet. The Project Modifications include relocating 15,080 square feet of second level space in Buildings 7 and 8 (referred to in the Approved Project as Buildings 5 and 6) to the ground floor, which reduces the height of the Project while also allowing each building to be accessed at grade level to create a more pedestrian scale and oriented experience.

The Approved Project includes 15,080 square feet of office use on Parcel A and 15,585 square feet of retail use on Parcel B. The Project Modifications swap the office use on Parcel A with the retail use on Parcel B to move all shopping center uses closer to Civic Center Way and further from the residential uses to the north of the Property. This modification also allows for Buildings 7 and 8 (referred to in the Approved Project as Buildings 5 and 6) to change from two story buildings under the Approved Project to single story buildings under the Modified Project.

The Approved Project provides for 10,000 square feet of restaurant space with outdoor seating (restaurants propose to serve beer, wine and liquor). The types of food service establishments proposed include restaurants, fast-casual / take out, and coffee and juice (or similar uses). The coffee and fast-casual / take out dining uses would provide quick options for food and beverages, including takeaway food service. The sit-down restaurants would include a full-line of alcohol along with a full kitchen, providing a more formal dining experience. On-site alcohol sales would occur within numerous food service establishments comprising up to a total of 10,000 square feet of floor area. Seating for establishments with alcohol sales would be located within the food service establishments and within adjoining, contained outdoor seating areas.

The Approved Project's Conditions of Approval. Condition No. 2.h. provides for the restaurant use in Buildings 4, 5, and 6. The Project Modifications seek flexibility to locate retail and/or restaurant in each building to meet tenant needs and provide an enhanced shopping and dining experience. In addition, the Project seeks to extend the hours of operation for restaurant uses set forth in the Approved Project's Conditions of Approval. Condition No. 50 provides for the following hours of operation for restaurants: 8:00 a.m. to midnight Sunday

through Thursday and 8:00 a.m. to 1:00 a.m. on Friday and Saturday. The Project is proposing to amend this Condition to allow for earlier hours of operation for coffee and juice establishments and food service establishments that serve breakfast. The Project proposes that coffee and juice establishments be permitted to open at 6:00 a.m. and food service establishments that serve breakfast be permitted to open at 7:00 a.m. seven days a week.

The Project Modifications also include improved pedestrian plazas and courtyards. By separating pedestrian access from vehicular access, and slightly rearranging the building footprints, the plazas and courtyards have become fully usable areas dedicated to the guest experience. The plaza areas include a children's play area that consists of children's play equipment, various lounge seating areas, and outdoor fire pits. These lounging and recreation options create intimate spaces that will serve as meeting points for the community where people can gather, interact, and enjoy.

The following table summarizes and provides a comparison of the Approved Project and Project Modifications on Parcel A:

Approved Project			**Project Modifications**		
Building No.	Occupancy	Floor Area (Gross Square Feet)	Building No.	Occupancy	Floor Area (Gross Square Feet)
1	Retail	6,200	1	Retail / Restaurant	4,748
2	Retail	6,200	2	Retail / Restaurant	7,733
3	Retail	10,248	3	Retail / Restaurant	13,169
4	Retail	10,240	4	Retail / Restaurant	11,830
5	Retail / Office / Restaurant	17,879	7	Retail / Restaurant	17,413
6	Retail / Office / Restaurant	17,830	8	Retail / Restaurant	11,934
7	Retail / Restaurant	400	6	Retail / Restaurant	2,675
Subtotal Parcel A		**68,997**	**Subtotal Parcel A**		**69,502**

*Proposed project maintains seven total buildings numbered 1-4 and 6-8, with no building number 5

2. Parcel B

Parcel B will be developed with commercial office uses or any other similar, permitted use listed under Ordinance No. 329, Town Center Overlay Zone, Section 4.D.2.a. (e.g, gallery). The development on Parcel B includes three, two-story buildings with a total developed floor area of 42,556 square feet. As stated above, the Approved Project includes 15,080 square feet of office use on Parcel A and 15,585 square feet of retail use on Parcel B. The Project Modifications swap the office use on Parcel A with the retail use on Parcel B to shift all shopping center uses closer to Civic Center Way and further from the residential uses to the north of the Property.

While the Approved Project includes four buildings on Parcel B, the Project Modifications consolidate two of the buildings (referred to in the Approved Project as Buildings 10 and 11) into one building (referred to in the Project Modifications as Building 11). This modification locates the office uses closer towards the commercial activity on Civic Center Way, allowing for a greater landscape buffer between the Project and the residential uses north of the Property. This modification also allows the roadway previously located along the eastern edge of the Property near adjacent residential uses to be relocated to the west towards the center of the Property. As detailed in Subsection E below, because the offices uses are further away from the residential uses and the roadway has shifted to the center of the site, the Project seeks to amend Approved Project Approval No. 41 to not require a gate with key system for "after-hours" tenant use only on Parcel B for access to Buildings 10 and 11. Amending Approved Project Condition No. 41 will enable shared parking for the City's potential use of Parcel C.

The following table summarizes and provides a comparison of the Approved Project and Project Modifications on Parcel B:

Approved Project			**Project Modifications**		
Building No.	Occupancy	Floor Area (Gross Square Feet)	Building No.	Occupancy	Floor Area (Gross Square Feet)
8	Office / Retail	15,300	9	Office / Gallery	15,818
9	Office / Retail	15,640	10	Office / Gallery	15,817
10	Office	7,528	11	Office / Gallery	10,921
11	Office	4,863	-	-	-
Subtotal Parcel B		**43,061**		**Subtotal Parcel B**	**42,556**

B. Design and Architecture

The Project Modifications include improved architecture that embodies a rural coastal village concept, which compliments the existing environment and allows the buildings to better blend with their surroundings. In addition, the Project Modifications enhance the pedestrian experience, including an upgraded design, improved pedestrian walkways, plazas and

courtyards, and better pedestrian access, as well as provide improved vehicular access and parking that increases pedestrian and vehicular safety.

The Project design is Mediterranean style with modern updates to reflect the architecture qualities of Malibu's rural coastal oceanside setting. A natural material palette has been selected to blend with the colors and texture of the local built environment. The exterior of the buildings are finished in non-reflective building materials, consisting of a mixture of wood siding, brick and stone veneer and plaster. The massing of the buildings are consistent with the requirements of the Town Center Overlay and meet the required building height limits for both Parcels A and B. The roof designs on the Parcel A buildings consist of a mixture of low slope roofs, gable, and shed style roofs. The visible gable and shed style roofs are clad in a standing seam, non-reflective metal roof in a color that compliments the building materials and blends with the proposed landscaping. The roof designs on the Parcel B buildings are all primarily low slope roofs that will be covered in a non-reflective material.

The Project Modifications enhance the pedestrian experience. The second level square footage has been relocated to grade level, resulting in a reduction in height for the Project while also allowing each building to be accessed at grade level to create a more pedestrian scale and oriented experience. Pedestrian access has been modified to be separate and distinct from vehicular access with dedicated entrance walkways at two locations along Civic Center Way to improve walkability throughout the Property and connectivity to Legacy Park and neighboring properties. Under the Approved Project, vehicular and pedestrian access to the Project was intertwined, rather than pedestrian-oriented with this improvement. The building footprints have been slightly rearranged and articulated to create more pedestrian plazas, seating areas, sidewalks, and pathways. In addition, an enhanced central plaza area is dedicated to the pedestrian experience. Plaza areas include a children's play area that consists of children's play equipment, various lounge seating areas, and outdoor fire pits. The enhancements to the central plaza area allow the space to be dedicated to the pedestrian experience and create an area where the community can gather.

The Project Modifications also improve vehicular access and parking. The Project Modifications consolidate vehicular access from two points of entry to one point of entry on Civic Center Way to La Paz Lane providing more efficient vehicular access and circulation. Consolidating access to La Paz Lane improves pedestrian safety by designating the center of the Property along Civic Center Way pedestrian access only. In addition, the Project Modifications simplify vehicular access by consolidating three separate subterranean parking garages into one, more efficient parking garage in a central location easily accessible and set further to the rear of the Project to minimize potential impacts to Civic Center Way.

C. Vehicular Access and Parking

The Approved Project includes vehicular access from two points of entry on Civic Center Way: one at the center of Parcel A and one at the western edge of Parcel A. The Project Modifications consolidate vehicular access from two points of entry to one point of entry on

Civic Center Way to La Paz Lane providing more efficient vehicular access and circulation. Consolidating access to La Paz Lane improves pedestrian safety by designating the center of the Property along Civic Center Way pedestrian access only. In addition, minor adjustments to access and roadway locations are made throughout the Property to create greater separation of pedestrian and vehicular access.

The Project Modifications propose to further simplify vehicular access by consolidating three separate subterranean parking garages into one, more efficient parking garage in a central location easily accessible and set further to the rear of the Property to minimize potential impacts to Civic Center Way.

The Project Modifications provide 519 parking spaces. Parking for the Project includes a combination of surface parking spaces and subterranean parking spaces, maintaining curb side parking while relocating seven percent of surface parking spaces to the subterranean parking garage, resulting in more parking spaces shielded from public view and increasing open space by over twenty-five percent. Parcel A contains a total of 348 parking spaces, which is comprised of 249 subterranean parking spaces and 99 surface parking spaces. Parcel B contains a total of 171 surface parking spaces. Four parking spaces are designated electric vehicle parking and 28 parking spaces are electric vehicle ready throughout the Property. The Town Center Overlay permits a mix of surface and subterranean parking spaces, as well as shared parking. The Project contains 54 bicycle spaces located throughout the Property in the surface parking areas. There are also eight motorcycle spaces located throughout the surface parking areas of the Project.

D. Landscaping and Open Space

The enhanced landscaping for the Project Modifications was designed to blend in with the surrounding natural environment, celebrating the unique natural plant community of Malibu and the Santa Monica Mountains. The plantings along the perimeter areas and at the north end of the Property consist entirely of species native to the region. A native buffer along the eastern Property edge features a multi-use trail for biking, hiking, and horse riding. This trail connects the Project to the surrounding community and encourages alternative methods of transportation to the Project. Within the central plaza areas, native trees provide shade and a mix of native species and drought-tolerant Mediterranean plants are located throughout planters, which add an additional layer of color and texture throughout the plaza areas.

The overall landscaping and open space square footage for the Project has increased by approximately 1,836 square feet. Approximately 10 percent of the landscaping area has shifted to open space area to accommodate additional space for plazas, communal seating and children's play areas. The following chart compares landscaping and open space square footages from the Approved Project to the Project Modification:

Approved Project		Project Modifications		Difference
Landscaping Square Feet	223,967	Landscaping Square Feet	202,631	(21,336)
Open Space Square Feet	89,553	Open Space Square Feet	112,725	23,172
Subtotal	**313,520**	**Subtotal**	**315,356**	**1,836**

E. Lighting, Signage, and Fences

The proposed lighting for the Project will consist of a mixture of low level lighting along pathways and around the perimeter of the Project. There will be soft, shielded landscape lighting within the central plaza in order to provide adequate light levels for visitors to enjoy the site amenities and dining venues in the evening. Pole mounted lighting will be located along the vehicular roadways and within the parking areas of Parcel A and B. The road surfaces will be properly illuminated to provide for safe and effective levels of outdoor lighting for evening visitors to the Project. The pole mounted lighting will be hooded and arranged within the Project so as to not cause nuisance to adjacent properties or nearby vehicular traffic.

The perimeter of the Property will be secured by means of both existing and new site walls and fencing. There are existing site walls and fencing currently located along the west side of Parcel A and the northeast area of Parcel B. The Proposed Project will add and extend new sections of the site wall and fencing in these areas to blend with the existing conditions and secure these sections of the Property. The perimeter to the north of Parcel B will be secured with six-foot-high wrought iron fencing to discourage pedestrians from accessing the Malibu Knolls neighborhood on foot via the hillside, consistent with the Approved Project.

Per the Town Center Overlay, Monument Signs shall be permitted in accordance with the Provisions of Section 3.13.6 of the LIP. The proposed signage for the Project will consist of monument signs and address monument signs, way finding signage, as well as required traffic signage. The monument and address monument signage will be designed in accordance with the provisions of the LIP as modified in the Town Center Overlay and will maintain the character and environment of the Civic Center area. Given the limited frontage of the site and that Parcel B begins approximately 887 feet to the north of Civic Center Way, the Project proposes to locate the Monument Sign for Parcel B near the Project entrance on Parcel A adjacent to Civic Center Way.

Except as noted, lighting, signage, and fencing for the Project Modification is consistent with the applicable Code requirements and Approved Project.

As noted above, the Project seeks to amend Approved Project Condition of Approval No. 41 requiring a gate with key system for "after-hours" tenant use only on Parcel B for access to Buildings 10 and 11. As noted above, Buildings 10 and 11 have been consolidated into one building and relocated closer to Civic Center Way. Under the Approved Project, Building 11 was located 87 feet 6 inches from the northernmost Property line. With the Project Modifications,

Building 11 is now 372 feet 9 inches from the northernmost Property line, 285 feet further away from the northernmost property line and adjacent residential uses. The roadway previously located along the eastern edge of Parcel C near adjacent residential uses has also been relocated to the west towards the center of Parcel B. Accordingly, an "after-hours" gate is no longer necessary.

F. Construction

MDC seeks to commence site clearing and dewatering activities in Summer 2019. Construction is anticipated to commence in Summer 2019 and be complete in Q1 2021. Tenant improvements would then take place in Q1 2021, with the Project opening in Summer 2021.

IV. REQUESTED APPROVALS

Discretionary permits and approvals for the Project Modifications include, but are not limited to, the following:

1. Pursuant to Malibu Local Coastal Program § 13.22, a Coastal Development Permit Amendment to authorize modifications to the Approved Project. The proposed improvements to the Approved Project do not include any changes to the square footage or maximum building heights and maintains compliance with all setbacks, landscaping, and open space requirements.

2. Pursuant to Malibu Municipal Code § 17.66, a Conditional Use Permit to locate retail and/or restaurant in each building to meet tenant needs and provide an enhanced shopping and dining experience and expand the early hours of operating from 8:00 a.m. to 6:00 a.m. for coffee and juice establishments and 7:00 a.m. for dining establishment serving breakfast.

3. Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

V. PARCEL C

Parcel C is 2.3 acres to be dedicated to the City as part of the Project. The Approved Project approved a 20,000 square foot City Hall or other municipal use on Parcel C. The Development Agreement provides that the City may use Parcel C for a new City Hall, or for a library, community center, senior center, centralized wastewater treatment facility, park or for similar uses.

Consistent with the Development Agreement, the City and MDC are in discussions related to the City's use of Parcel C.

ATTACHMENT 5

Images of Approved Project


AMMO


TOM FORD
TOM FORD








COUNTRY ROAD









NOTE: SITE PLAN IS FOR ILLUSTRATIVE RENDERING PURPOSES ONLY. SEE A0.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION.

N

ILLUSTRATIVE OVERALL SITE PLAN
1" = 50'-0"

3

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MALIBU, CA 90265

ILLUSTRATIVE OVERALL SITE PLAN

09/22/2017
04/17/2018
02/08/2019

2015066

A0.12

NOTE: SITE PLAN IS FOR ILLUSTRATIVE RENDERING PURPOSES ONLY. SEE A0.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION.

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ILLUSTRATIVE SITE PLAN - PARCEL A
1/32" = 1'-0" | 3

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MALIBU, CA 90265

ILLUSTRATIVE SITE PLAN - PARCEL A

09/22/2017
04/17/2018
02/08/2019

2015066

A0.13

NOTE: SITE PLAN IS FOR ILLUSTRATIVE RENDERING PURPOSES ONLY. SEE A0.10 FOR OVERALL SITE PLAN AND PROJECT INFORMATION.

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ILLUSTRATIVE SITE PLAN - PARCEL B
1/32" = 1'-0" | 3

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construction
interiors
landscape
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Los Angeles California 90025
310 826 6222 phone
310 826 6226 fax
info@marmol-radziner.com
www.marmol-radziner.com

LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

ILLUSTRATIVE SITE PLAN - PARCEL B

09/22/2017
04/17/2018
02/08/2019

2015066

A0.14

ATTACHMENT 6

Department Review Sheets

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

RECEIVED
OCT 29 2019
PLANNING DEPT.

BIOLOGY REVIEW REFERRAL SHEET

TO: City of Malibu Biologist **DATE:** 9/26/2017

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDPA 17-009
JOB ADDRESS:	23465 CIVIC CENTER WAY, Parcel
APPLICANT / CONTACT:	Malibu Development Company LLC
APPLICANT ADDRESS:	1317 Fifth Street, Suite 200 Santa Monica, CA 90401
APPLICANT PHONE #:	(310)255-0050 212
APPLICANT FAX #:	
APPLICANT EMAIL:	TMauge@PacEquity.com
PLANNER:	Mary Wright
PROJECT DESCRIPTION:	An application to amend Coastal Development Permit No. 05-107 and Conditional Use Permit No. 05-004 (.20 FAR project) to maintain the approved development cap of 112,058 square feet on Parcels A and B and make changes to the layout, design and mix of commercial retail, restaurant and office space; including a Conditional Use Permit to allow restaurant uses to be located anywhere within Parcels A and B, for coffee and juice establishments to open at 6:00 a.m., and for dining establishments serving breakfast to open at 7:00 a.m., including Addendum No. 2 to the La Paz Development Agreement EIR, located at 23465 Civic Center Way, in the Town Center Overlay Zoning District (Malibu Development Company, LLC).

TO: Malibu Planning Department and/or Applicant

FROM: City Biologist, Dave Crawford

_____ The project review package is INCOMPLETE and; CANNOT proceed through Final Planning Review until corrections and conditions from Biological Review are incorporated into the proposed project design
(See Attached).

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

BIOLOGY REVIEW REFERRAL SHEET

TO: City of Malibu Biologist **DATE:** 9/26/2017

FROM: City of Malibu Planning Department

X **The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.**

____ **The project may have the potential to significantly impact the following resources, either individually or cumulatively: Sensitive Species or Habitat, Watersheds, and/or Shoreline Resources and therefore Requires Review by the Environmental Review Board (ERB).**

Signature

10/29/19
Date

Additional requirements/conditions may be imposed upon review of plan revision

Contact Information:
Dave Crawford, City Biologist, dcrawford@malibucity.org, (310) 456-2489, extension 277

City of Malibu

Biology • Planning Department
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 317-1950 · www.malibucity.org

BIOLOGY REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email address)	Malibu Development Company TWandler@pacequity.com	
Project Address:	**23465 Civic Center Way** Malibu, CA 90265	
Planning Case No.:	CDPA 17-009	
Project Description:	La Paz Commercial – Amendment to CDP 05-107 Proposed municipal use option .20 FAR (REVISED LANDSCAPE)	
Date of Review:	October 29, 2019	
Reviewer:	Dave Crawford	Signature:
Contact Information:	Phone: (310) 456-2489 ext. 307	Email: dcrawford@malibucity.org

SUBMITTAL INFORMATION

Site Plans:	
Site Survey:	
Grading Plans:	
OWTS Plan:	
Planting Plan	10/29/19
Hydrozone/Water Budget Calculations	10/29/19
Bio Assessment:	
Bio Inventory:	
Native Tree Survey:	
Native Tree Protection Plan	
Miscellaneous:	
Previous Reviews:	Approval 10/17/17

REVIEW FINDINGS

Review Status:	☐	**INCOMPLETE**: Additional information and/or a response to the listed review comments is required.
	☐	**COMPLETE**: All required information has been received and a conformance review shall be completed within the next 30 days.
	☒	**APPROVED**: The project has been approved with regards to biological impacts.
	☐	**NOT APPROVED**: The proposed project does not conform to the requirements of the MMC and/or LCP.
Environmental Review Board (ERB):	☐	**ERB**: This project has the potential to impact ESHA and may require review by the Environmental Review Board pursuant to LIP Section 4.4.4

Recycled Paper

RECOMMENDATIONS:

1. The project is recommended for **APPROVAL** with the following conditions:

   A. This review is for revised landscaping that was previously approved by Biology in May 2018. All previously identified conditions of approval remain in effect. In the event of conflicting conditions, the more restrictive shall apply.

   B. Prior to installation of any landscaping, the applicant shall obtain plumbing permit for the proposed irrigation system from the Building Safety Division.

   C. Prior to or at the time of a Planning final inspection, the property owner/applicant shall submit to the case planner a copy of the plumbing permit for the irrigation system installation that has been signed off by the Building Safety Division.

   D. Prior to Final Plan Check Approval, if your property is serviced by the Los Angeles County Waterworks District No. 29, please provide landscape water use approval from that department. For approval contact:

      Nima Parsa
      Address: 23533 West Civic Center Way, Malibu, CA 90265-4804
      Email: Nparsa@DPW.LACOUNTY.GOV (preferred)
      Phone: (310) 317-1389

      Please note this action may require several weeks. As such, the applicant should submit their approved landscape plans to DPW as soon as feasible in order to avoid a delay at plan check.

   E. Vegetation forming a view impermeable condition (hedge), serving the same function as a fence or wall, occurring within the side or rear yard setback shall be maintained at or below six (6) feet in height. View impermeable hedges occurring within the front yard setback serving the same function as a fence or wall shall be maintained at or below 42 inches in height.

   F. Invasive plant species, as determined by the City of Malibu, are prohibited.

   G. Vegetation shall be situated on the property so as not to obstruct the primary view from private property at any given time (given consideration of its future growth).

   H. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote and copper arsenate.

   I. Grading should be scheduled only during the dry season from April 1-October 31st. If it becomes necessary to conduct grading activities from November 1 –March 31, a comprehensive erosion control plan shall be submitted for approval prior to issuance of a grading permit and implemented prior to initiation of vegetation removal and/or grading activities.

Recycled Paper

J. Grading/excavation/vegetation removal scheduled between February 1 and September 15 will require nesting bird surveys by a qualified biologist prior to initiation of such activities. Surveys shall be completed no more than 5 days from proposed initiation of site preparation activities. Should active nests be identified, a buffer area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of the surveys shall be turned in to the City within 2 business days of completion of surveys.

H. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded so it is directed downward and inward so that there is no offsite glare or any lighting of natural habitat areas.

I. Pursuant to Chapter 5 of the LIP, projects that support one or more native oak (*Quercus* species), California walnut (*Juglans californica*), western sycamore (*Platanus recemosa*), alder (*Alnus rhombifolia*), or toyon (*hertomeles arbutifolia*) tree, that has at least one trunk measuring six inches or more in diameter, or a combination of any two trunks measuring a total of eight inches or more in diameter, measured at four and one half feet above natural grade.

1. LIP Section 5.4 identifies specific development standards regarding native trees including:

   a. New development shall be sited and designed to preserve oak, walnut, sycamore, alder, and toyon, as identified by LIP Section 5.2. to the maximum extent feasible.

      It has been determined that all existing trees cannot be completely avoided with alternative projects. Therefore, mitigation is required for lost native trees.

   b. Removal of native trees subject to this ordinance shall be prohibited except where no other feasible alternative exists. Mitigation shall be required for the removal of trees as described in Section 5.5 of the Malibu LIP.

      It has been determined that all existing trees cannot be completely avoided with alternative projects. Therefore, mitigation is required for lost native trees. ***The project landscape plans include the planting of 141 sycamore trees and 19 coast live oak trees of various sizes as mitigation for lost and/or impacted native trees.***

   c. Structures, including roads or driveways, should be sited to prevent any encroachment into the protected zone (5 feet beyond extent of canopy) and to provide an adequate buffer to allow for future growth, except where no other feasible alternative exists. Coastal development permits for development subject to this chapter shall include provisions or be conditioned to require that if approved encroachments result in the death or worsened health or vigor of the affected tree as a result of the proposed development, mitigation as described in Section 5.5 of the Malibu LIP shall be required.

   d. Drainage shall be directed away from all root zones of all native trees.

Recycled Paper

2. **PRIOR TO ISSUING A CERTIFICATE OF OCCUPANCY**, the City Biologist shall inspect the project site and determine that all planning conditions to protect natural resources are in compliance with the approved plans.

-o0o-

If you have any questions regarding the above requirements, please contact the City Biologist office at your earliest convenience.

cc: Planning Project file
Planning Department

Recycled Paper

City of Malibu

23825 Stuart Ranch Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 317-1950 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date:	September 6, 2018	**Review Log #:**	**4079**
Site Address:	23465 Civic Center Way		
Lot/Tract/PM #:	Parcels A and B, Tract 45633, Portions of Lots 2 and 3	**Planning #:**	**CDPA 17-009**
Applicant/Contact:	Nick Barsocchini, principal@barsocchini.com	**BPC/GPC #:**	
Contact Phone #:	310-456-3625 **Fax #:**	**Planner:**	**Richard Mollica**
Project Type:	La Paz Commercial Development		

Submittal Information

Consultant(s) / Report Date(s): *(Current submittal(s) in **Bold**.)*	Byer Geotechnical, Inc. (Zweigler, CEG 1210, GE 2120): **8-3-18**, 6-27-18, 1-17-18, 9-26-17 Ref: Gold Coast Geoservices, Inc.: 4-3-06, 12-13-05, 10-25-04, 9-21-04, 9-14-04, 6-22-04,10-25-03, 7-28-03, 2-7-02, 12-12-01, 11-9-2000, 11-22-99 Ref: Fugro West, Inc.: 4-10-06, 10-7-05, 5-31-05, 3-7-05, 8-9-04 Building plans prepared by Marmol Radziner and Associates dated September 22, 2017. Grading plans prepared by Psomas, Inc. dated September 19, 2017.
Previous Reviews:	7-24-18, 11-15-17; Ref: 7-5-06, 3-2-06, 11-19-04, 10-7-04, 8-12-04, 12-4-03, 9-4-03, 4-11-02, 8-29-01, 3-20-2000

Review Findings

Coastal Development Permit Review

☒ The revised commercial development project is **APPROVED** from a geotechnical perspective, with the following comments to be addressed prior to building plan check stage approval.

☐ The revised commercial development project is **NOT APPROVED** from a geotechnical perspective. The listed 'Review Comments' shall be addressed prior to approval.

Building Plan-Check Stage Review

☒ Awaiting Building plan check submittal. Please respond to the listed 'Building Plan-Check Stage Review Comments' AND review and incorporate the attached 'Geotechnical Notes for Building Plan Check' into the plans.

☐ **APPROVED** from a geotechnical perspective. Please review the attached 'Geotechnical Notes for Building Plan Check' and incorporate into Building Plan-Check submittals.

☐ **NOT APPROVED** from a geotechnical perspective. The listed 'Building Plan-Check Stage Review Comments' shall be addressed prior to Building Plan-Check Stage approval.

Remarks

The referenced addendum geotechnical report was reviewed by the City from a geotechnical perspective.

The La Paz Commercial development project comprises constructing 10 one- and two-story commercial and retail buildings on Parcels A, B, and C totaling 112,058 square feet and a subterranean garage under buildings 3, 4, 6, 7, and 8. The project also includes multiple parking lots, retaining walls, flatwork (asphaltic concrete, pavers, wood decking, and DG) and landscaping. Grading on the three parcels consists of 104,000 yards of R & R; 44,021 yards of cut and 3,042 yards of fill under structure; 308 yards of cut and 1,936 yards of fill for safety; 4,866 yards of export; and 713 yards of import. **The project will be connected to the City of Malibu's Wastewater Treatment Plant.**

The Consultant provided shallow foundations recommendations for appurtenant structures. It should be emphasized that it is assumed for the purpose of this review that none of the appurtenant facilities proposed at the site are considered as habitable structures. Complete mitigation measures for liquefaction potential and related hazards should be provided for any habitable structure proposed at the site in accordance the State of California Special Publication 117A (SP-117A).

Review Comments:

1. None.

Building Plan-Check Stage Review Comments:

1. The Consultant needs to review the Grading plans and verify in writing that the proposed 104,000 yards of R & R grading implements their grading recommendations for mitigating the effects of liquefaction on the proposed structures across the site.
2. Considering the medium expansive nature of the on-site materials, the Consultant should discuss and substantiate the adequacy of the recommended 12 inches of embedment depth of foundations below adjacent grades for appurtenant improvements.
3. The Consultant needs to provide more information regarding the recommended "*mat footings*" for the support of retaining walls and subterranean ramps below the groundwater level. What is a mat footing?
4. Settlement monuments need to be placed in areas where the fill thickness exceeds 2 feet above existing grade. Please show the monuments on the plans.
5. The Consultant needs to provide assumptions regarding the traffic indices and R-Value used in the pavement design. R-Value tests should be performed during grading to verify assumed values and/or to revise pavement design based on actual R-values and traffic indices. Please include this comment as a note on the Grading plans.
6. Section 7.4 of the City's geotechnical guidelines requires a minimum thickness of 10 mils for vapor barriers beneath slabs-on-grade. Building plans shall reflect the Consultant's requirement.
7. The following note must appear on the grading and foundation plans: *"Tests shall be performed prior to pouring footings and slabs to evaluate the Weighted Plasticity and the Expansion Index of the supporting soils, and foundation and slab plans should be reviewed by the Civil or Structural Engineer and revised, if necessary."*
8. The following note must appear on the grading and foundation plans: *"Tests shall be performed prior to pouring pile foundations, footings and slabs to evaluate corrosivity of the supporting soils, and foundation and slab plans should be reviewed by the Civil or Structural Engineer and revised, if necessary."*
9. Two sets of final grading, retaining wall, shoring, and building plans for the La Paz Commercial Development (**APPROVED BY BUILDING AND SAFETY**) incorporating the Project Geotechnical Consultant's recommendations and items in this review sheet must be **reviewed and wet stamped and**

manually signed by the Project Engineering Geologist and Project Geotechnical Engineer. City geotechnical staff will review the plans for conformance with the Project Geotechnical Consultants' recommendations and items in this review sheet over the counter at City Hall. **Appointments for final review and approval of the plans may be made by calling or emailing City Geotechnical staff.**

Please direct questions regarding this review sheet to City Geotechnical staff listed below.

Geotechnical Engineering Review by: Ali A. Haq 9/6/18

Ali Abdel-Haq, G.E. #2308, Exp. 12-31-19 Date
Geotechnical Engineering Reviewer (805-496-1222)
Email: ali@geodynamics-inc.com

Engineering Geology Review by: Christopher Dean 9/6/18

Christopher Dean, C.E.G. #1751, Exp. 9-30-20 Date
Engineering Geology Reviewer (310-456-2489, x306)
Email: cdean@malibucity.org

This review sheet was prepared by representatives of Cotton, Shires and Associates, Inc. and GeoDynamics, Inc., contracted through Cotton, Shires and Associates, Inc., as an agent of the City of Malibu.

COTTON, SHIRES AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND GEOLOGISTS

GeoDynamics, Inc.
Applied Earth Sciences
Geotechnical Engineering & Engineering Geology Consultants

City of Malibu

– GEOTECHNICAL –

NOTES FOR BUILDING PLAN-CHECK

The following standard items should be incorporated into Building Plan-Check submittals, as appropriate:

1. One set of grading, retaining wall, shoring, and Building plans, incorporating the Project Geotechnical Consultant's recommendations and items in this review sheet, must be submitted to City geotechnical staff for review. **Additional review comments may be raised at that time that may require a response.**
2. Show the name, address, and phone number of the Project Geotechnical Consultant(s) on the cover sheet of the Building and Grading Plans.
3. Include the following note on the Foundation Plans: *"All foundation excavations must be observed and approved by the Project Geotechnical Consultant prior to placement of reinforcing steel."*
4. The Foundation Plans for the proposed project shall clearly depict the embedment material and minimum depth of embedment for the foundations in accordance with the Project Geotechnical Consultant's recommendations.
5. Please contact the Building and Safety Department regarding the submittal requirements for a grading and drainage plan review.
6. A comprehensive Site Drainage Plan, incorporating the Geotechnical Consultant's recommendations, shall be included in the Plans. Show all area drains, outlets, and non-erosive drainage devices on the Plans. Water shall not be allowed to flow uncontrolled over descending slopes.

Grading Plans (as Applicable)

1. The Grading Plans shall clearly depict the limits and depths of overexcavation, as applicable.

Retaining Walls (As Applicable)

1. Show the retaining wall backdrain and backfill design, as recommended by the Project Geotechnical Consultant, on the Plans.
2. Retaining walls separate from a residence require separate permits. Contact the Building and Safety Department for permit information. One set of retaining wall plans shall be submitted to the City for review by City geotechnical staff. Additional concerns may be raised at that time which may require a response by the Project Geotechnical Consultant and applicant.

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

FIRE DEPARTMENT REVIEW
REFERRAL SHEET

TO: Los Angeles County Fire Department **DATE:** 9/26/2017

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDPA 17-009
JOB ADDRESS:	23465 CIVIC CENTER WAY
APPLICANT / CONTACT:	Malibu Development Company LLC
APPLICANT ADDRESS:	1317 Fifth Street, Suite 200 Santa Monica, CA 90401
APPLICANT PHONE #:	(310)255-0050 212
APPLICANT FAX #:	
PROJECT DESCRIPTION:	Modifications to building footprint, additional pedestrian access and seating, parking improvement

---

TO: Malibu Planning Department and/or Applicant
FROM: Fire Prevention Engineering Assistant

Compliance with the conditions checked below is required prior to Fire Department approval.

The project DOES require Fire Department Plan Review and Developer Fee payment	✓
The project DOES NOT require Fire Department Plan Review	
The required fire flow for this project is 1,750 gallons per minute at 20 pounds per square inch for a 2 hour duration. (Provide flow information from the water dept.)	
The project is required to have an interior automatic fire sprinkler system.	✓
Final Fuel Modification Plan Approval is required prior to Fire Department Approval	✓

Conditions below marked "not approved" shall be corrected on the site plan and resubmitted for Fire Department approval.

	App'd	N/app'd
Required Fire Department vehicular access (including width and grade %) as shown from the public street to the proposed project.	✓	
Required and/or proposed Fire Department Vehicular Turnaround	✓	
Required 5 foot wide Fire Department Walking Access (including grade %)	✓	
Width of proposed driveway/access roadway gates	✓	

*County of Los Angeles Fire Department Approval Expires with City Planning permits expiration, revisions to the County of Los Angeles Fire Code or revisions to Fire Department regulations and standards.

**Minor changes may be approved by Fire Prevention Engineering, provided such changes achieve substantially the same results and the project maintains compliance with the County of Los Angeles Fire Code valid at the time revised plans are submitted. Applicable review fees shall be required.

Jason Torres FPEA II — **SIGNATURE**

7-16-2018 — **DATE**

Additional requirements/conditions may be imposed upon review of complete architectural plans.
The Fire Prevention Engineering may be contacted by phone at (818) 880-0341or at the Fire Department Counter:
26600 Agoura Road, Suite 110, Calabasas, CA 91302; Hours: Monday – Thursday between 7:00 AM and 11:00 AM

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Fire Prevention Engineering
26600 Agoura Road
Calabasas, CA 91302
Telephone 818-880-0341 Fax 818-880-0345

WATER AND ACCESS APPROVAL ONLY

TO: PLANNING/BUILDING AND SAFETY DEPARTMNET

RE: 23465 Civic Center Way C.U.P. 220ct2018 FCPC#201702846 ~~18868 PACIFIC COAST HIGHWAY~~ CITY: MALIBU

This Department has reviewed the proposed project at the address shown above. We find the project to be feasible in concept. The roadway providing access to this project is required to be less than 15% grade and a minimum of 20 feet in width. Fire flow requirements will be reevaluated during the plan review.

JASON TORRES FPEA II

INSPECTOR _____ DATE 7-16-18

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-7650

RECEIVED
OCT 15 2019
PLANNING DEPT.

PUBLIC WORKS REVIEW
REFERRAL SHEET

TO: Public Works Department **DATE:** 9/26/2017

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDPA 17-009
JOB ADDRESS:	23465 CIVIC CENTER WAY, Parcel
APPLICANT / CONTACT:	Malibu Development Company LLC
APPLICANT ADDRESS:	1317 Fifth Street, Suite 200 Santa Monica, CA 90401
APPLICANT PHONE #:	(310)255-0050 212
APPLICANT FAX #:	
APPLICANT EMAIL:	TMauge@PacEquity.com
PROJECT DESCRIPTION:	An application to amend Coastal Development Permit No. 05-107 and Conditional Use Permit No. 05-004 (.20 FAR project) to maintain the approved development cap of 112,058 square feet on Parcels A and B and make changes to the layout, design and mix of commercial retail, restaurant and office space; including a Conditional Use Permit to allow restaurant uses to be located anywhere within Parcels A and B, for coffee and juice establishments to open at 6:00 a.m., and for dining establishments serving breakfast to open at 7:00 a.m., including Addendum No. 2 to the La Paz Development Agreement EIR, located at 23465 Civic Center Way, in the Town Center Overlay Zoning District (Malibu Development Company, LLC).

City of Malibu

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(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW
REFERRAL SHEET

RECEIVED
CITY OF MALIBU
OCT 15 2019
Public Works Department

TO: Public Works Department **DATE:** ~~9/26/2017~~

FROM: City of Malibu Planning Department

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

____ The following items described on the attached memorandum shall be addressed and resubmitted.

✓ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the Planning process.

SIGNATURE

10/23/19
DATE

City of Malibu
MEMORANDUM

To: Planning Department

From: Public Works Department
Nicole Benyamin, Assistant Civil Engineer NB

Date: October 23, 2019

Re: Proposed Conditions of Approval for 23465 Civic Center Way CDPA 17-009 (Revised Plans)

The Public Works Department has reviewed the plans submitted for the above referenced project. Based on this review sufficient information has been submitted to confirm that conformance with the Malibu Local Coastal Plan (LCP) and the Malibu Municipal Code (MMC) can be attained. Prior to the issuance of building and grading permits, the applicant shall comply with the following conditions:

STREET IMPROVEMENTS

1. This project proposes to construct improvements within the City's right-of-way. Prior to the Public Works Department's approval of the grading or building permit, the applicant shall obtain encroachment permits from the Public Works Department for the proposed work within the City's right-of-way.

2. This project proposes to construct a new driveway within the City's right-of-way. Prior to the Public Works Department's approval of the grading or building permit, the applicant shall obtain encroachment permits from the Public Works Department for the proposed driveway. The driveway shall be constructed of either 6-inches of concrete over 4-inch of aggregate base, or 4-inches of asphalt concrete over 6-inches of aggregate base. The driveway shall be flush with the existing grades with no curbs.

3. Prior to the issuance of any building permits, the applicant shall improve the adjacent streets identified on Caltrans encroachment permit 716-6MC-2504 and Planning Commission Resolution No. 15-37. The new curb and gutter on Webb Way shall be coordinated with the City's Civic Center Way Improvements project. New street sections shall be a minimum of 4-inches of asphalt concrete, C2-PG 64-10, and a minimum of 6-inches of processed miscellaneous base. The final street section shall be designed and submitted to the Public

Works Department for review and approval. A traffic index of 9 shall be used for the final pavement design. The design and construction shall include a transition to join the existing street improvements. All concrete shall be colored concrete, Davis Colors Yosemite Brown.

4. Any activities related to this project that will be impacting or taking place in the public right of way will require an encroachment permit.

GRADING AND DRAINAGE

5. Clearing and grading during the rainy season (extending from November 1 to March 31) shall be prohibited for development LIP Section 17.3.1 that:
    - Is located within or adjacent to ESHA, or
    - Includes grading on slopes greater than 4:1
    - Approved grading for development that is located within or adjacent to ESHA or on slopes greater than 4:1 shall not be undertaken unless there is sufficient time to complete grading operations before the rainy season. If grading operations are not completed before the rainy season begins, grading shall be halted and temporary erosion control measures shall be put into place to minimize erosion until grading resumes after March 31, unless the City determines that completion of grading would be more protective of resources

6. Exported soil from a site shall be taken to the County Landfill or to a site with an active grading permit and the ability to accept the material in compliance with the City's LIP Section 8.3. **A note shall be placed on the project that addresses this condition.**

7. A grading and drainage plan shall be approved containing the following information prior to the issuance of grading permits for the project.
    - Public Works Department General Notes
    - The existing and proposed square footage of impervious coverage on the property shall be shown on the grading plan (including separate areas for buildings, driveways, walkways, parking, tennis courts and pool decks).
    - The limits of land to be disturbed during project development shall be delineated on the grading plan and a total area shall be shown on the plan. Areas disturbed by grading equipment beyond the limits of grading, areas disturbed for the installation of the septic system, and areas disturbed for the installation of the detention system shall be included within the area delineated.
    - The grading limits shall include the temporary cuts made for retaining walls, buttresses, and over excavations for fill slopes and shall be shown on the grading plan.
    - If the property contains trees that are to be protected they shall be highlighted on the grading plan.
    - If the property contains rare and endangered species as identified in the resources study the grading plan shall contain a prominent note identifying the

areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on the grading plan if required by the City Biologist.

- Private storm drain systems shall be shown on the grading plan. Systems greater than 12-inch diameter shall also have a plan and profile for the system included with the grading plan.
- Public storm drain modifications shown on the grading plan shall be approved by the Public Works Department prior to the issuance of the grading permit.

8. A digital drawing (AutoCAD) of the project's private storm drain system, public storm drain system within 250 feet of the property limits, and post-construction BMP's shall be submitted to the Public Works Department prior to the issuance of grading or building permits. The digital drawing shall adequately show all storm drain lines, inlets, outlet, post-construction BMP's and other applicable facilities. The digital drawing shall also show the subject property, public or private street, and any drainage easements.

9. The applicant shall label all City/County storm drain inlets within 250 feet from each property line per the City of Malibu's standard label template. A note shall be placed on the project plans that address this condition.

STORMWATER

10. A Storm Water Pollution Prevention Plan shall be provided prior to the issuance of the Grading/Building permits for the project. This plan shall include an Erosion and Sediment Control Plan (ESCP) that includes, but not limited to:

Erosion Controls	Hydraulic Mulch
	Hydroseeding
	Soil Binders
	Straw Mulch
	Geotextiles and Mats
	Wood Mulching
Sediment Controls	Fiber Rolls
	Gravel Bag Berm
	Street Sweeping and/ or Vacuum
	Storm Drain Inlet Protection
	Scheduling
	Check Dam
Additional Controls	Wind Erosion Controls
	Stabilized Construction Entrance/ Exit
	Stabilized Construction Roadway
	Entrance/ Exit Tire Wash
Non-Stormwater Management	Vehicle and Equipment Washing

	Vehicle and Equipment Fueling
	Vehicle and Equipment Maintenance
Waste Management	Material Delivery and Storage
	Spill Prevention and Control

All Best Management Practices (BMP) shall be in accordance to the latest version of the California Stormwater Quality Association (CASQA) BMP Handbook. Designated areas for the storage of construction materials, solid waste management, and portable toilets must not disrupt drainage patterns or subject the material to erosion by site runoff.

11. Prior to the approval of any permits and prior to the applicant submitting the required Construction General Permit documents to the State Water Quality Control Board, the applicant shall submit to the Public Works Department for review and approval an Erosion and Sediment Control Plan (ESCP). The ESCP shall contain appropriate site-specific construction site BMPs and developed and certified by a Qualified SWPPP Developer (QWD). All structural BMPs must be designed by a licensed California Engineer. The ESCP must address the following elements:

    - Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside the disturbed area.
    - Methods used to protect native vegetation and trees.
    - Sediment/Erosion Control.
    - Controls to prevent tracking on and off the site.
    - Non-storm water controls.
    - Material management (delivery and storage).
    - Spill Prevention and Control.
    - Waste Management
    - Identification of site Risk Level as identified per the requirements in Appendix 1 of the Construction General Permit.
    - Landowner must sign the following statement on the ESCP:

"I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate and complete. I am aware that submitting false and/or inaccurate information, failing to update the ESCP to reflect current conditions, or failing to properly and/or adequately implement the ESCP may result in revocation of grading and/or other permits or other sanctions provided by law."

12. A State Construction activity permit is required for this project due to the disturbance of more than one acre of land for development. Provide a copy of the letter from the State Water Quality Control Board containing the WDID number prior to the issuance of grading or building permits.

13. A Storm Water Management Plan (SWMP) is required for this project. Storm drainage improvements are required to mitigate increased runoff generated by property development. The applicant shall have the choice of one method specified within the City's Local Implementation Plan Section 17.3.2.B.2. The SWMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the predevelopment and post development drainage of the site. The SWMP shall identify the Site design and Source control Best Management Practices (BMP's) that have been implemented in the design of the project (See LIP Chapter 17 Appendix A). The SWMP shall be reviewed and approved by the Public Works Department prior to the issuance of the grading/building permits for this project.

14. A Water Quality Mitigation Plan (WQMP) is required for this project. The WQMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the predevelopment and post development drainage of the site. The WQMP shall meet all the requirements of the City's current Municipal Separate Stormwater Sewer System (MS4) permit. The following elements shall be included within the WQMP:
    - Site Design Best Management Practices (BMP's)
    - Source Control BMP's
    - Treatment Control BMP's that retains on-site the Stormwater Quality Design Volume (SWQDv). Or where it is technical infeasible to retain on-site, the project must biofiltrate 1.5 times the SWQDv that is not retained on-site.
    - Drainage Improvements
    - A plan for the maintenance and monitoring of the proposed treatment BMP's for the expected life of the structure.
    - A copy of the WQMP shall be filed against the property to provide constructive notice to future property owners of their obligation to maintain the water quality measures installed during construction prior to the issuance of grading or building permits.
    - The WQMP shall be submitted to Public Works and the fee applicable at time of submittal for the review of the WQMP shall be paid prior to the start of the technical review. The WQMP shall be approved prior to the Public Works Department's approval of the grading and drainage plan and or building plans. The Public Works Department will tentatively approve the plan and will keep a copy until the completion of the project. Once the project is completed, the applicant shall verify the installation of the BMP's, make any revisions to the WQMP, and resubmit to the Public Works Department for approval. The original signed and notarized document shall be recorded with the County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the certificate of occupancy.

LAND DEVELOPMENT

15. Prior to the issuance of the grading or building permits, the applicant shall adjust the configuration of the parcel of land to be conveyed in fee to the City, referred to as Parcel C, to include that portion of land lying north of the existing Civic Center Way right of way line and south of the line shown as Proposed R/W Line Per C.S.B B-2022 on the Site Survey for La Paz Ranch dated 9/22/2017. The applicant may alternatively grant to the City an easement agreement for the aforementioned.

TRAFFIC

16. The applicant shall prepare a Traffic Impact Analysis (TIA) per the City of Malibu TIA Guidelines. The TIA shall be reviewed and approved by the Public Works Department prior to the issuance of the grading and building permits. The applicant is required to construct the applicable mitigation measures recommended in the TIA and approved by the Public Works Director. The traffic mitigation measures shall be constructed prior to occupancy of the first building.

COMMERCIAL DEVELOPMENT

17. All commercial developments shall be designed to control the runoff of pollutants from structures, parking and loading docks. The following minimum measures shall be implemented to minimize the impacts of commercial developments on water quality:

- Proper design of Loading and unloading docks.
    i. Cover loading/unloading dock areas or design drainage to minimize run-on and runoff of storm water
    ii. Direct connections to storm drains from depressed loading/unloading docks are prohibited.

- Properly design Repair/Maintenance Bays
    i. Repair/maintenance bays must be indoors or designed to prohibit storm water runoff or contact with storm water runoff.
    ii. Repair/maintenance bays shall be designed to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain is prohibited. Obtain an Industrial waste discharge permit if required.

- Properly Design Vehicle/Equipment Wash Areas
    - Self-contained and/or covered wash areas shall be equipped with a clarifier or other pretreatment facility and properly connected to a sanitary sewer.

- Properly designed Parking lots (5,000 square feet of impervious surface or 25 parking spaces.)
    - Minimize impervious surfacing for parking area.
    - Infiltrate runoff before it reaches a storm drain system.
    - Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used.
    - Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal and system fouling and plugging prevention control.

- RESTAURANTS – Properly design Equipment/accessory wash areas
    - Install self-contained wash area, equipped with grease trap, and properly connected to Sanitary Sewer.
    - If the Wash area is located outdoors, it must be covered, paved, the area must have secondary containment and it shall be connected to the sanitary sewer.

- TRASH STORAGE AREAS
    - Trash container areas must have drainage from adjoining roofs and pavement diverted around the area.
    - Trash container areas must be screened or walled to prevent off-site transport of trash.

- OUTDOOR MATERIAL STORAGE
    - Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
    - The storage areas must be paved and sufficiently impervious to contain leaks and spills.
    - The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

18. During construction, the applicant shall place a minimum of two changeable message boards on Pacific Coast Highway at least one week prior to construction. Wording for the changeable message boards shall be coordinated with the City Public Works Department and Caltrans.

19. Prior to the approval of the grading or building permits, the configuration of the utilities serving the property and adjacent properties shall be coordinated with the Public Works Department. The applicant shall be responsible for the installation, maintenance, and repair of the following utilities to be installed within a width of 39' at the eastern property line: 6" water line for the City's "Parcel C", 6" water line for the neighboring "Sandstone" parcel, 42" common storm drain, 10" common sanitary sewer main, 12" common fire water main, 4" common recycled water main, 2" common gas line, and common dry utility trench and pull boxes for electrical, telephone, and CATV. The applicant shall ensure to the City for future use a minimum width of 7' of open space within the 39' width along the entire eastern property line.

The applicant shall grant the City unlimited use of the utility infrastructure at no cost. The final location and size of the utility infrastructure shall be approved by the Public Works Director.

20. The applicant shall grant to the City an easement agreement for the shared utilities discussed above.

21. The project is required to comply with the allotted wastewater flow and organic load, as directed by the Public Works Director.

22. Prior to approval of the grading permit, the applicant shall submit a copy of the dewatering permit from the Regional Water Quality Control Board. The project cannot discharge the groundwater in a manner that will be conveyed to the City's storm water treatment facility on Civic Center Way or to Legacy Park.

23. Applicant shall submit a video recording of the street project limits prior to dewatering operations or commencement of any work.

24. Prior to commencement of any work, the applicant shall submit a Construction Management plan that shows construction related activities, haul routes, traffic control plan, pedestrian detours, staging areas, work hours, etc.

25. Applicant shall provide a bond to cover construction activities that will have any potential impacts to the existing pavement within the right of way. Repairs to the pavement shall be curb to curb. The bond amount will be determined by the Public Works Director.

26. The proposed lot line adjustment must be approved by the City and filed with the City Clerk's office prior to the approval of the grading permit.

27. Prior to the approval of any grading and drainage permit, the applicant shall submit a PDF of the final plans. If there are further modifications to the plans, the applicant shall provide the City with an updated PDF.

MISCELLANOUS

28. The developer's consulting engineer shall sign the final plans prior to the issuance of permits.

29. The discharge of swimming pool, spa and decorative fountain water and filter backwash, including water containing bacteria, detergents, wastes, alagecides or other chemicals is prohibited. Swimming pool, spa, and decorative fountain water may be used as landscape irrigation only if the following items are met:

- The discharge water is dechlorinated, debrominated or if the water is disinfected using ozonation;
- There are sufficient BMPs in place to prevent soil erosion; and
- The discharge does not reach into the MS4 or to the ASBS (including tributaries)

Discharges not meeting the above-mentioned methods must be trucked to a Publicly Owned Wastewater Treatment Works.

The applicant shall also provide a construction note on the plans that directs the contractor to install a new sign stating **"It is illegal to discharge pool, spa or water feature waters to a street, drainage course or storm drain per MMC 13.04.060(D)(5)."** The new sign shall be posted in the filtration and/or pumping equipment area for the property. Prior to the issuance of any permits, the applicant shall indicate the method of disinfection and the method of discharging.

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW FOR TRAFFIC
REFERRAL SHEET

11/1/19

TO: Public Works Department DATE: ~~9/26/2017~~

FROM: Planning Division

PROJECT NUMBER:	CDPA 17-009
JOB ADDRESS:	23465 CIVIC CENTER WAY, Parcel
APPLICANT / CONTACT:	Malibu Development Company LLC
APPLICANT ADDRESS:	1317 Fifth Street, Suite 200 Santa Monica, CA 90401
APPLICANT PHONE #:	(310)255-0050 212
APPLICANT FAX #:	
PROJECT DESCRIPTION:	An application to amend Coastal Development Permit No. 05-107 and Conditional Use Permit No. 05-004 (.20 FAR project) to maintain the approved development cap of 112,058 square feet on Parcels A and B and make changes to the layout, design and mix of commercial retail, restaurant and office space; including a Conditional Use Permit to allow restaurant uses to be located anywhere within Parcels A and B, for coffee and juice establishments to open at 6:00 a.m., and for dining establishments serving breakfast to open at 7:00 a.m., including Addendum No. 2 to the La Paz Development Agreement EIR, located at 23465 Civic Center Way, in the Town Center Overlay Zoning District (Malibu Development Company, LLC).

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW FOR TRAFFIC
REFERRAL SHEET

TO: Public Works Department DATE: 9/26/2017 11/1/19

FROM: Planning Division

TO: Planning Division and/or Applicant

FROM: Public Works Department Traffic Engineering

____ The following items described on the attached memorandum shall be addressed and resubmitted.

✓ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the planning process

____ The project does require a parking study.

____ The project does not require a parking study.

____ The project requires a traffic impact analysis.

____ A site circulation plan is required.

____ A parking plan is required.

SIGNATURE

DATE 11/4/19

ATTACHMENT 7

Public Correspondence

JEFF DEWITT
[redacted]

RECEIVED
JAN - 8 2020
PLANNING DEPT.

October 28, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

RE: The La Paz Ranch Development

Dear Members of the Malibu Planning Commission:

I am writing in support of the changes being requested to the La Paz Ranch project. I have lived in Malibu for the past three and a half years. For the past four years, I have participated in the annual Nautica Malibu Triathlon. Following the race last year, my friends and I wanted to get food and headed to the Country Mart. However, the parking was almost at capacity and it was nearly impossible to find a spot. It is clear the downtown area of Malibu would benefit from additional parking and I believe the modified changes to the project create more efficient parking for the area.

As I work at an architecture firm, I often review site plans and renderings. After reviewing the old and new site plans and renderings, I feel that the most recent changes made to the La Paz Ranch project will only enhance the project, as well as foster a sense of community. Specifically, I believe that the more modern design better complements both the natural and developed surroundings, and is a better fit for the targeted demographic. Additionally, the improved circulation both for vehicular and pedestrian traffic makes the project more inviting to the community and encourages visitors to also frequent the surrounding shopping centers.

I hope you support the proposed changes to the project.

Thank you,

Jeff DeWitt

BLASE DILLINGHAM
[redacted]

JAN 8 2020
PLANNING DEPT.

October 28, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

RE: The La Paz Ranch Development

Dear Members of the Malibu Planning Commission:

I am writing in support of the changes being requested to the La Paz Ranch project. I have been a resident of Malibu for 35 years and have seen the City undergo significant change. While I don't generally support large new development projects in the City, I recognize that a project has already been fully entitled and that either the previously approved project or the new project will ultimately be built. In my view, the new project (which modifies the architecture and the vehicular/pedestrian circulation) is far superior to the old project. I am in full support of the new project and believe it will create a more welcoming space for the community.

For full disclosure, I should note that my law firm, Manatt, Phelps & Phillips, LLP, represents the developer of the La Paz Ranch project. The views I express in this letter are strictly my own, as a resident of Malibu, and are not connected to my firm's representation of the developer.

I hope you support the proposed changes being requested.

Sincerely,

Blase Dillingham

Blase Dillingham

DENISE MARALIAN
[redacted]

RECEIVED
JAN - 6 2020
PLANNING DEPT.

October 29, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

Re: La Paz Ranch

Dear Malibu Planning Commission:

I am writing this letter to support the modifications requested to the La Paz Ranch development project. My family and I have lived in Malibu for the past 15 years and are lucky to call it our home. We live very close to the proposed project and are frequently at the Country Mart. One of the reasons I am supportive of the project is that I have always felt it would be great to have additional restaurants close by.

After reviewing the old site plans and renderings and the new ones, I am fully supportive of the proposed modifications. Personally, I think that the changes to the circulation will make the flow of traffic more efficient. Additionally, I like how the new plans create a large central plaza where the community can gather, including dedicated space for children to play.

Please support the proposed modifications to the development.

Sincerely,

Denise Maralian

RICK WALLACE
[redacted]

RECEIVED
NOV 0 6 2019
PLANNING DEPT.

October 30, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

RE: La Paz Ranch Development Project

Dear Members of the Malibu Planning Commission,

I am supportive of the new changes being made to the La Paz Ranch Development Project. I have been a Realtor in Malibu for the past 30 years and have witnessed a lot of new development in the City. I strongly believe that Malibu is still in need of additional open space and more restaurants, which are a few reasons why I am supportive of the project.

Being familiar with the traffic around the Country Mart in Malibu, I think it is beneficial that the project now has a proposed separate entrance for pedestrians and for vehicles. Additionally, I think it is more efficient for the flow of traffic to have one large consolidated parking garage as opposed to three separate ones.

Please support the proposed changes being requested.

Thank you,



Rick Wallace

SAM LEIAGHAT
[redacted]

JAN - 8 2020
PLANNING DEPT.

October 30, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

RE: The La Paz Ranch Development

Dear Malibu Planning Commission:

On behalf of my family, I am writing in support of the modifications being requested to the La Paz Ranch project. Our family has had a home in Malibu since 2015 and we have embraced the beach lifestyle. My brother and I enjoy surfing, while our parents tend to frequent the Country Mart to walk around the shops and dine. We have always felt it would be great to have more options in downtown Malibu – this is one of the reasons why we are supportive of the La Paz Ranch development. Additionally, we think the new modifications to the architecture greatly improve the project and better complement the existing architecture in the Country Mart. We also feel that the changes to the plaza enhance the pedestrian experience and create a more welcoming space for families to gather.

While we are in support of the proposed changes, we respect whichever version of the project that Malibu ultimately decides to move forward with. We love Malibu and want whatever is best for the City.

Yours sincerely,

Sam Leiaghat

Received
Nov. 19, 2019
Planning Dept.

13 November 2019

Malibu Planning Commission,

Re: La Paz Ranch Project

My spouse, Mary Ellen Sherry, and and I were recently invited to learn about the new proposed *La Paz Ranch* project at Cross Creek. We spent a good deal of time reviewing the proposed design modifications—which not only offer a sleek style—but bring us into the 21st Century by replacing the original "faux Spanish stucco" architecture of the eighties.

The entire layout is both a functional and aesthetic upgrade. In addition to providing better vehicle and pedestrian access, the new multi-building design delivers a much needed central gathering area that will benefit Malibu residents and visitors.

As Malibu homeowners for 33 years, Mary Ellen and I have often remarked that because our city spans 21-miles encompassing three hamlets, we lack a central natural outdoor area *(other than the small Country Mart playground)* common to other towns and villages—one that serves as a gathering spot to meet with friends.

Yet we're making strides. Take for an example the new *Trancas Market* that our friend Doug Burdge designed. It's given us a glimpse of what it's like to have a safe, convenient, and "connected" communal area for all ages to meet—whether getting together for coffee, listening to Friday night music, or simply taking a break before picking up our kids from school.

The proposed *La Paz Ranch* project will offer that and much more—right in the heart of Malibu. It will bring our city together by becoming a source for community, educational, artistic, entertainment, and other social functions, as well as a convenient meeting spot for Malibuites.

We urge you to pass the proposed and beautifully design enhancements expeditiously so that our community may begin benefiting from this multi-functional project sooner rather than later.

Thanks for reading our thoughts about this important project.

Best,

Robert Sherry & Mary Ellen Sherry
[redacted]

H. Joseph Soleiman
[redacted]

December 16, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

Re: La Paz Ranch Development

To Members of the Malibu Planning Commission,

I am reaching out in support of the changes being sought by the developer of the La Paz Ranch project. I am a real estate professional and have been a resident of Malibu for the last 20 years. I have reviewed both the original plans for the project and the modified plans and consider the modified plans to be superior. Specifically, I feel that the modified plans create a real sense of community as the central plaza lends itself to communal gathering. There are not many places in the City for residents to meet and this project will fill that need.

Having developed numerous projects, I also believe that the proposed modifications to the flow of the pedestrian and vehicular traffic is essential. Pedestrians and vehicles should not share the same access to a project—it is important that they are separate.

I hope you vote in favor of the proposed changes. Thank you.

Respectfully,

H. Joseph Soleiman

RECEIVED
JAN - 8 2020
PLANNING DEPT.

SUSAN MANNERS
EXECUTIVE DIRECTOR
MALIBU ASSOCIATION OF REALTORS
23805 STUART RANCH ROAD, SUITE 140
MALIBU, CALIFORNIA 90265

December 19, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

Re: The La Paz Ranch Development Project

Dear Members of the Malibu Planning Commission:

I am writing on behalf of the Malibu Association of REALTORS in support of the proposed design modifications to the La Paz Ranch project. The developer of La Paz Ranch presented the project to our Board in December, walking us through all the proposed changes. Our questions were all answered, and we believe the modified project will truly be better for our community.

Additionally, we believe the new design is now more pedestrian friendly, a feature we thought was very important.

We hope you will approve the proposed modifications.

Sincerely,

Susan Manners Digitally signed by Susan Manners DN: cn=Susan Manners, o=Malibu Assoc of REALTORS, ou, email=smanners@maliburealtors.org, c=US Date: 2019.12.19 14:06:33 -08'00'

Susan Manners
Executive Director
Malibu Association of REALTORS

DANIELLE DUTCHER
[redacted]

RECEIVED
DEC 2 1 2019
PLANNING DEPT.

December 20, 2019

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

Re: The La Paz Ranch

Dear Members of the Malibu Planning Commission:

I am writing to voice my support for the proposed modifications to the La Paz Ranch development project. I visited the site and was shown both the original and modified plans by the development team. I truly believe that the new plans will result in a better project for our City. Specifically, I think it is important for the project to have a central plaza for families and our residents to gather, which the original plans do not support. In addition, I believe the updated architecture better complements the existing architecture in the center nearby.

Please support the proposed modifications as I believe it will enhance the vibrancy of our City.

Sincerely,

Danielle Dutcher

Danielle Dutcher
Co-Chair of the Malibu Chamber of Commerce

JEREL TAYLOR
[redacted]

RECEIVED
JAN 10 2020
PLANNING DEPT.

January 8, 2020

Malibu Planning Commission
23825 Stuart Ranch Road
Malibu, CA 90265

Re: The La Paz Ranch Project

Dear Malibu Planning Commission:

I am sending this letter in support of the new changes being proposed for La Paz Ranch. I had the opportunity to meet with the developer on site and see both the original and new plans. I think the new plans are a big improvement from the original plans—I believe our community will greatly benefit from the changes to the circulation and the architecture. I also feel that this new project will be a great place for residents to gather.

I hope you will vote to approve the proposed modifications.

Sincerely,

Jerel Taylor

Jerel Taylor

ATTACHMENT 8

Addendum No. 2 to the 2008 La Paz Development Agreement Project EIR

Addendum No. 2 to the
2008 La Paz Ranch
Final Environmental Impact Report
(SCH No. 2003011131)

La Paz Ranch
Coastal Development Permit Amendment (CDPA No. 17-009)
and Conditional Use Permit Amendment (CUPA 17-010)

Prepared by:

City of Malibu
23825 Stuart Ranch Road
Malibu, California 90265

December 2019

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I. Introduction

This document is Addendum No. 2 to the La Paz Ranch Final Environmental Impact Report *(2008 EIR)* (State Clearinghouse No. 2003011131), which was certified by the Malibu City Council in November 2008. Addendum No. 1 to the 2008 EIR addressed environmental effects associated with Pacific Coast Highway and Cross Creek Road improvements which were approved by the Planning Commission on June 15, 2015. This Addendum addresses potential environmental impacts associated with Coastal Development Permit Amendment (CDPA) No. 17-009 and Conditional Use Permit Amendment (CUPA) No. 17-010, which propose to make modifications to the project that was approved on November 10, 2008 at 23465 Civic Center Way (*Approved Project*). The purpose of the Addendum is to determine whether project modifications would result in any new significant environmental impacts that were not identified in the 2008 EIR or whether the previously identified significant impacts would be substantially more severe under the alternatives.

Proposed changes to Parcels A and B of the La Paz Development Agreement Project are identified as the "*Revised Project*" in this Addendum. A slightly different *Revised Project*, the "*Alternative Revised Project,*" is also addressed in this Addendum to address an alternative project that would increase the proportion of restaurant space in the *Revised Project*. Neither project proposes increasing the Total Development Square Footage (TDSF) beyond the 112,058-square-foot maximum floor area approved in 2008. The *Revised Project* and *Alternative Revised Project* instead propose a modified design that includes one less building, a revised site layout and circulation pattern, updated architectural features, and other revisions. No changes to Parcel C, which is reserved for City use, are proposed nor are changes to the previously approved parcel boundaries.

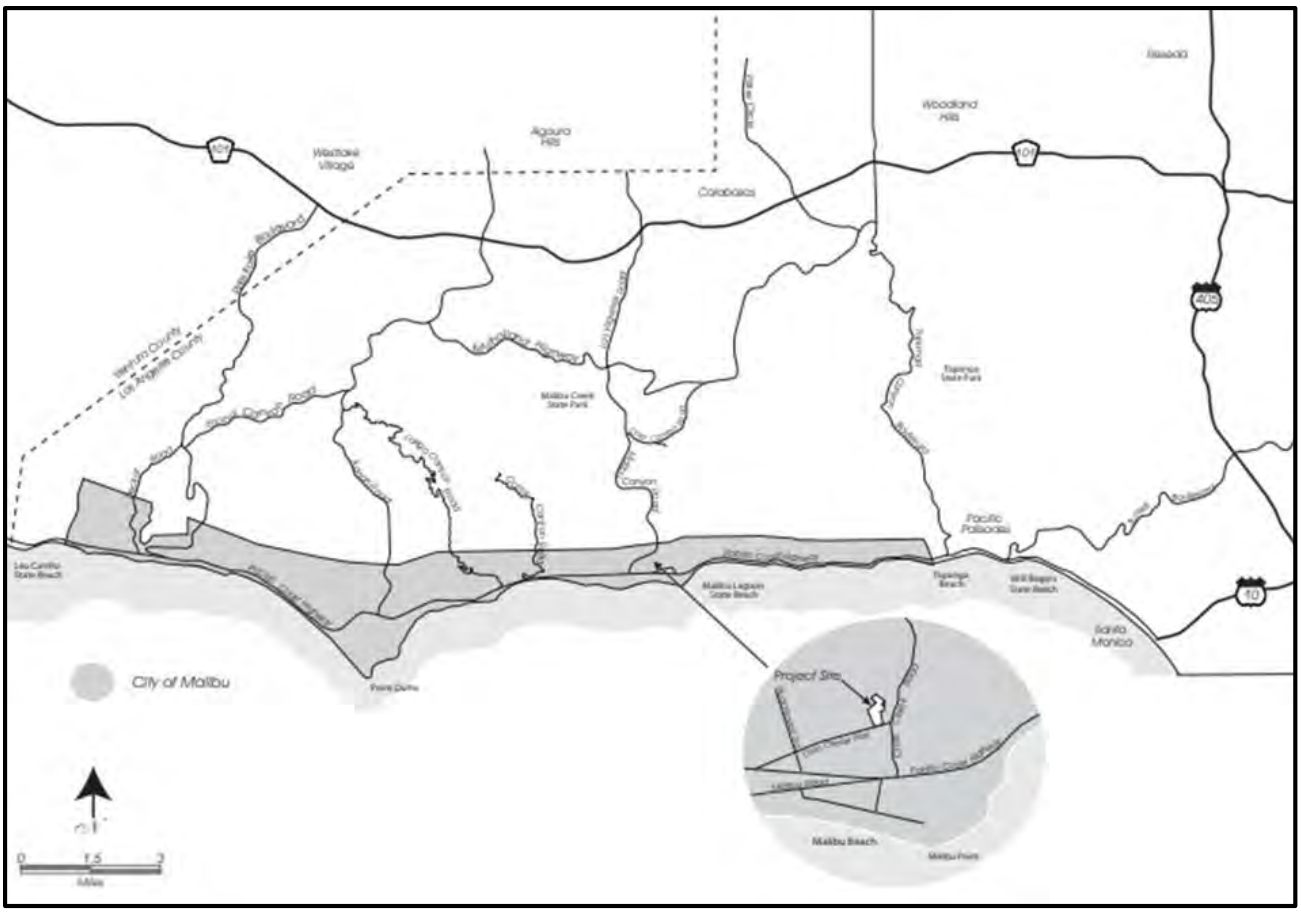
This Addendum has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the *CEQA Guidelines*. According to Section 15164 of the *CEQA Guidelines*, an Addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when "only minor technical changes or additions are necessary" and when the new information does not require major revisions to the previous EIR, involve new or substantially increased significant environmental effects, or when mitigation measures previously determined to be infeasible are available, or new mitigation is identified which would substantially reduce one or more significant effects of the project. This Addendum describes the *Revised Project* and *Alternative Revised Project* and compares their impacts to those identified in the 2008 EIR for the *Approved Project*.

II. Background and Project Description

A. Project Site

The regional location of the project site is illustrated on Figure 1. The project site comprises approximately 15.2 acres of vacant land located at 23465 Civic Center Way in the Civic Center area of the City of Malibu. The project site is situated immediately north of Civic Center Way, east of the Malibu Library on the Los Angeles County Civic Center parcel, and west of the new Park at Cross Creek commercial center. Malibu Country Mart and other commercial uses are located across Civic Center Way south of the site. Open space and scattered residential homes are located to the north, northeast and northwest of the site.

Figure 1 ***– Regional Setting***



Source: La Paz Ranch 2008 EIR

Figure 2 ***– Project Location***



Source: City of Malibu GIS

The elevation of the project site ranges from approximately 20 feet above mean sea level (MSL) at the southern boundary of the site to 90 feet above MSL at the northern boundary of the site. The southern half of the site is relatively flat, while the northern half includes more sloping areas. The project site is vacant and includes little native vegetation. The site contains a variety of non-native weeds, shrubs and trees as well as a mature stand of California Sycamore trees, and small patches of native coastal sage scrub in the northern limit of the site. An existing private dirt road (La Paz Lane), that served a prior landscape/nursery use, provides access to the property from the south. Figures 3 and 4 include current representative photographs of the project site.

Figure 3 ***– View of Project Site from Civic Center Way Looking North***



Figure 4 ***– View from Central Project Site Looking North***



The project site currently consists of two irregular-shaped lots identified as Assessor Parcel Numbers 4458-022-023 and 4458-022-024, which include 6.43 acres and 8.82 acres, respectively. However, as part of the *Approved Project*, a lot line adjustment and land division were approved for the creation of three legal parcels as shown on Figure 5. These parcels are identified as Parcel A with 7.2 acres; Parcel B with 5.7 acres; and Parcel C with 2.3 acres. In addition, per the terms of the Development Agreement, Parcel C is to be transferred to the City together with a $500,000 payment to the City, construction of a pedestrian and bicycle path through the project site connecting to Civic Center Way, and dedication of a trail segment fronting Civic Center Way. On December 9, 2019, the City Council

authorized the acceptance of a Grant Deed conveying Parcel C to the City and the legal transfer of the property is in process at the time of preparation of this Addendum.

Figure 5 ***– Approved Parcel Map***



Source: La Paz Ranch Development Agreement FEIR, 2008

The project site is designated Community Commercial by the Malibu General Plan, the Local Coastal Program (LCP), and the Zoning Ordinance. In addition, the property is within the Town Center Overlay District, which establishes custom development criteria for the La Paz project site. The property is within the Coastal Zone but outside the Appealable Jurisdiction as depicted on the City of Malibu Post-LCP Certification Permit and Appeal Jurisdiction Map.

B. Background

On November 10, 2008, the City Council certified the La Paz Development Agreement Final EIR *(2008 EIR)* and approved two sets of development entitlements on the project site. The first set of entitlements included Coastal Development Permit (CDP) No. 05-106, Lot Line Adjustment No. 05-003, Site Plan Review Nos. 07-126, 07-127, 07-148 and 07-149, Minor Modification Nos. 07-044 and 07-045,

and Conditional Use Permits, 05-003, 07-018, 07-019 and 08-013 for a 0.15 floor area ratio (FAR) project for 99,117 square feet of commercial office and retail uses on Parcels A and B. The applicant allowed the 0.15 FAR entitlement to expire in 2016. The second set of entitlements included CDP No. 05-107, Development Agreement No. 07-001, LCP Amendment No. 06-003, Lot Line Adjustment 05-004 and CUP 05-004 which remain in effect for a 0.20 FAR Development Agreement project for construction of 112,058 square feet of commercial office and retail uses on Parcels A and B and three City buildings totaling 20,000-square-foot on Parcel C. The 0.20 FAR project provided the developer with an additional 12,941 square feet of commercial square footage compared to the 0.15 FAR project but it also included the conveyance of Parcel C to the City, a $500,000 payment to the City, construction of a pedestrian and bicycle path through the project connecting to Civic Center Way, and dedication of a trail segment fronting Civic Center Way.

The 0.20 FAR project included two legislative requests that required a Local Coastal Program Amendment (LCPA): 1) approval of a Development Agreement to allow the increase in allowable FAR from 0.15 to a 0.20; and 2) approval of a Town Center Overlay (TCO) to create specific development standards for the property. The Development Agreement assures the applicant that the rules in place at the time of approval remain in effect for the project in exchange for the public benefits outlined above. On March 10, 2010 the California Coastal Commission approved the Development Agreement and TCO with minor modifications. These actions were then approved by the City Council on April 12, 2010 and certified by the Coastal Commission on June 10, 2010.

In 2014, the La Paz applicant submitted an application for CDP No. 14-036 for intersection improvements to the Cross Creek Road / Pacific Coast Highway intersection. These improvements were required to implement Mitigation Measure K-2 of the 2008 EIR. An Addendum (Addendum No. 1) to the 2008 EIR was prepared which indicated there would be no new environmental impacts as a result of the roadway project beyond those outlined in the 2008 EIR. On June 15, 2015, the Planning Commission voted 5-0 to approve CDP No. 14-036 with the requirement that several mature trees and existing public street parking in the project area be preserved. The improvements were completed in 2018. In addition, improvements to the Webb Way and PCH intersection, and the Webb Way and Civic Center Way intersection required by Mitigation Measures K-1 and K-3 of the 2008 EIR have also been implemented.

In 2016, Malibu Development Company LLC acquired the La Paz Ranch project site intending to move forward with a slightly revised project on Parcels A and B. Because the modifications required approval by the City, the property owner submitted an application for a Coastal Development Permit Amendment (CDPA 17-009) and a Conditional Use Permit Amendment (CUPA 17-010) for the *Revised Project*. The CDPA allows for a modified development project, and the CUPA allows for the restaurant uses to be located anywhere within the proposed development on Parcel A and for establishments serving coffee and juice to open at 6:00 a.m. and for establishments serving breakfast to open at 7:00 a.m. The *Revised Project* would include the same land use mix and floor area (112,058 square feet) on Parcels A and B as the *Approved Project* with an updated design, one less building, slightly lowered building heights, reconfigured vehicular and pedestrian circulation, modified parking, and additional plazas.

In addition to the *Revised Project*, this EIR Addendum also addresses an *Alternative Revised Project*. The *Alternative Revised Project* would be identical to the *Revised Project* except that 10,000 square

feet of commercial retail space would be converted to restaurant use. The intent is to examine the environmental effects of a project with more restaurant space.

C. Summary of the *Approved Project*

Approved Project Overview

The *Approved Project* included the development of the 15.2-acre property into a commercial and municipal project with a total of 112,058 square feet of retail, restaurant and office space on Parcels A and B, and 20,000 square feet of additional floor area reserved for future City use on Parcel C (Figure 6).

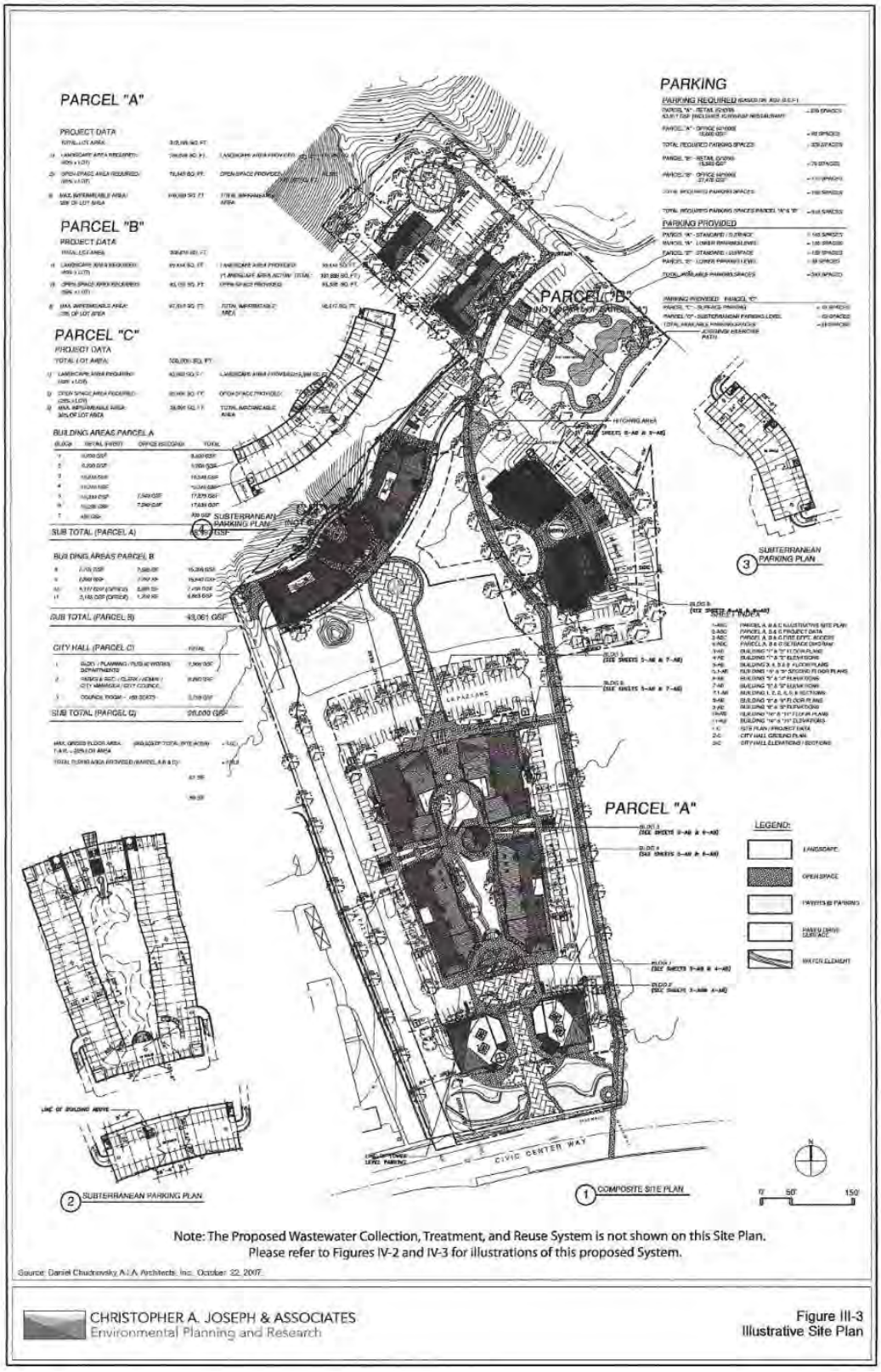
Vehicular access to Parcels A and B under the *Approved Project* would be via an ingress/egress driveway from Civic Center Way (identified as La Paz Lane). Parcel A would include 68,997 square feet of commercial office and retail space in seven buildings (identified as Buildings 1 through 7), including five single-story buildings and two 2-story buildings. Parcel B would include 43,061 square feet of commercial office and retail uses in four 2-story buildings (Buildings 8 through 11). The buildings would be a maximum of 32-feet in height, with floor areas ranging between 400 square feet and 17,879 square feet. The architecture was identified as Mediterranean including textured clay tile, wood trellises and exposed wood rafter tails.

The *Approved Project's* grading was designed to conform to the existing topography and minimize landform alteration to the greatest extent feasible. The estimated grading for Parcels A and B was 20,664 cubic yards (cy). Landscaping would utilize indigenous plant materials, water features, walkways, trails, plazas, and other hardscape components. In response to comments received on the 2008 EIR, additional landscaping was added along the northeastern property line to provide a landscaped buffer between the site and the adjacent residential property including a row of sycamore trees. Coast live oak trees, ornamental trees and ornamental flowering trees would also be planted within the commercial center to soften the building elevations and complement the nearby Malibu Creek corridor.

An On-Site Wastewater Treatment System (OWTS) was included in the *Approved Project*. The facility included a network of underground wastewater treatment tanks designed to remove solids, floatable oil and grease, and other water quality related constituents from the waste stream prior to discharging effluent on site. The effluent would be processed to tertiary treatment levels and would meet the requirements of the City of Malibu Uniform Plumbing Code and disposed into a system of leach fields and subsurface drip disposal areas.

Due to concerns about water pollution in Malibu Creek, Malibu Lagoon and Surfrider Beach, the Los Angeles Regional Water Quality Control Board approved a prohibition on septic systems in the Civic Center area in 2009. In response, the City constructed the Civic Center Water Treatment Facility which provides wastewater treatment in the area. The facility's Phase 1 improvements include a wastewater allocation of 11,945 gallons per day for the entire project site (including Parcels A, B and C) which is the anticipated wastewater generation of the *Approved Project*.

Figure 6 ***– Illustrative Site Plan - Approved Project***



Source: La Paz Ranch 2008 EIR

Table 1 **– Land Use Summary, *Approved Project***

PARCEL A		
Bldg. No.	Occupancy	Floor Area (Gross Sq. Ft.)
1	Retail	6,200
2	Retail	6,200
3	Retail	10,248
4	Retail	10,240
5	Retail/Office/Restaurant	17,879
6	Retail/Office/Restaurant	17,830
7	Retail	400
	Total Floor Area - Parcel A	68,997 (0.22 FAR)
PARCEL B		
Bldg. No.	Occupancy	Floor Area (Gross Sq. Ft.)
8	Office/Retail	15,300
9	Office/Retail	15,640
10	Office	7,258
11	Office	4,863
	Total Floor Area - Parcel B	43,061 (0.17 FAR)
PARCEL C		
Bldg. No.	Occupancy	Floor Area (Gross Sq. Ft.)
1	Bldg./Planning/Public Works Departments	7,500
2	Parks & Rec./Clerk/Admin./City Manager/City Council	8,800
3	Council Room- 188 seats	3,700
	Total Floor Area - Parcel C	20,000 (0.20 FAR)
	Overall Site Area Overall Floor Area	660,805 sf (15.2 acres) 132,058 sf (0.20 FAR)

Source: La Paz Ranch 2008 EIR

D. *Summary of the Revised Project* and *Alternative Revised Project*

Revised Project

The *Revised Project* involves revisions to the 0.20 FAR *Approved Project* and is not a reconsideration of the original project approval. The *Revised Project* site plan is illustrated in Figure 7. The *Revised Project* would maintain the overall size and scope of the *Approved Project* but make modifications to improve its design and functionality. Changes to Parcels A and B are proposed involving building layout, architecture and circulation within the approved size of 112,058 square feet of floor area. The 2.3-acre Parcel C would continue to be dedicated to the City of Malibu for a public benefit along with a $500,000 payment to the City to offset the cost of public improvements. Pedestrian paths would be provided to Parcel C along the western project boundary and through the main plaza area and a horse and bike trail would be provided along the eastern project boundary. In addition, a trail segment along Civic Center Way would be dedicated to the City. Table 2 below provides a comparison of land uses between the *Approved Project,* the *Revised Project* and the *Alternative Revised Project*.

Figure 7 ***– Illustrative Site Plan – Revised Project and Alternative Revised Project***



Source: Marmol Radziner, 2019

Table 2 – Development Summary: *Approved Project, Revised Project,* and *Alternative Revised Project*

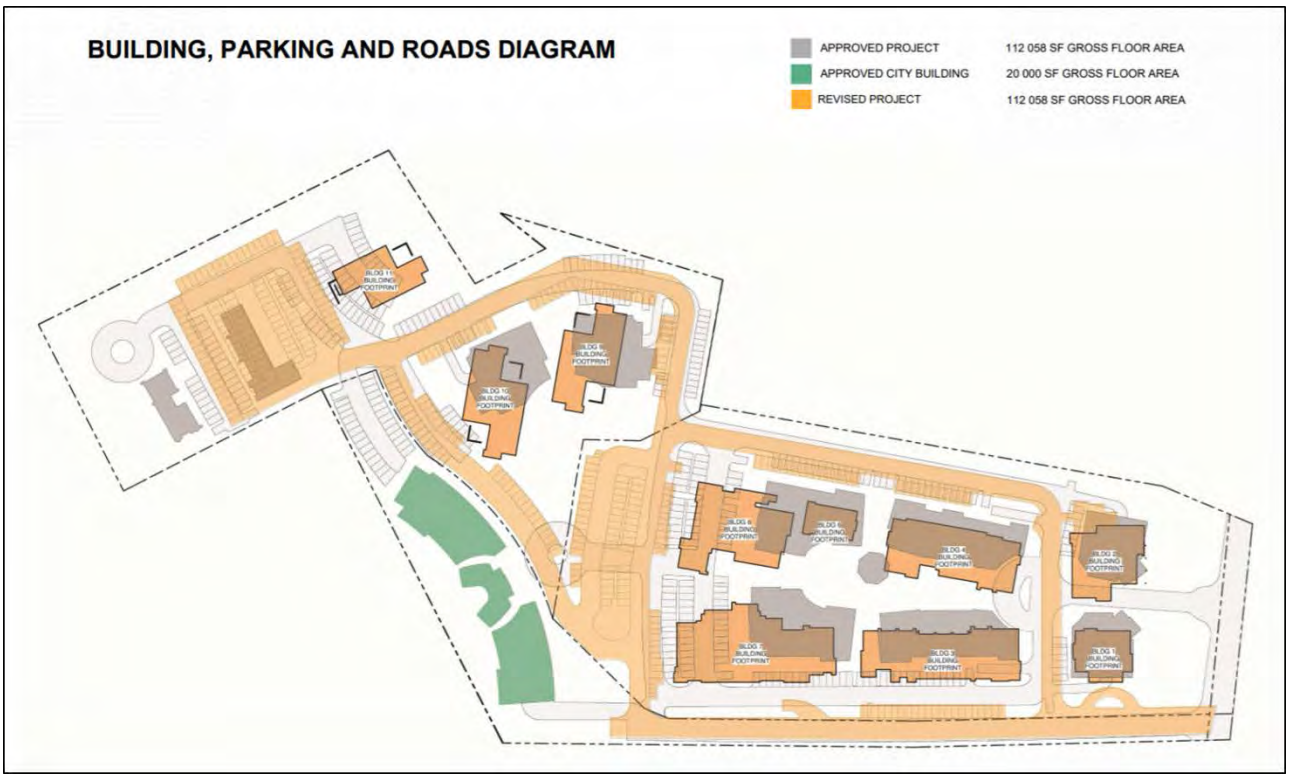
Parcels A & B	*Approved Project*	*Revised Project*		*Alternative Revised Project*	
		Proposed	Change	Proposed	Change
Land Area (sq. ft.)	560,805	566,002	5,197	566,002	5,197
Building Gross Floor Area (sq. ft.)	112,058	112,058	0	112,058	0
Building Footprint (sq. ft.)	74,367	93,913	19,546	93,913	19,546
Building Volume (cu. ft.)	1,809,412	1,860,602	51,190	1,860,602	51,190
Maximum Building Height (feet)	32	28	(4)	28	(4)
Number of Buildings	11	10	(1)	10	(1)
Building Gross Floor Area – Retail (sq. ft.)	59,502	59,502	0	49,502	(10,000)
Building Square Footage – Restaurant (sq. ft.)	10,000	10,000	0	20,000	10,000
Building Square Footage – Office (sq. ft.)	42,556	42,556	0	42,556	0
Landscaping Area (sq. ft.)	223,967	202,631	(21,336)	202,631	(21,336)
Open Space Area (sq. ft.)	89,553	112,725	23,172	112,725	23,172
Impermeable Area (sq. ft.)	247,285	288,102	40,817	288,102	40,817
Total Parking Spaces	518	519	1	519	1
Subterranean Parking Spaces	227	249	22	249	22
Surface Parking Spaces	291	270	(21)	270	(21)
Total Additional Optional Surface Parking Spaces	0	8	8	8	8
EV Parking Spaces	4	4	0	4	0
EV Ready Parking Spaces	0	28	28	28	28
Motorcycle Parking Spaces	0	8	8	8	8
Bicycle Parking Spaces	0	54	54	54	54
Grading (cu. yd.)	20,664	25,591	4,927	25,591	4,927

Source: Malibu Development Company LLC, 2019

Figure 8 provides a comparison of the building and road layout of the *Approved Project*, the *Revised Project* and the *Alternative Revised Project*. Under the *Approved Project*, Parcel A would be developed with retail, office and restaurant uses and would include seven single-story buildings with a total of 68,997 square feet around a main courtyard area. In the *Revised Project*, retail uses on Parcel B would be relocated to Parcel A while office uses from Parcel A would be relocated to Parcel B for a total floor area of 69,502 square feet of retail and restaurant uses on Parcel A with some of the floor area relocated to the ground floor which serves to reduce the height of the project and provides grade level access to each building.

Parcel B would be developed under the *Revised Project* with commercial office uses or other similar uses permitted in the Town Center Overlay Zone, such as gallery space. Parcel B would consolidate two of the buildings in the *Approved Project* and provide three instead of four buildings totaling 42,556 square feet. This would allow for a wider landscape buffer between the development and residential uses north of the project site.

Figure 9 ***– Comparison of the Approved Project and the Revised Project/Alternative Revised Project***



Source: Marmol Radziner 2019

Table 3 below provides a detailed summary of the uses and size of the proposed buildings for the *Revised Project* and *Alternative Revised Project*, compared with the *Approved Project*.

Table 3 – Land Use Comparison: *Approved Project, Revised Project*, and *Alternative Revised Project*

Approved Project			*Revised Project* and *Alternative Revised Project*		
Building No.	Occupancy	Floor Area (Gross Sq. Ft.)	Building No.	Occupancy	Floor Area (Gross Sq. Ft.)
Parcel A					
1	Retail	6,200	1	Retail / Restaurant	4,748
2	Retail	6,200	2	Retail / Restaurant	7,733
3	Retail	10,248	3	Retail / Restaurant	13,169
4	Retail	10,240	4	Retail / Restaurant	11,830
5	Retail / Office / Restaurant	17,879	7	Retail / Restaurant	17,413
6	Retail / Office / Restaurant	17,830	8	Retail / Restaurant	11,934
7	Retail / Restaurant	400	6	Retail / Restaurant	2,675
Subtotal Parcel A		68,997			69,502
Parcel B					
8	Office / Retail	15,300	9	Office / Gallery	15,818
9	Office / Retail	15,640	10	Office / Gallery	15,817
10	Office	7,528	11	Office / Gallery	10,921
11	Office	4,863	-	-	-
Subtotal Parcel B		43,061			42,556
Totals – Parcels A and B		112,058			112,058

Source: Malibu Development Company LLC, 2019

Restaurant Use

Like the *Approved Project*, the *Revised Project* would include 10,000 square feet of restaurant space. The applicant proposes a Conditional Use Permit Amendment (CUPA) to allow restaurant uses anywhere within the proposed development on Parcel A rather than being limited to the three buildings identified in the *Approved Project*. This is proposed to provide flexibility as tenants are identified and to allow an assortment of food service options ranging from sit-down restaurants to fast-casual/take-out dining and coffee and juice establishment throughout Parcel A. In addition, the *Approved Project* allowed food service from 9:00 a.m. to midnight Sunday through Thursday and 8:00 a.m. to 1:00 a.m. Friday and Saturday. The applicant is requesting that this condition be modified to allow coffee and juice establishments to open at 6:00 a.m. and dining establishments serving breakfast be permitted to open at 7:00 a.m., both seven days a week.

Architecture/Design

The *Revised Project* would include an updated design to what the applicant refers to as "Mediterranean Style with Modern Updates." Materials would include a mixture of wood siding, brick, stone veneer, and plaster in a natural palette of non-reflective finishes intended to blend in with the site's coastal setting. Roofs would consist of a mixture of low slope roofs, gable and shed-style roofs. Colors would be of a natural palette to blend in with the environment. Figure 10 below provides a rendering of the view to the main plaza area from La Paz Lane.

Figure 10 ***– Rendering Revised Project/Alternative Revised Project***



Source: Marmol Radziner

Grading

As outlined on Table 2, the *Revised Project* would involve 25,591 cubic yards of grading, which is 4,927 cubic yards more than the *Approved Project*. The additional grading is because the *Revised Project* would include substantially thicker concrete slab foundations in the subterranean parking garage which would necessitate additional excavation. Such understructure excavation is considered "exempt" from LCP and Zoning Code grading limitations.

Pedestrian Access

Pedestrian access would be separate and distinct from vehicular access, with dedicated pedestrian entrances at two locations along Civic Center Way. A sidewalk would be provided from Civic Center Way to Parcel C and several walkways would be provided in the central portion of the side in conjunction with pedestrian plazas, seating areas, sidewalks and pathways, a water feature and tot lot area. In addition, a multi-use trail would be provided along the eastern property boundary for biking, hiking and horse riding.

Vehicular Access/Parking

The *Revised Project* would consolidate the approved two entry points on Civic Center Way into one driveway at the southeastern corner of the project site. Other adjustments to access and driveways throughout the property would create greater separation of pedestrian and vehicular access. The former three separate subterranean parking garages would be consolidated into one central parking garage augmented by surface parking throughout the site. A total of 519 parking spaces would be provided including surface and subterranean spaces. Parking would include 4 electric vehicle charging stations and 28 electric vehicle ready spaces. Motorcycle and bicycle parking would also be provided.

Landscaping/Open Space

A comprehensive landscape plan would be implemented on-site including a mix of native species and drought-tolerant Mediterranean plants. The overall landscaping and open space square footage for the project would increase by approximately 695 square feet. Approximately 10 percent of the landscaping area has shifted to open space area to accommodate additional space for plazas, communal seating, and children's play areas/tot lots. In addition, the *Revised Project* would include landscape screening at the northeastern property line to provide additional privacy and screening to neighborhood residential uses.

Lighting/Signage/Fencing

Project lighting would include low level lighting along pathways and around the perimeter of the project with soft shielded landscape lighting in the central plaza. Pole mounted lighting would be provided along the vehicular roadways and within the parking areas of Parcel A and B and would be hooded to minimize light trespass in adjacent areas and the project has been conditioned to comply with the City's Dark Sky Ordinance.

The perimeter of the property would be secured by existing and new site walls and fencing. Existing site walls and fencing are currently located along the west side of Parcel A and the northeast area of Parcel B. The *Revised Project* would add and extend new sections of the site wall and fencing in these areas to blend with the existing conditions and secure these sections of the property. The perimeter to the north of Parcel B would be secured with 6-foot-high wrought iron fencing to discourage pedestrians from accessing the Malibu Knolls neighborhood on foot via the hillside, consistent with the *Approved Project*.

Wastewater Treatment

Unlike the *Approved Project*, which included an OWTS, *the Revised Project* would receive wastewater treatment from the new Civic Center Water Treatment Facility located approximately half a mile west

of the project site. The Treatment Facility is a centralized plant that treats, reuses and/or disposes of wastewater flows from properties in the Civic Center area. In addition, the Treatment Facility returns treated wastewater to the Civic Center area for use in irrigation systems and other gray water uses. Phase 1 of the facility has been designed to include 11,945 gallons per day in wastewater flows which is the anticipated flow from the *Revised Project*. In addition, the *Revised Project* would utilize some of the treated wastewater for irrigation and other gray water uses.

Revised Project - Required Approvals/Certifications

The *Revised Project* requires the following City of Malibu approvals/certifications:

1. Consideration of Addendum No. 2 to the La Paz Ranch 2008 EIR.
2. Approval of Coastal Development Permit Amendment (CDPA) No. 17-009.
3. Approval of Conditional Use Permit Amendment (CUPA) No. 17-010 to allow a) 10,000 square feet of restaurant space to be placed anywhere within the proposed development on Parcel A, and b) coffee and juice restaurants to begin operating at 6:00 a.m. and breakfast restaurants to begin operating at 7:00 a.m., seven days a week.

Alternative Revised Project

The *Alternative Revised Project* would be identical to the *Revised Project* in terms of size, number of buildings, design, architecture, landscaping, etc., except that it would convert an additional 10,000 square feet of retail space to restaurant use for a total of 20,000 square feet of restaurant space. The additional restaurant floor area is anticipated to be used for fast-casual restaurants and take-out restaurants, as well as coffee and juice establishments (or similar). Also, like the *Revised Project*, restaurant uses would be allowed to locate anywhere within the proposed development on Parcel A rather than being limited to the three buildings identified in the *Approved Project*. In addition, coffee and juice establishments would be allowed to open at 6:00 a.m. and dining establishments serving breakfast be permitted would be allowed to open at 7:00 a.m., both seven days a week.

The additional 10,000 square feet of restaurant space in the *Revised Alternative Project* would generate a need for additional 6,534 gallons per day of additional wastewater treatment capacity beyond what has been allocated to the site in Phase 1 of the Civic Center Water Treatment Facility. This Addendum assumes that the additional capacity would be acquired from another property with a Phase 1 allocation, or through a future expansion of the Civic Center Water Treatment Facility.

Alternative Revised Project - Required Approvals/Certifications

The *Alternative Revised Project* requires the following City of Malibu approvals/certifications:

1. Consideration of Addendum No. 2 to the La Paz Ranch 2008 EIR.
2. Approval of a Coastal Development Permit Amendment (CDPA).
3. Approval of a Conditional Use Permit Amendment (CUPA) to allow: a) the conversion of 10,000 square feet of commercial retail space to restaurant space, b) 20,000 square feet of restaurant space to be placed anywhere within the proposed development on Parcel A, and c) coffee and juice restaurants to begin operating at 6:00 a.m. and breakfast restaurants to begin operating at 7:00 a.m., seven days a week.

III. La Paz Ranch CEQA Process/EIR

The City of Malibu prepared the 2008 La Paz Ranch EIR (SCH No. 2003011131) in accordance with the requirements of CEQA and the CEQA Guidelines. The 2008 EIR analyzed environmental effects associated with the proposed 0.20 FAR *Approved Project* as well as a 0.15 FAR *Preferred Alternative* and the *No Project Alternative*. A Notice of Preparation (NOP) was filed with the California Office of Planning and Research and was distributed to involved public agencies and interested parties for a 30-day public review period on January 24, 2003. In addition, the Draft EIR was circulated for a 45-day public review period from September 28, 2006 to November 13, 2006. During the public review period, the City received comments from public agencies and private citizens. The comments letters and responses to comments, were included in the Final EIR, which was certified by the Malibu City Council on November 10, 2008.

The 2008 EIR determined that the 0.20 FAR *Approved Project* would have the following impacts:

Table 4 – *Approved Project* Summary of Impacts

Environmental Factor		Significance Level
A	Aesthetics/Views	Less than significant with mitigation.
B	Air Quality	Less than significant with mitigation.
C	Biological Resources/Open Space	*Potentially significant and unavoidable.*
D	Cultural Resources	Less than significant with mitigation.
E	Geology and Soils	Less than significant with mitigation.
F	Hydrology and Water Quality	Less than significant with mitigation.
G	Land Use and Planning	Less than significant with mitigation.
H	Noise (construction)	*Potentially significant and unavoidable.*
I	Public Utilities	Less than significant with mitigation.
J	Public Services	Less than significant with mitigation.
K	Transportation and Circulation	*Potentially significant and unavoidable.*
L	Environmental Hazards	Less than significant with mitigation

The 2008 EIR included a Mitigation Monitoring Program which outlines a number of mitigation measures needed to reduce the identified potentially significant effects. Implementation of the required mitigation measures would be effective in mitigating impacts in nine of the twelve environmental factors above to a level below significance. However, impacts related to *C. Biological Resources/Open Space; H. Construction Noise;* and *K. Transportation/Circulation* would remain potentially significant and unavoidable, as further described elsewhere in this Addendum. Therefore, the City Council adopted a Statement of Overriding Considerations (SOC) for the *Approved Project* as provided by CEQA. The SOC substantiated the City's decision to accept the unavoidable significant effects of the *Approved Project* when balanced against the significant positive benefits that would accrue from project development. Specifically, the SOC identified that the following overriding community benefits of the *Approved Project* would outweigh the significant impacts:

1. Provision of 2.3 acres in the Civic Center Area to the City of Malibu as the location of a future City Hall complex or other municipal use.
2. Donation of $500,000 to the City to help fund construction of the future City Hall complex or other municipal infrastructure.

3. Provision of a pedestrian and bike path from City Hall (Parcel C) throughout the project connecting to Civic Center Way.
4. Dedication of a trail segment fronting along Civic Center Way.
5. Preparation of architectural plans for the future City Hall complex at no cost to the City.
6. Provision of improvements to infrastructure including improvements to Pacific Coast Highway.
7. Fiscal benefits to the City's general fund.
8. Assistance in developing a "town center" that is geographically centrally located, provides interdependent uses thereby minimizing trips and enhances the existing Civic Center uses and permanently establish a City Hall in the Civic Center.

On November 10, 2008, the Malibu City Council voted certify the 2008 EIR for the 0.20 FAR *Approved Project* and adopted the SOC and MMRP.

IV. Environmental Impacts of the *Approved Project, Revised Project* and *Alternative Revised Project*

This section addresses each of the environmental issues discussed in the 2008 EIR to determine whether or not the proposed CDPA and CUPA have the potential to create new significant impacts or a substantial increase in the significance of a significant impact as compared to what was identified in the 2008 EIR. The discussion includes an assessment of Greenhouse Gas Emissions, which was previously not required to be addressed and therefore not included in the 2008 EIR. Table 5 below contains a summary of impacts comparing the *Approved Project* with the *Revised Project* and the *Alternative Revised Project*.

Table 5 - Comparison of Environmental Factors Between the *Approved Project*, *Revised Project* and *Alternative Revised Project*

Environmental Factor	*Approved Project*	*Revised Project*	*Alternative Revised Project*	Conclusion
A. Aesthetics/Views				
Scenic Views/Resources	LTS	LTS	LTS	No change
Visual Character/Quality	LTS	LTS	LTS	No change
Light and Glare	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
B. Air Quality				
Construction	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Operation	LTS	LTS	LTS	No change
Consistency with AQMP	NI	NI	NI	No change
C. Biological Resources				
Vegetation	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Wildlife	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
D. Cultural Resources				
Historic	NI	NI	NI	No change
Archaeological	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Paleontological	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Human Remains	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
E. Geology and Soils				
Grading/Geotechnical Hazards	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Groundshaking/Seismicity	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Secondary Effects of OWTS	LTS/Mitigation	Reduced Impact	Reduced Impact	Reduced impact
F. Greenhouse Gas Emissions				
Greenhouse Gas Emissions	N/A	LTS	LTS	No change
Consistency with Plans, Policies and Regulations	N/A	LTS	LTS	No change
G. Hydrology and Water Quality				
Hydrology/Flooding	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
On-Site Drainage	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Water Quality	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
H. Land Use and Planning				
General Plan Consistency	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Zoning Ordinance Consistency	LTS/Mitigation	LTS	LTS	No change
Local Coastal Plan Consistency	LTS	LTS	LTS	No change

Environmental Factor	*Approved Project*	*Revised Project*	*Alternative Revised Project*	Conclusion
I. Noise				
Construction Impacts	SA	SA	SA	No change
Operational Impacts	LTS	LTS	LTS	No change
J. Public Utilities				
Elect., Nat Gas & Solid Waste	LTS	LTS	LTS	No change
Water	LTS	LTS	LTS	No change
Wastewater	LTS	LTS	LTS	No change
K. Public Services				
Fire	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
Police	LTS/Mitigation	LTS/Mitigation	LTS/Mitigation	No change
L. Transportation and Circulation				
Temporary Impacts	LTS	LTS	LTS	No change
Intersection/Roadway Segments	SA	SA	SA	No change
Conflict with CMP	LTS	LTS	LTS	No change
Parking	LTS	LTS	LTS	No change
M. Environmental Hazards				
Create Public Hazard	LTS/Mitigation	LTS/Mitigation	LTS/mitigation	No change
Located on Hazardous Site	No Impact	No Impact	No Impact	No change

SA = Significant and Unavoidable
PSI = Potentially Significant Impact
LTS/Mitigation = Less than significant with mitigation
LTS = Less than significant
NI = No Impact

Table 5 above outlines that the *Revised Project* and the *Alternative Revised Project* would have the same or reduced environmental impacts as the *Approved Project*.

The following pages provide a discussion of the environmental impacts outlined in the 2008 EIR for the *Approved Project*, compared with those anticipated by the *Revised Project* and *Alternative Revised Project*.

A. Aesthetics/Views

Approved Project – Summary of Impacts

Scenic Views/Resources

The 2008 EIR identified that the *Approved Project* would be visible from local and distant viewing locations such as City streets and the Santa Monica Mountains, as well as nearby residential and commercial development in these areas. However, the *Approved Project* would not obstruct any public scenic views. The *Approved Project* would also be screened by existing trees and vegetation on the north and would not obstruct private views from these areas. Thus, the *Approved Project's* impact on scenic views would be less than significant. In addition, the project site is not located within a designated scenic highway and would not damage scenic resources along a scenic highway. Thus, the *Approved Project* would not have an impact on scenic resources.

Visual Character/Quality

The 2008 EIR for the *Approved Project* concluded that the project would be consistent with the size, design and height with surrounding development including existing commercial development which is of a similar height, bulk and scale. In addition, the *Approved Project* would be partially screened by topography, vegetation and existing development within the Civic Center area. As such, the 2008 EIR determined that the *Approved Project* would have a less than significant impact on visual character and quality.

Light and Glare

The 2008 EIR determined that the *Approved Project* could have a potentially significant impact on light and glare. Nighttime lighting of the commercial center could negatively affect surrounding properties and some of the building materials and automobile windshields could be a source of new daytime glare. In order to mitigate potential light and glare impacts, the *Approved Project* incorporated Mitigation Measures A-1, A-2 and A-3 which require extensive landscaping, the use of non-reflective building materials and low-level lighting as well as lighting directional shields. In addition, Mitigation Measure A-1 was amended following the 2008 EIR Public Review Period to require the applicant to plant a row of sycamore trees 15 feet apart on center at the northeastern property boundary and Australian willow and coast live oak around buildings 10 and 11, west of the road. With the incorporation of Mitigation Measures A-1 through A-3, as amended, the *Approved Project*'s impact on light and glare would be less than significant.

Revised Project – Summary of Impacts

The *Revised Project* would maintain the overall floor area of the *Approved Project* with an updated architectural design, minor modifications to the site plan, slightly lowered building heights, the addition of open space and plaza areas and other minor modifications. The overall development footprint would be reduced, and the landscaping and open space area would be increased by approximately 1,836 square feet. Like the original *Approved Project*, the alternative would have a less than significant impact on scenic vistas and visual character. In addition, as there are no scenic resources on or near the project site, the *Revised Project* would not adversely impact scenic resources.

Regarding light and glare, the *Revised Project* would incorporate Mitigation Measures A-1 through A-3 identified in the 2008 EIR which include extensive landscaping, the use of non-reflective building materials, low-level lighting and directional shields. In addition, the applicant has agreed to a condition requiring compliance with the City's recent Dark Sky Ordinance to reduce nighttime light pollution and preserve dark skies. With the incorporation of this condition and Mitigation Measures A-1 through A-3, impacts related to light and glare would remain less than significant.

Alternative Revised Project – Summary of Impacts

Same as the *Revised Project*. The *Alternative Revised Project* would have the same physical site design, layout and buildings as the *Revised Project*. As such, potential impacts would be the same and a condition requiring compliance with the Dark Sky Ordinance and Mitigation Measures A-1 through A-3 would be applied to ensure that impacts related to light and glare would remain less than significant.

B. Air Quality

Approved Project – Summary of Impacts

Construction

The 2008 EIR identified that the *Approved Project* would generate pollutant emissions from: 1) grading and excavation, 2) construction workers traveling to and from the project site, 3) delivery and hauling of construction supplies and debris to and from the project site, 4) the fuel combustion by on-site construction equipment, and 5) architectural coatings. These activities would create emissions of dust, fumes, equipment exhaust and other air contaminants, of which particulate matter (PM_{10}) related to fugitive dust emissions was considered to be the most significant source of air pollution related to construction.

The 2008 EIR concluded that impacts related to construction emissions would be less than significant. However, to ensure proper implementation of the South Coast Air Quality Management District's (SCAQMD) Rule 403 regarding fugitive dust abatement, the 2008 EIR included Mitigation Measures B-1 through B-10 requiring the utilization of various dust abatement techniques during construction. With the incorporation of Mitigation Measures B-1 through B-10, the 2008 EIR concluded that impacts related to construction emissions would be less than significant.

Operation

The Approved Project would also generate pollutant emissions during operation of the project, primarily related to the use of motor vehicles. The 2008 EIR determined that mobile emissions would not exceed any of the SCAQMD significant thresholds for criteria pollutants. In addition, the localized Carbon Monoxide (CO) emissions associated with the *Approved Project* would not exceed applicable standards or adversely affect sensitive receptors. Thus, impacts related to operational emissions associated with the *Approved Project* were determined to be less than significant.

Consistency with Air Quality Management Plan (AQMP)

The City of Malibu is subject to the SCAQMD Air Quality Management Plan (AQMP). The *Approved Project* would not result in an increase in frequency or severity of existing air quality violations, cause new violations or delay the attainment of air quality standards. In addition, the *Approved Project* would not exceed the land use and build-out assumptions contained within the AQMP. Thus, the 2008 EIR determined that the *Approved Project* would be consistent with the AQMP and no impacts would result.

Revised Project – Summary of Impacts

The *Revised Project* would include the same floor area and land use mix as the *Approved Project* with a slightly modified layout and design and slightly increased grading quantities. To ensure the *Revised Project* would not have an adverse air quality impact, an updated air quality analysis was conducted by Eyestone Environmental in 2019 (Attachment C). The analysis included updated projected emissions for the site using the updated model recommended by SCAQMD (CalEEMod) as well as a change in buildout year which assumes that emissions decrease as vehicles become cleaner over time. In

addition, the analysis looked at localized significance thresholds (LSTs) which were recommended for analysis subsequent to preparation of the 2008 EIR.

The updated air quality analysis identified that the *Revised Project*, like the *Approved Project*, would generate dust, fume equipment exhaust and other air contaminants during construction. Of these, PM_{10}, (a small size particulate matter) would remain the most significant source of air pollution, particularly during site preparation and grading. Although construction emissions would remain less than significant, Mitigation Measures B-1 through B-10 would remain in effect and ensure that SCAQMD Rule 403 regarding fugitive dust abatement would be properly implemented.

Regarding the operational phase of the *Revised Project*, air quality emissions resulting from the project would not exceed any SCAQMD regional air pollutant emission threshold or exacerbate any existing violations of the State one- and eight-hour CO concentration standards. In addition, the *Revised Project* would not create new violations or delay attainment of air quality standards or exceed the land use/build-out assumptions of the AQMP. Thus, air quality impacts related to the operational phase of the *Revised Project* would be less than significant.

Alternative Revised Project – Summary of Impacts

The *Alternative Revised Project* would include the same floor area and the same slightly modified design as the *Revised Project* except that 10,000 square feet of commercial retail space would be converted to restaurant use. The updated air quality analysis conducted in 2019 analyzed the air quality impacts related to increasing restaurant space on the site. The analysis determined that during construction, the *Alternative Revised Project* would not increase the intensity of proposed construction activities and thus would not increase construction-related pollutant emissions. However, Mitigation Measures B-1 through B-10 would remain in effect and ensure that construction-related air quality impacts would be less than significant.

During operation, the *Alternative Revised Project* would not result in any new impacts, increase the severity of any previously identified impacts, or delay attainment of air quality standards. In addition, the *Alternative Revised Project* would not exceed the land use or build-out assumptions of the AQMP. EIR. The *Alternative Revised Project* would result in slight changes (increases and decreases) to some of the peak hour traffic volumes on local streets; however, these would not exceed or exacerbate any air quality standards.

C. Biological Resources

Approved Project – Summary of Impacts

Vegetation

As identified in the 2008 EIR, there were no sensitive flora, wetlands or other jurisdictional features on the project site and no impacts to these resources would result. The *Approved Project* would remove all non-native Eucalyptus trees and non-native annual grasslands. The removal of Eucalyptus trees was considered a beneficial result of the project and the loss of non-native grasslands would be offset by project landscaping in the undeveloped areas of the site.

The 2008 EIR identified that the *Approved Project* would remove all native hillside coastal sage scrub habitat on-site. The loss of coastal sage scrub was considered a potentially adverse

significant impact due to the limited extent of that habitat on-site. Mitigation Measure C-7 required contribution to a coastal sage scrub restoration program in the Santa Monica Mountains on a 1:1 creation or 2:1 enhancement (per acre) basis. Mitigation Measure C-8 required contribution to an established conservation organization or governmental agency in the Santa Monica Mountains to assist with purchase and set-aside of existing coastal sage scrub habitat on a 2:1 per acre basis. With the incorporation of Mitigation Measures C-7 and C-8, the impact related to coastal sage scrub habitat was determined to be temporary and less than significant.

The *Approved Project* would also remove all native sycamore woodland relic cells (six trees) from the site which constitutes a potentially significant impact to native protected tree species. However, Mitigation Measure C-6 required that all sycamores removed on-site be replaced at a 10:1 ratio in accordance with the City's LCP Native Tree Mitigation Plan. With the incorporation of Mitigation Measure C-6, impacts to native protected trees would be temporary and less than significant.

Wildlife

No endangered or threatened wildlife species were observed on the La Paz Ranch project site, therefore, no impacts to protected species would occur. The presence of nesting birds was not observed at the time of the field surveys completed for the La Paz Project. However, the absence of nesting birds at the time of observation did not preclude the possibility that nesting birds would be present at the time of construction activities. As such, any inadvertent destruction of active bird nests during the construction period would result in a significant and adverse environmental impact and would be in conflict with the Migratory Bird Treaty Act and the Fish and Game Code. In addition, the *Approved Project* could adversely impact low mobility organisms (burrowing mammals, reptiles, etc.) during construction. These potential impacts would be reduced to less than significant levels by Mitigation Measures C-1 through C-5 which would restrict construction during the bird nesting season and require monitoring by a qualified biologist and the use of native vegetation, among other measures.

***Revised Project* – Summary of Impacts**

The *Revised Project* would include the same floor area as the *Approved Project* with one less building and a slightly reduced development footprint. Like the *Approved Project*, the *Revised Project* would remove all non-native Eucalyptus trees, non-native annual grasslands, coastal sage scrub habitat and native sycamore woodland relic cells and have the same potentially significant impacts as the *Approved Project* due to loss of coastal sage scrub habitat and sycamores affecting nesting birds if they are present at the time of construction, as well as low mobility organisms. However, the incorporation of Mitigation Measures C-1 through C-8 requiring the replacement of sycamores, contributions to coastal sage scrub preservation programs, biologic monitoring, the use of native plants in landscaping and implementation of low level lighting would reduce potential impacts to vegetation and wildlife to less than significant levels.

***Alternative Revised Project* – Summary of Impacts**

Same as the *Revised Project*. The *Alternative Revised Project* would be identical to *Revised Project* except that 10,000 square feet of commercial retail space would be converted to restaurant use. Thus,

impacts related to biological resources would be the same and would remain less than significant with the incorporation of Mitigation Measures C-1 through C-8.

D. Cultural Resources

Approved Project – Summary of Impacts

Historic Resources

The 2008 EIR indicated there are no Historic Resources on the project site. Thus, the *Approved Project* would have no impact on historic resources.

Archaeological Resources

Archeological field investigations and a cultural research record search conducted on the project site in conjunction with the preparation of the 2008 EIR concluded there were no observable or recorded cultural resources known to exist on the site. Thus, the 2008 EIR concluded that damage to, or destruction of, archeological resources would not occur. However, as there is the potential to uncover archaeological remains during excavation and/or surface grading activities, the *Approved Project* included Mitigation Measure D-1 which states: "In the event that archaeological resources are encountered during the course of grading or construction, all development must temporarily cease in these areas until the resources are properly assessed and subsequent recommendations are determined by a qualified consultant." Therefore, with the incorporation of Mitigation Measure D-1, the 2008 EIR concluded that impacts to archaeological resources would be less than significant.

Paleontological Resources

The 2008 EIR indicated there are no paleontological resources known to exist on the project site. However, in the event that prehistoric artifacts are discovered during excavation and/or surface grading activities, the 2008 EIR included Mitigation Measure D-2 requiring that construction activities in the affected area cease until written authorization is granted by the City of Malibu Planning Manager.

Human Remains

Archeological field investigations and record searches conducted on the project site indicated there are no known human remains on the property. However, because there is the potential to uncover human remains during excavation and/or surface grading activities, 2008 EIR included Mitigation Measure D-2 which requires that in the event that human remains are discovered, they shall not be moved until the County Coroner and Native American Heritage Commission are notified and determine the appropriate disposition in accordance with State law any affected Native American Tribe(s). With the incorporation of Mitigation Measure D-2, potential impacts to human remains would be less than significant.

Revised Project – Summary of Impacts

As outlined above, there are no historic resources on the project site. Therefore, the *Revised Project* would have no impact on historic resources. Regarding cultural, paleontological and human remain resources, in order to confirm the that no resources have been identified on the site since the prior

studies were conducted, a new record search was conducted in 2019. The record search confirmed that no cultural resources are known to exist on the site. However, in the event that cultural, paleontological, or human remain resources are discovered during excavation and grading activities, Mitigation Measures D-1 and D-2 would remain in effect and require the appropriate handling and disposition of the resources. With the incorporation of Mitigation Measures D-1 and D-2, the *Revised Project's* impacts related to cultural and paleontological resources and human remains would be less than significant.

Alternative Revised Project – Summary of Impacts

Same as the *Revised Project*, the *Alternative Revised Project* would not adversely impact any known historic, cultural, paleontological, or human remain resources. Mitigation Measures D-1 and D-2 would remain in effect and ensure that any resources discovered during grading activities would be appropriately handled and impacts would be less than significant.

E. Geology and Soils

Approved Project – Summary of Impacts

Grading/Geotechnical Hazards

The *Approved Project* would involve approximately 20,664 cubic yards (cy) of grading on Parcels A and B. The majority of the grading would be for three subterranean parking structures which would also require shoring and dewatering during the construction process. In addition, substantial remedial grading would be required to address ground settlement and flood hazards. The *Approved Project* was designed in accordance with current geotechnical standards and the 2008 EIR included Mitigation Measures E-1 through E-8 which required the incorporation of certain geotechnical techniques as well as documentation and development in accordance with acceptable geologic standards. Implementation of these mitigation measures will ensure that impacts related to grading and geotechnical hazards would be less than significant.

Groundshaking/Seismicity

The project site is underlain by native soil and bedrock deposits. The site is not located within a designated Alquist-Priolo Special Study Fault. However, the Malibu Coast Fault has been mapped in the area. Geotechnical investigations conducted in conjunction with preparation of the 2008 EIR determined there is no evidence that the Malibu Coast Fault extends onto the project site. Nonetheless, Southern California is a seismically active area and groundshaking at the project site resulting from a moderate to major earthquake (magnitude 6.0 or greater) can be expected during the life span of *the Approved Project*. Surface rupture potential is considered low to moderate and potential adverse impacts from ground rupture would be minimized with adequate setbacks and geotechnical engineering techniques. In addition, Mitigation Measure E-5 requires that the structural engineer certify that the buildings can tolerate the anticipated total and differential movements. Also, Mitigation Measures E-1 through E-4 and E-6 and E-7 require the incorporation of specific geotechnical techniques and documentation, as well as development in accordance with acceptable geologic standards. With the implementation of these measures, impacts related to groundshaking and seismicity would be less than significant.

Secondary Effects of the Proposed On-Site Wastewater Treatment System (OWTS)

The *Approved Project* included an OWTS for the site including wastewater collection, treatment, and non-potable wastewater reuse in toilets and within landscaped areas. 100% of the wastewater effluent would be treated to a tertiary quality resulting in a net zero discharge to groundwater. The proposed system was designed in accordance with local regulations and the City's Geologist approved the proposal in concept. Mitigation Measure E-9 requires that the applicant obtain a final construction plan approval for the proposed OWTS and meet local state and regional requirements. With the incorporation of Mitigation Measure E-9, potential impacts would be less than significant.

It should be noted that since approval of the *Approved Project*, the State has imposed a prohibition on septic systems in the Civic Center area and the OWTS is no longer allowed. Thus, connection to the Civic Center Water Treatment Facility is required and the Facility includes adequate treatment capacity for the *Approved Project*.

***Revised Project* – Summary of Impacts**

The *Revised Project* would include the same land use mix and floor area as the *Approved Project* with a slightly modified layout and design as well as 10 buildings instead of 11. Grading would include 25,591 cu. yd. on Parcels A and B which would be 4,927 cu. yd. more than the *Approved Project*. The additional grading relates to the fact that the proposed parking garage would have a thicker concrete slab foundation than the approved garages and would require additional excavation. However, no geological impacts are expected to result from the additional grading. In addition, like the *Approved Project*, the proposed subterranean garage would require shoring and temporary dewatering during construction and would adhere to all geotechnical standards. In addition, Mitigation Measures E-1 through E-8 would remain in effect and require that specific geotechnical recommendations are incorporated into the *Revised Project*. With the incorporation of these measures, impacts related to grading and geotechnical hazards would be less than significant.

The *Revised Project* would be similarly affected by groundshaking and seismicity as the *Approved Project.* Mitigation Measures E-1 through E-8 would remain in effect requiring the incorporation of certain geotechnical techniques and documentation, including a requirement that the structural engineer certify that the buildings can tolerate the anticipated total and differential movements. With the incorporation of these measures, impacts related to groundshaking and seismicity would be less than significant.

Unlike the *Approved Project,* the *Revised Project* would not include an OWTS and would have no impacts related to this issue. Instead, wastewater generated on the project site would be treated by the new Civic Center Water Treatment Facility, located approximately half a mile to the west. As such, the *Revised Project* would not have any secondary effects related to the construction and operation of an OWTS on the site. In addition, Mitigation Measure E-9 in the 2008 EIR requiring approval of a construction plan for the on-site facility would not be applicable.

***Alternative Revised Project* – Summary of Impacts**

The *Alternative Revised Project* would be identical to *Revised Project* except that 10,000 square feet of commercial retail space would be converted to restaurant use. As such, the *Alternative Revised Project*

would have the same, less than significant impacts related to grading, geotechnical hazards and groundshaking/seismicity with the incorporation of Mitigation Measures E-1 through E-8.

F. Greenhouse Gas Emissions

Approved Project – Summary of Impacts

The earth's atmosphere is a collection of atmospheric gases, known as greenhouse gases (GHGs) that trap a sufficient amount of solar energy to keep the global average temperature in a suitable range. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3) and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting back to earth visible light and infrared radiation. Human activities such as producing electricity and driving vehicles have contributed to the elevated concentration of these gases in the atmosphere. This, in turn, is causing the earth's temperature to rise. A warmer earth may lead to changes in rainfall patterns, much smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

The 2008 EIR did not address GHG emissions as they were not a required topic of analysis under CEQA at the time. GHG impacts were added to the required list of issues to be evaluated under CEQA subsequent to preparation of the EIR.

Revised Project – Summary of Impacts

As previously identified, the *Revised Project* includes the same development intensity and land use mix as the *Approved Project*. Additional grading associated with the *Revised Project* would have a negligible effect on GHG emissions. As such, the *Revised Project* would generate roughly the same amount of GHG emissions as the *Approved Project* and would not significantly increase GHG emissions generated by the site. In addition, the *Revised Project* would include a number of design features that would further reduce GHG generation, including the incorporation of energy-efficient equipment, appliances and lighting; provisions allowing for the future installation of photovoltaic panels; the provision of parking for alternative-fuel vehicles; and the installation electric vehicle charging stations.

Although the *Revised Project* would not increase GHG emissions from the site when compared to the *Approved Project*, a GHG Analysis was conducted by Eyestone Environmental in 2019 to evaluate the effect of GHG emissions generated by the *Revised Project* on the environment, and whether the *Revised Project* would conflict with any applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. CEQA does not include levels of significance for GHG emissions, rather it encourages local agencies to adopt their own significance thresholds. No thresholds have been adopted by the State, SCAQMD, or the City of Malibu that would apply to the project site. However, SCAQMD did release draft guidelines regarding interim CEQA GHG significance thresholds for mixed-use residential/commercial development projects. These guidelines state that projects that emit less than 3,000 metric tons of GHGs ("$MTCO_2e$") per year are assumed to have a less than significant GHG impact. Although not directly applicable to the proposed commercial development project, in the absence of other thresholds, these guidelines were applied to the site. The analysis concluded that with the design features outlined above, the *Revised Project* would generate emissions of 2,903 $MTCO_2e$ per year which is less than the 3,000 $MTCO_2e$ per year SCAQMD screening level. Thus, the *Revised Project* would have a less than significant impact related to GHG thresholds.

Regarding applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions, the *Revised Project* was evaluated for consistency with the California Air Resources Board's (CARB) Climate Change Scoping Plan; the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy; and the City of Malibu General Plan Conservation Element. The analysis determined that the *Revised Project* would comply with the GHG emission reduction goals and objectives of all these documents and would therefore have a less than significant impact related to conformance with GHG plans, policies and regulations.

***Alternative Revised Project* – Summary of Impacts**

The incremental changes in projected peak-hour trip generation resulting from *Alternative Revised Project* would result in a negligible changes in GHG emissions compared with the *Revised Project*. Therefore, like the *Revised Project*, the *Alternative Revised Project* would have less than significant GHG impacts. In addition, the *Alternative Revised Project* would include the same energy efficient project design features as the *Revised Project* which would further serve to reduce GHG emissions.

G. Hydrology and Water Quality

Approved Project – Summary of Impacts

Hydrology/Flooding

As outlined in the 2008 EIR, Parcel A is located in FEMA Flood Zone A0 which means that it is prone to flooding up to depths of two feet while Parcel B is prone to flooding up to depths of one foot. The *Approved Project* was designed so that finished floor heights would be raised well above the FEMA flood levels which would avoid any potential flooding impacts. In addition, the parking garage walls would be installed with subdrain pipes connected to a sump system that would collect any accumulated water as well as flood waters in the unlikely event of an emergency. With the incorporation of these measures, impacts related to hydrology and flooding would be less than significant.

On-Site Drainage

The *Approved Project* would include a storm drain system to handle runoff and stormwater from the site. The system would include reinforced concrete pipes (RCP) along the east and west sides of the project site which would carry runoff from box culverts and inlets throughout the site to a drainage basin with man-made treatment wetlands in the southern portion of the project site. The system was designed to accommodate water flow and debris from the watershed area north of the project site during a 50-year storm. The *Approved Project* incorporated Mitigation Measures F-1 through F-3 and F-5 through F-8 which require compliance with local, regional and state stormwater regulations, preparation of a Water Quality Management Plan (WQMP), the incorporation of best management practices (BMPs) related to stormwater and the long-term maintenance of the water treatment wetlands. With the incorporation of these measures, impacts related to on-site drainage would be less than significant.

Water Quality

Construction

During grading and construction, the *Approved Project* has the potential to carry sediment and pollutants, such as vehicle fluids and solvents, into the storm water system. Mitigation Measure F-1 was applied to the *Approved Project* requiring compliance with all requirements of the National Pollution Discharge Elimination System (NPDES) including development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), conducting regular inspections of the stormwater system and installation of BMPs to prevent downstream impairment during grading and construction. These measures would monitor and ensure that the *Approved Project* would not adversely affect downstream water quality during construction and impacts would be less than significant.

Operation

The *Approved Project* has the potential to contribute pollutants to the storm water system, and ultimately the ocean, during operation of the project as well as construction. As outlined in the 2008 EIR, the Environmental Protection Agency considers parking lots to be the primary source of storm water pollution in urban areas. The *Approved Project* would incorporate Mitigation Measures F-1 through F-8 requiring that the project comply with the post-construction water quality requirements of the LCP including development and implementation of a Water Quality Management Plan (WQMP) and best management practices. With these requirements, the 2008 EIR concluded that impacts related to water quality during operation of the *Approved Project* would be less than significant.

As previously identified, the *Approved Project* included a private OWTS to collect, treat and reuse wastewater generated on the site. However, the OWTS is no longer allowed as part of the project dues to the State's prohibition on septic systems in the Civic Center Area. Nonetheless, the original OWTS system was designed to provide no net discharge to the groundwater system. However, in the event the system operated outside of its specifications, the 2008 EIR examined a scenario where "off-spec" wastewater was discharged through the drip irrigation system for a period of 20 days. The applicant was required to provide a Title 22 Engineering Report to the State of California demonstrating that the OWTS has been appropriately designed commensurate with the anticipated wastewater generation and that the distribution and use of treated wastewater would not create a health hazard. With compliance with all applicable regulations, the EIR determined that impacts related to the discharge of "off-spec" water would be less than significant.

***Revised Project* – Summary of Impacts**

Like the *Approved Project*, the *Revised Project* would include raised finished floor heights, a parking garage subdrain/sump system and overall storm drain system to handle runoff and stormwater from the site. In order to address Water Quality, a revised WQMP was prepared for the *Revised Project* by Psomas in 2017 (Appendix D). The primary purpose of the WQMP was to demonstrate that the *Revised Project* would meet the requirements of the City of Malibu's current Stormwater Sewer System (MS4) permit. As outlined in the WQMP, the *Revised Project* would incorporate several best management practices (BMPs) including site design, source control and treatment control BMPs,

similar to the *Approved Project*. These include a system of detention basins throughout the site to capture and filter storm water. The WQMP determined the *Revised Project* would not impact the City's ability to meet the City's MS4 requirements and thus would result in a less than significant water quality impact. In addition, Mitigation Measures F-1 through F-8 would remain in effect for the *Revised Project* to ensure compliance with applicable stormwater regulations and incorporation of best management practices have been revised to reference the 2017 Psomas WQMP. Also, with the incorporation of Mitigation Measures F-1 through F-8, impacts related to hydrology and water quality would be less than significant.

The *Revised Project* would not include an OWTS as wastewater generated by the project would be conveyed to, and treated by, the new Civic Center Water Treatment Facility located west of the site. As such, Mitigation Measures F-9, F-11 and F-12 related to the OWTS would not apply to the *Revised Project*. However, the *Revised Project* would reuse treated wastewater from the Civic Center Water Treatment Facility for landscaping which would be conveyed back to the site through a series of pipes in Civic Center Way. Mitigation Measures F-10 would remain in effect for the *Revised Project* to ensure that treated wastewater used for irrigation would not adversely affect surface water runoff or ground water supplies.

Alternative Revised Project – Summary of Impacts

The *Alternative Revised Project* would be the same as the *Revised Project* regarding hydrology/ flooding, on-site drainage and water quality.

H. Land Use and Planning

Approved Project – Summary of Impacts

General Plan Consistency

The 2008 EIR concluded that land use consistency impacts would be less than significant. The *Approved Project* was considered substantially consistent with the Community Commercial land use designation of the General Plan Land Use Element. The *Approved Project* would have an overall Floor Area Ratio (FAR) of 0.20:1, which is the maximum allowed by the CC zone provided that public benefits and amenities are included as part of the project. In addition, in order to ensure the project would be consistent with the Land Use Element of the General Plan, the *Approved Project* included Mitigation Measures G-1 through G-3 relating to grading and drainage, wastewater and geology/hydrology. With the incorporation of Mitigation Measures G-1 through G-3, the 2008 EIR concluded the *Approved Project* would be consistent with the General Plan and impacts would be less than significant.

Zoning Ordinance Consistency

The 2008 EIR concluded that Malibu Zoning Ordinance consistency impacts would be less than significant. The *Approved Project* was determined to be mostly consistent with the Community Commercial Zoning designation. In addition, project approvals included adoption of a Zoning Ordinance amendment to establish the Town Center Overlay District which included specific development regulations for the *Approved Project*. Mitigation Measure G-4 required approval of a Zoning Text Amendment for the new overlay which has since been accomplished. Thus, the

Approved Project would be consistent with the new overlay and impacts would be less than significant.

Malibu Local Coastal Program Consistency

The 2008 EIR concluded that Malibu Local Coastal Program consistency impacts would be less than significant. The Malibu LCP includes numerous basic goals and policies to ensure that development within the City that falls within the Coastal Zone is consistent and compatible with the unique characteristics of coastal resources. The *Approved Project* would be substantially consistent with the basic policies and goals of the LCP. Specifically, the project would not interfere with the public's access to the sea, significantly interfere with the traffic circulation system, affect marine resources, or affect environmentally sensitive habitat area. In addition, the *Approved Project* would not have a significant impact on the scenic and visual qualities of the coast.

Revised Project – Summary of Impacts

The *Revised Project* would develop the same square footage and uses as the *Approved Project* with a slightly modified layout and design. One less building would be constructed and buildings would generally be lower in height. The *Revised Project* would conform with all objectives, policies and regulations of the General Plan, Zoning Ordinance and Local Coastal Program and would include Mitigation Measures G-1 and G-3 requiring development in accordance with City-approved, drainage, hydrologic and geologic studies. Mitigation Measure G-2 requires the treatment of wastewater on-site to meet General Plan Land Use Policies 2.2.8 and 4.5.1 requiring adequate wastewater treatment for new development. However, the wastewater from the *Revised Project* would be treated by the Civic Center Water Treatment Facility and Mitigation Measure G-2 would not apply. In addition, Mitigation Measure G-4 requiring approval of a Coastal Development Permit, Zone Text Amendment and Development Agreement for the *Approved Project* have already been accomplished and would not apply to the *Revised Project*.

Alternative Revised Project – Summary of Impacts

Like the *Revised Project*, the *Alternative Revised Project* would be consistent with the applicable policies and regulations of the Malibu General Plan, Zoning Ordinance and Local Coastal Program. Mitigation Measures G-1 and G-3 would remain in effect requiring adherence with City-approved technical studies. Mitigation Measure G-2 related to an OWTS, and Mitigation G-4 related to actions that have been completed, would not apply.

I. Noise

Approved Project – Summary of Impacts

Construction Impacts

Construction activities associated with the development of the *Approved Project* would require the use of noise generating equipment such as jack hammers, pneumatic impact equipment, saws and backhoes. Construction activities would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Based on generally accepted noise thresholds, construction activities would have a significant noise impact if they would add 5

dBA (A-weighted decibels) to the ambient noise environment at an existing sensitive receptor. Sensitive receptors are those land uses considered more sensitive to increased noise levels, such as residences, community facilities and schools. The 2008 EIR identified that sensitive noise receptors in the vicinity of the project site included single-family residences to the north, the Malibu Public Library to the west, Colin McEwan High School (now closed) to the south/southeast and St. John's Malibu Urgent Care to the southwest.

Based on a noise analysis conducted in conjunction with the 2008 EIR, construction activities would generate an increase of over 5 dBA at three of the four sensitive receptor locations: single-family residences to the north, the Malibu Public Library to the east and the former Colin McEwan High School to the south/southeast. Mitigation Measures H-1 through H-4 were incorporated into the *Approved Project* and would require conformance with the City's Noise Ordinance, the utilization of mufflers, the notification of sensitive receptors in advance of noise-producing activities and the designation of a 'Noise Disturbance Coordinator' who would respond to any complaints about construction noise. However, although these measures would incrementally reduce construction noise, they would not reduce the noise below the 5 dBA significance level. Thus, the EIR determined that construction noise would remain a significant and unavoidable impact associated with *Approved Project*. In certifying the 2008 EIR, the City Council adopted an SOC stating that benefits of the project would outweigh significant impacts related to construction noise.

Operational Impacts

During operation of the *Approved Project*, the primary noise generator would be vehicles traveling to, from and within the project site. The 2008 EIR determined that although weekday and weekend vehicular traffic associated with the *Approved Project* would incrementally increase ambient noise levels at sensitive receptors near the site, it would not exceed significance levels at any of these locations. Thus, the EIR concluded that operational noise impacts would be less than significant.

Revised Project – Summary of Impacts

As previously identified, the *Revised Project* would have the same land uses floor area and substantially the same construction activities as the *Approved Project*. Thus, construction activities and vehicular traffic associated with the *Revised Project* would be essentially the same as the *Approved Project*. Therefore, the *Revised Project* would also have a significant and unavoidable construction noise impact on nearby sensitive receptors and a less than significant operational noise impact. Mitigation Measures H-1 through H-4 would remain in effect for the *Revised Project* but would not reduce construction noise impacts to below a level of significance. However, the City Council adopted an SOC for the *Approved Project* for construction noise, and the *Revised Project* would not substantially increase the level of impact or create a new significant impact and no additional measures are required.

Alternative Revised Project – Summary of Impacts

Same as the *Revised Project, c*onstruction of the *Alternative Revised Project* with 10,000 square feet of additional restaurant space converted from retail use would not alter the overall construction program for the project, nor would it increase construction noise emanated by the site. Mitigation Measures H-

1 through H-4 would remain in effect but would not reduce construction-related noise to below a level of significance.

J. Public Utilities

Approved Project – Summary of Impacts

Electrical Service

The 2008 EIR concluded that impacts to electrical service would be less than significant. According to the Southern California Edison Company, infrastructure in place at the time of project approval was available to serve the *Approved Project*. However, the *Approved Project* included Mitigation Measures I-1 and I-2 to ensure that any disruption to local electrical service due to project implementation would be temporary and minimal, and Mitigation Measures I-3 through I-17 to ensure the project incorporates energy efficient features. With the incorporation of Mitigation Measures I-1 through I-17, the *Approved Project* would have a less than significant impact on electrical service.

Natural Gas Services

The 2008 EIR concluded that impacts to natural gas service would be less than significant. According to the Southern California Gas Company at the time, natural gas service to the *Approved Project* could be provided without any significant impact on the environment.

Water Service

The 2008 EIR concluded that water demand impacts would be potentially significant but mitigable. The *Approved Project* was expected to generate a demand of approximately 43,370 gallons per day (gpd) of water. While adequate water supply in the project area exists, the EIR stated that existing distribution infrastructure was not adequate to serve the project. Water mains for the *Approved Project* did not exist, and therefore would need to be constructed. The 2008 EIR included Mitigation Measures I-18 through I-24 related to providing adequate water infrastructure, contributing fees for infrastructure, incorporating drought-tolerant landscaping, and utilizing recycled water for irrigation. With the incorporation of these measures, the EIR determined that impacts related to water service would be less than significant.

Wastewater Service

The 2008 EIR concluded that impacts to wastewater service would be less than significant. Although OWTS systems are no longer allowed in the Civic Center area, the *Approved Project* included an OWTS as well as Mitigation Measures I-23 through I-26 addressing how the system would be operated to ensure no impacts would result. As such, the EIR concluded that the *Approved Project* would handle all of its wastewater needs onsite and would not result in any impacts upon local public wastewater treatment utility providers.

Solid Waste

The 2008 EIR concluded that impacts to solid waste disposal during construction and operation would be less than significant. Much of the solid waste generated during construction would be recycled and salvaged to the maximum feasible extent. Materials not recycled would be disposed

of at local landfills, and possibly a Class III landfill for any hazardous materials. During operation of the *Approved Project*, solid waste generated on-site would be disposed of in accordance with all applicable federal, State, and local regulations. During operation, the *Approved Project* would utilize a waste pick-up service three times a week, and a recycling pick up service two times a week which would be adequate to handle solid waste disposal. The *Approved Project* included Mitigation Measures I-27 through I-29 related to the recycling of solid waste and the EIR concluded that impacts related to solid waste during construction and operation of the *Approved Project* would thus be less than significant.

Revised Project – Summary of Impacts

The *Revised Project* includes the same land uses and development intensity as the *Approved Project*. As such, the project would generate the same need for electrical, natural gas and solid waste services as the *Approved Project*. Adequate utilities are available to serve the site and Mitigation Measures I-1 through I-17 and I-27 through I-29 would remain in effect to ensure that less than significant impacts would result with regard to electrical, natural gas and solid waste services and facilities.

Regarding water, on May 30, 2018, the applicant signed an agreement with LA Waterworks District No. 29 to provide water to the project site provided the applicant contributes its pro rata share for the cost of improvements needed to provide adequate water infrastructure to the area including 5,000 feet of 12-inch water main, pump station upgrades, a regulating station and an approximately 800,000 gallon water storage tank. With these improvements, LA Waterworks District No. 29 has indicated there be adequate water facilities to serve the *Revised Project* and a less than significant impact would result. Mitigation Measures I-18 through I-29 would remain in effect regarding water consumption/supply.

As previously identified, the City of Malibu has constructed the Civic Center Water Treatment Facility at Civic Center Way and Vista Pacifica to treat wastewater and provide recycled water in the Civic Center area. Environmental impacts associated with the Civic Center Water Treatment Facility were considered by Malibu Civic Center Wastewater Treatment Facility Final Environmental Impact Report (SCH No. 2013111075). Phase 1 of the Treatment Facility includes an allocation of 11,945 gallons per day for the project site which is the projected wastewater generation of both the *Approved Project* and the *Revised Project.* As adequate wastewater service capacity is available to serve the *Revised Project,* a less than significant impact would result. Mitigation Measures I-23 through I-26 would not apply to the *Revised Project*.

Alternative Revised Project – Summary of Impacts

As previously identified, the *Alternative Revised Project* would have the same land uses and intensities as the *Revised Project* except that 10,000 square feet of commercial retail space would be converted to restaurant use. Electrical, natural gas, solid waste, storm water, and water services and facilities are anticipated to be able to serve the *Alternative Revised Project* and less than significant impacts would result. Mitigation Measures I-1 through I-22 and I-27 through I-29 would remain in effect.

The Civic Center Water Treatment Facility has been designed to accommodate wastewater from the La Paz Ranch Project at the amounts anticipated to be generated by the *Approved Project* and the *Revised Project*. However, the *Alternative Revised Project*, with its increased restaurant use, is anticipated to require 6,534 gallons per day of additional wastewater treatment capacity beyond the current allocation for the project site. This Addendum assumes that the additional wastewater capacity would

be obtained from another property with a Phase 1 allocation, or through a future expansion of the Water Treatment Facility, and a less than significant impact would result.

K. Public Services

Approved Project – Summary of Impacts

The 2008 EIR Public Services Section evaluated impacts related to fire and police protection services. The County of Los Angeles Fire Department provides fire protection and emergency medical services to the City of Malibu and would serve the site. As outlined in the EIR, the *Approved Project* would increase the level of human occupancy and activity on the subject site, and therefore increase the number of emergency calls received. The 2008 EIR identified that the additional calls would exacerbate already insufficient service ratios and standards and thus the *Approved Project* would have a potentially significant impact on fire protection services. Mitigation Measures J-1 through J-9 were incorporated into the *Approved Project* which would require conformance with applicable fire codes and requirements, the payment of development fees, provision of adequate fire flows and fire hydrants, and the incorporation of fuel modification techniques. With the incorporation of Mitigation Measures J-1 through J-9, the 2008 EIR concluded that impacts to Fire Protection Services would be less than significant.

Police protection services would be provided to the *Approved Project* by the Los Angeles County Sheriff's Department. At the time of EIR preparation, the Sheriff's Department had adequate capacity to serve the *Approved Project*. However, the 2008 EIR identified that over time, the project could have a cumulative impact on police protection as calls for service increased on the project site and in the area overall. Therefore, in order to ensure that impacts to police protection would remain less than significant, the 2008 EIR included Mitigation Measures J-10 and J-11 requiring implementation of security personnel and a security system, as well as installation of perimeter fencing. With the incorporation of Mitigation Measures J-10 and J-11, impacts to police protection services would be less than significant.

Revised Project – Summary of Impacts

The *Revised Project* would include the same land uses at the same intensity as the *Approved Project*. In addition, the site layout would be similar to the *Approved Project*. Like the *Approved Project*, the *Revised Project* would result in an intensification of activity on the site which would likely result in additional calls for service and a potentially cumulative impact to fire and police protection services. However, the *Revised Project* would include Mitigation Measures J-1 through J-11 which would reduce potential impacts to fire and police protection services to less than significant levels.

Alternative Revised Project – Summary of Impacts

Same as the *Revised Project,* the conversion of 10,000 square feet of commercial space to restaurant use is not expected to significantly affect calls for fire and police services on the site. *The Alternative Revised Project* would include Mitigation Measures J-1 through J-11 which would reduce potential impacts to below a level of significance.

L. Transportation and Circulation

Approved Project – Summary of Impacts

Temporary Impacts

The 2008 EIR concluded that during construction, the *Approved Project* may require temporary lane closures and/or detours in the vicinity of the project site. However, impacts would be temporary and would be conducted in accordance with the City of Malibu's guidelines which would ensure that fire and emergency access are provided at all times. Thus, the EIR concluded that construction impacts would be less than significant.

Intersection/Roadway Segment Impacts

Based on traffic impact studies prepared by Kaku & Associates (2005) and Priority Engineering (2007), the 2008 EIR determined that the *Approved Project* would generate a net increase of 2,863 weekday trips and 2,241 weekend daily trips in the area. The 2008 EIR determined that the *Approved Project* would have significant intersection/roadway segment impacts on the following five intersections based on traffic counts taken during the school year:

- Webb Way & PCH (weekday afternoon peak hour)
- Cross Creek Road & PCH (both weekday peak hours and Saturday peak hour)
- Webb Way & Civic Center Way (weekday afternoon peak hour)
- Malibu Canyon Road & Pacific Coast Highway (PCH) (both weekday peak hours)
- Cross Creek Road & Civic Center Way (weekday afternoon peak hour)

The impacts outlined above would be partially reduced by Mitigation Measures K-1 through K-3 of the Mitigation Monitoring Program which have been constructed in the last few years at Webb Way/PCH, Civic Center Way/PCH and Webb Way/Civic Center Way (Appendix B). These measures would reduce the *Approved Project's* impacts at Webb Way/PCH, Cross Creek Road/PCH, and Webb Way/Civic Center Way to less than significant levels. However, significant and unavoidable impacts would remain at the intersections of Malibu Canyon Road & PCH (weekday a.m./p.m.), and the intersection of Cross Creek Road and Civic Center Way (weekday p.m.) and no feasible mitigation measures were available to reduce these impacts to a level of insignificance. Thus, in approving the La Paz Project and certifying EIR, the Malibu City Council adopted an SOC indicating that the benefits of the *Approved Project* would outweigh any adverse unmitigable traffic effects. Specifically, the Council indicated that the remaining traffic impacts would be acceptable given the benefits associated with the development of a commercial town center with infrastructure, a City complex, a trail and other public amenities and benefits.

Congestion Management Program

The 2008 EIR also evaluated the consistency of the *Approved Project* with the Los Angeles County 2004 Congestion Management Program (CMP). The *Approved Project* was evaluated based on its effect on CMP intersection monitoring locations. It was determined that all intersection locations would continue to operate at Level of Service (LOS) 'E' or better with the addition of the *Approved Project* and no impacts would result. In addition, the project would not adversely affect any CMP freeways and would result in an insignificant increase in the number of bus riders who would not adversely impact local transit service.

Parking

The *Approved Project* would include 518 parking spaces on Parcels A and B. This amount met the requirement of 1 space per 200 square feet for shopping centers and 1 space per 250 square feet for office uses in effect at the time. In addition, a Joint Use Agreement was included to allow parking to be shared between Parcels A and B. As the *Approved Project* met the required parking standards, the 2008 EIR determined that parking related impacts would be less than significant.

***Revised Project* – Summary of Impacts**

As previously identified, the *Revised Project* would include the same floor area and land uses as the *Approved Project*. The *Revised Project* would have one less building and would slightly modify the building layout, site plan and architecture of the project. In addition, the *Revised Project* would consolidate two driveways from Civic Center Way into the site into a single driveway at the southwest quadrant of the site. Like the *Approved Project*, the *Revised Project* would conduct any needed traffic detours or road closures in accordance with City guidelines and regulations and would not have any significant temporary traffic impacts. In addition, the *Revised Project* would not result in any adverse effects related to the CMP.

A traffic impact study prepared by Linscott, Law and Greenspan in 2019 evaluated traffic impacts associated with the *Revised Project*. The study was based on summertime traffic counts which are generally higher than school time counts and were not previously conducted for the *Approved Project*. Nonetheless, the 2019 traffic impact study showed an overall reduction of intersections impacted and a reduction in seconds of delay due to the following:

- Updated intersection counts
- Updated information regarding related projects
- Updated edition of the Trip Generation Manual (6^{th} vs 10^{th})
- Changes in travel lane configurations
- Updated traffic analysis software (HCM)

Based on this information, the 2019 traffic study determined calculated that the *Revised Project* would have the following changes in trip generation compared to what was evaluated in the 2008 EIR for the *Approved Project*:

- 58 fewer weekday daily trips as compared to the 2008 *Approved Project*
- 414 additional Saturday daily trips as compared to the 2008 *Approved Project*
- 34 fewer weekday AM peak hour trips as compared to the 2008 *Approved Project*
- 9 additional weekday PM peak hour trips as compared to the 2008 *Approved Project*
- 77 additional Saturday MD peak hour trips as compared to the 2008 *Approved Project*

Regarding intersection impacts, the 2019 traffic study confirms the 2008 EIR's determination that the *Approved Project* would have a significant impact on Webb Way/PCH and Cross Creek Road/PCH intersections which would be mitigated to less than significant through implementation of Mitigation Measures K-1 through K-3. This impact assessment would be the same for the *Revised Project* which

would have the same land use mix and floor area as the *Approved Project.* Mitigation Measures K-1 through K-3 were completed in fulfillment of this requirement in 2018.

The 2019 traffic study indicates that the *Approved Project* and the *Revised Project* would have a less than significant impact on the Webb Way/Civic Center Way intersection which the 2008 EIR identified as significant but mitigable. However, Mitigation Measures K-1 through K-3 have already been implemented to improve the functionality of this intersection.

The 2019 traffic study indicates that the *Approved Project* and the *Revised Project* would have a less than significant impact on the Malibu Canyon Road/PCH intersection which the 2008 identified as significant and unmitigable.

The 2019 traffic study indicates that during school time conditions, the *Approved Project* would not have a significant unmitigable impact on the weekday p.m. peak hour at the Cross Creek Road/Civic Center Way intersection that was identified in the 2008 EIR. However, the *Approved Project* and the *Revised Project* would have a significant impact this location during summertime conditions. In addition, the 2019 study indicates that both the *Approved Project* and the *Revised Project* would have a significant impact at this intersection during the weekend midday peak hour during summertime conditions. In accepting the *Approved Project*, the City Council adopted an SOC stating that benefits of the project would outweigh impacts at this intersection. Thus, a significant impact at this location was already identified at this location and the *Revised Project* would not increase the severity of a previously identified impact.

The *Revised Project* would include a total of 519 surface and subterranean parking spaces on Parcels A and B which meet the Town Center Overlay parking requirements of one space per 200 square feet of retail/restaurant/shopping center and one space per 250 square feet of office space. Of these, four electric vehicle spaces would be provided as well as and 28 electric vehicle ready spaces. In addition, 54 bicycle spaces and eight motorcycle spaces would be provided by the *Revised Project.* The applicant has also provided a shared parking analysis which identifies the practical parking demand between the proposed retail, office and restaurant uses. Based on this analysis, the peak demand for parking would be 467 spaces during the week and 332 spaces on the weekends. Thus, the *Revised Project* would provide adequate parking to meet the intended uses and no parking impacts would result.

Alternative Revised Project – Summary of Impacts

The *Alternative Revised Project* would be identical to the *Revised Project* except that 10,000 square feet of retail space would be converted to restaurant use. During construction, the *Alternative Revised Project* would implement any traffic detours and road closures in accordance with City of Malibu regulations and no significant temporary traffic impacts would result.

To 2019 traffic impact study determined that the *Alternative Revised Project* would have essentially the same effect on traffic as the *Revised Project*. This is because the ITE trip generation factors for retail and restaurant uses are the same and thus the trip generation would be the same for both projects. However, the forecasted delay at the intersection at the Cross Creek Road and Civic Center Way intersection would be slightly less under the *Alternative Revised Project* but still significant. In accepting the *Approved Project*, the City Council adopted an SOC stating that benefits of the project would outweigh impacts at this intersection. Thus, a significant impact at this location was already

identified at this location and the *Alternative Revised Project* would not increase the severity of a previously identified impact.

The Town Center Overlay parking requirements would be the same for *Alternative Revised Project* as *Revised Project* because the parking rate for retail and restaurant uses are the same. *The Alternative Revised Project* would include the same amount of parking as the *Revised Project* and a shared parking analysis has demonstrated that more than adequate parking would be provided to serve the anticipated need.

M. Environmental Hazards

Approved Project – Summary of Impacts

A review of hazardous waste records conducted in conjunction with the preparation of the 2008 EIR indicated that there are no hazardous waste issues on the site. The site was not listed on any federal, State, or local databases compiled in accordance with Government Code §65962.5. In addition, although there were potentially hazardous facilities within one mile of the project site (cleaners, underground gasoline/oil tanks), there was no evidence that any contamination had spread to the project site.

At the time of EIR preparation, there were a few small, unpermitted structures on the project site. The 2008 EIR identified that the structures may contain asbestos, lead (paint) or PCBs (fluorescent lights). Therefore, mitigation measures L-2 through L-4 required techniques to reduce potential impacts to below a level of significance. These mitigation measures required careful handling of building materials during construction to ensure the release of asbestos, lead or PCBs would not occur.

Mitigation Measure L-1 requires the applicant to obtain all necessary permits from RWQCB prior to the installation of any temporary and/or permanent dewatering system to ensure these and any other hazardous materials to not enter the storm drain infrastructure and contaminate groundwater.

Revised Project – Summary of Impacts

The project site is not known to contain any toxic wastes or hazardous substances. In addition, the few structures that existed on the site in 2008 have been removed. Thus, no impacts related to the accidental release of asbestos, lead or PCBs during demolition would result and Mitigation Measures L-2 through L-4 would not apply. Nonetheless, Mitigation Measure L-1 related to securing necessary permits from RWQCB for dewatering activities would remain in effect to ensure that no hazardous waste impacts to water quality would result. With the incorporation of Mitigation Measure L-1, impacts related to environmental hazards would be less than significant.

Alternative Revised Project – Summary of Impacts

Same as the *Revised Project*.

V. Conclusion

The *Revised Project* and the *Alternative Revised Project* would not create any new significant impacts or increase the severity of any impacts as compared to those identified in the 2008 EIR. In addition, no mitigation measures previously deemed infeasible are now available which would reduce significant

impacts, and no new mitigation measures have been identified which would reduce significant impacts. Therefore, in accordance with CEQA Guidelines Section 15164 and Section 15162, this Addendum is the appropriate environmental document under CEQA for the *Revised Project* and the *Alternative Revised Project.*

VI. References

City of Malibu. Addendum to the Final La Paz Development Agreement Environmental Impact Report, Cross Creek Road/Pacific Coast Highway Intersection Improvements (Coastal Development Permit No. 14-036). 2015.

City of Malibu. General Plan. November 1995.

City of Malibu. La Paz Development Agreement Project Final Environmental Impact Report. 2008.

City of Malibu. Local Coastal Program Land Use Plan and Local Implementation Plan. September 13, 2002.

City of Malibu, Zoning Ordinance.

Eyestone Environmental. Air Quality and Greenhouse Gas Analysis in Support of an Addendum to the La Paz Ranch Revised Final Environmental Impact Report. May 16, 2019.

Kaku Associates. Traffic Circulation Study for the Malibu La Paz Project. December 2004.

Linscott, Law & Greenspan. Addendum Traffic Impact Study, La Paz Ranch Project. October 30, 2019.

Los Angeles Waterworks District 29. Agreement to Provide Water Service to La Paz Ranch. May 30, 2018.

Psomas. Water Quality Mitigation Plan (WQMP). September 19, 2017.

VCS Environmental. Confidential Cultural Resources Literature Review Summary. January 24, 2019.

APPENDIX A

Mitigation Monitoring Program

APPENDIX A
ADDENDUM NO. 2
TO THE
LA PAZ RANCH FINAL EIR
MITIGATION MONITORING PROGRAM

INTRODUCTION

This section reflects the Mitigation Monitoring Program requirements of Public Resources Code Section 21081.6. CEQA Guidelines Section 15097 states:

> *"…In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."*

ENFORCEMENT

In accordance with CEQA, the primary responsibility for making a determination with respect to potential environmental effects rests with the lead agency rather than the Monitor or preparer of the EIR. As such, the City of Malibu is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the City of Malibu. No deviations from this program shall be permitted unless the MMRP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within the La Paz Ranch EIR (2008 EIR). Subsections of all of the environmental chapters presented in the EIR are provided below in Table X-1. For environmental issue areas where no mitigation measures were required, the MMRP is noted accordingly.

Table MMRP-1

Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency or Party	Compliance Verification		
				Initial	Date	Comments
V.A Aesthetics/Views						
(A-1) All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan, with native plant species, to the satisfaction of the City Planning Department. The final Landscape Plan shall be in substantial compliance with the Conceptual Landscaping Plan illustrated in Figure V.A-6 and shall include a row of sycamore trees, which shall be planted 15 feet apart trunk to trunk on center along the northeasterly property boundary and Australian willow and coast live oak around buildings 10 and 11, west of the road.	• Plan approval	• Prior to construction	City of Malibu Environmental and Community Development Department			
(A-2) Outdoor lighting shall incorporate low-level lighting fixtures and shall be designed and installed with directional shields so that the light source cannot be seen from adjacent land uses.	• Plan approval	• Prior to construction	City of Malibu Environmental and Community Development Department			

(A-3)	The exterior of the proposed buildings shall be constructed of non-reflective building materials.	• Plan approval	• Prior to construction	City of Malibu Environmental and Community Development Department			
V.B Air Quality							
(B-1)	The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-2)	All unpaved roads, parking and staging areas shall be watered at least once every two hours of active operations.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-3)	Site access points shall be swept/washed of visible dirt deposition at the end of each workday	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-4)	On-site stockpiles of debris, dirt or rusty material shall be covered or watered at least twice daily.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			

(B-5)	All haul trucks hauling soil, sand, and other loose materials shall either be covered or maintain two feet of freeboard.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-6)	All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yard.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-7)	At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-8)	Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-9)	Traffic speeds on unpaved roads shall be limited to 15 miles per hour.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			
(B-10)	Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of			

			Engineering Services			
V.C Biological Resources						
(C-1) Nesting birds are protected by both the California Department of Fish and Game (CDFG) Code and the federal Migratory Bird Treaty Act (MBTA). Removal of, or encroachment into existing on-site vegetation, should be restricted to off-peak bird nesting season, which typically occurs between February 1 and August 30. Should vegetation/tree removal be required during this period, the Applicant shall obtain the services of a qualified biologist, approved by the City, to conduct a series of nesting bird surveys consistent with CDFG recommended nesting bird surveys protocol methods in effect at the time. Any active nests shall be marked and exclusionary fencing shall be placed at a 10-foot radius around the nest (300 feet for raptors). The exclusionary fencing shall remain in place until such time that the biologist determines that the nest is no longer active. All equipment and human activity shall be excluded from these areas during active nesting without exception. Should the actual construction of nests be observed by the project biologist, he/she may, with direction from the regional CDFG wildlife biologist, remove the nesting materials	• Grading permit approval	• Prior to site grading/tree removal	City of Malibu Department of Environmental and Community Development			

	and/or dissuade further construction of the nest provided no egg-laying has begun.						
(C-2)	All disturbed and non-vegetated areas of the site must be watered daily during vegetation clearance and grading to minimize the generation of fugitive dust.	• Field check to confirm measures are implemented	• During site preparation and grading	City of Malibu Department of Engineering Services			
(C-3)	Prior to the initiation of vegetation clearance and grading, a qualified biologist or ecologist shall monitor the site and attempt to clear the proposed grading area of wildlife. The monitor will be present while all vegetation is removed, and shall direct the equipment operator to avoid impacts to wildlife through normal minimization techniques.	• Field check to confirm measures are implemented	• Prior to/during site preparation and grading	City of Malibu Department of Environmental and Community Development			
(C-4)	Native vegetation shall be used in the landscaping pallet to the greatest extent feasible as required by the City of Malibu in the project's landscaping plan pursuant to mitigation measure A-1 at page V.A-14.	• Plan approval	• Prior to construction	City of Malibu Department of Environmental and Community Development			
(C-5)	The lighting plan should be designed in consultation with the City Biologist or a qualified ecologist familiar with best management building practices. All lighting should be of low luminescence, directed downward or toward structures, and shielded to the extent necessary to protect nocturnal biological	• Plan approval	• Prior to construction	City of Malibu Department of Environmental and Community Development			

	resources, pursuant to mitigation measure A-2 at page V.A-15.						
(C-6)	Native protected tree species (i.e., sycamore) removed on-site shall be replaced in accordance with the Tree Mitigation Plan approved by the City Biologist. The approved plan includes the removal of 6 trees and a replacement on-site at a better than 10:1 ratio.	• Plan approval	• Prior to construction	City of Malibu Department of Environmental and Community Development			
(C-7)	Contribution to a restoration program for CSS in the Santa Monica Mountains to an established conservation organization or governmental agency on a 1:1 creation (2:1 enhancement) per/acre basis; or	• Plan approval	• Prior to construction	City of Malibu Department of Environmental and Community Development			
(C-8)	Contribution to an established conservation organization or governmental agency in the Santa Monica Mountains to assist with purchase and set-aside of existing CSS habitat in the Santa Monica Mountains on a 2:1 per/acre basis.	• Plan approval	• Prior to construction	City of Malibu Department of Environmental and Community Development			
V.D Cultural Resources							
(D-1)	In the event that archaeological resources are encountered during the course of grading or construction, all development must temporarily cease in these areas until the resources are properly assessed and subsequent recommendations are determined by a qualified consultant.	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Environmental and Community Development			

(D-2)	In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains or cultural resources. If undiscovered evidence of prehistoric artifacts is discovered construction activities in the affected areas shall not proceed until written authorization is granted by the City of Malibu Planning Manager.	• Field check to confirm measures are implemented	• During site preparation, grading and soils excavation	City of Malibu Department of Environmental and Community Development			
V.E Geology and Soils							
(E-1)	The proposed project shall be constructed in accordance with the geotechnical engineering recom-mendations as presented in the Engineering Geological and Geotechnical Engineering Reports (and subsequent Responses to City Comments), for the Proposed Malibu-La Paz Ranch, LLC, Civic	• Field check to confirm measures are implemented	• During construction	City of Malibu Department of Engineering Services			

	Center Way, City of Malibu California, by Gold Coast GeoServices, Inc.						
(E-2)	All uncertified fill material placed within the fault trenches shall be removed and replaced as 90 percent compacted fill during the planned site preparations and rough grading.	• Field check to confirm measures are implemented	• During site preparation and grading	City of Malibu Department of Engineering Services			
(E-3)	Temporary dewatering and discharge activities shall be monitored by the dewatering contractor and conducted in strict accordance with the Los Angeles Regional Water Quality Control Board's Order No. R4-2003-0111 (Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (General Permit No. CAG994004).	• Field check to confirm measures are implemented	• During grading, soils excavation and construction	City of Malibu Department of Engineering Services			
(E-4)	As recommended by the Project Geotechnical Engineer, all structures located within the "moderate and high" risk surface manifestation hazard areas that are not situated atop parking structures shall be provided with a minimum 10-foot thick 90% compacted fill blanket It is recommended that the compacted fill blanket be reinforced with Tensar BX1200 geogrid or equivalent placed at two-foot vertical intervals up to two feet below the planned finish rough grade pad. Recommendations addressing over-excavation, installation of geogrid and backfilling of these areas	• Plan approval; Field check to confirm measures are implemented	• Prior to construction; During construction	City of Malibu Department of Engineering Services			

	shall be provided during the plan check approval process that addresses temporary stability of construction excavations and bottoms.						
(E-5)	The structural engineer shall provide a letter along with supporting information, prior to plan check approval, indicating that the proposed buildings can tolerate the anticipated total and differential movements, or that site-specific geotechnical recommendations will be required	• Plan approval	• Prior to construction	City of Malibu Department of Engineering Services			
(E-6)	The proposed structures should be constructed utilizing post-tensioned foundation systems and post-tensioned slabs-on-grade designed by the project structural engineer.	• Plan approval	• Prior to construction	City of Malibu Department of Engineering Services			
(E-7)	The Project Geotechnical Consultant shall provide appropriate geotechnical recommendations for restrained walls and include recommendations for damp-proofing or waterproofing and means for removing any water collected (e.g., sump pump), in accordance with the City's Geotechnical Guidelines.	• Plan approval	• Prior to construction	City of Malibu Department of Engineering Services			
(E-8)	Complete grading plans that include the existing and proposed grades, grading yardages, proposed subterranean parking, the limits and depths of removals under the structures and flatwork areas, and grading cross-sections have been submitted to City Geotechnical staff for review. Remedial grading to mitigate liquefaction and	• Plan approval	• Prior to construction	City of Malibu Department of Engineering Services			

	other geotechnical hazards must be clearly defined in grading yardages, and illustrated on the Plans. Such plans submitted during final plan check shall reflect the concept plans in this EIR						
~~(E-9)~~	~~The Applicant shall obtain final construction plan approval (CDP) for the proposed onsite wastewater treatment systems (OWTS) from the City Environmental Health Administrator. Final approval of construction plans is subject to the conditions enumerated in the October 4, 2006 Conformance Review by the City's Environmental Health Administrator. The Environmental Health Administrator found that the OWTS is feasible and meets the City's requirements. The final design must be engineered to meet the effluent limits specified in WDRs, taking into account the Malibu Lagoon bacteria and nutrient total maximum daily load (TMDL) requirements of the Regional Water Quality Control Board (RWQCB) and the United States Environmental Protection Agency (USEPA).~~	~~• Plan approval~~	~~• During construction.~~	~~City of Malibu Department of Engineering Services~~			
V.F Hydrology/Water Quality							
(F-1)	The project shall comply with all requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit.	• Plan approval; Field check to confirm measures are implemented	• Prior to construction	City of Malibu Department of Engineering Services			

(F-2)	The contractor shall contact the local California State Water Resources Board with any questions concerning Resolution No 2001-046 and to determine if the Project Site will require storm water sampling during construction activities.	• Contact WRB; Field check to confirm measures are implemented	• During construction	Applicant; City of Malibu Department of Engineering Services			
(F-3)	The Proposed Project shall conform to its WQMP as reviewed by the City of Malibu in concept and comply with the BMPs in the Jensen Design and Survey and the October 2006 approval of the City's Environmental Health Coordinator.	• Field check to confirm measures are implemented	• Prior to and during construction	City of Malibu Department of Engineering Services			
(F-4)	The Proposed Project shall meet the requirements of the City of Malibu's Flood Plain Management Ordinance, Ordinance No. 110.	• Plan approval	• Prior to construction.	City of Malibu Department of Engineering Services			

(F-5)	A Water Quality Mitigation Plan is required to reduce pollutants from the sites. Best Management Practices (BMPs) are required and may include, but are not limited to, the following. Additionally BMPs can be found in the California Storm Water Best Management Practice Handbooks for Municipal and Commercial Activities, dated March 1993. a. Public education b. Good housekeeping practices c. Storm drain stenciling and signs d. Catch basin/storm drain cleaning e. Sweep/vacuum parking and drive areas f. Material storage control. The drainage plan in the WQMP shall substantially conform to the concept grading and drainage plan in Figures V.F-2 and V.F-3. The WQMP shall be implemented through a maintenance covenant and submitted to the City for review on an annual basis for the life of the project.	• Field check to confirm measures are implemented; Annual submittal of a maintenance covenant to the City of Malibu	• Post-Construction	City of Malibu Department of Engineering Services			
(F-6)	A detention basin shall be provided that is properly designed and maintained to meet both County SUSMP requirements and City Ordinance 157 to retain or filter initial rainfall.	• Plan approval	• Prior to construction	City of Malibu Department of Engineering Services			

(F-7)	Ongoing BMPs outlined in the approved Water Quality Mitigation Plan shall be implemented by owners and tenants.	• Notification to owners/tenants regarding obligation to implement BMPs	• Post-construction	City of Malibu Department of Engineering Services			
(F-8)	Long-term, regular maintenance of treatment wetlands shall be required indefinitely. Maintenance should include cleaning of pretreatment areas (dredging of sediment forebays, trash removal, backwashing of sand filters, etc.), harvesting of plant biomass, removal of exotic species and replanting of desired species. All maintenance work shall be scheduled to avoid critical breeding and nesting periods for wetlands species.	• Annual review of a maintenance covenant	• Post-construction	City of Malibu Department of Engineering Services			
~~(F-9)~~	~~The Applicant has obtained final feasibility approval for the proposed onsite wastewater treatment systems (OWTS) for Parcel A, Parcel B, and the City Hall Projects from the City Environmental Health Specialist. In accordance with Chapter 18.4(D) of the City's Local Coastal Plan- Local Implementation Plan (LCP-LIP) the proposed OWTS shall be engineered to meet the effluent limits specified in WDRs, taking into account the Malibu Lagoon bacteria and total maximum daily load requirements (TDMLs) of the RQWCB and the USEPA.~~	~~• Plan approval~~	~~• Pre-construction.~~	~~City of Malibu Department of Engineering Services~~			

(F-10) The applicant shall apply recycled wastewater for irrigation purposes within landscape areas consistent with the State Water Resources Control Board Draft Recycled Water Policy.	• Field check to confirm measures are implemented; Annual submittal of a maintenance covenant to the City of Malibu	• Pre-construction	City of Malibu Department of Engineering Services			
~~(F-11) A salt management plan shall be prepared and approved as a part of the final wastewater system design consistent with applicable requirements, guidelines and policies identified in Section 2.12 of the Wastewater Management System Master Plan prepared by Lombardo Associates, Inc. dated July 7, 2008.~~	~~• Plan approval~~	~~• Pre-construction~~	~~City of Malibu Department of Engineering Services~~			
~~(F-12) The applicant shall obtain a Waste Discharge Requirement (WDR) and a Water Reclamation Requirements (WRR) from the Los Angeles Regional Water Quality Control Board. Prior to reuse or discharge, the effluent shall be processed to meet the requirements of the City of Malibu Plumbing Code, and the WDR/WRR of the RWQCB.~~	~~• Plan approval~~	~~• Preconstruction~~	~~City of Malibu Department of Engineering Services~~			

~~(F-13)~~	~~Approval(s) to operate the proposed wastewater reuse system shall be obtained from the California Department of Public Health and the Los Angeles Regional Water Quality Control Board pursuant to the provisions of Title 22 of the California Code of Regulations. The required Engineering Report shall be prepared and submitted to the satisfaction of the California Department of Public Health and the Los Angeles Regional Water Quality Control Board. Waste discharged into the wastewater treatment plant shall be limited to discharges from commercial and retail business, and City Hall. No water softener regeneration brines, industrial wastewaters, or volatile organic compounds shall be allowed to be discharged into the system.~~	~~• Plan approval~~	~~• Pre-construction~~	~~City of Malibu Department of Engineering Services~~			
V.G Land Use and Planning							
(G-1)	Grading and Drainage Plans shall be submitted to the Environmental Building and Safety Division for approval with the final Site Plan and Building Plans. No grading permits shall be issued until final building plans have been approved.	• Plan approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
~~(G-2)~~	~~All wastewater shall be treated and managed on-site by the project operators in accordance with all applicable rules and regulations of the County of Los Angeles Health~~	~~• Plan approval~~	~~• Pre-construction~~	~~City of Malibu Department of~~			

	~~Department. The location of all proposed and abandoned wastewater treatment systems shall be depicted on the final building plans for the City's approval.~~			~~Engineering Services t~~			
(G-3)	The project shall be developed in accordance with all site-specific hydrologic, geologic studies and final recommendations from the City Geologist or City Engineer.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(G-4)	Approval of the Proposed Project shall be contingent on approval of a Coastal Development Permit from the City of Malibu, approval of a Zone Text Amendment, and upon effective certification of the Development Agreement by the CCC.	• CDP approval; Development Agreement certification.	• Pre-construction	City of Malibu Department of Environmental and Community Development	√	√	
V.H Noise							
(H-1)	Construction contracts shall specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.	• Include requirement for noise attenuation in all construction contracts	• Pre-construction	Applicant			
(H-2)	All residential units located within 700 feet of the construction site shall be sent a notice regarding the construction schedule of the Proposed Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the	• Notification of construction schedule to adjacent residents	• Pre-construction	City of Malibu Department of Environmental and Community Development			

	construction process and register complaints.						
(H-3)	The Project Developer shall designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 700 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.	• Designation of a noise disturbance coordinator	• Pre-construction	Applicant			
(H-4)	Consistent with the City of Malibu Noise Ordinance (Section 4204 G), construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays, and prohibited on Sundays and holidays. Special circumstances may arise where construction activities are permitted during prohibited hours by expressed written permission of the City Manager, or if construction is necessary to preserve life or property when such necessity arises (Section 4205 D).	• Limit hours of construction	• During construction	City of Malibu Department of Environmental and Community Development			
V.I-1 Public Utilities (Electricity)							
(I-1)	If connection of electricity services will result in a service disruption to	• Schedule service disruptions	• During construction	Applicant			

	surrounding properties, this connection must be done at a time of day that is the least inconvenient.						
(I-2)	If a disruption to electricity services must occur, notice shall be provided to all affected properties of the service disruption.	• Provide notice	• During construction	Applicant			
(I-3)	High-efficiency air conditioning controlled by a computerized energy-management system shall be installed.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-4)	Built-in appliances and space-conditioning equipment should exceed the minimum efficiency levels mandated by Title 24.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-5)	Air shall be cascade ventilated from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-6)	Lighting system heat shall be recycled for space heating during cool weather.	• Plan approval	• Pre-construction				
(I-7)	Low and medium static-pressure terminal units and ductwork shall be installed, and buildings shall be well sealed, to reduce energy consumption by air-distribution systems.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			

(I-8)	A performance check of the installed space conditioning system shall be completed prior to the issuance of a certificate of occupancy.	• Building Inspector sign-off	• Construction	City of Malibu Department of Engineering Services			
(I-9)	Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads.	• Plan approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
(I-10)	White reflective roofing material shall be used to meet standards and reflect heat.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-11)	Thermal installation shall be installed in walls and ceilings which exceeds Title 24 regulations.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-12)	Window systems shall be designed to reduce thermal gain and loss, and shall be fitted with heat-rejecting window treatments, thus reducing cooling loads during warm weather and heating loads during cool weather.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-13)	Fluorescent and high-intensity-discharge (HID) lamps shall be installed inside as well as outside.	• Plan approval	• Pre-construction	City of Malibu Department of			

			Engineering Services			
(I-14) Photo sensitive controls and dimmable electronic ballasts shall be installed to maximize the use of natural daylight and thus reduce the artificial lighting load.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-15) Occupant controlled light switches and thermostats shall be installed.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-16) Time controlled interior and exterior lighting shall be installed.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-17) Passive solar inset of windows or windowless walls shall be incorporated	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
V.I-2 Public Utilities (Natural Gas)						
No mitigation measures are required.	N/A	N/A	N/A	N/A	N/A	N/A
V.I-3 Public Utilities (Water)						

(I-18)	The Applicant shall comply with the requirements of Water District 29 and the LACFD by providing the infrastructure needed to connect to the existing 12-inch water main located in the centerline of Civic Center Way, "T" off from that main and extend new water mains onto and within the project site to serve hydrants throughout the project in accordance with the provisions of the LACFD Code (Title 32) and the specifications listed in the Existing Fire Department Fire Flow/Hydrant Location and Access approvals (see Figure V.J-2 Fire Accessibility Site Plan) and any applicable regulations of the Water District 29.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services			
(I-19)	The Project Applicant shall be responsible for any fees adopted by the City of Malibu and generally and uniformly imposed by the City of Malibu's Environmental and Building Safety Department for construction of new water supply and distribution facilities.	• Plan approval	• Pre-construction	City of Malibu Department of Engineering Services; Los Angeles County Waterworks District 29, and the Los Angeles County Fire Department.			
(I-20)	Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water loss from evaporation.	• Irrigation management	• Operation	Property Owner			

	Care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season to avoid wasting water by excessive landscape irrigation.						
(I-21)	Selection of native, drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption to the maximum extent feasible, as reflected in the project's landscape plan; Mitigation Measure A-1, at page V.A-14.	• Plan approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
(I-22)	Reclaimed irrigation via the ~~OWTS~~ Civic Center Water Treatment Facility and/or recycled water shall be used where possible for irrigation of landscaping.	• Plan approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
V.I-4 Public Utilities (Wastewater)							
~~(I-23)~~	~~Detailed plans for the OWTS shall be submitted to the City of Malibu Environmental and Building Safety Department for review and approval.~~	~~• Plan approval~~	~~• Pre-construction~~	~~City of Malibu Environmental and Building Safety Department~~			
~~(I-24)~~	~~The project Applicant shall obtain a Waste Discharge Permit from the Los Angeles Regional Water Quality Control Board (LARWQCB) prior to building permit issuance.~~	~~• Obtain permit~~	~~• Pre-construction~~	~~Los Angeles Regional Water Quality Control~~			

			~~Board (LARWQCB)~~			
~~(I-25) The project Applicant shall obtain an Operating Permit from the City of Malibu Environmental and Building Safety Department prior to construction.~~	~~• Obtain permit~~	~~• Pre-construction~~	~~City of Malibu Environmental and Building Safety Department~~			
~~(I-26) Effluent for gray water/re-use irrigation in designated areas on-site shall at all times be a disinfected, high quality, filtered reclaimed water and shall not exceed the effluent quality limits of the RWQCB's Total Daily Maximum Load (TDML) requirements for the Malibu Creek Watershed.~~	~~• Comply with requirements of RWQCB for reclaimed water~~	~~• Operation~~	~~Los Angeles Regional Water Quality Control Board (LARWQCB)~~			
V.I-5 Public Utilities (Solid Waste)						
(I-27) The Proposed Project shall recycle all construction debris in a practical, available, and accessible manner, to the maximum extent feasible, during the demolition and construction phases.	• Recycle	• Pre-construction and Construction	City of Malibu Department of Environmental and Community Development			
(I-28) Where economically feasible, the Proposed Project shall incorporate the use of recycled materials in building materials, furnishing operations and building maintenance	• Plan Approval; Permit Approval	• Construction and Operation	City of Malibu Department of Environmental and Community Development			

(I-29)	The design of the Proposed Project shall allocate space for a recycling collection area for use by both on-site employees and visitors.	• Plan Approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
V.J-1 Public Services (Fire Protection)							
(J-1)	The Project shall comply with all applicable code and ordinance requirements for construction, emergency access, water main fire flows and fire hydrants.	• Plan Approval	• Pre-construction	Los Angeles County Fire Department			
(J-2)	The Applicant shall pay a uniformly applied developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities which are required by new commercial, industrial or residential development in an amount proportionate to the demand created by the Proposed Project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued.	• Pay fee	• Pre-construction	City of Malibu Environmental and Building Safety Department			
(J-3)	Development may require fire flows up to 2,625 gallons per minute at 20 pounds per square inch residual pressure for up to a two-hour duration, and as specified by the Los Angeles County Fire Department. Final fire flows will be based on the size of the buildings, their relationships to other	• Plan Approval	• Pre-construction	Los Angeles County Fire Department			

	structures, property lines, and types of construction used.						
(J-4)	Fire hydrant spacing shall be 300 feet and shall meet the following requirements: a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. a) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. Additional hydrants will be required if hydrant spacing exceeds specified distances.	• Plan Approval	• Pre-construction	Los Angeles County Fire Department			
(J-5)	Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. All on site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The 26 foot width will be increased to: a) 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure. b) 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.	• Plan Approval	• Pre-construction	Los Angeles County Fire Department			

(J-6)	"Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky. All "Fire Lanes" will be depicted on the final map.	• Plan Approval	• Pre-construction	Los Angeles County Fire Department			
(J-7)	For streets and driveways with parking restrictions, the entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure Fire Department access.	• Plan approval	• Pre-construction	City of Malibu Environmental and Building Safety Department			
(J-8)	All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.	• Plan approval	• Pre-construction	Los Angeles County Fire Department			
(J-9)	As required by Section 1117.2.1 of the County Fire Code, a Fuel Modification Plan, a landscape plan and an irrigation plan shall be submitted to the LACFD prior to construction. Said plans shall be reviewed and approved by the Forestry Division of the County of Los Angeles Fire Department for reasonable fire safety.	• Plan approval	• Pre-construction	Los Angeles County Fire Department			
V.J-2 Public Services (Police Protection)							
(J-10)	During construction, the Proposed Project shall: (1) implement a security system; (2) hire private security personnel; and (3) erect perimeter fencing.	• Plan approval	• Pre-construction	City of Malibu Environmental and Building			

				Safety Department			
(J-11)	A 6-foot high wrought iron fence shall be constructed along the northern perimeter of the property sufficient to prevent or discourage pedestrians from accessing the Malibu Knolls neighborhood on foot via the hillside.	• Plan approval	• Pre-construction	City of Malibu Department of Environmental and Community Development			
V.K. Transportation and Circulation							
(K-1)	Webb Way & PCH - Mitigating project impacts at the intersection of Webb Way & PCH would entail re-striping/widening Webb Way between PCH and Civic Center Way to provide a six-lane cross-section with three lanes in each direction. The northbound departure currently provides two travel lanes and widening along the east side of Webb Way north of PCH would be necessary to accommodate the additional northbound lane. The widening of Webb Way to provide a six-lane cross-section would increase the storage capacity on Webb Way in an effort to minimize the potential for overflow conditions. The addition of dual left turn lanes to the eastbound approach on PCH is also recommended; this would entail narrowing the raised center median. The existing travel lanes on PCH at this	• Plan approval	• Pre-construction	Los Angeles County Department of Transportation	√	√	

	intersection are substandard (i.e., less than 12 feet wide). This mitigation can fit within the existing traveled way with substandard lane widths (less than 12 feet); the resulting lane configuration would consist of a raised median, an 11- and 10-foot left turn lane, one 11-foot through lane, two 10-foot through lanes, and one 11-foot right-turn lane. Shifting the east and west legs of the intersection (approach and departure) several feet to the north would allow the standard width lanes with this mitigation. Additionally, a guide sign shall be posted facing the eastbound dual left turns from PCH onto Webb Way, so that motorists who wish to make a subsequent right turn onto east bound Civic Center Way would be directed to the "Number 2" left turn lane. The sign may have to be mounted overhead.						
(K-2)	Cross Creek Road & PCH - The impact of project traffic on the intersection of Cross Creek Road & PCH could be mitigated by the addition of a right-turn lane westbound on PCH. This mitigation would improve the traffic movement along westbound PCH. If Caltrans does not approve of non-standard narrower lane widths, then roadway widening on the south side of PCH on the approach and departure legs would allow the standard width lanes for this mitigation measure.	• Plan approval	• Pre-construction	Los Angeles County Department of Transportation; Caltrans	√	√	

(K-3)	Webb Way & Civic Center Way – Mitigating the project impact would entail installing a new traffic signal and widening Webb Way to a six-lane cross section south of the intersection of Civic Center Way. The northbound approach and the eastbound approach would each be re-striped to include one left-turn lane, one through lane, and one right-turn lane. The southbound approach would be widened to provide one left-turn lane and one shared through/right lane. Widening the east side of Webb Way between PCH and Civic Center Way would be necessary for the proposed six-lane cross section. Results of this signal warrant are provided in the project traffic study (see Appendix G).	• Plan approval	• Pre-construction	Los Angeles County Department of Transportation	√	√	
V.L. Environmental Hazards							

(L-1)	The Project Developer shall obtain all necessary permits from the RWQCB prior to the installation of any temporary and/or permanent dewatering systems. Procurement of all applicable RWQCB permits will ensure the water quality of groundwater discharge into the storm drain infrastructure.	• Obtain permit	• Pre-construction	RWQCB			
~~(L-2)~~	~~A demolition-level asbestos survey by a licensed contractor shall be conducted for the existing on-site structures. If the survey reveals that these structures contain ACMs, the structures shall be stabilized, removed, and disposed of in accordance with applicable regulations, including but not limited to, SCAQMD Rule 1403 and Cal/OSHA requirements.~~	• Obtain permit	• Pre-demolition	SCAQMD; City of Malibu Environmental and Building Safety Department			
~~(L-3)~~	~~During the demolition of existing structures, building materials shall be handled and disposed of in accordance with applicable local, State, and federal regulations regarding lead-containing materials.~~	• Obtain permit	• Pre-demolition	City of Malibu Environmental and Building Safety Department			
~~(L-4)~~	~~Fluorescent light ballasts not specifically labeled as not to contain PCBs shall be presumed to contain them and shall be disposed of in accordance with applicable regulations, including but not limited to, Cal/OSHA requirements.~~	• Obtain permit	• Pre-demolition	City of Malibu Environmental and Building Safety Department			

APPENDIX B

Addendum Traffic Impact Study

LINSCOTT LAW & GREENSPAN engineers

ADDENDUM TRAFFIC IMPACT STUDY

LA PAZ RANCH PROJECT

City of Malibu, California
October 30, 2019

Prepared for:

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ADDENDUM TRAFFIC IMPACT STUDY

LA PAZ RANCH PROJECT

City of Malibu, California
October 30, 2019

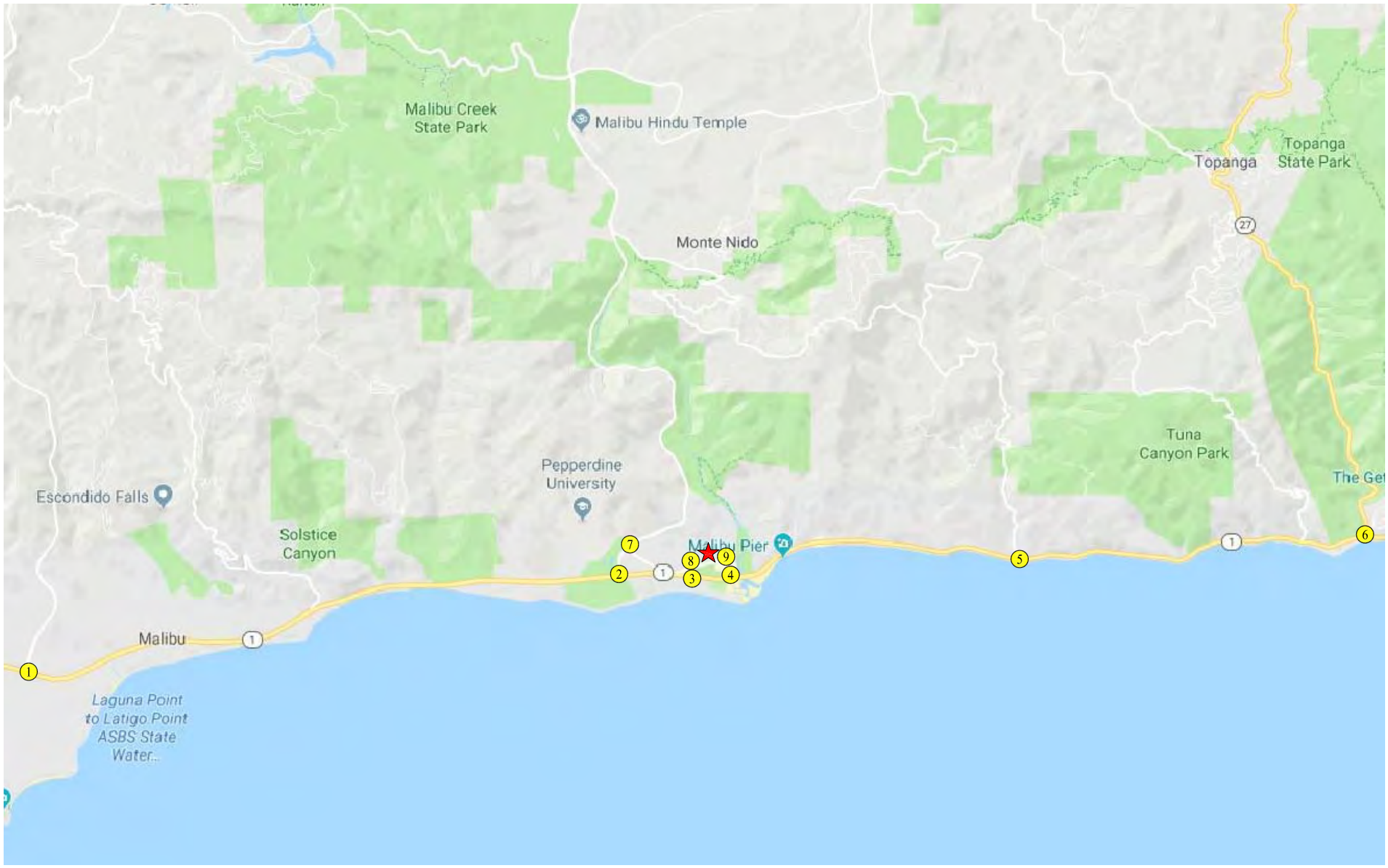
1.0 INTRODUCTION

This addendum traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed modified La Paz Ranch Project (the "2019 Project Modifications") located at 23465 Civic Center Way in the City of Malibu (the "Project site"). In 2008, the City of Malibu (City) approved the La Paz Ranch Project, which includes 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area (the retail and restaurant uses total 69,502 square feet of shopping center floor area) ("2008 Approved Project"). Malibu Development Company (MDC or Applicant) seeks to develop the 2008 Approved Project with the 2019 Project Modifications.[1] The Project site is bounded by vacant land to the north and east, Civic Center Way to the south, and La Paz Lane to the west. The Project site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential traffic impacts of the 2019 Project Modifications at nine key intersections in the vicinity of the Project site. The study intersections were determined in consultation with City staff. The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity (*v/c*) ratios and corresponding Levels of Service (LOS) at the seven signalized study intersections. The Highway Capacity Manual (HCM) method was used to determine delay values and corresponding LOS for the two stop-controlled intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the 2019 Project Modifications.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed 2019 Project Modifications, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed 2019 Project Modifications, (vi) determines future impacts due to the 2019 Project Modifications, and (vii) recommends mitigation measures, where necessary.

[1] 20,000 square feet of the 62,556 square feet of office floor area approved by the City in the 2008 Approved Project is for municipal uses on Parcel C, a 2.3-acre parcel to be dedicated to the City. The Applicant does not propose to develop the 20,000 square feet on Parcel C; however, this square footage is included in the traffic analysis.
[2] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

LA PAZ RANCH PROJECT

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Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the City's previously approved project-related traffic as a result of the 2019 Project Modifications; accordingly, this addendum traffic study is provided for informational purposes.

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

1.1 Project Background and Kaku Traffic Study

A traffic study[3] was prepared by Kaku Associates (the "Kaku traffic study") for the previously proposed La Paz Ranch Project (the "2005 Analyzed Project"). The development analyzed in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The Kaku traffic study was incorporated into an Environmental Impact Report prepared and certified for the La Paz Ranch Project. The Malibu City Council approved a development program (the 2008 Approved Project) consisting of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, which represents a slight modification to the development description evaluated in the Kaku traffic study.

The Kaku traffic study evaluated the potential traffic impacts of the 2005 Analyzed Project. Among other elements, the Kaku traffic study relied on:

- Traffic counts conducted at nine study intersections during the weekday morning (AM), weekday afternoon (PM), and Saturday midday (MD) peak periods in April and May, 2003;

- Trip generation forecasts of the 2005 Analyzed Project using trip generation rates provided in the 6th Edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers;

[3] *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

- Analysis of the cumulative traffic effects of the 2005 Analyzed Project based on review and analysis of other proposed development projects known at that time; and

- Assessment of potential traffic impacts of the 2005 Analyzed Project based on the thresholds of significance in effect at the time of the preparation of the Kaku traffic study.

The Kaku traffic study determined that the 2005 Analyzed Project would result in significant traffic impacts at the following five study intersections:

- Webb Way / Pacific Coast Highway

- Cross Creek Road / Pacific Coast Highway

- Webb Way / Civic Center Way

- Malibu Canyon Road / Pacific Coast Highway

- Cross Creek Road / Civic Center Way

The Kaku traffic study identified feasible traffic mitigation measures at three of the adversely affected intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way. Further, the Kaku traffic study determined that no feasible mitigation measures were available at two of the affected intersections: Malibu Canyon Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. It is noted that the Applicant for the 2019 Project Modifications has completed construction of the mitigation measures at Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way as outlined in the Kaku traffic study.

The City has determined that an addendum traffic study is required for purposes of evaluating the traffic effects of the 2019 Project Modifications. The addendum traffic study is to include:

- Updated traffic counts during the AM, PM, and MD peak periods[4] at the same nine study intersections evaluated in the Kaku traffic study;

- Trip generation forecasts of the 2019 Project Modifications using trip generation rates provided in the current edition of the ITE *Trip Generation Manual* (i.e., the 10th Edition);

- Analysis of the cumulative traffic effects of the 2019 Project Modifications based on a current review and analysis of other proposed development projects in the area;

[4] It is noted that the Kaku traffic study included traffic counts conducted while local schools were in session. As required by the City of Malibu, the addendum traffic analysis includes traffic counts at the study intersections during both school time conditions, as well as during summertime conditions. See Section 5.0 for additional discussion regarding the intersection traffic counts.

- An assessment of potential traffic impacts of the 2019 Project Modifications based on the current thresholds of significance used by the City of Malibu for purposes of evaluating the relative significance of traffic impacts of development projects in environmental documents;

- A comparison of the relative traffic effects of the 2019 Project Modifications to the 2005 Analyzed Project; and

- A comparison of the relative traffic effects of the 2019 Project Modifications to the 2008 Approved Project.

1.2 Study Area

Upon coordination with City staff, nine study intersections have been identified for evaluation during the weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 to 6:00 PM) peak hours, as well as the Saturday midday peak hours (12:00 PM to 2:00 PM). The nine study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. As previously noted, these nine intersections are consistent with the study intersections evaluated in the Kaku traffic study. Further discussion of the existing street system and study area is provided in Section 4.0.

1.3 Summary of Findings

As noted above, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that the 2019 Project Modifications is forecast to result in significant traffic impacts at three of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at two of the intersections as described below:

- Webb Way / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

- Cross Creek Road / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection. Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available.

At the Webb Way / Civic Center Way intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. However, the 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection. The traffic mitigation measure identified in the Kaku traffic study for this intersection has been funded for construction by the Applicant of the 2019 Project Modifications.

At the Malibu Canyon Road / Pacific Coast Highway intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the intersection, however, the Kaku traffic study determined that no feasible mitigation measures were available.

In summary, it is concluded in this addendum traffic study that the 2019 Project Modifications would not cause any new traffic impacts on the local street system that were not previously identified for the 2005 Analyzed Project in the Kaku traffic study. Further, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project based on the reduced number of intersections significantly impacted by the 2019 Project Modifications.

As noted above, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The Project site is located at 23465 Civic Center Way in the City of Malibu. The Project site is bounded by vacant land to the north and east, Civic Center Way to the south, and La Paz Lane to the west. The Project site location and general vicinity are shown in *Figure 1–1*.

2.2 Existing Project Site

The existing Project site is currently vacant, and the perimeter of the site is currently fenced off.

2.3 Proposed Project Description

As approved by the City in the 2008 Approved Project, the Applicant of the 2019 Project Modifications seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area.[5]

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

Construction and occupancy of the proposed 2019 Project Modifications is planned to be completed by the year 2022. The site plan for the proposed 2019 Project Modifications is illustrated in ***Figure 2–1***.

Vehicular access to the Project site will be provided via La Paz Lane along the Project site's westerly frontage, which is proposed to intersect with Civic Center Way. Further discussion of the Project site access and circulation scheme is provided in Section 3.0.

[5] The 2008 Approved Project also included 20,000 square feet of municipal uses on Parcel C, a 2.3-acre parcel to be dedicated to the City. The Applicant does not propose to develop the 20,000 square feet on Parcel C; however, this square footage is included in the traffic analysis.



NOT TO SCALE

MAP SOURCE: MARMOL RADZINER

FIGURE 2-1
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LA PAZ RANCH PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the 2019 Project Modifications is displayed in *Figure 2–1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

Vehicular access to the Project site will be provided via one driveway along the west side of La Paz Lane at its intersection with Civic Center Way. The driveway will provide access to the 2019 Project Modifications' subterranean and surface-level parking areas. The driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

4.0 EXISTING STREET SYSTEM

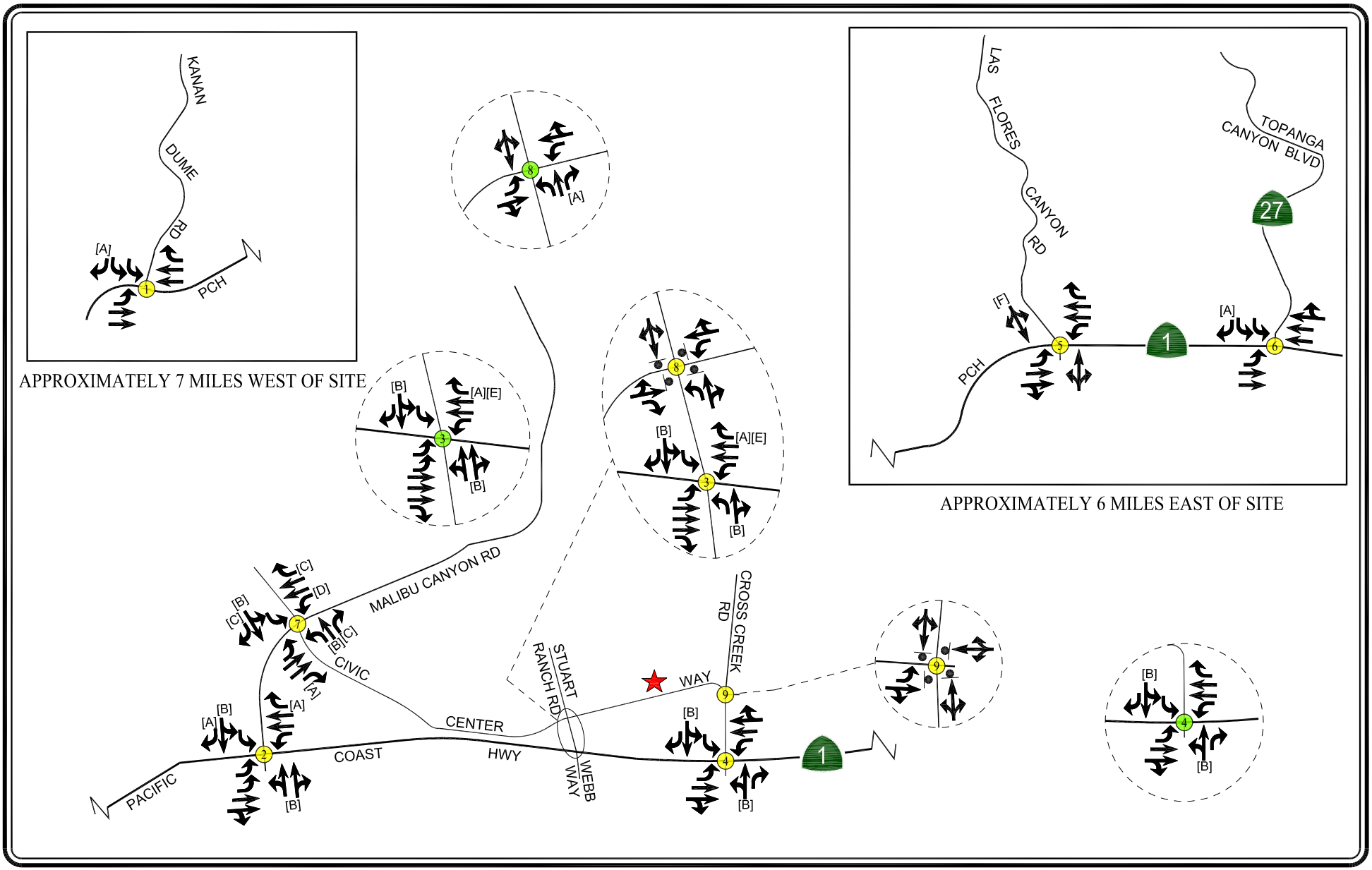
4.1 Local Roadway System

Immediate access to the Project site is provided via La Paz Lane and Civic Center Way. The following nine study intersections were selected in consultation with City staff in order to determine potential impacts related to the proposed 2019 Project Modifications:

1. Kanan Dume Road / Pacific Coast Highway (SR-1)
2. Malibu Canyon Road / Pacific Coast Highway (SR-1)
3. Webb Way / Pacific Coast Highway (SR-1)
4. Cross Creek Road / Pacific Coast Highway (SR-1)
5. Las Flores Canyon Road / Pacific Coast Highway (SR-1)
6. Topanga Canyon Boulevard / Pacific Coast Highway (SR-1)
7. Malibu Canyon Road / Civic Center Way
8. Stuart Ranch Road-Webb Way / Civic Center Way
9. Cross Creek Road / Civic Center Way

As previously noted, these nine intersections were analyzed in the Kaku traffic study to evaluate the potential traffic impacts of the 2005 Analyzed Project. Seven of the nine intersections selected for analysis are presently controlled by traffic signals. The Stuart Ranch Road-Webb Way / Civic Center Way intersection was controlled by all-way stop signs at the time of the traffic counts (described below in Section 5.0). The Cross Creek Road / Civic Center Way intersection is presently controlled by all-way stop signs.

As previously noted, the Applicant of the 2019 Project Modifications has constructed improvements at three of the study intersections (Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Stuart Ranch Road-Webb Way / Civic Center Way), consistent with the traffic mitigation measures identified in the Kaku traffic study. The travel future lane configurations at the study intersections at the time of the intersection traffic counts are displayed in ***Figure 4–1***. Also provided in *Figure 4–1* are the current lane configurations at the three intersections where traffic improvements have recently been constructed.



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- PROJECT SITE
- XX STUDY INTERSECTION
- XX CONDITIONS WITH MITIGATION
- STOP SIGN

[A] RIGHT-TURN OVERLAP
[B] SPLIT PHASING
[C] FREE-FLOW RIGHT-TURN
[D] NO LEFT-TURN 6-9 AM, M-F
[E] NO RIGHT-TURN ON RED 4-7 PM, M-F
[F] NO RIGHT-TURN ON RED

FIGURE 4-1
INTERSECTION LANE CONFIGURATIONS AT TIME OF TRAFFIC COUNTS

LINSCOTT, LAW & GREENSPAN, engineers

LA PAZ RANCH PROJECT

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4.2 Roadway Descriptions

A brief description of the roadways in the vicinity Project site is provided in the following paragraphs.

Kanan Dume Road is a north-south oriented roadway that is located approximately seven miles west of the Project site. Within the Project site study area, Kanan Dume Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. Two through travel lanes are generally provided in each direction on Kanan Dume Road within the Project site study area, except near the Pacific Coast Highway intersection, where only one through travel lane is provided in each direction. An exclusive right-turn lane and dual left-turn lanes are provided in the southbound direction on Kanan Dume Road at the Pacific Coast Highway intersection. A truck arrestor located within the center median is provided in the southbound direction at the Pacific Coast Highway intersection. Kanan Dume Road is posted for a speed limit of 50 miles per hour within the Project site study area near Pacific Coast Highway.

Malibu Canyon Road is a north-south oriented roadway that is located west of the Project site. Within the Project site study area, Malibu Canyon Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction north of Civic Center Way within the Project site study area, while two through travel lanes are provided in each direction between Civic Center Way and Pacific Coast Highway. An exclusive right-turn lane, one left-turn/through lane, and one exclusive left-turn lane is provided in the southbound direction on Malibu Canyon Road at the Pacific Coast Highway intersection. One right-turn/through lane and one left-turn/through lane are provided in the northbound direction on Malibu Canyon Road at the Pacific Coast Highway intersection. Exclusive left-turn lanes are also provided in both directions on Malibu Canyon Road at the Civic Center Way intersection. Malibu Canyon Road is posted for a speed limit of 45 miles per hour within the Project site study area.

Webb Way is a north-south oriented roadway that extends between Civic Center Way and Pacific Coast Highway and is located west of the Project site. Within the Project site study area, Webb Way is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction within the Project site study area. One exclusive left-turn lane is provided in both directions on the roadway at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the southbound direction at the Pacific Coast Highway intersection and in the northbound direction at the Civic Center Way intersection. There is no posted speed limit on Webb Way in the Project site study area, thus it is assumed to be a prima-facie speed limit of 25 miles per hour, consistent with the State of California Vehicle Code.

Cross Creek Road is a north-south oriented roadway that is located east of the Project site. Within the Project site study area, Cross Creek Road is designated as a Collector roadway in the Circulation Element of the City of Malibu General Plan between Pacific Coast Highway and Civic Center Way, while it is designated as a Local roadway north of Civic Center Way. One through travel lane is provided in each direction within the Project site study area. One exclusive left-turn lane and one exclusive right-turn lane are provided in the southbound direction at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the northbound direction at the Pacific Coast Highway intersection. Cross Creek Road is posted for a speed limit of 25 miles per hour within the Project site study area.

Las Flores Canyon Road is a north-south oriented roadway that is located east of the Project site. Within the Project site study area, Las Flores Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction on Las Flores Canyon Road within the Project site vicinity. Las Flores Canyon Road is posted for a speed limit of 25 miles per hour within the Project site study area.

Topanga Canyon Boulevard (SR-27) is a north-south oriented roadway that is located approximately six miles east of the Project site. Within the Project site study area, Topanga Canyon Boulevard is classified as a Secondary Highway in the County of Los Angeles Highway Plan. One through travel lane is generally provided in each direction on Topanga Canyon Boulevard within the Project study area, except near the Pacific Coast Highway intersection, where two through travel lanes are provided in the southbound direction. An exclusive right-turn lane and dual left-turn lanes are provided in the southbound direction on Topanga Canyon Boulevard at the Pacific Coast Highway intersection. Topanga Canyon Boulevard is posted for a speed limit of 45 miles per hour within the Project site study area near Pacific Coast Highway.

Pacific Coast Highway (SR-1) is an east-west oriented roadway that is located south of the Project site. Within the Project study area, Pacific Coast Highway is designated as a Modified Major Arterial in the Circulation Element of the City of Malibu General Plan and an Eligible Scenic Highway by the California Department of Transportation. Two through travel lanes are provided in each direction within the Project site study area. It should be noted that a third eastbound through travel lane is provided at the eastbound approach on Pacific Coast Highway at Webb Way. Exclusive left-turn lanes are provided in both directions at major intersections in the Project site vicinity. Dual left-turn lanes are provided in the eastbound direction at the Malibu Canyon Road intersection. Exclusive right-turn only lanes are provided in the westbound direction at the Kanan Dume Road, Malibu Canyon Road, Webb Way, and Las Flores Canyon Road intersections. An exclusive right-turn only lane is also provided in the eastbound direction on Pacific Coast Highway at Webb Way. Pacific Coast Highway is posted for speed limits of 50 miles per hour west of Malibu Canyon Road and 45 miles per hour east of Malibu Canyon Road within the Project site study area.

Civic Center Way is an east-west oriented roadway that borders the Project site to the south. Within the Project site study area, Civic Center Way is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction within the Project site study area. A free-flow right-turn lane is provided in the westbound direction at the Malibu Canyon Road intersection, and an exclusive right-turn lane is provided in the eastbound direction at the Webb Way intersection. Civic Center Way is posted for a speed limit of 40 miles per hour within the Project site study area.

4.3 Public Transit Services

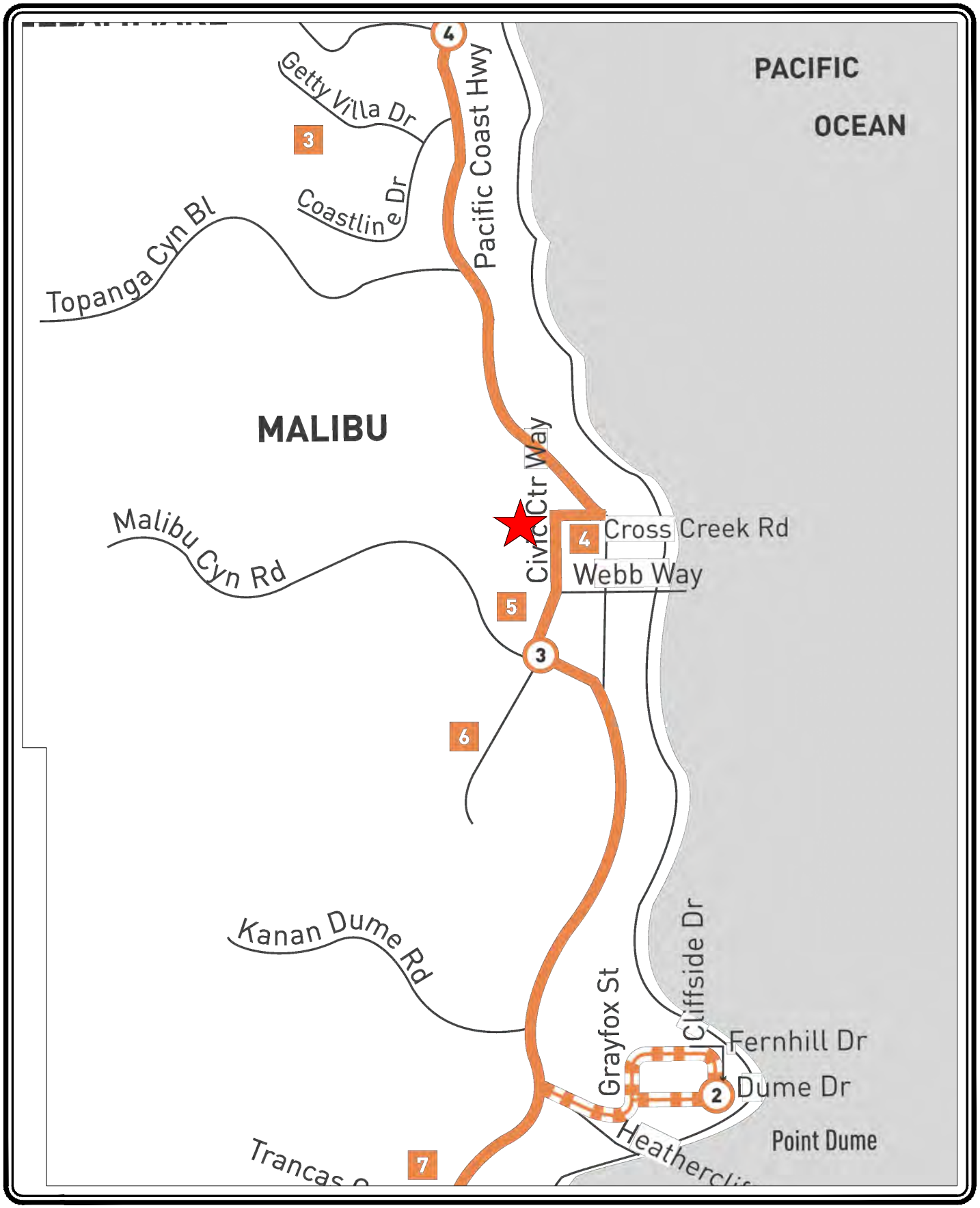
Public transit service within the Project site study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–1***. The existing public transit routes in the Project site vicinity are illustrated in ***Figure 4–2***.

Table 4-1
EXISTING TRANSIT ROUTES [1]

22-Jan-19

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR			
			DIR	AM	PM	SAT
Metro 534	Downtown Santa Monica to Malibu (via Pacific Coast Highway)	Pacific Coast Highway, Malibu Canyon Road, Civic Center Way, Cross Creek Road	EB WB	5 8	7 4	2 3
			Total	**13**	**11**	**5**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2018.



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MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO)
PROJECT SITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

LA PAZ RANCH PROJECT

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5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted in April and May 2018 (school time), as well as July and August 2018 (summertime) at each of the study intersections during the weekday morning and afternoon commuter periods, as well as the Saturday mid-day commuter period to determine the peak hour traffic volumes. As previously noted, the Kaku traffic study included traffic counts conducted at the study intersections while local schools were in session. As required by the City of Malibu, the addendum traffic analysis includes traffic counts at the study intersections during both school time conditions, as well as during summertime conditions.

The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on a weekday to determine the respective weekday peak commuter hours. The manual traffic counts at the study intersections were also conducted from 12:00 PM to 2:00 PM on a Saturday to determine the midday MD peak commuter hour.

The manual counts of vehicle movements at the study intersections conducted during the weekday AM and PM peak periods, as well as the Saturday MD peak period for school-time and summertime conditions are summarized in ***Tables 5–1*** and ***5–2***, respectively. The existing school-time traffic volumes at the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are shown in ***Figures 5–1, 5–2***, and ***5–3***, respectively. The existing summertime traffic volumes at the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are shown in ***Figures 5–4***, ***5–5***, and ***5–6***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING SCHOOL TIME TRAFFIC VOLUMES [1]

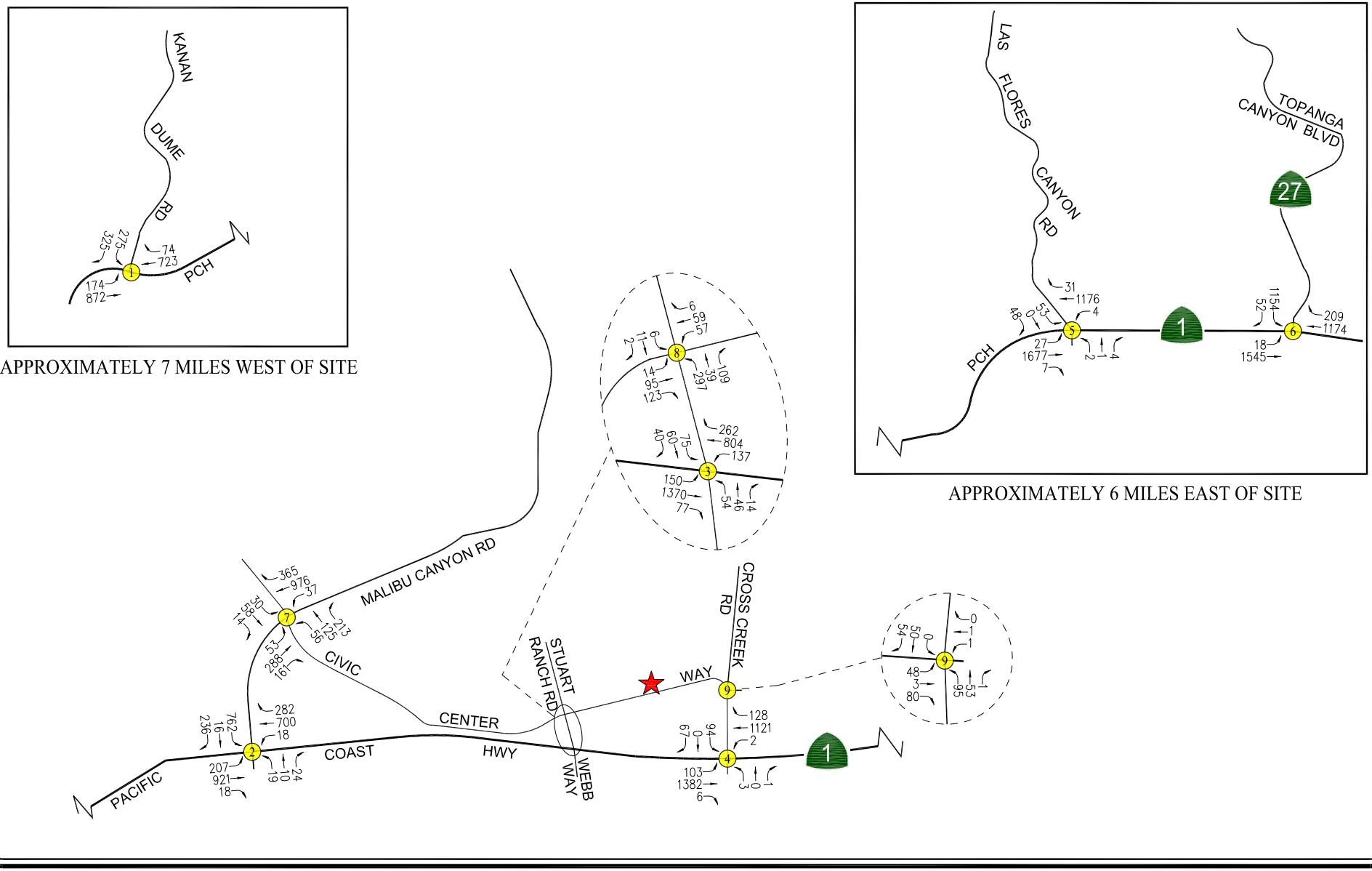
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR		SAT MID-DAY PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
1	Kanan Dume Road /	04/10/2018	NB	7:15	0	4:00	0	1:00	0
	Pacific Coast Highway (SR-1)	04/14/2018	SB		600		405		888
			EB		1,046		1,147		1,286
			WB		797		1,297		1,379
2	Malibu Canyon Road /	04/10/2018	NB	8:00	53	4:00	47	12:30	96
	Pacific Coast Highway (SR-1)	04/14/2018	SB		1,014		557		911
			EB		1,146		1,418		1,466
			WB		1,000		1,466		1,525
3	Webb Way /	05/22/2018	NB	8:00	114	4:15	195	12:45	218
	Pacific Coast Highway (SR-1)	05/19/2018	SB		175		245		233
			EB		1,597		1,436		1,589
			WB		1,203		1,818		1,693
4	Cross Creek Road /	05/22/2018	NB	8:00	4	4:30	27	1:00	46
	Pacific Coast Highway (SR-1)	05/19/2018	SB		161		250		355
			EB		1,491		1,667		1,612
			WB		1,251		1,812		1,698
5	Las Flores Canyon Road /	04/10/2018	NB	7:00	7	4:15	30	12:15	63
	Pacific Coast Highway (SR-1)	04/14/2018	SB		101		75		47
			EB		1,711		1,744		1,632
			WB		1,211		1,693		1,948
6	Topanga Canyon Boulevard (SR-27) /	04/10/2018	NB	7:00	0	4:15	0	12:45	0
	Pacific Coast Highway (SR-1)	04/14/2018	SB		1,206		304		661
			EB		1,563		1,899		1,733
			WB		1,383		2,669		2,209
7	Malibu Canyon Road /	04/10/2018	NB	7:45	502	5:00	571	1:00	438
	Civic Center Way	04/14/2018	SB		1,378		757		1,084
			EB		102		478		168
			WB		394		680		331
8	Stuart Ranch Road-Webb Way /	05/22/2018	NB	8:00	445	4:15	485	1:00	329
	Civic Center Way	05/19/2018	SB		19		55		25
			EB		232		223		211
			WB		122		279		221
9	Cross Creek Road /	05/22/2018	NB	8:00	149	4:15	212	12:45	197
	Civic Center Way	05/19/2018	SB		104		93		63
			EB		131		163		196
			WB		2		9		9

[1] Counts conducted by National Data & Surveying Services.

Table 5-2
EXISTING SUMMERTIME TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR		SAT MID-DAY PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
1	Kanan Dume Road /	07/31/2018	NB	8:00	0	4:15	0	1:00	0
	Pacific Coast Highway (SR-1)	08/04/2018	SB		532		451		943
			EB		946		1,391		1,373
			WB		692		1,338		1,342
2	Malibu Canyon Road /	07/31/2018	NB	8:00	46	4:00	44	1:00	63
	Pacific Coast Highway (SR-1)	08/04/2018	SB		1,070		589		712
			EB		1,005		1,544		1,369
			WB		880		1,522		1,588
3	Webb Way /	07/31/2018	NB	7:45	76	4:00	235	12:15	68
	Pacific Coast Highway (SR-1)	08/04/2018	SB		109		274		331
			EB		1,696		1,532		1,599
			WB		1,118		1,790		1,748
4	Cross Creek Road /	07/31/2018	NB	7:30	3	4:00	44	1:00	46
	Pacific Coast Highway (SR-1)	08/04/2018	SB		136		304		355
			EB		1,614		1,672		1,612
			WB		1,147		1,810		1,698
5	Las Flores Canyon Road /	07/31/2018	NB	7:15	5	4:00	48	12:15	65
	Pacific Coast Highway (SR-1)	08/04/2018	SB		56		70		70
			EB		1,549		1,858		1,471
			WB		1,297		1,714		1,914
6	Topanga Canyon Boulevard (SR-27) /	07/31/2018	NB	7:15	0	4:45	0	12:30	0
	Pacific Coast Highway (SR-1)	08/04/2018	SB		1,124		330		697
			EB		1,587		1,979		1,584
			WB		1,475		2,699		2,204
7	Malibu Canyon Road /	07/31/2018	NB	7:45	317	4:45	594	1:00	431
	Civic Center Way	08/04/2018	SB		1,323		706		922
			EB		57		339		75
			WB		271		631		284
8	Stuart Ranch Road-Webb Way /	07/31/2018	NB	8:00	355	4:45	512	1:00	329
	Civic Center Way	08/04/2018	SB		22		108		42
			EB		131		219		270
			WB		120		270		237
9	Cross Creek Road /	07/31/2018	NB	8:00	129	4:00	212	1:00	263
	Civic Center Way	08/04/2018	SB		106		119		83
			EB		145		187		295
			WB		3		12		14

[1] Counts conducted by National Data & Surveying Services.



PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

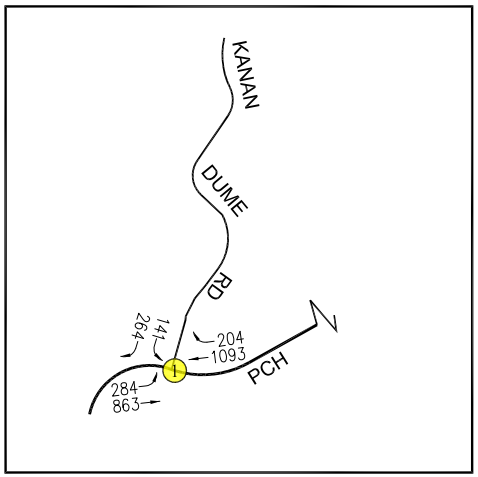
FIGURE 5-1
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

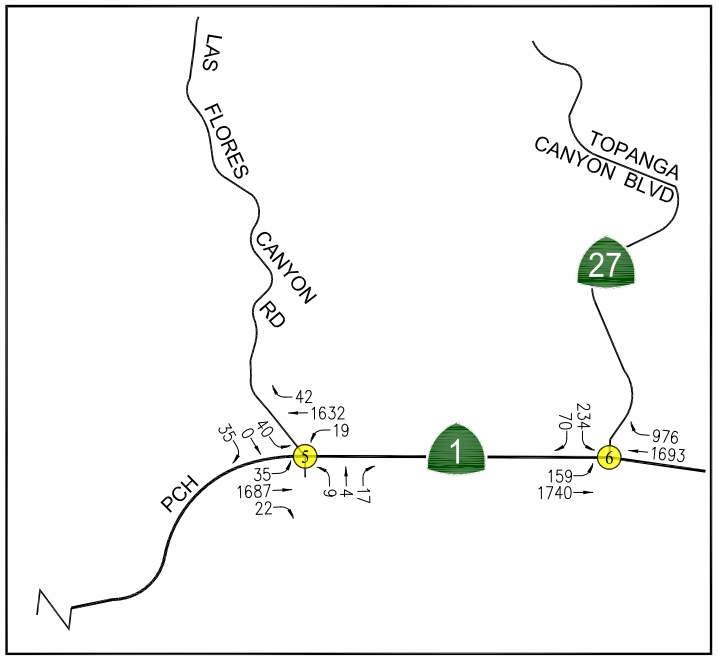
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

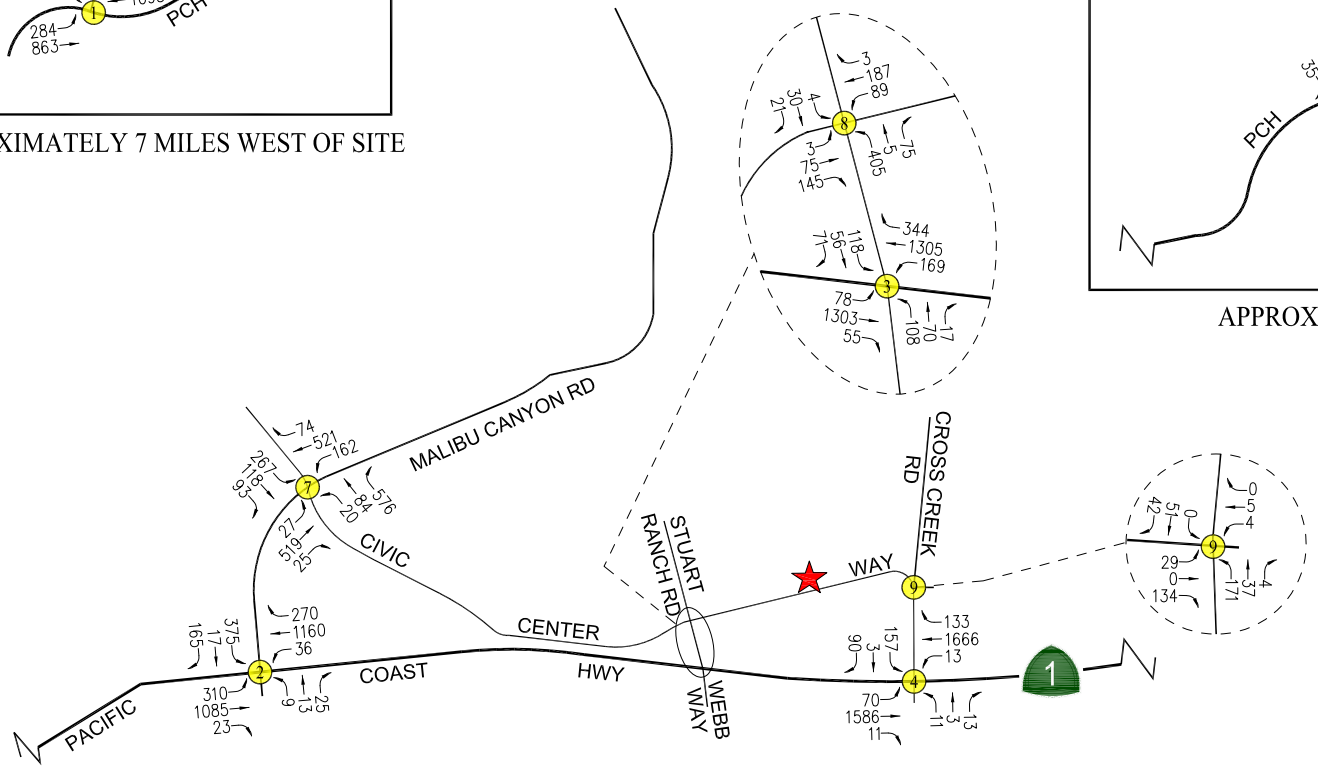
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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PROJECT SITE

XX STUDY INTERSECTION

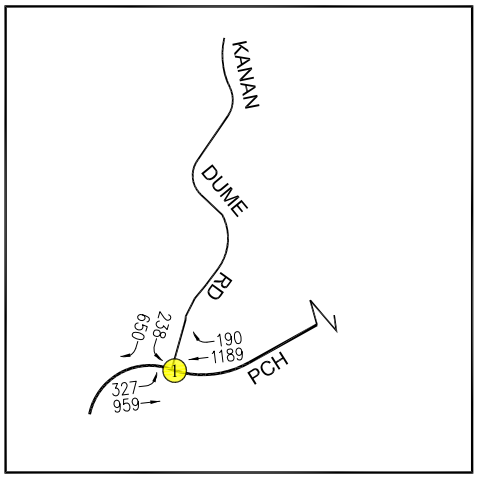
FIGURE 5-2
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

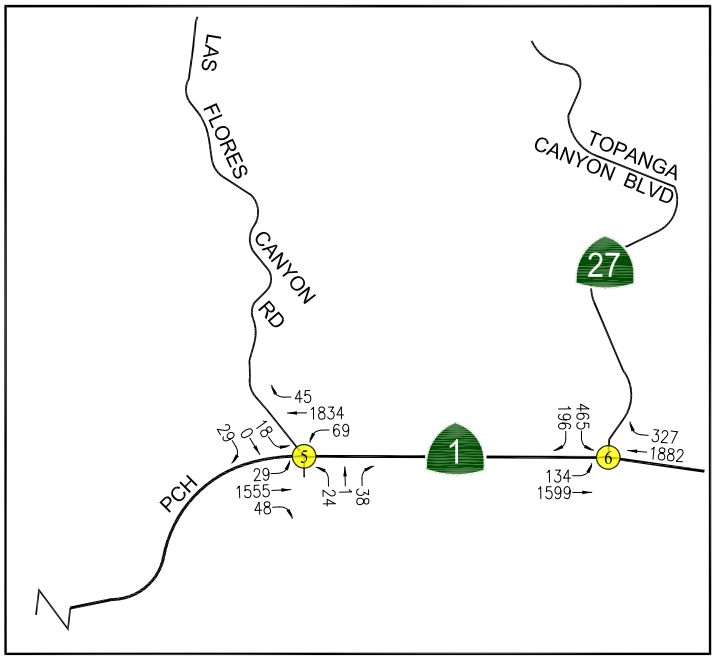
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

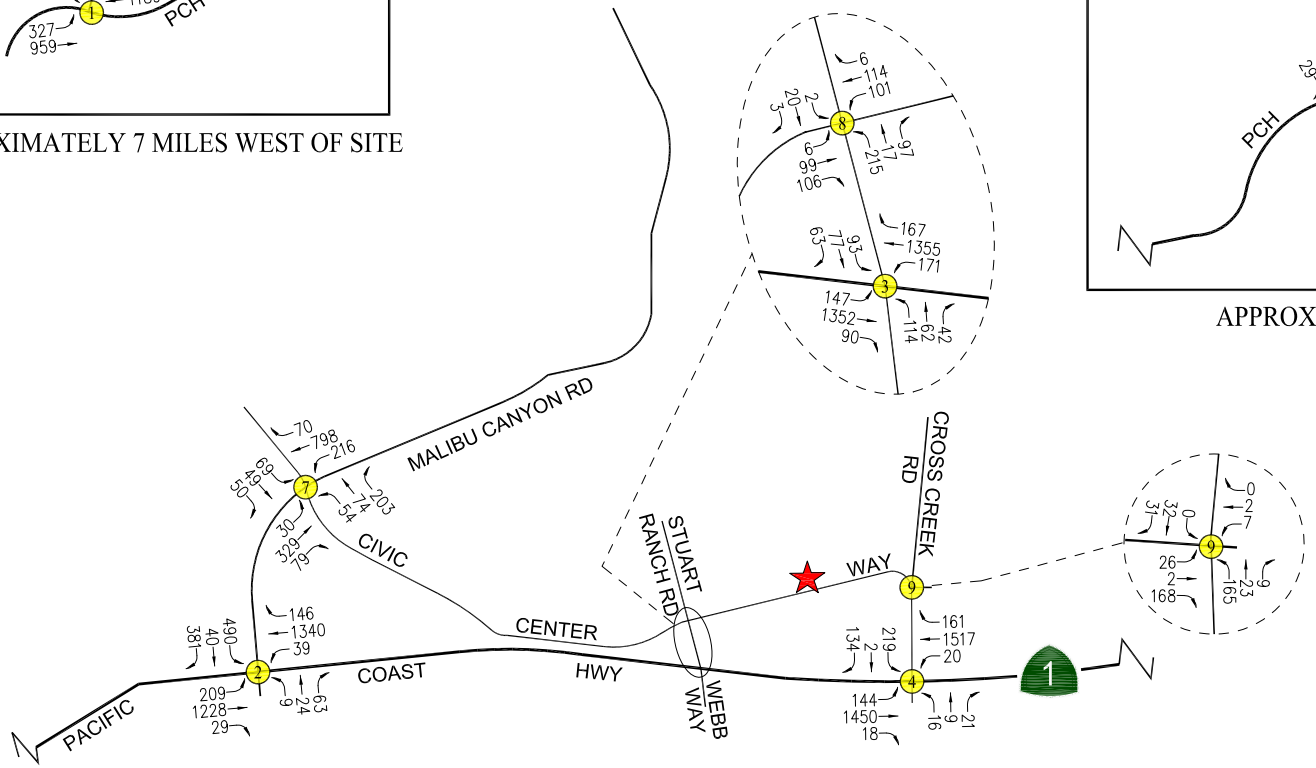
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

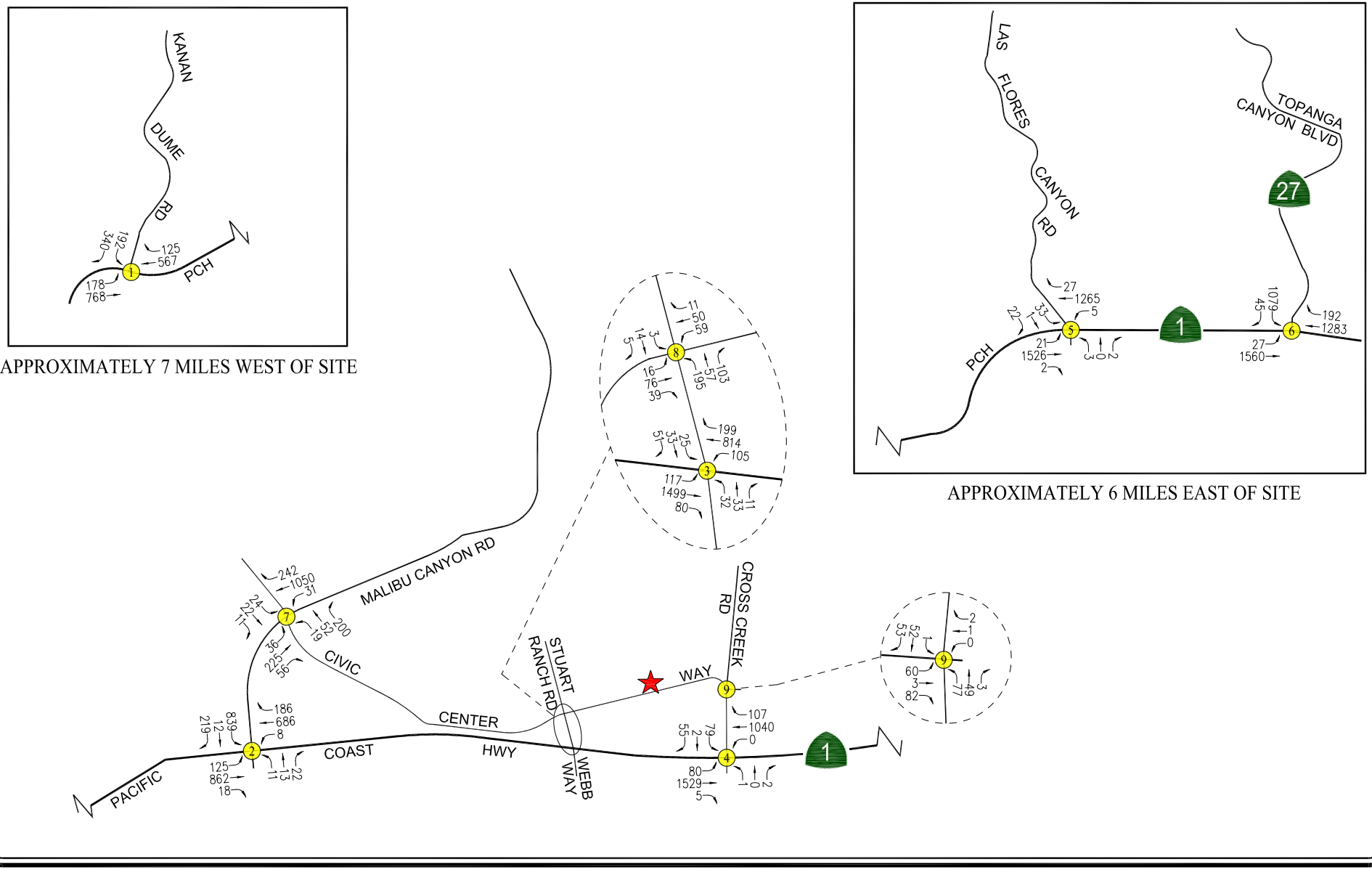
FIGURE 5-3
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE
XX STUDY INTERSECTION

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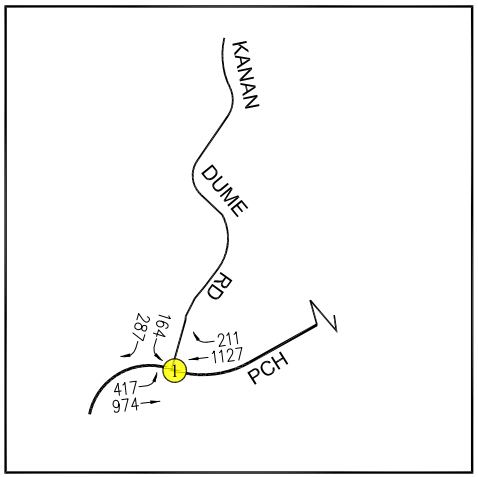
FIGURE 5-4
EXISTING (SUMMERTIME) TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

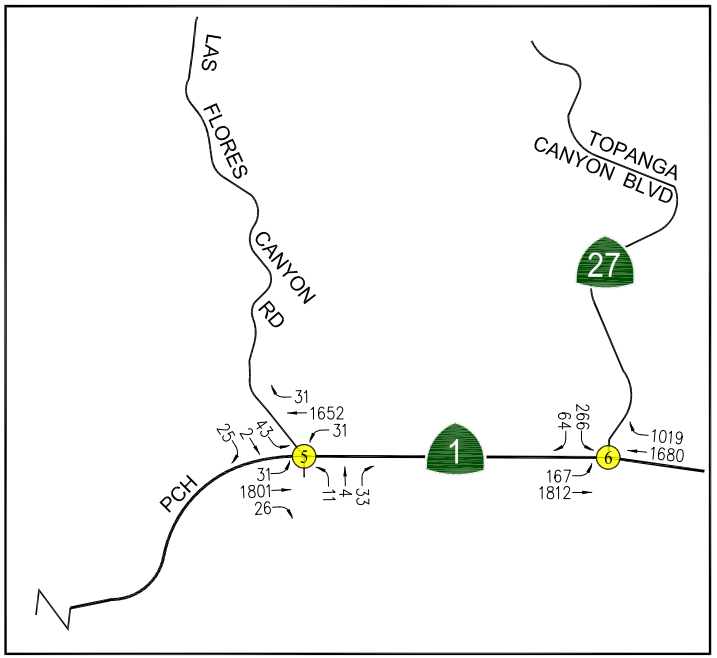
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

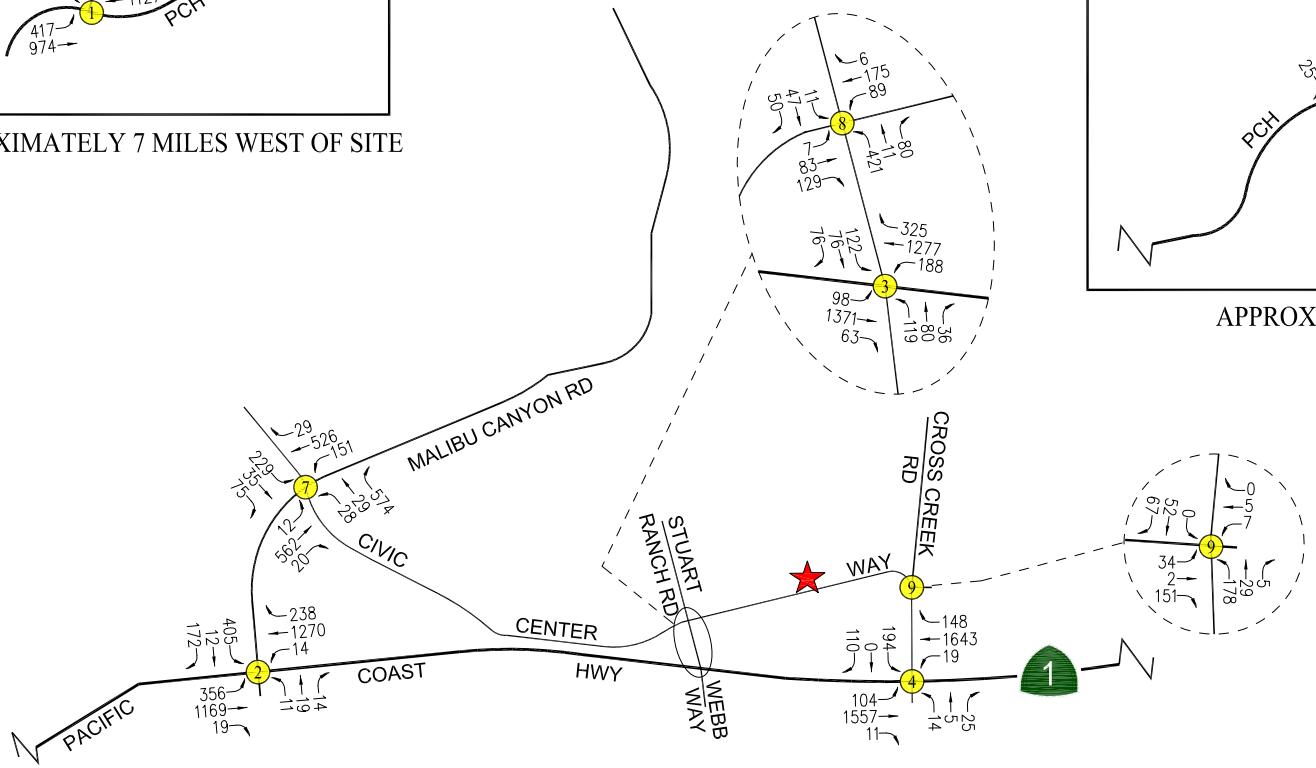
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
XX STUDY INTERSECTION

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NOT TO SCALE

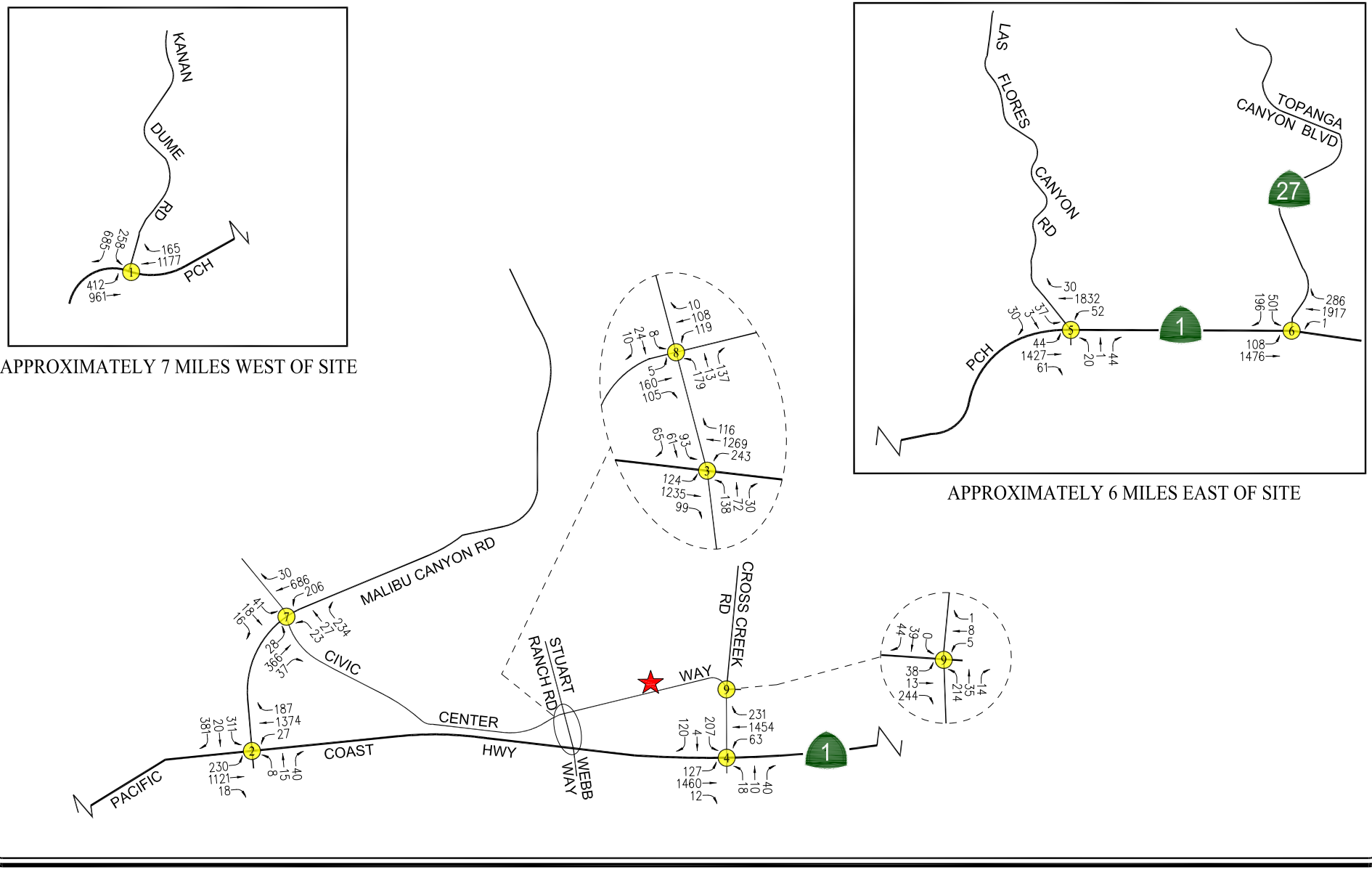
FIGURE 5-5
EXISTING (SUMMERTIME) TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 5-6
EXISTING (SUMMERTIME) TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

The traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the Project site was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed 2019 Project Modifications can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Malibu Planning Department, as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the proposed Project site. The list of related projects in the Project site area is presented in ***Table 6–1***. The location of the related projects is shown in ***Figure 6–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the 10th Edition of the ITE *Trip Generation Manual*[6]. The related projects' respective traffic generation for the weekday AM and PM peak hours and Saturday MD peak hour, as well as on a daily basis for a typical weekday and Saturday, are summarized in *Table 6–1*.

[6] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/NUMBER ADDRESS/LOCATION	PROJECT STATUS	PROJECT DATA SOURCE	LAND USE DATA		DAILY TRIP ENDS	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			SAT DAILY TRIP ENDS	SAT MIDDAY PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES [2]	IN	OUT	TOTAL	IN	OUT	TOTAL	VOLUMES [2]	IN	OUT	TOTAL
City of Malibu																
M1	Sea Star Estates 6282, 6285, 6333 and 6380 Sea Star Drive	UPR	[3]	Single-Family Residential	4 DU	38	1	2	3	3	1	4	38	2	2	4
M2	Malibu High and Middle School Campus Improvements 30215 Morning View Drive	UC	[4]	Administration Bldg.	35,315 SF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
M3	28811 Pacific Coast Highway	PA	[3]	Single-Family Residential	3 DU	28	1	1	2	2	1	3	29	2	1	3
M4	Galahad Subdivision 6061 Galahad Drive	PA	[3]	Single-Family Residential	4 DU	38	1	2	3	3	1	4	38	2	2	4
M5	Sea Level 31864-31866 Sea Level Drive	UPR	[3]	Single-Family Residential	2 DU	19	0	1	1	1	1	2	19	1	1	2
M6	5905-5909 Latigo Canyon Road	UPR	[3]	Single-Family Residential	2 DU	19	1	1	2	1	1	2	20	1	1	2
M7	The Case (Crummer Site) 24120 Pacific Coast Highway	UC	[5]	Single-Family Residential Baseball Field	5 DU 2 Games	168	1	3	4	33	32	65	970	49	48	97
M8	Towing Subdivision 23915 Malibu Road	UC	[3]	Single-Family Residential	4 DU	38	1	2	3	3	1	4	40	2	2	4
M9	Rancho Malibu Memorial Park 4000 Malibu Canyon Road	PA	[6]	Church Cemetary	8,500 GSF 29 Acres	213	6	4	10	10	19	29	258	67	52	119
M10	Whole Foods Shopping Center 23401 Civic Center Way	UC	[7]	Shopping Center Restaurant (High-Turnover) Restaurant (Fast-Food)	34,425 GSF 2,500 GLSF 1,500 GSF	2,296	103	61	164	156	79	235	2,528	228	117	345
M11	Santa Monica College 23525 Civic Center Way	PA	[8]	Junior/Community College Community Sheriff Station	19,760 GSF 5,610 GSF	698	55	16	71	34	32	66	378	21	23	44
M12	Malibu Sycamore Village 23575 Civic Center Way	UPR	[9]	Shopping Center	76,000 GLSF	2,869	44	27	71	139	151	290	3,505	178	164	342
M13	Malibu Jewish Center & Synagogue 24855 Pacific Coast Highway	UPR	[10]	Jewish Community Center	18,423 GSF	128	4	2	6	4	5	9	110	30	21	51
M14	Surfrider Plaza 22959 Pacific Coast Highway	UPR	[11] [9]	Office Retail	2,630 GSF 4,517 GLSF	26 171	3 2	0 2	3 4	0 8	3 9	3 17	6 208	1 10	0 10	1 20
M15	22729 Pacific Coast Highway	UPR	[11]	Office	2,499 GSF	24	3	0	3	0	3	3	6	1	0	1
M16	22741 Pacific Coast Highway	UPR	[12]	Hotel	36 Rooms	301	10	7	17	11	11	22	295	15	11	26
M17	18805-18809 Pacific Coast Highway	UC	[3]	Single-Family Residential	3 DU	29	1	1	2	2	1	3	30	2	1	3

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/NUMBER ADDRESS/LOCATION	PROJECT STATUS	PROJECT DATA SOURCE	LAND USE DATA		DAILY TRIP ENDS	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			SAT DAILY TRIP ENDS	SAT MIDDAY PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES [2]	IN	OUT	TOTAL	IN	OUT	TOTAL	VOLUMES [2]	IN	OUT	TOTAL
M18	21997-22003 Pacific Coast Highway	UPR	[3]	Single-Family Residential	2 DU	19	1	1	2	1	1	2	20	1	1	2
M19	20624-20630 Pacific Coast Highway	UC	[3]	Single-Family Residential	2 DU	19	1	1	2	1	1	2	20	1	1	2
M20	Seaboard 21100 and 21298 Seaboard Road	UPR	[3]	Single-Family Residential	3 DU	29	1	1	2	2	1	3	30	2	1	3
County of Los Angeles																
LC1	Pepperdine Campus Life Project 24255 Pacific Coast Highway	UC	[13]	Student Housing Athletics Center Soccer Field Welcome Center Recreation Center Parking Structure	394,137 SF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
LC2	Lunch Properties 2930 Sweetwater Mesa Road	PA	[3]	Single-Family Residential	5 DU	48	1	3	4	3	2	5	50	3	2	5
TOTAL						**7,218**	**241**	**138**	**379**	**417**	**356**	**773**	**8,598**	**619**	**461**	**1,080**

Notes:

[1] Sources: City of Malibu Planning Department and Los Angeles County Department of Regional Planning. Trip generation for the related projects are based on ITE "Trip Generation", 10th Edition, 2017 (as referenced in the Project Data Source column).
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[4] Source: "Malibu Middle and High School Campus Improvement Project, Traffic Impact Analysis", prepared by Atkins, February 2012.
[5] Source: "Crummer Site Subdivision, Traffic Impact Analysis", prepared by Arch Beach Consulting, December 2012.
[6] Source: "Malibu Memorial Park, Traffic Impact Analysis", prepared by Overland Traffic Consultants, Inc., updated January 2015.
[7] Source: "Neighborhood Shopping Center, Traffic Impact Analysis", prepared by Overland Traffic Consultants, Inc., September 2010.
[8] Source: "SMC Malibu Satellite Campus Project, Traffic Impact Study", prepared by Linscott, Law & Greenspan, Engineers, October 2014.
[9] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[10] ITE Land Use Code 560 (Church) trip generation average rates.
[11] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[12] ITE Land Use Code 310 (Hotel) trip generation average rates.
[13] Source: "Pepperdine University Campus Life Project, Revised Traffic, Circulation and Parking Study", prepared by Associated Transportation Engineers, September 2010.

Acronyms:

UPR = Under Planning Review
BPC = In Building Plan Check
PA = Planning Approval/CDP received
UC = Under Construction



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

PROJECT SITE

XX RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

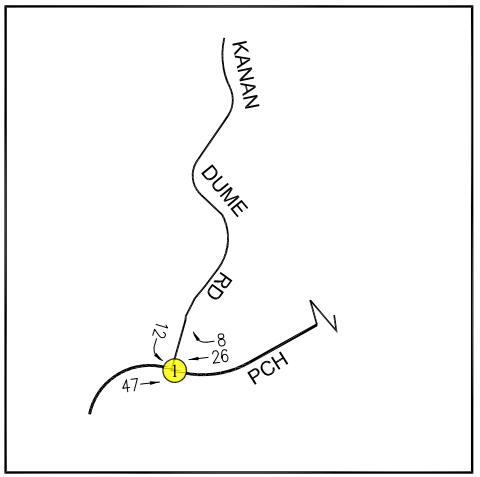
LA PAZ RANCH PROJECT

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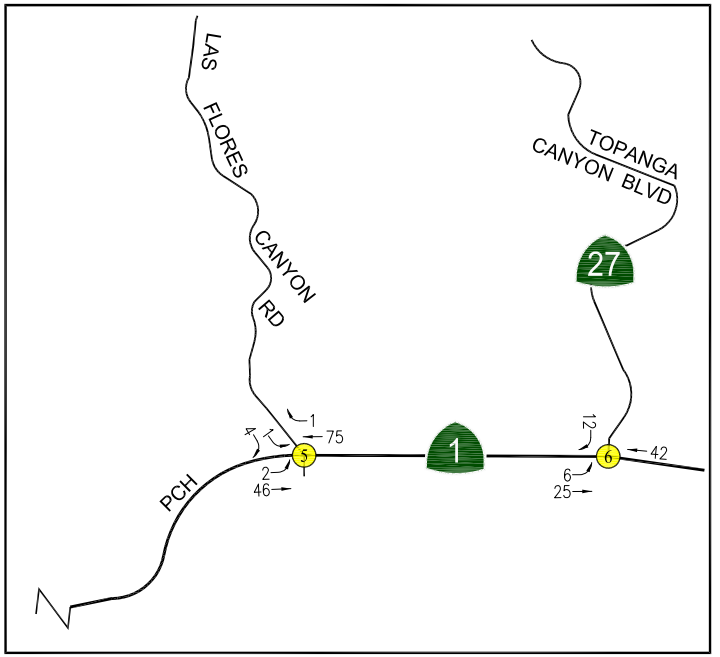
The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are displayed in ***Figures 6–2***, ***6–3***, and ***6–4***, respectively. Further detail on the assignment of traffic volumes expected to be generated by the related projects can be found in ***Appendix C***.

6.2 Ambient Traffic Growth Factor

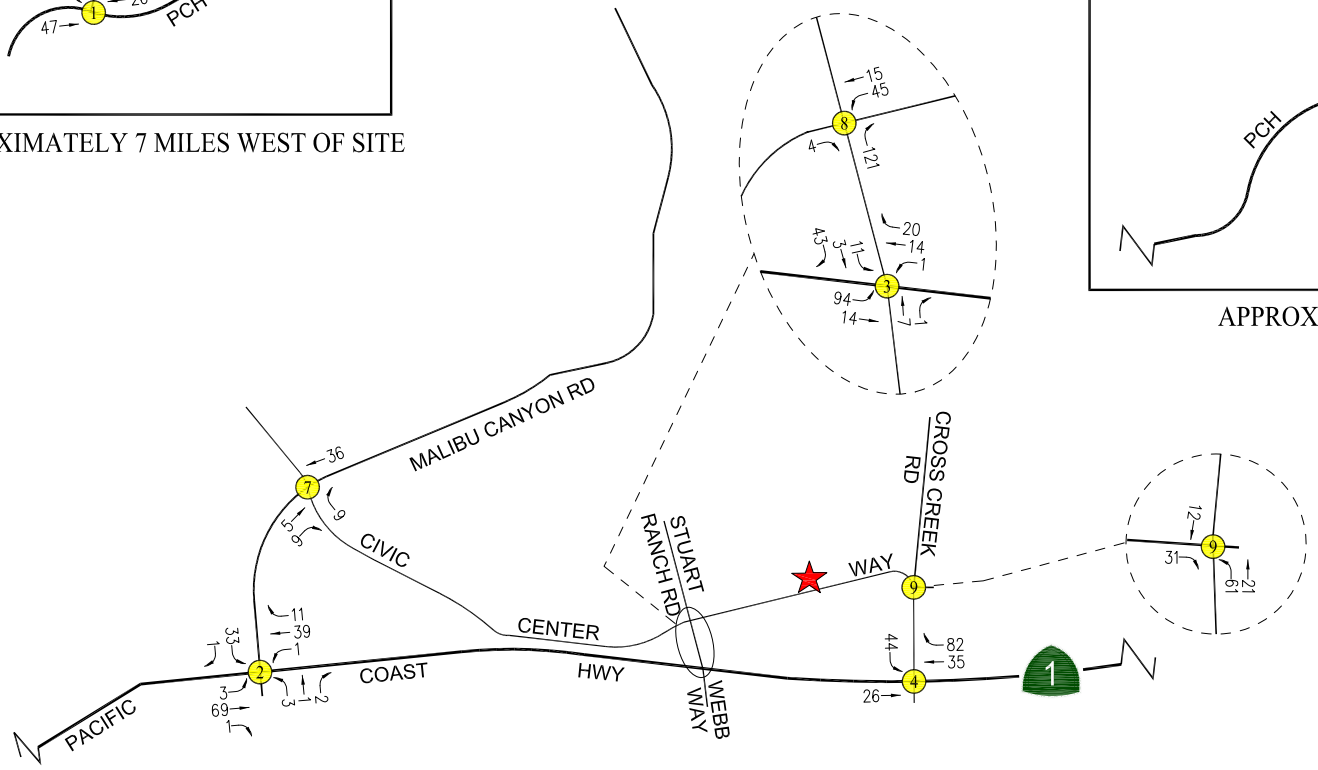
In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2022 (i.e., the anticipated year of the 2019 Project Modifications build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with City staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Malibu area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.47% per year between the years 2015 and 2022. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project site vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

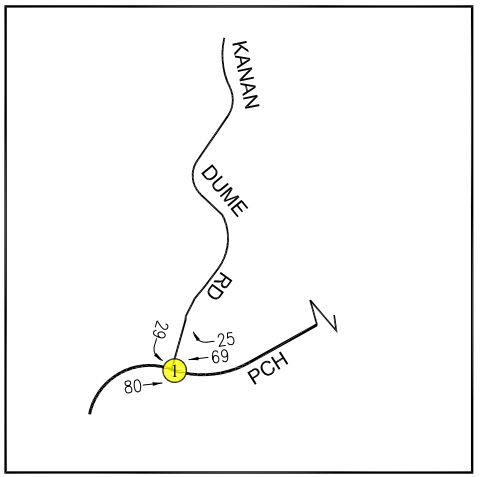
FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

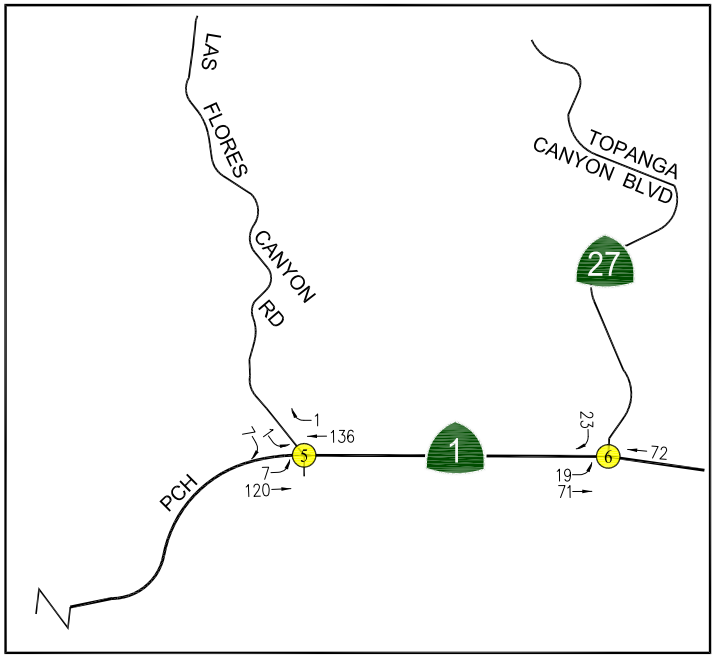
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

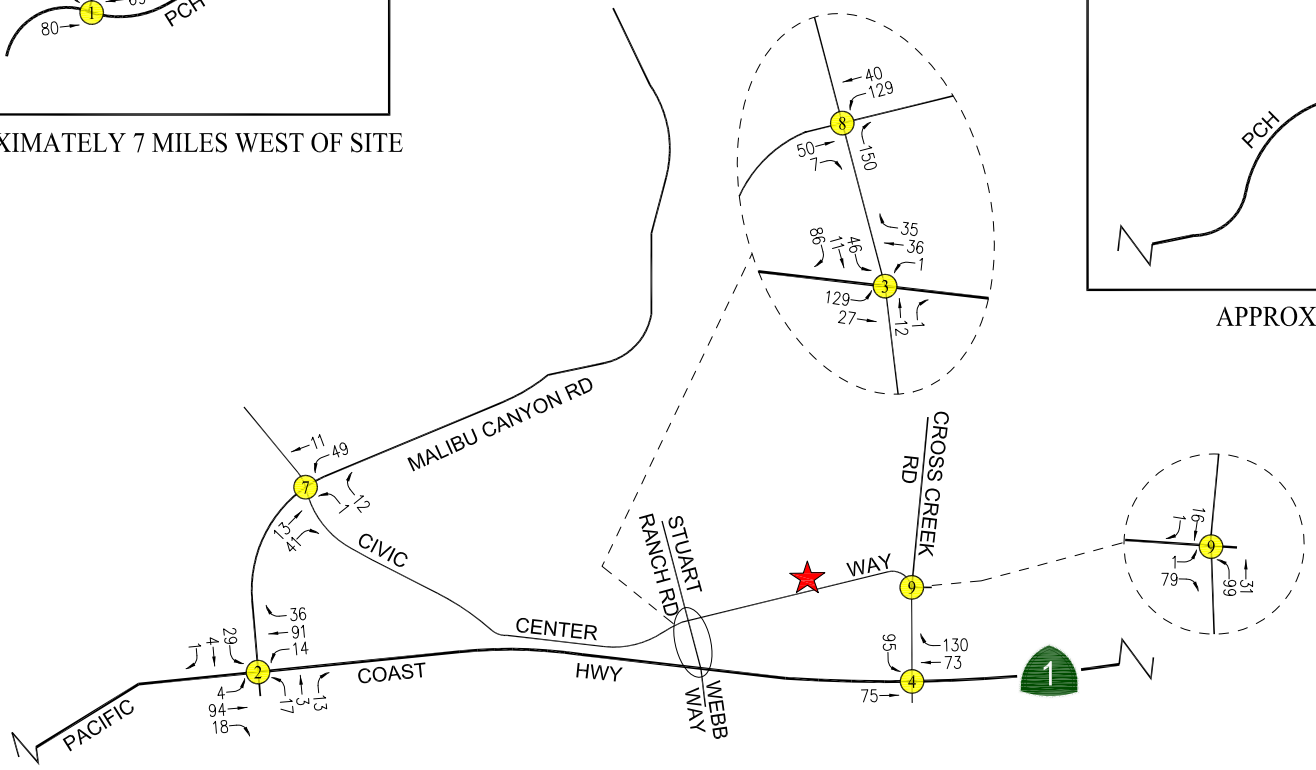
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

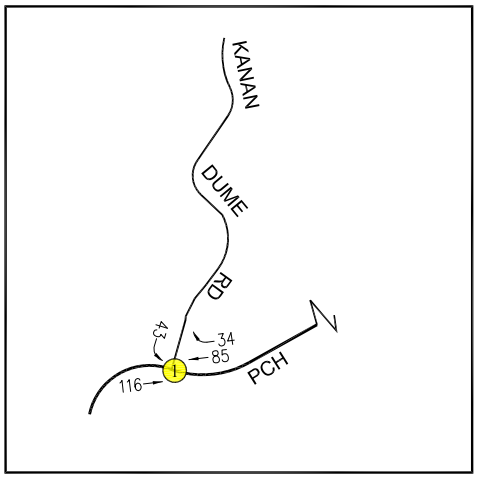
FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

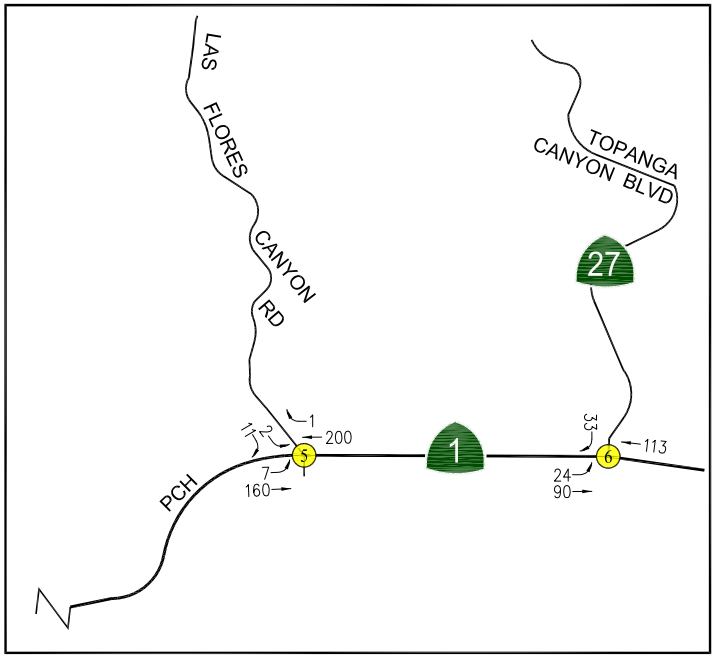
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

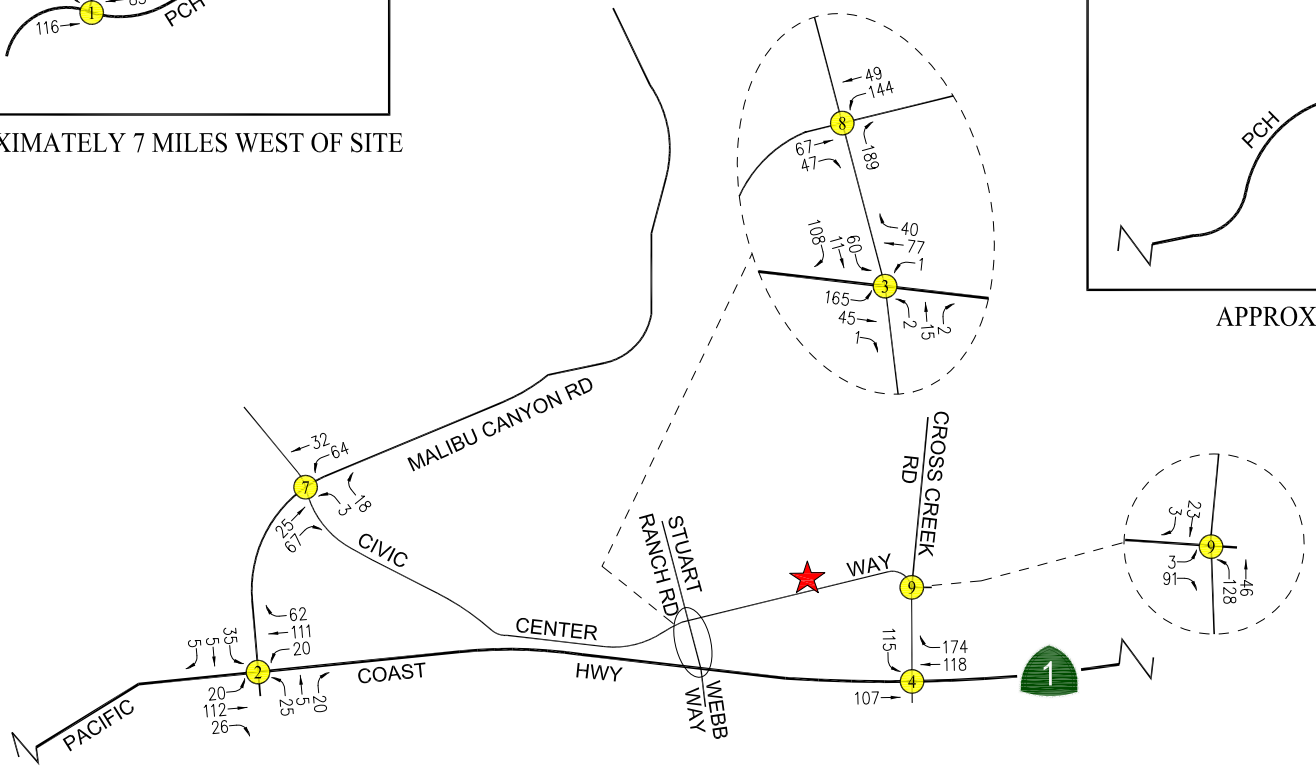
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 6-4
RELATED PROJECTS TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed 2019 Project Modifications, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation rates to the development tabulation for the 2019 Project Modifications.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound traffic volumes forecast for the 2019 Project Modifications. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of traffic forecast for the 2019 Project Modifications to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and traffic assignments developed, the impact of the proposed 2019 Project Modifications is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast traffic due to the 2019 Project Modifications. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the impacts due to the 2019 Project Modifications identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed 2019 Project Modifications during the weekday AM and PM peak hours, the Saturday MD peak hour as well as on a daily basis (weekdays and Saturdays), were estimated using rates published in the 10th Edition of the ITE *Trip Generation Manual*. As previously noted, the trip generation forecast for the 2005 Analyzed Project as provided in the Kaku traffic utilized trip rates published in the prior 6th Edition of the ITE *Trip Generation Manual.*

The trip generation methodology for the proposed 2019 Project Modifications is detailed in the trip generation memorandum contained in ***Appendix B***. The trip generation is depicted in ***Table 7–1*** within this addendum traffic study.

Table 7-1
PROJECT TRIP GENERATION [1]

18-Oct-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL	SAT DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	SAT PEAK HOUR VOLUMES [2] OUT	SAT PEAK HOUR VOLUMES [2] TOTAL
Proposed 2019 Project Modifications												
Office [3]	62,556 GSF	609	63	10	73	12	60	72	138	28	5	33
Shopping Center [4]	69,502 GSF	2,624	40	25	65	127	138	265	3,205	163	150	313
Subtotal		3,233	103	35	138	139	198	337	3,343	191	155	346
Internal Capture [5], [6]		(265)	(6)	(6)	(12)	(13)	(13)	(26)	(77)	(4)	(4)	(8)
SUBTOTAL DRIVEWAY TRIPS		**2,968**	**97**	**29**	**126**	**126**	**185**	**311**	**3,266**	**187**	**151**	**338**
Pass-By Adjustment [7], [8]												
Shopping Center		(262)	0	0	0	(25)	(28)	(53)	(801)	(41)	(37)	(78)
NET INCREASE "OFF-SITE" TRIPS		**2,706**	**97**	**29**	**126**	**101**	**157**	**258**	**2,465**	**146**	**114**	**260**

[1] Source: ITE "Trip Generation," 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
- Saturday Trip Rate: 2.21 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.53 trips/1,000 SF of floor area; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound
- Saturday Trip Rate: 46.12 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 4.50 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] Peak hour internal capture reduction based on synergy between the shopping center and office uses calculated using NCHRP 684 internal trip capture estimation tool (see attached worksheets). PM peak hour calculation used to determine Saturday MD peak hour internal capture.
[6] Weekday daily internal capture assumed to be average of calculated AM peak hour and PM peak hour internal capture (i.e., 8.2%). Saturday daily internal capture assumed to be equivalent to the calculated MD peak hour internal capture (i.e., 2.3%).
[7] Weekday PM peak hour and Saturday MD peak hour pass-by trip adjustment per City direction (20% for weekday PM peak hour and 25% for Saturday MD peak hour).
[8] Weekday daily pass-by assumed to be average of applied AM peak hour pass-by and PM peak hour pass-by (i.e., 10%). Saturday daily pass-by assumed to be average of applied MD peak hour pass-by (i.e., 25%).

As presented in *Table 7–1*, the proposed 2019 Project Modifications is expected to generate 126 vehicle trips (97 inbound trips and 29 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed 2019 Project Modifications is expected to generate 258 vehicle trips (101 inbound trips and 157 outbound trips). During the Saturday MD peak hour, the proposed 2019 Project Modifications is expected to generate 260 net new vehicle trips (146 inbound trips and 114 outbound trips). Over a 24-hour period during a typical weekday, the proposed 2019 Project Modifications is forecast to generate 2,706 daily trips ends (approximately 1,353 inbound trips and 1,353 outbound trips). Over a 24-hour period on a typical Saturday, the proposed 2019 Project Modifications is forecast to generate 2,465 daily trips ends (approximately 1,233 inbound trips and 1,232 outbound trips).

As previously discussed in Section 1.1, the Kaku traffic study analyzed a development project consisting of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area (i.e., the "2005 Analyzed Project"). The trip generation forecast for the development evaluated in the Kaku traffic study is provided in Table A from the trip generation memo. When compared to the 2005 Analyzed Project evaluated in the Kaku traffic study, the 2019 Project Modifications is forecast to generate:

- 157 fewer weekday daily trips as compared to the 2005 Analyzed Project;
- 225 additional Saturday daily trips as compared to the 2005 Analyzed Project;
- 24 fewer weekday AM peak hour trips as compared to the 2005 Analyzed Project;
- 10 additional weekday PM peak hour trips as compared to the 2005 Analyzed Project; and
- 63 additional Saturday MD peak hour trips as compared to the 2005 Analyzed Project.

The 2008 Approved Project description as approved by the Malibu City Council consists of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area. Table B from the trip generation memorandum provides the trip generation forecast for the 2008 Approved Project based on the trip generation forecast utilized in the Kaku traffic study. When compared to the 2008 Approved Project, the 2019 Project Modifications is forecast to generate:

- 58 fewer weekday daily trips as compared to the 2008 Approved Project;
- 414 additional Saturday daily trips as compared to the 2008 Approved Project;
- 34 fewer weekday AM peak hour trips as compared to the 2008 Approved Project;
- 9 additional weekday PM peak hour trips as compared to the 2008 Approved Project; and
- 77 additional Saturday MD peak hour trips as compared to the 2008 Approved Project.

Since the 2019 Project Modification do not change the 2008 Approved Project square footage, there is no change in the 2008 Approved Project-related trip generation as a result of the 2019 Project Modifications if the trip generation forecast of the 2019 Project Modifications is calculated as was done in the Kaku traffic study. However, for informational purposes, this addendum traffic study evaluates the 2019 Project Modifications due to:

- Changed environmental conditions (e.g., update traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and

- Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing traffic operations (updates to the HCM methodologies and software), and use of the City of Malibu traffic study guidelines, including thresholds of significance.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Pacific Coast Highway (SR-1), Malibu Canyon Road, Kanan Dume Road, Topanga Canyon Boulevard (SR-27), etc.);

- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;

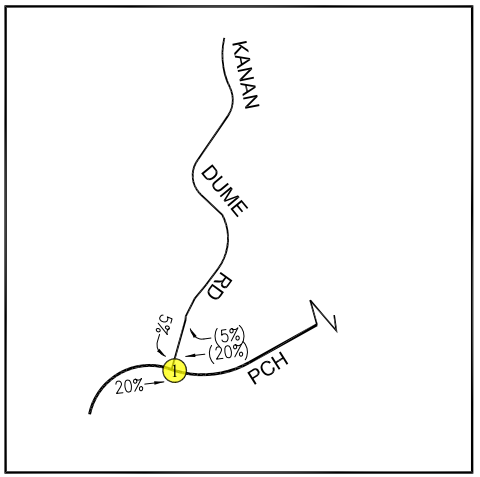
- Existing intersection traffic volumes;

- Ingress/egress availability at the Project site assuming the site access and circulation scheme described in Section 3.0; and

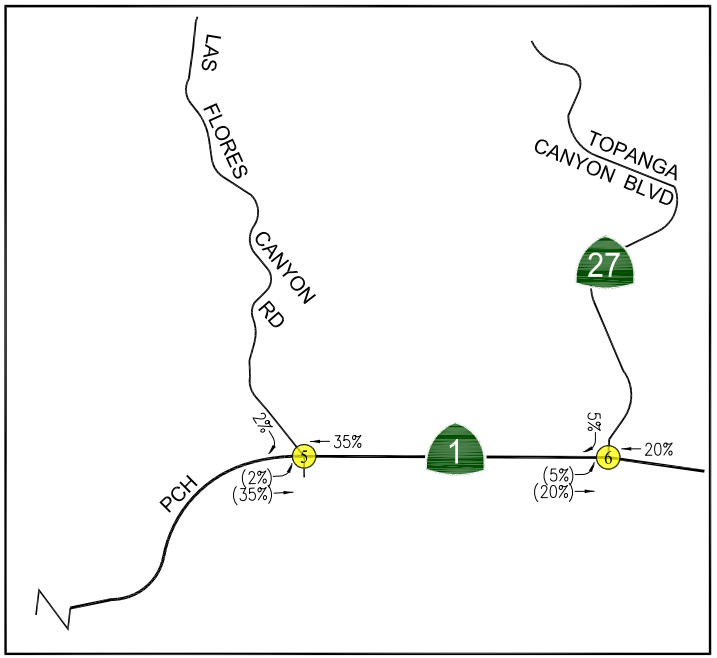
- Nearby population and employment centers.

The Kaku traffic study does not provide exhibits displaying the specific turning movement assignments (e.g., as a percentage basis of trips related to the 2005 Analyzed Project) at the analyzed study intersections. However, the general distributions of the trips associated with the 2005 Analyzed Project can be estimated through other graphics provided in the Kaku traffic study and were utilized and consulted (in addition to the factors listed above) in developing the forecast assignment of trips related to the 2019 Project Modifications at the study intersections evaluated in this addendum traffic study.

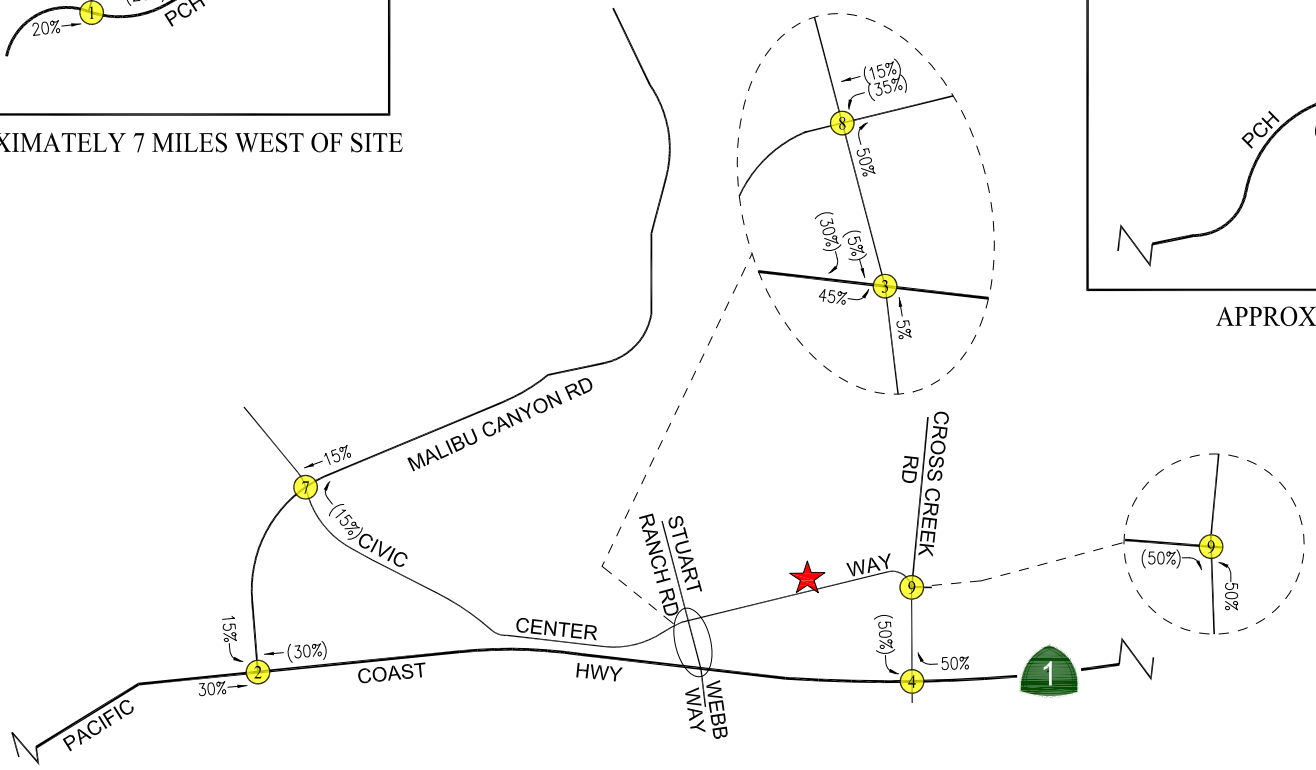
The general, directional traffic distribution patterns for the proposed 2019 Project Modifications during the weekday AM peak hour are presented in ***Figure 7–1,*** while the general, directional traffic distribution patterns for the proposed 2019 Project Modifications during the weekday PM and Saturday MD peak hours are presented in ***Figure 7–2***. A separate assignment is provided for the weekday AM peak hour at the study intersections in *Figure 7–1* primarily related to the existing left-turn prohibition on southbound Malibu Canyon Road at the intersection with Civic

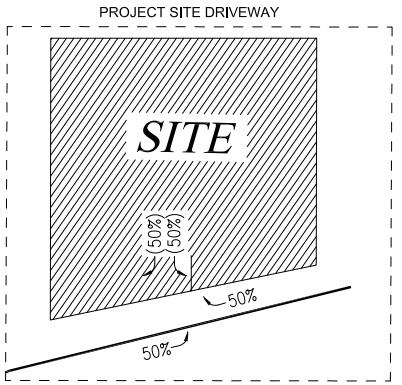


APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE





NOT TO SCALE

★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

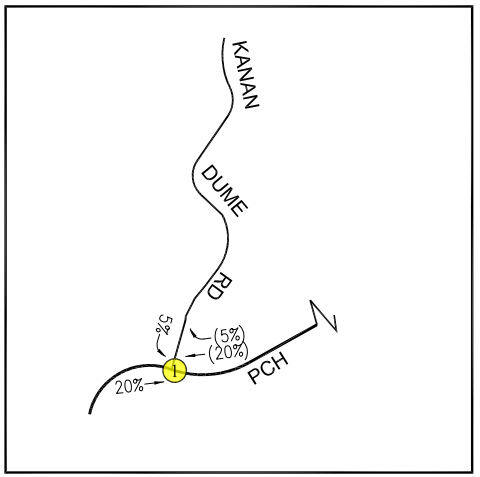
FIGURE 7-1
PROJECT TRIP DISTRIBUTION

WEEKDAY AM PEAK HOUR

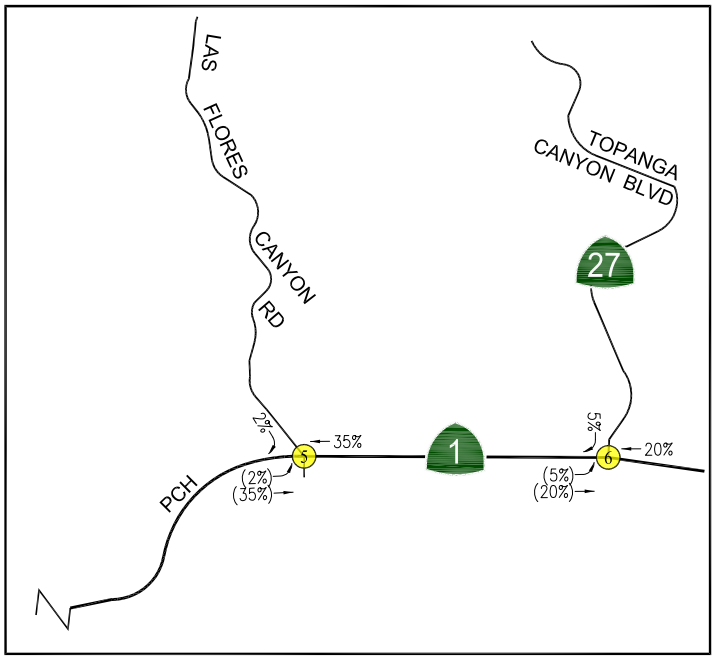
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

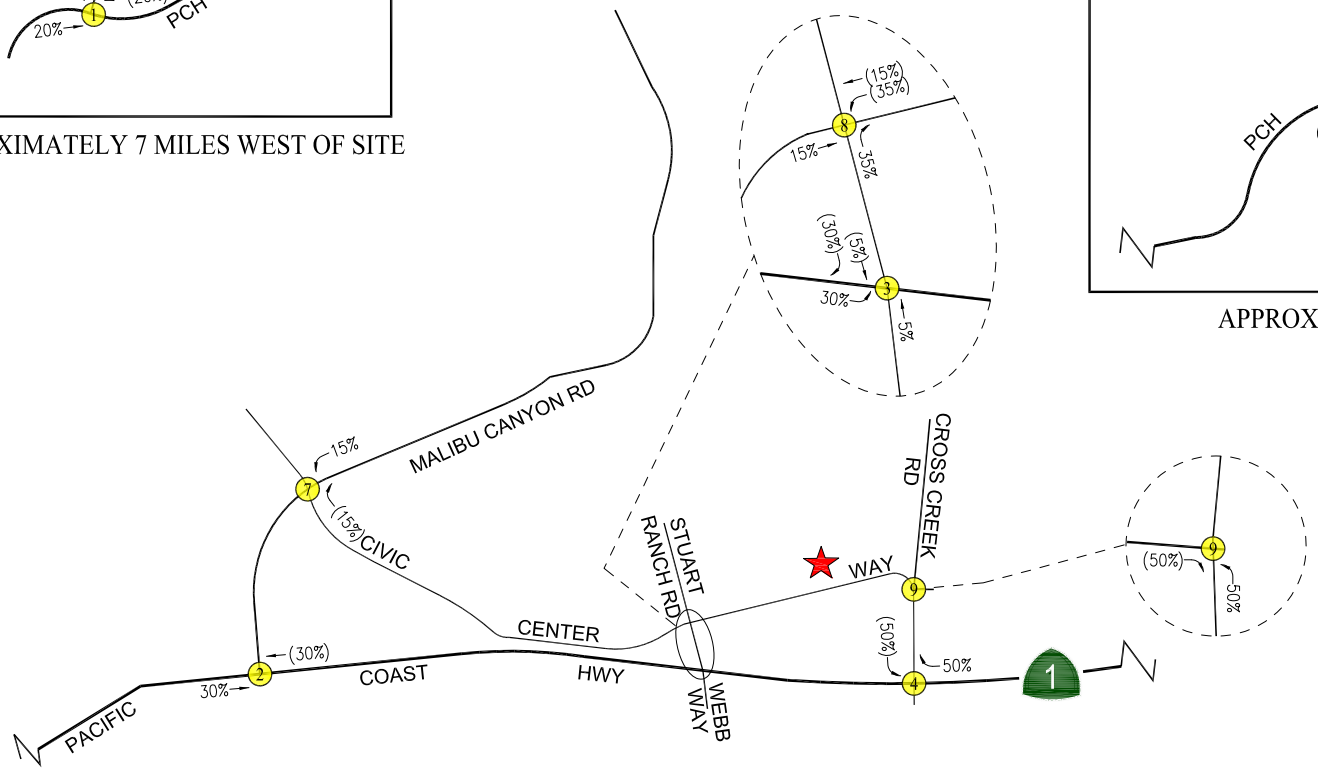
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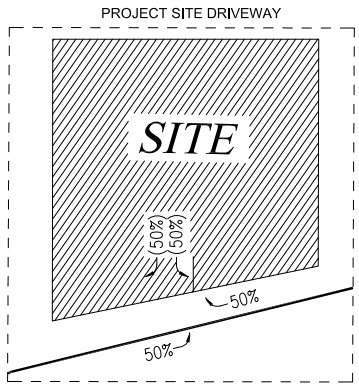


APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE





NOT TO SCALE

★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 7-2
PROJECT TRIP DISTRIBUTION

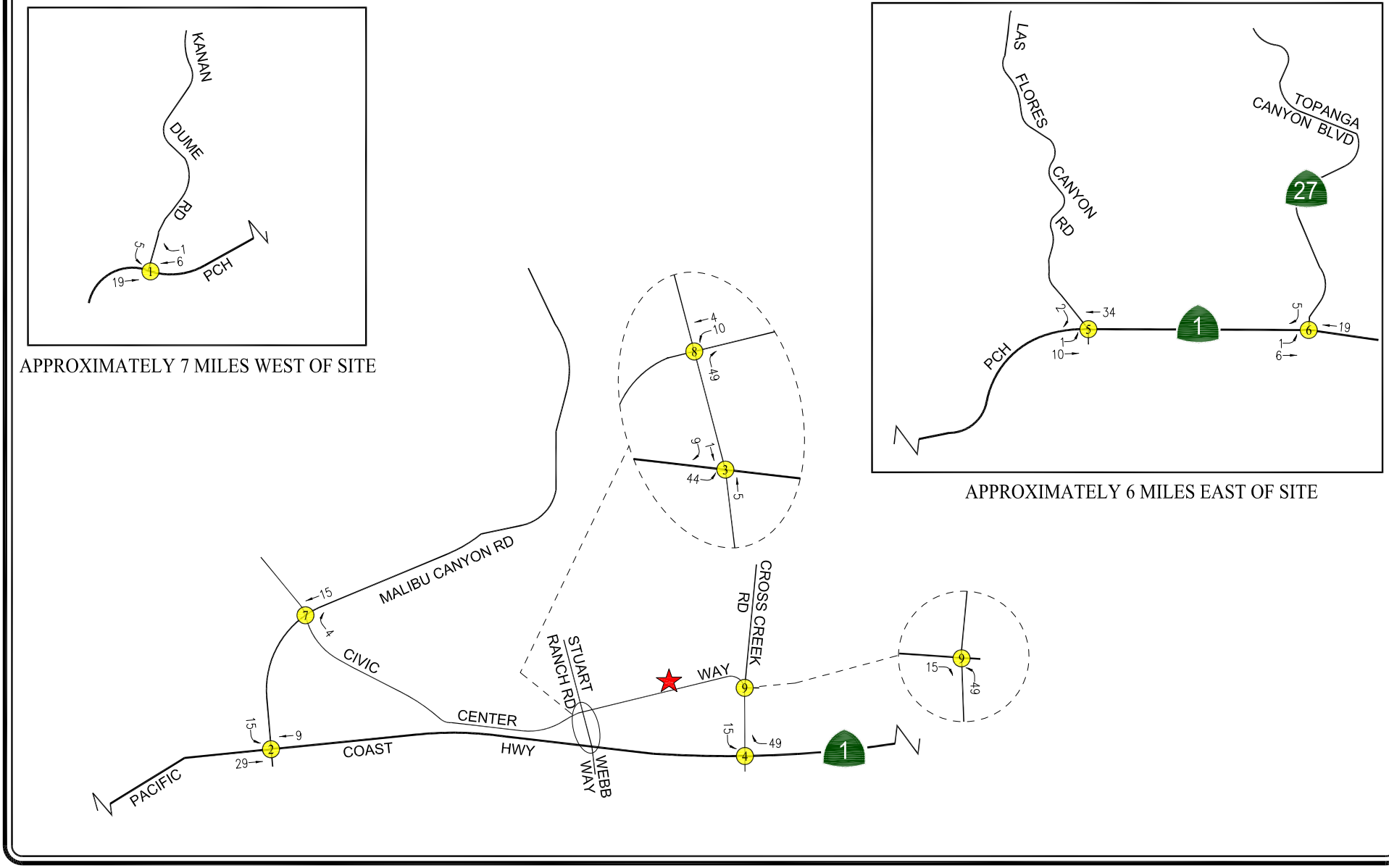
WEEKDAY PM & SATURDAY MID-DAY PEAK HOURS

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Center Way during the weekday morning commuter period. The forecast weekday AM and PM peak hours and Saturday MD peak hour traffic volumes at the study intersections associated with the proposed 2019 Project Modifications are presented in ***Figures 7–3***, ***7–4***, and ***7–5***, respectively. The traffic volume assignments presented in *Figures 7–3*, *7–4*, and *7–5* reflect the traffic distribution characteristics shown in *Figures 7–1* and *7–2*, and the 2019 Project Modifications traffic generation forecast presented in *Table 7–1*.



NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION

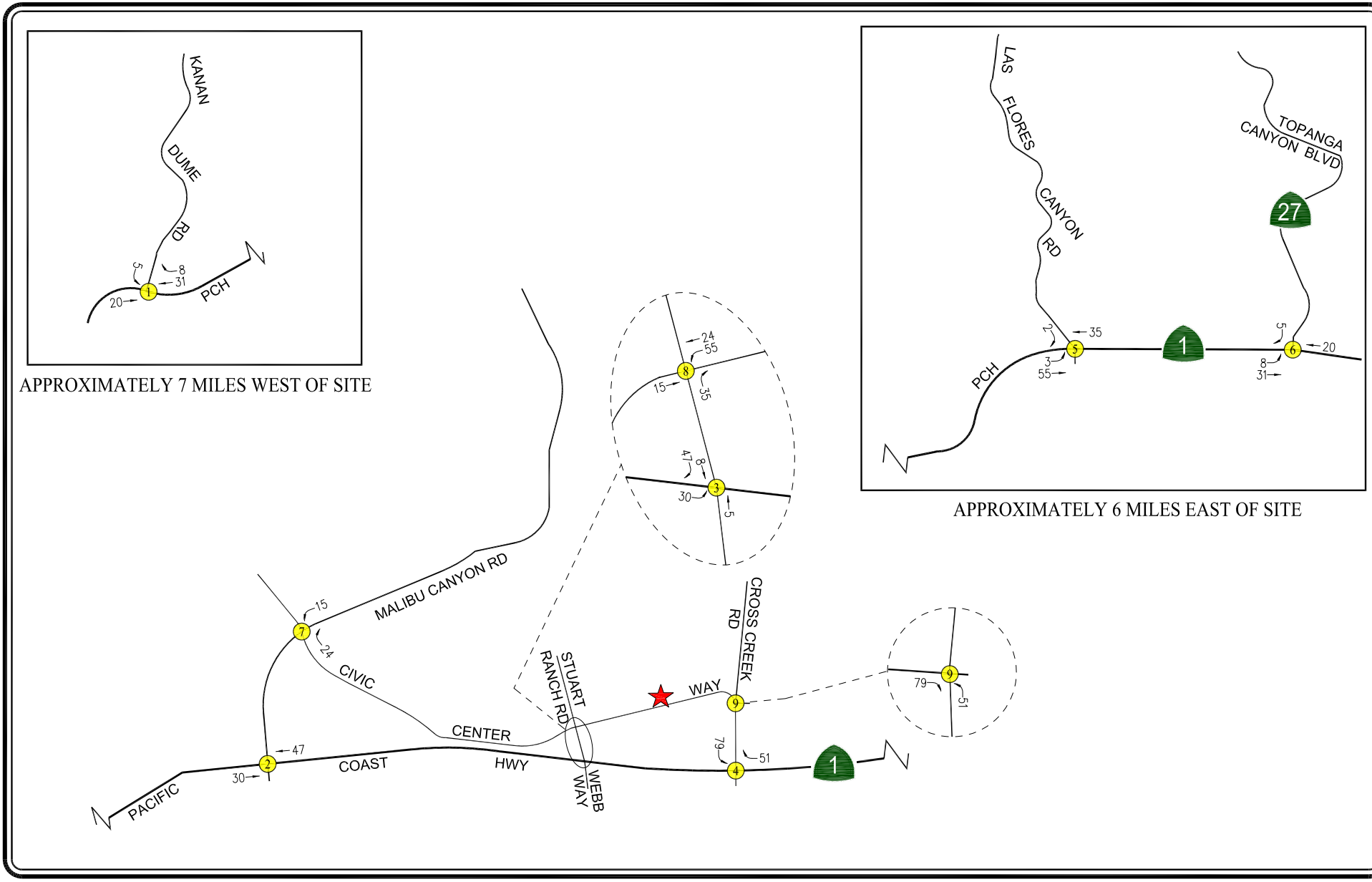
FIGURE 7-3
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE

XX STUDY INTERSECTION

N

NOT TO SCALE

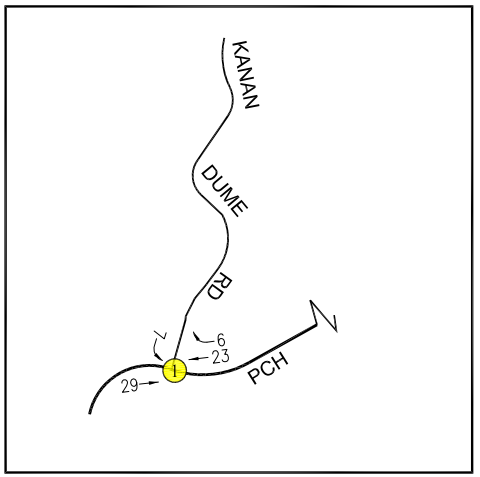
FIGURE 7-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

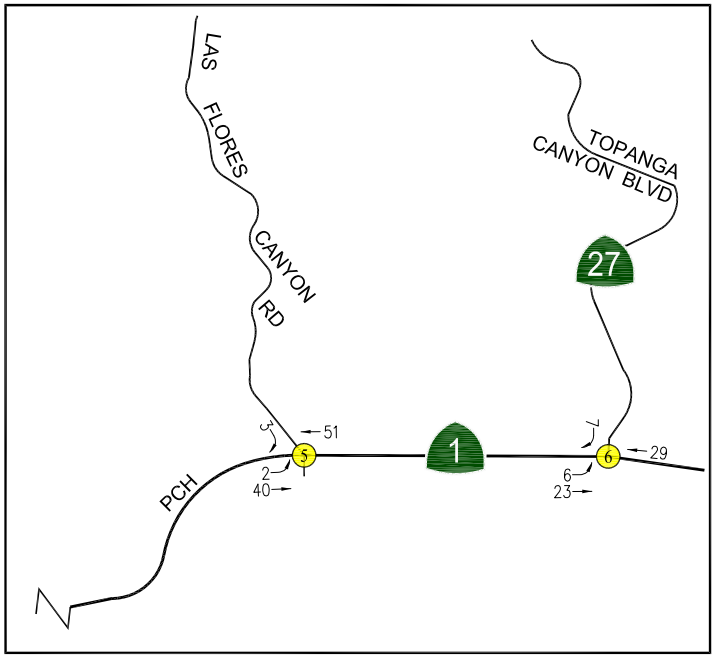
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

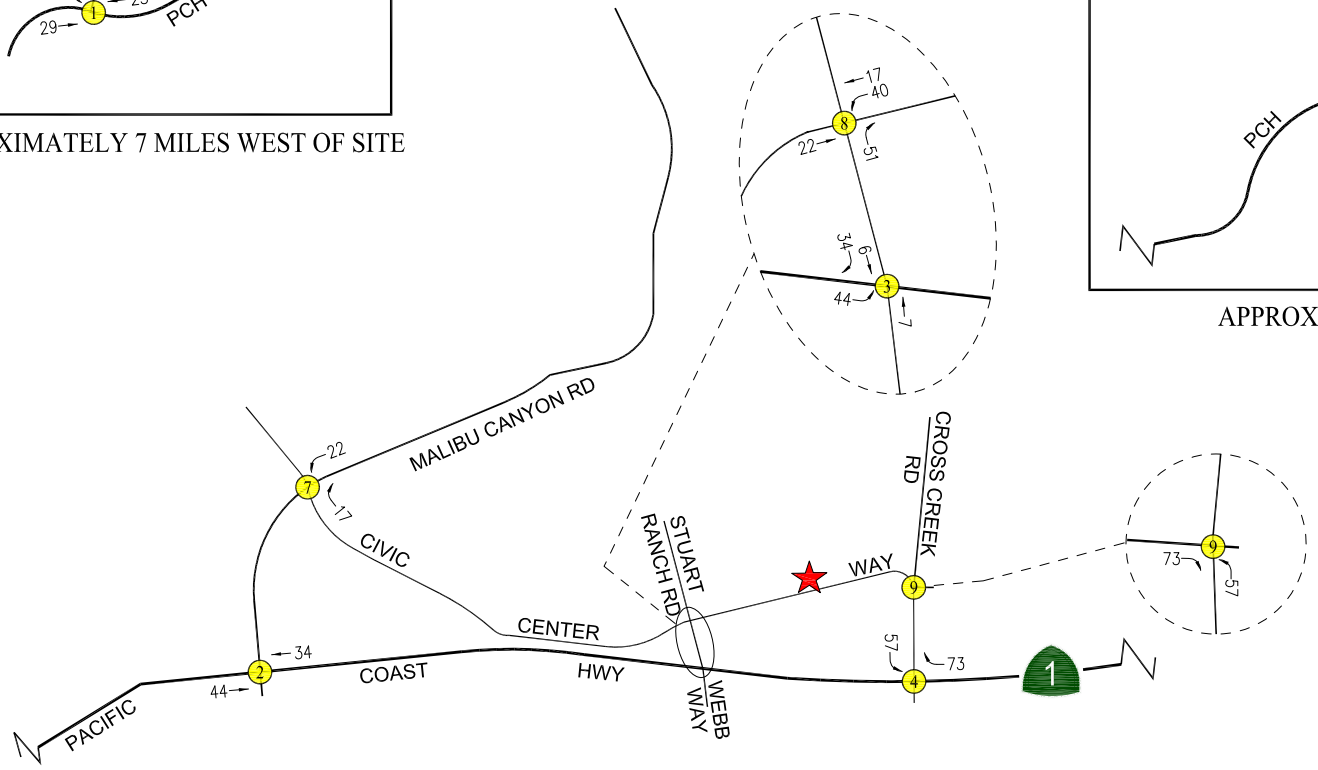
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

FIGURE 7-5
NET NEW PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Operations at the seven signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis for signalized intersections based on the City's traffic study guidelines. Specifically, the ICU method was used to determine *v/c* ratios and corresponding LOS. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.05 was added to each LOS calculation.

Additionally, the two stop-controlled study intersections (Stuart Ranch Road-Webb Way / Civic Center Way and Cross Creek Road / Civic Center Way) were analyzed using the methodology included in the Highway Capacity Manual (HCM). This methodology estimates the average control delay for each of the subject movements and determines the LOS for each constrained movement. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The overall average control delay is measured in seconds per vehicle. For an all-way stop controlled intersection, the overall intersection delay is subsequently assigned an LOS value to describe intersection operations.

The LOS under both the ICU and HCM methodologies varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding LOS are provided in ***Appendix D*** and ***E*** for school time and summertime conditions, respectively. A description of the HCM method and corresponding LOS are provided in ***Appendix F*** and ***G*** for school time and summertime conditions, respectively.

8.1 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the proposed 2019 Project Modifications during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed 2019 Project Modifications. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of the forecast traffic generated by the 2019 Project Modifications was evaluated using the traffic impact criteria provided by the City of Malibu[7]. In addition, for the one study intersection located in unincorporated Los Angeles County (Topanga Canyon Boulevard / Pacific Coast Highway), this significance of the potential impacts related to traffic from the 2019 Project Modifications was evaluated using thresholds of significance published by the County of Los Angeles[8]. According to the respective published guidelines, an intersection traffic impact is considered significant if the increase in the *v/c* ratio due to the 2019 Project Modifications is equal to or exceeds the thresholds presented in ***Tables 8–1*** and ***8–2*** for signalized intersections, and ***Table 8–3*** for unsignalized intersections.

[7] *Traffic Impact Analysis Guidelines*, City of Malibu, August 2012.
[8] County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1997.

Table 8-1 CITY OF MALIBU SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.71 - 0.80	C	equal to or greater than 0.040
> 0.81 - 0.90	D	equal to or greater than 0.020
> 0.91	E or F	equal to or greater than 0.010

Table 8-2 COUNTY OF LOS ANGELES SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

Table 8-3 CITY OF MALIBU UNSIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA	
Project Related Increase in Delay	**Final LOS**
5 or more seconds	Degrades to LOS D or worse

The City and County criteria require mitigation of impacts due to the 2019 Project Modification whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above for signalized intersections. For unsignalized intersections, the City's Guidelines state an impact is considered significant if traffic from the 2019 Project Modifications: 1) Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or 2) Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds.

8.2 Traffic Impact Analysis Scenarios

The LOS calculations have been prepared for the following scenarios for the nine study intersections:

(a) Existing (2018) conditions.

(b) Condition (a) with completion and occupancy of the 2019 Project Modifications.

(c) Condition (b) with implementation of 2019 Project Modifications mitigation measures where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2022 and with completion and occupancy of the related projects (i.e., future cumulative baseline)

(e) Condition (d) with completion and occupancy of the 2019 Project Modifications.

(f) Condition (e) with implementation of 2019 Project Modifications mitigation measures where necessary.

It is noted that at three study intersections (i.e., at Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Stuart Ranch Road-Webb Way / Civic Center Way), the Applicant of the 2019 Project Modifications recently constructed traffic improvements consistent with the traffic mitigation measures identified in the Kaku traffic study. As previously discussed, these improvements were constructed after the collection of the traffic count data used in this traffic analysis, and thus, the LOS calculations assume the prior lane configurations at the three affected intersections for purposes of evaluating operations with and without traffic related to the 2019 Project Modifications (i.e., scenarios (a), (b), (d), and (e) above) so as to assess the effects of the development, similar to the Kaku traffic study. The post-improvement lane configurations at the three intersections were then incorporated into the scenarios with mitigation (i.e., scenarios (c) and (f) above) to assess the effectiveness of the mitigation measures, also consistent with the Kaku traffic study.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the nine study intersections using the ICU and HCM methodologies and application of the City of Malibu and County of Los Angeles significant traffic impact criteria during school time and summertime conditions is summarized in ***Tables 9–1*** and ***9–2***, respectively. The ICU data worksheets for the analyzed intersections during school time and summertime conditions are contained in *Appendix D* and *E*, respectively. The HCM data worksheets for the analyzed intersections are contained in *Appendix F* and *G*, respectively.

9.1 Existing Conditions

9.1.1 *Existing Conditions – School Time*

As indicated in column [1] of *Table 9–1*, the nine study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours, as well as the Saturday MD peak hour under existing school time conditions. The existing school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are displayed in *Figures 5–1*, *5–2*, and *5–3*, respectively.

9.1.2 *Existing Conditions – Summertime*

As indicated in column [1] of *Table 9–2*, eight of the nine study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours, as well as the Saturday MD peak hour under existing summertime conditions. The following intersection is currently operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway — AM Peak Hour: *v/c* = 0.934, LOS E

The existing summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are displayed in *Figures 5–4*, *5–5*, and *5–3*, respectively.

9.1.3 *Existing With Project Conditions – School Time*

As shown in column [2] of *Table 9–1,* application of the City and County's threshold criteria to the "Existing With Project" scenario indicates that the 2019 Project Modifications is not expected to create significant impacts at any of the nine study intersections during school time conditions. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The "Existing With Project" school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are illustrated in ***Figures 9–1***, ***9–2***, and ***9–3***, respectively.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
SCHOOL TIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C or Delay	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2022 FUTURE PRE-PROJ W/A.G. & REL PROJ V/C or Delay	LOS	[4] YEAR 2022 FUTURE WITH PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2022 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay [(5)-(3)]	MITI-GATED
1	Kanan Dume Road/	AM	0.480	A	0.484	A	0.004	NO	0.510	A	0.513	A	0.003	NO	0.513	A	0.003	---
	Pacific Coast Highway (SR-1)	PM	0.618	B	0.629	B	0.011	NO	0.672	B	0.684	B	0.012	NO	0.684	B	0.012	---
	[a]	SAT	0.828	D	0.835	D	0.007	NO	0.885	D	0.893	D	0.008	NO	0.893	D	0.008	---
2	Malibu Canyon Road/	AM	0.614	B	0.628	B	0.014	NO	0.672	B	0.685	B	0.013	NO	0.685	B	0.013	---
	Pacific Coast Highway (SR-1)	PM	0.657	B	0.672	B	0.015	NO	0.732	C	0.747	C	0.015	NO	0.747	C	0.015	---
	[a]	SAT	0.737	C	0.748	C	0.011	NO	0.834	D	0.845	D	0.011	NO	0.845	D	0.011	---
3	Webb Way/	AM	0.501	A	0.506	A	0.005	NO	0.564	A	0.595	A	0.031	NO	0.535	A	-0.029	---
	Pacific Coast Highway (SR-1)	PM	0.628	B	0.650	B	0.022	NO	0.761	C	0.783	C	0.022	NO	0.716	C	-0.045	---
	[a]	SAT	0.690	B	0.719	C	0.029	NO	0.869	D	0.903	E	0.034	YES	0.802	D	-0.067	YES
4	Cross Creek Road/	AM	0.536	A	0.556	A	0.020	NO	0.606	B	0.626	B	0.020	NO	0.561	A	-0.045	---
	Pacific Coast Highway (SR-1)	PM	0.715	C	0.755	C	0.040	NO	0.834	D	0.875	D	0.041	YES	0.775	C	-0.059	YES
	[a]	SAT	0.749	C	0.790	C	0.041	NO	0.904	E	0.945	E	0.041	YES	0.815	D	-0.089	YES
5	Las Flores Canyon Road/	AM	0.643	B	0.648	B	0.005	NO	0.684	B	0.689	B	0.005	NO	0.689	B	0.005	---
	Pacific Coast Highway (SR-1)	PM	0.648	B	0.667	B	0.019	NO	0.715	C	0.733	C	0.018	NO	0.733	C	0.018	---
	[a]	SAT	0.692	B	0.709	C	0.017	NO	0.786	C	0.805	D	0.019	NO	0.805	D	0.019	---
6	Topanga Canyon Boulevard (SR-27)/	AM	0.934	E	0.935	E	0.001	NO	0.977	E	0.979	E	0.002	NO	0.979	E	0.002	---
	Pacific Coast Highway (SR-1)	PM	0.787	C	0.796	C	0.009	NO	0.843	D	0.852	D	0.009	NO	0.852	D	0.009	---
	[c]	SAT	0.755	C	0.765	C	0.010	NO	0.822	D	0.832	D	0.010	NO	0.832	D	0.010	---
7	Malibu Canyon Road/	AM	0.494	A	0.498	A	0.004	NO	0.523	A	0.527	A	0.004	NO	0.527	A	0.004	---
	Civic Center Way	PM	0.486	A	0.496	A	0.010	NO	0.538	A	0.547	A	0.009	NO	0.547	A	0.009	---
	[a]	SAT	0.401	A	0.401	A	0.000	NO	0.432	A	0.445	A	0.013	NO	0.445	A	0.013	---
8	Stuart Ranch Road - Webb Way/	AM	11.93	B	11.99	B	0.06	NO	13.00	B	13.34	B	0.34	NO	13.34	B	0.34	---
	Civic Center Way	PM	16.92	C	18.11	C	1.19	NO	22.40	C	25.09	D	2.69	NO	25.09	D	2.69	---
	[b]	SAT	10.40	B	10.96	B	0.56	NO	14.16	B	16.25	C	2.09	NO	16.25	C	2.09	---
9	Cross Creek Road/	AM	8.07	A	8.44	A	0.37	NO	8.85	A	9.39	A	0.54	NO	9.39	A	0.54	---
	Civic Center Way	PM	8.60	A	9.50	A	0.90	NO	10.72	B	12.63	B	1.91	NO	12.63	B	1.91	---
	[b]	SAT	8.58	A	9.60	A	1.02	NO	11.64	B	14.47	B	2.83	NO	14.47	B	2.83	---

[a] City of Malibu signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 - 0.80	C	0.04 or more
0.81 - 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:
Final LOS
Degrades the LOS to LOS D or worse
or
Project Related Increase in Delay
Increases delay by 5 seconds or more

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 to 0.80	C	0.04 or more
0.81 to 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
SUMMERTIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C or Delay	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2022 FUTURE PRE-PROJ W/A.G. & REL PROJ V/C or Delay	LOS	[4] YEAR 2022 FUTURE WITH PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2022 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay [(5)-(3)]	MITI-GATED
1	Kanan Dume Road/	AM	0.440	A	0.442	A	0.002	NO	0.463	A	0.465	A	0.002	NO	0.465	A	0.002	---
	Pacific Coast Highway (SR-1)	PM	0.720	C	0.731	C	0.011	NO	0.778	C	0.790	C	0.012	NO	0.790	C	0.012	---
	[a]	SAT	0.846	D	0.853	D	0.007	NO	0.904	E	0.912	E	0.008	NO	0.912	E	0.008	---
2	Malibu Canyon Road/	AM	0.610	B	0.624	B	0.014	NO	0.667	B	0.681	B	0.014	NO	0.681	B	0.014	---
	Pacific Coast Highway (SR-1)	PM	0.715	C	0.729	C	0.014	NO	0.792	C	0.806	D	0.014	NO	0.806	D	0.014	---
	[a]	SAT	0.737	C	0.748	C	0.011	NO	0.818	D	0.829	D	0.011	NO	0.829	D	0.011	---
3	Webb Way/	AM	0.474	A	0.477	A	0.003	NO	0.511	A	0.541	A	0.030	NO	0.507	A	-0.004	---
	Pacific Coast Highway (SR-1)	PM	0.647	B	0.669	B	0.022	NO	0.786	C	0.811	D	0.025	YES	0.738	C	-0.048	YES
	[a]	SAT	0.658	B	0.688	B	0.030	NO	0.833	D	0.863	D	0.030	YES	0.769	C	-0.064	YES
4	Cross Creek Road/	AM	0.556	A	0.561	A	0.005	NO	0.598	A	0.603	B	0.005	NO	0.603	B	0.005	---
	Pacific Coast Highway (SR-1)	PM	0.751	C	0.792	C	0.041	NO	0.872	D	0.913	E	0.041	YES	0.808	D	-0.064	YES
	[a]	SAT	0.747	C	0.788	C	0.041	NO	0.903	E	0.943	E	0.040	YES	0.791	C	-0.112	YES
5	Las Flores Canyon Road/	AM	0.568	A	0.572	A	0.004	NO	0.606	B	0.610	B	0.004	NO	0.610	B	0.004	---
	Pacific Coast Highway (SR-1)	PM	0.697	B	0.714	C	0.017	NO	0.761	C	0.778	C	0.017	NO	0.778	C	0.017	---
	[a]	SAT	0.714	C	0.731	C	0.017	NO	0.808	D	0.827	D	0.019	NO	0.827	D	0.019	---
6	Topanga Canyon Boulevard (SR-27)/	AM	0.912	E	0.914	E	0.002	NO	0.954	E	0.956	E	0.002	NO	0.956	E	0.002	---
	Pacific Coast Highway (SR-1)	PM	0.809	D	0.818	D	0.009	NO	0.866	D	0.875	D	0.009	NO	0.875	D	0.009	---
	[c]	SAT	0.750	C	0.760	C	0.010	NO	0.817	D	0.827	D	0.010	NO	0.827	D	0.010	---
7	Malibu Canyon Road/	AM	0.448	A	0.452	A	0.004	NO	0.475	A	0.479	A	0.004	NO	0.479	A	0.004	---
	Civic Center Way	PM	0.421	A	0.430	A	0.009	NO	0.470	A	0.480	A	0.010	NO	0.480	A	0.010	---
	[a]	SAT	0.328	A	0.342	A	0.014	NO	0.387	A	0.401	A	0.014	NO	0.401	A	0.014	---
8	Stuart Ranch Road - Webb Way/	AM	9.96	A	10.03	B	0.07	NO	10.67	B	11.00	B	0.33	NO	11.00	B	0.33	---
	Civic Center Way	PM	19.02	C	20.75	C	1.73	NO	26.90	D	30.42	D	3.52	NO	30.42	D	3.52	---
	[b]	SAT	10.46	B	11.25	B	0.79	NO	15.56	C	18.72	C	3.16	NO	18.72	C	3.16	---
9	Cross Creek Road/	AM	8.04	A	8.37	A	0.33	NO	8.75	A	9.25	A	0.50	NO	9.25	A	0.50	---
	Civic Center Way	PM	8.76	A	9.73	A	0.97	NO	11.02	B	13.14	B	2.12	NO	13.14	B	2.12	---
	[b]	SAT	9.85	A	11.46	B	1.61	NO	15.32	C	21.68	C	6.36	YES	21.68	C	6.36	NO

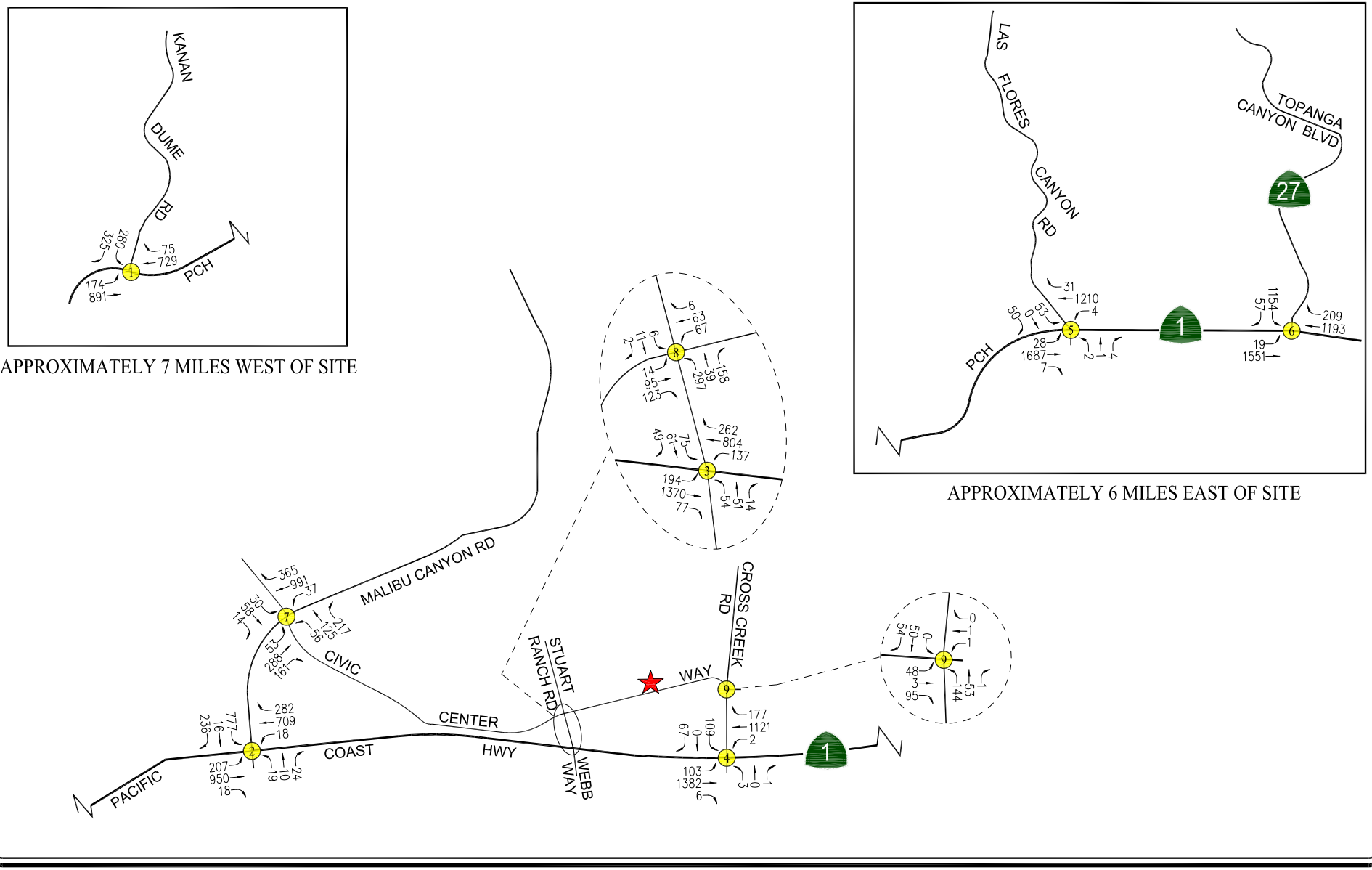
[a] City of Malibu signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 - 0.80	C	0.04 or more
0.81 - 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:
Final LOS
Degrades the LOS to LOS D or worse
or
Project Related Increase in Delay
Increases delay by 5 seconds or more

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 to 0.80	C	0.04 or more
0.81 to 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more



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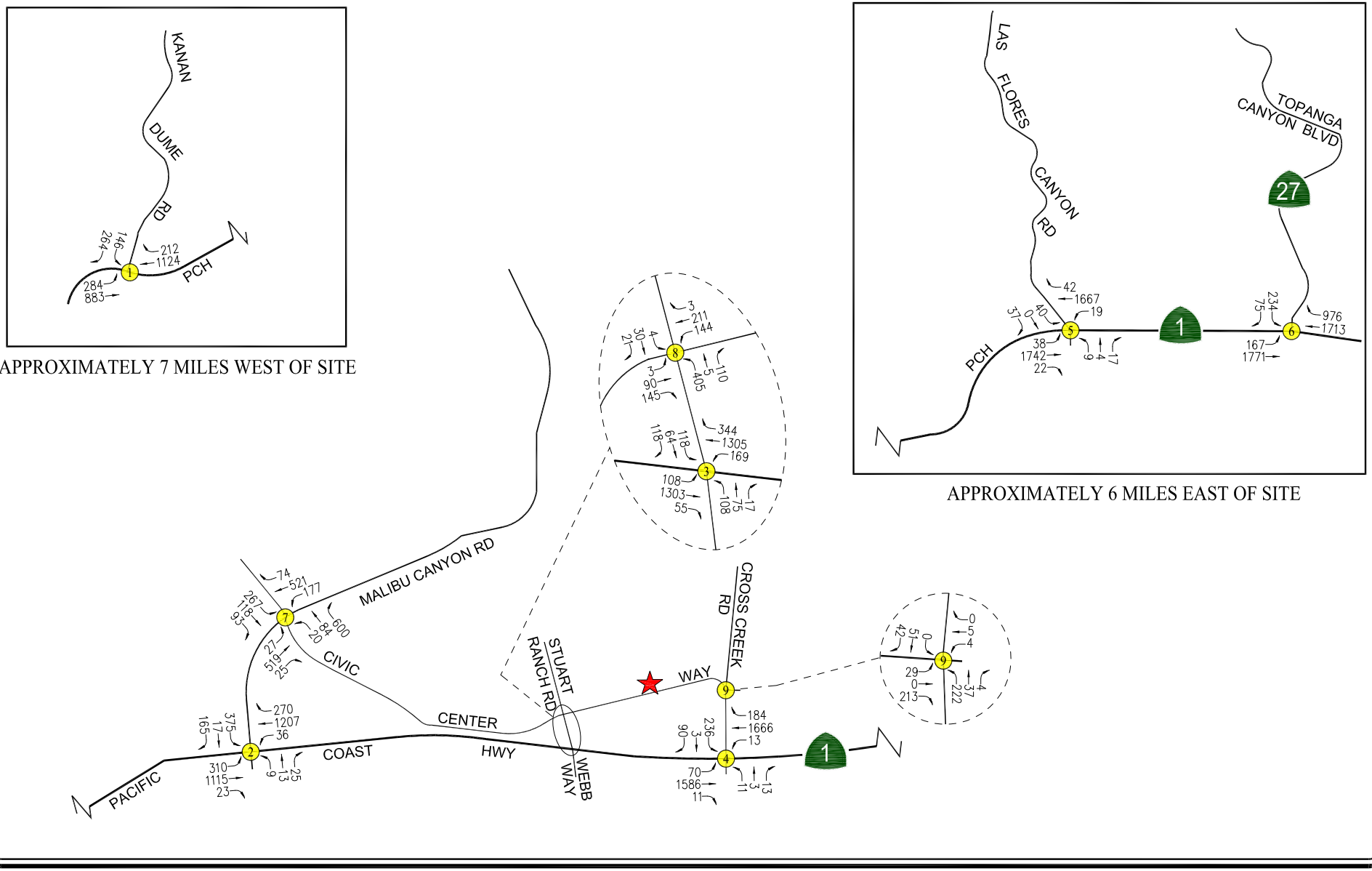
PROJECT SITE
STUDY INTERSECTION

FIGURE 9-1
EXISTING (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE
XX STUDY INTERSECTION

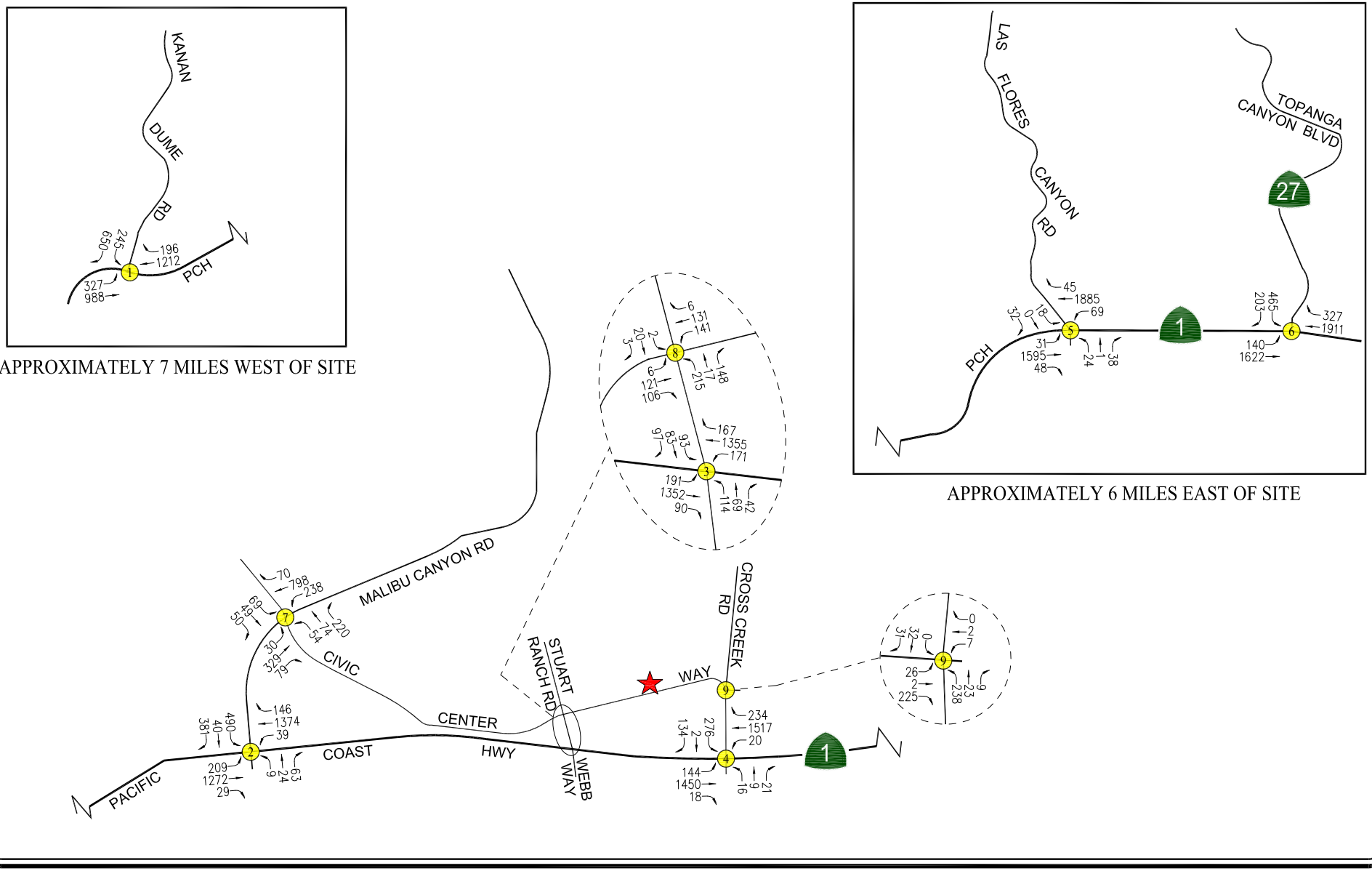
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FIGURE 9-2
EXISTING (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE
STUDY INTERSECTION

FIGURE 9-3
EXISTING (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

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9.1.4 *Existing With Project Conditions – Summertime*

As shown in column [2] of *Table 9–2,* application of the City and County's threshold criteria to the "Existing With Project" scenario indicates that the 2019 Project Modifications is not expected to create significant impacts at any of the nine study intersections during summertime conditions. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The "Existing With Project" summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are illustrated in ***Figures 9–4***, ***9–5***, and ***9–6***, respectively.

9.2 Future Conditions

9.2.1 *Future Cumulative Baseline Conditions – School Time*

The school time future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and control delays at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

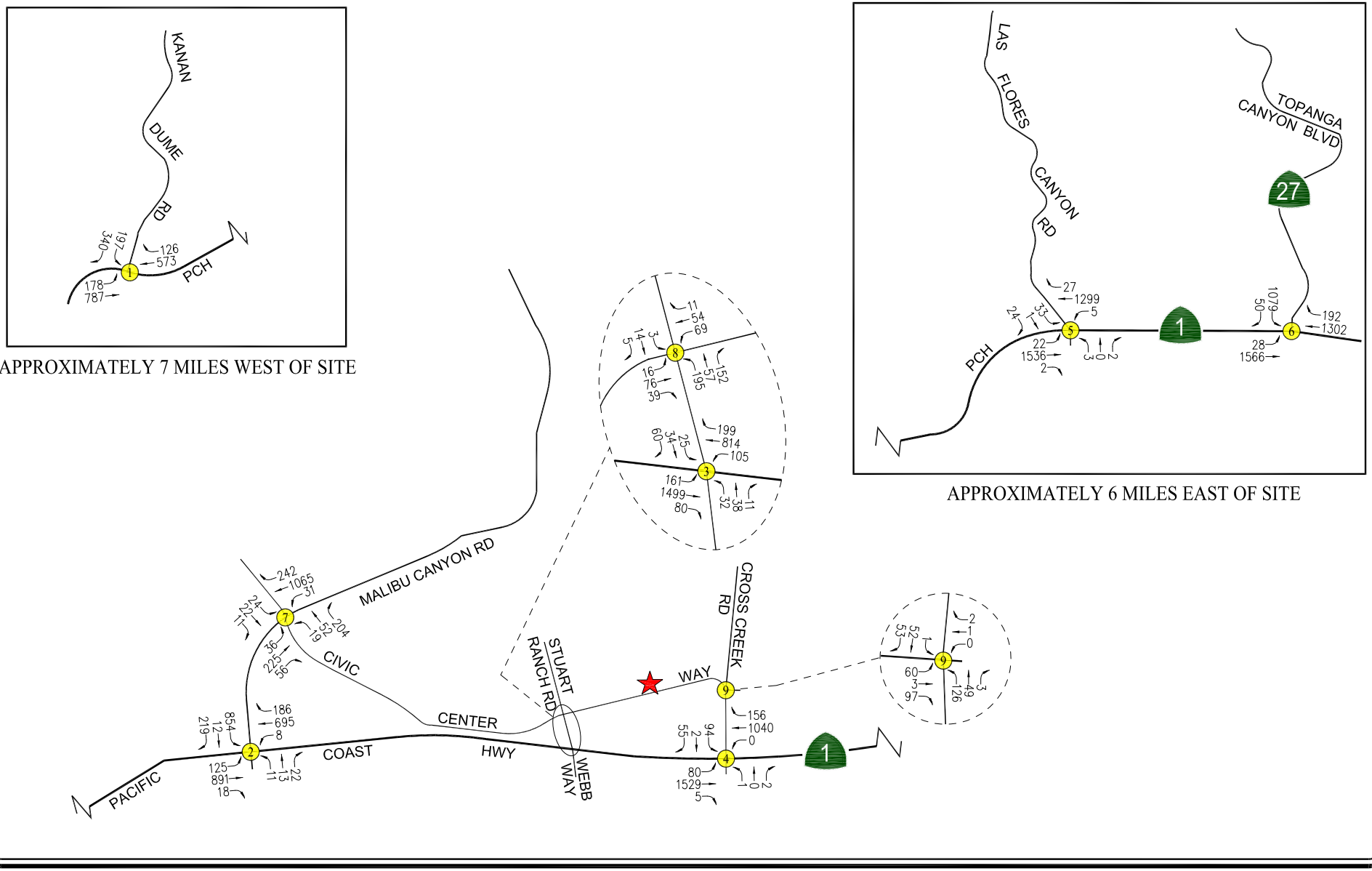
As presented in column [3] of *Table 9–1*, seven of the nine study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the school time future cumulative baseline conditions. The following intersections are expected to operate at LOS E during the peak hours shown below under the school time future cumulative baseline conditions:

- Int. No. 4: Cross Creek Road / Pacific Coast Highway — MD Peak Hour: *v/c* = 0.905, LOS E
- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway — AM Peak Hour: *v/c* = 0.977, LOS E

The future cumulative baseline (existing, ambient growth and related projects) school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are presented in ***Figures 9–7***, ***9–8***, and ***9–9***, respectively.

9.2.2 *Future Cumulative Baseline Conditions – Summertime*

The summertime future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and control delays at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.



PROJECT SITE
XX STUDY INTERSECTION

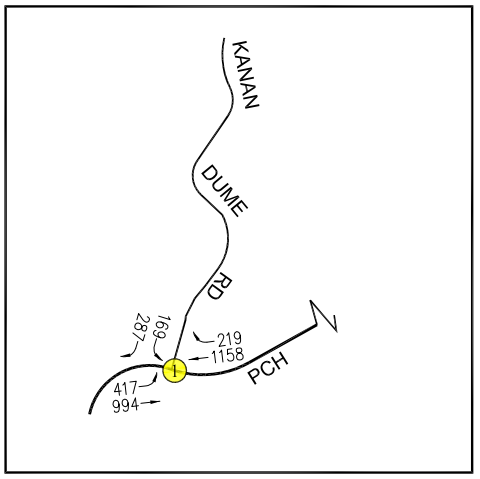
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FIGURE 9-4
EXISTING (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

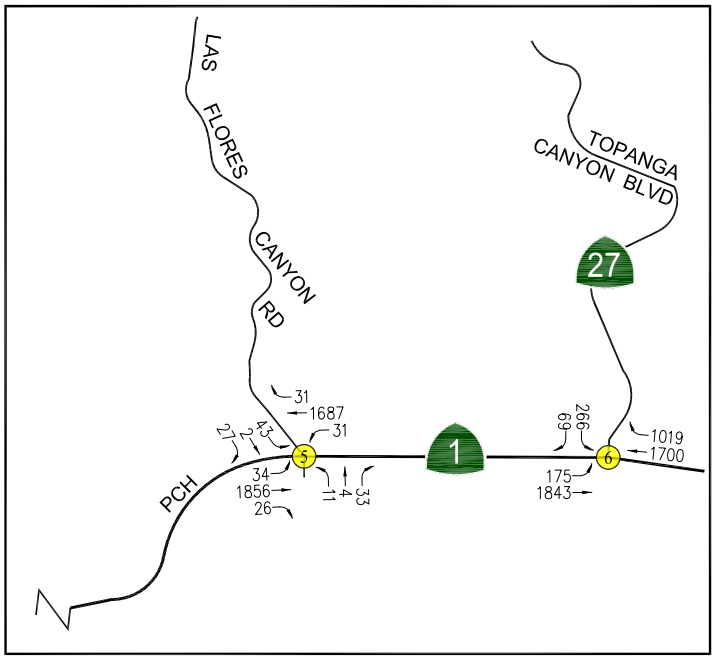
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

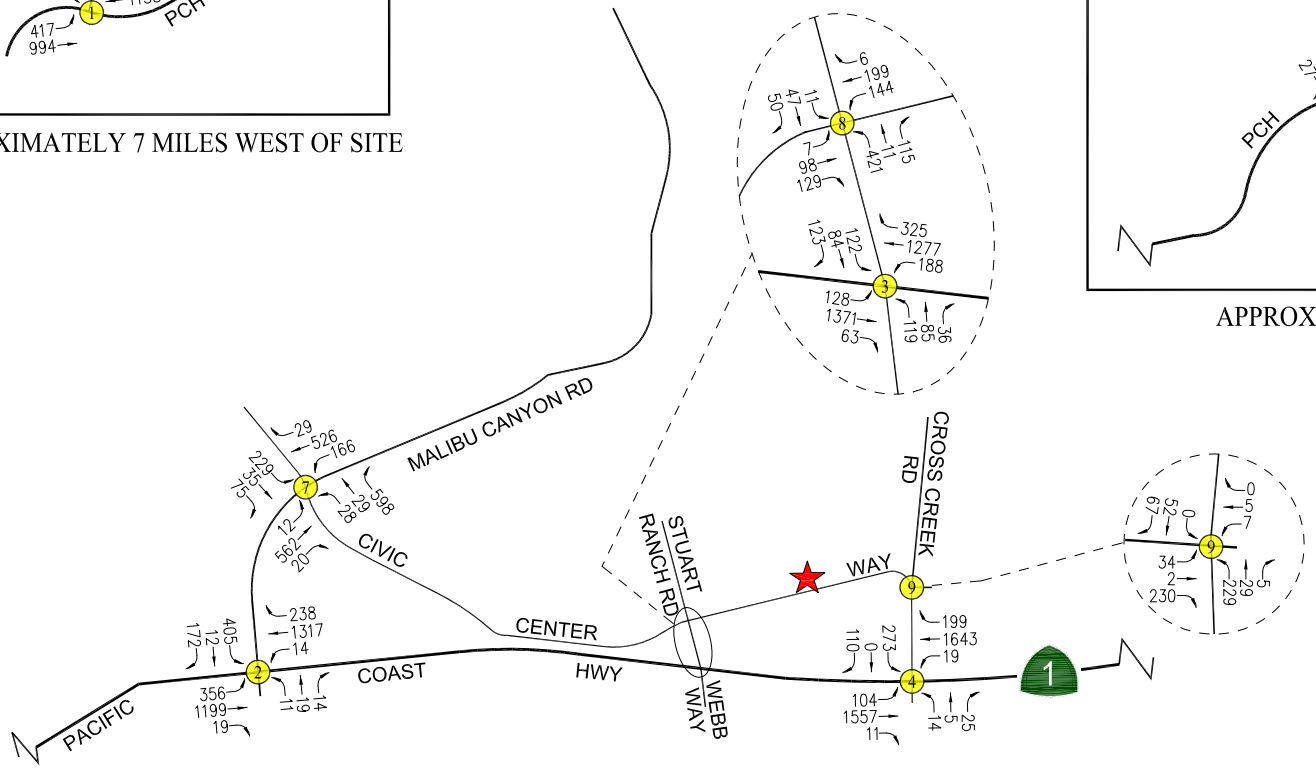
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

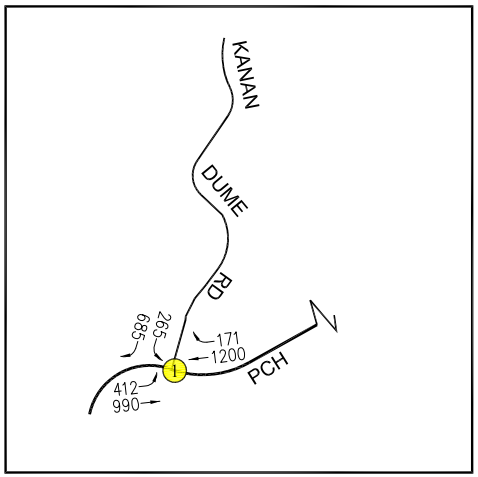
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FIGURE 9-5
EXISTING (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

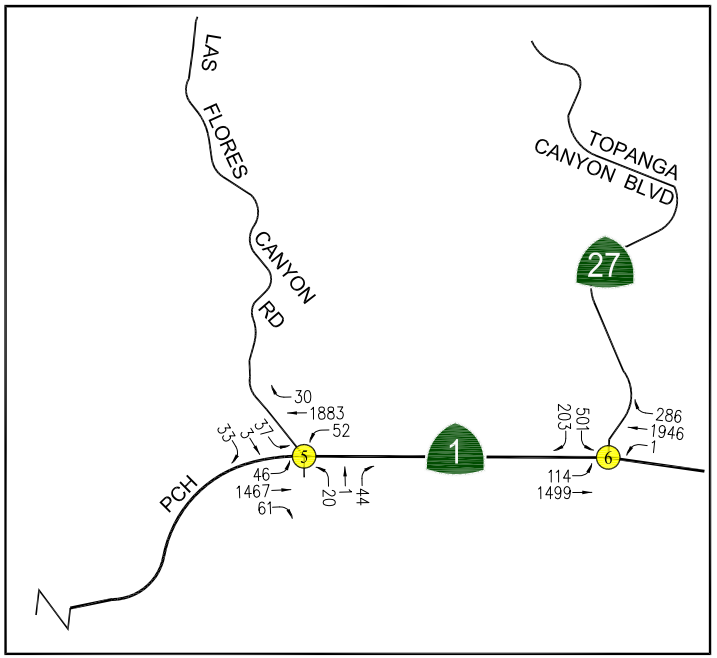
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

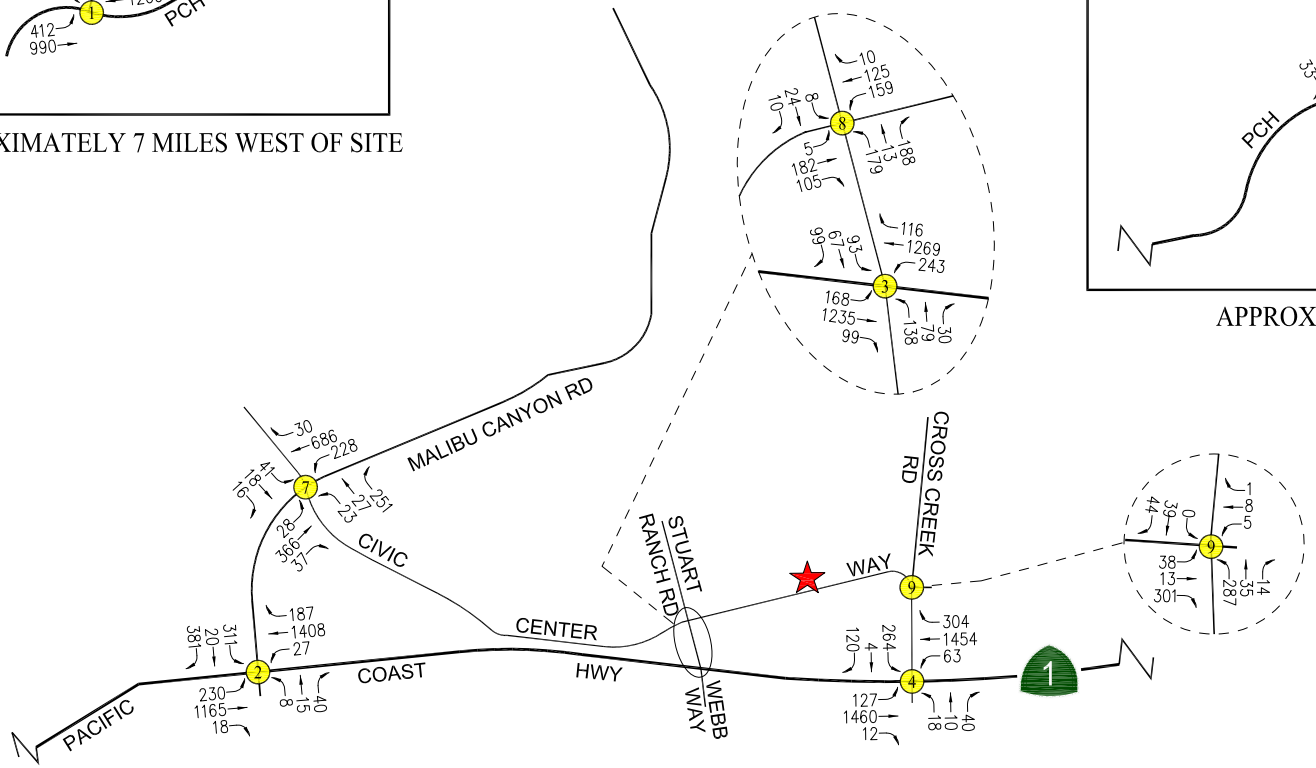
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
XX STUDY INTERSECTION

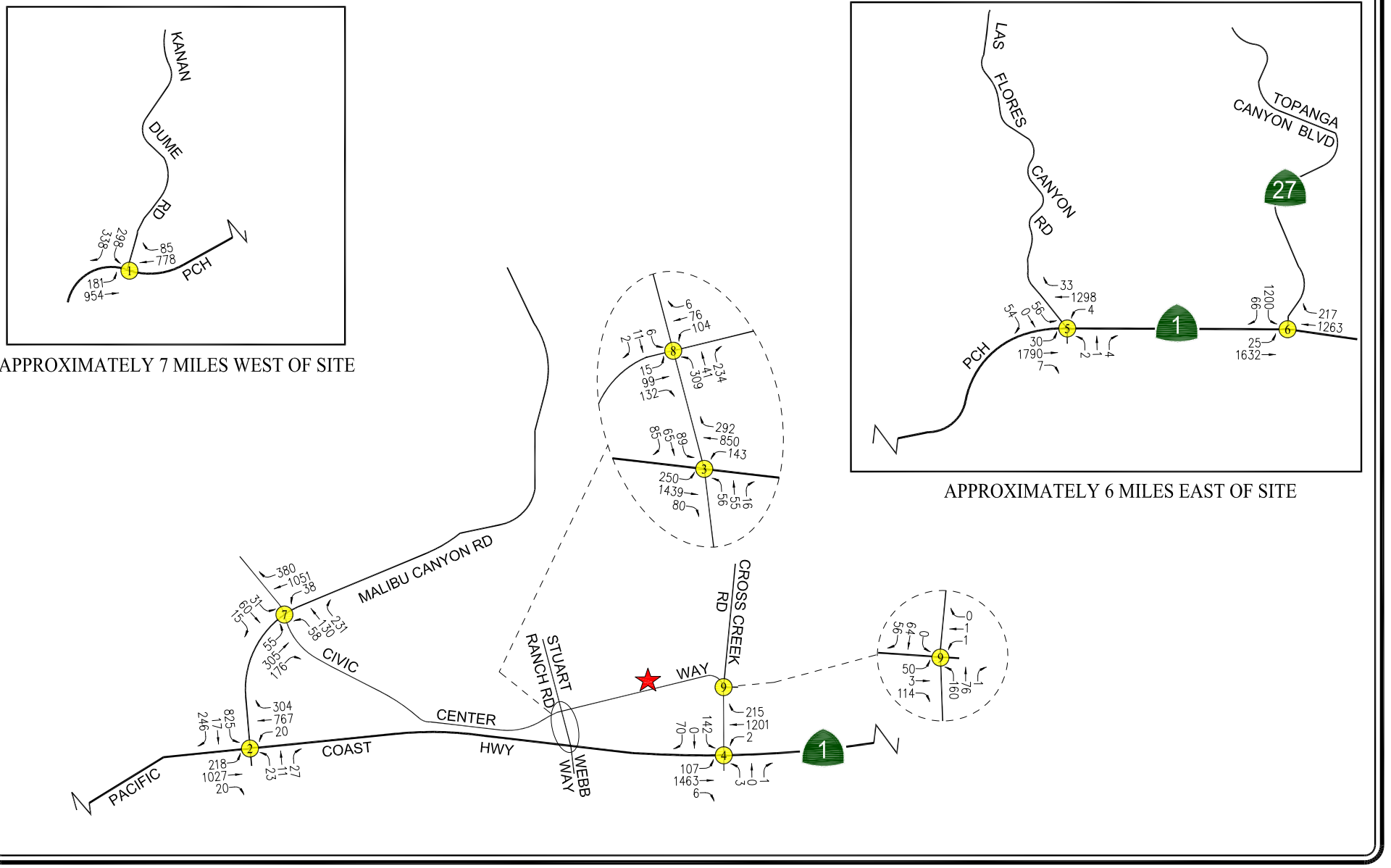
NOT TO SCALE

FIGURE 9-6
EXISTING (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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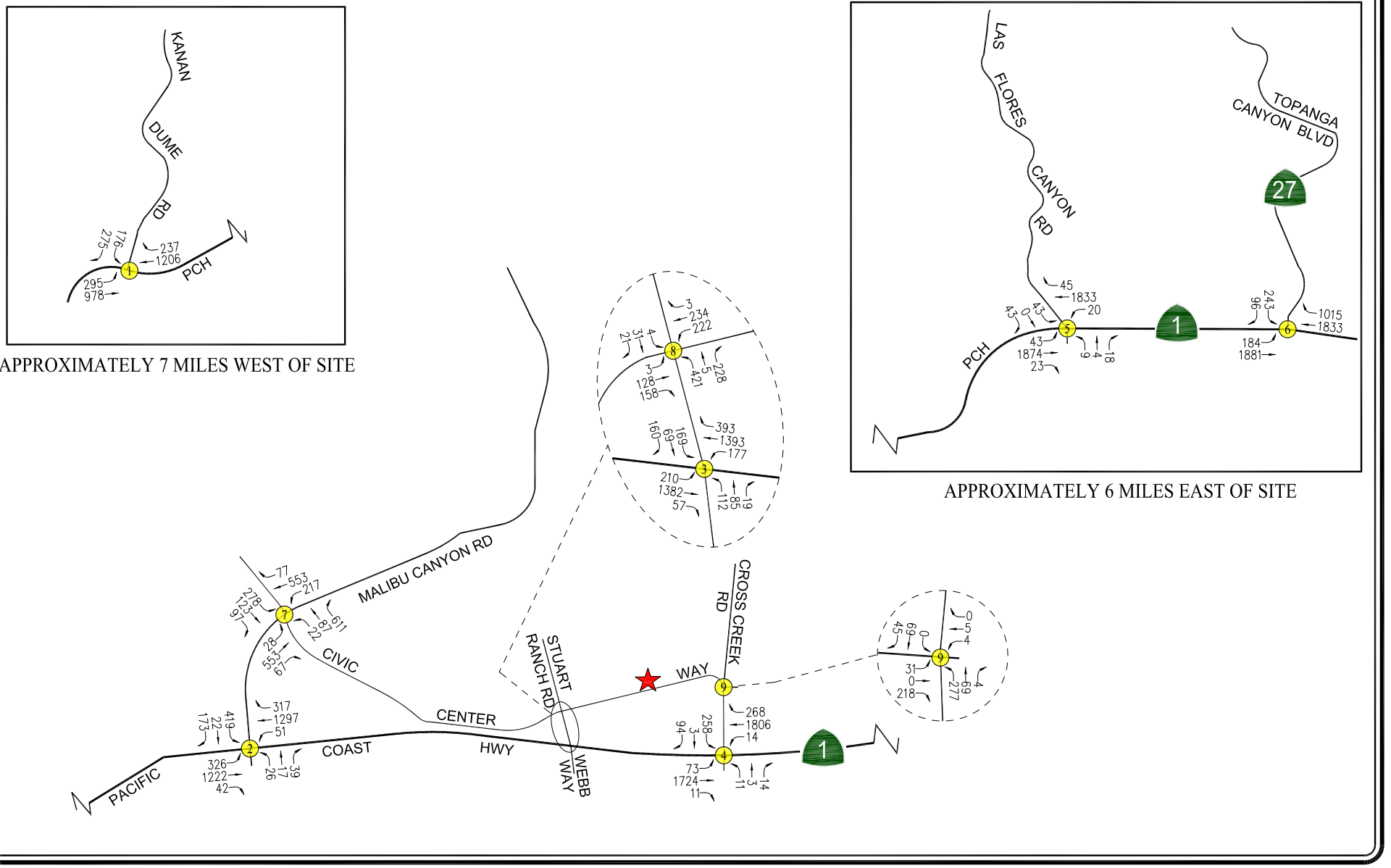
PROJECT SITE
STUDY INTERSECTION

FIGURE 9-7
FUTURE CUMULATIVE (SCHOOL TIME) BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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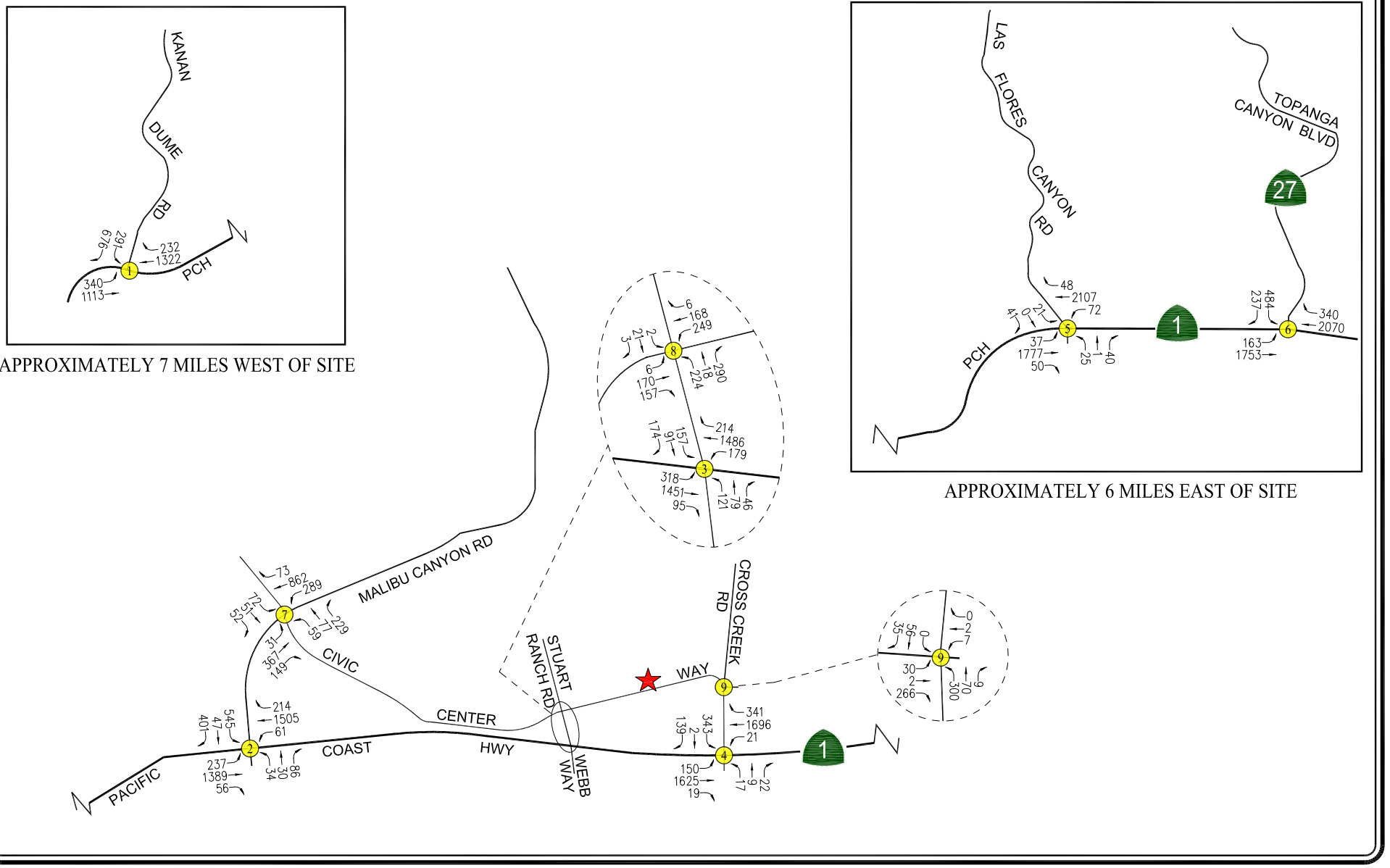
PROJECT SITE
STUDY INTERSECTION

FIGURE 9-8
FUTURE CUMULATIVE (SCHOOL TIME) BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

FIGURE 9-9
FUTURE CUMULATIVE (SCHOOL TIME) BASELINE TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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As presented in column [3] of *Table 9–2*, six of the nine study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the summertime future cumulative baseline conditions. The following intersections are expected to operate at LOS E during the peak hours shown below under the summertime future cumulative baseline conditions:

- Int. No. 1: Kanan Dume Road / Pacific Coast Highway — MD Peak Hour: *v/c* = 0.904, LOS E
- Int. No. 4: Cross Creek Road / Pacific Coast Highway — MD Peak Hour: *v/c* = 0.903, LOS E
- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway — AM Peak Hour: *v/c* = 0.954, LOS E

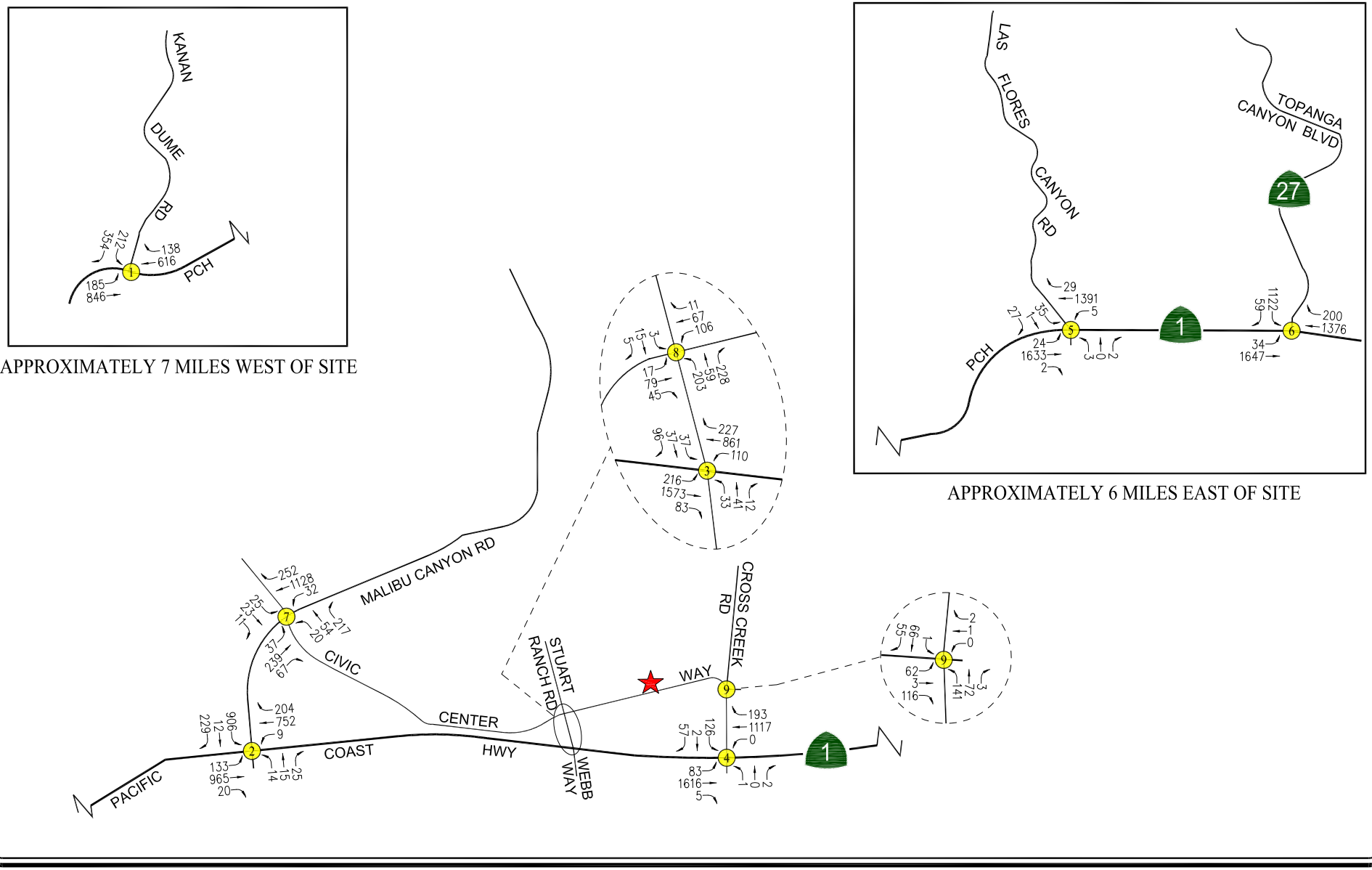
The future cumulative baseline (existing, ambient growth and related projects) summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are presented in ***Figures 9–10***, ***9–11***, and ***9–12***, respectively.

9.2.3 *Future Cumulative With Project Conditions – School Time*

The school time "Future Cumulative With Project" conditions were forecast based on the addition of traffic generated by the 2019 Project Modifications plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1*, application of the City and County's threshold criteria to the school time "Future Cumulative With Project" scenario indicates that the proposed 2019 Project Modifications is not expected to create significant impacts at seven of the nine study intersections. As indicated in *Table 9–1*, a significant transportation impact is expected at the following intersections during the peak hours shown below under school time "Future Cumulative With Project" conditions:

- Int. No. 3: Webb Way / Pacific Coast Highway — MD Peak Hour *v/c* increases 0.034
- Int. No. 4: Cross Creek Road / Pacific Coast Highway — PM Peak Hour *v/c* increases 0.041; SAT Peak Hour *v/c* increases 0.041

Incremental, but not significant impacts are noted at the other seven intersections due to the 2019 Project Modifications. The "Future Cumulative With Project" (existing, ambient growth, related projects, and 2019 Project Modifications) school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are illustrated in ***Figures 9–13***, ***9–14***, and ***9–15***, respectively.



NOT TO SCALE

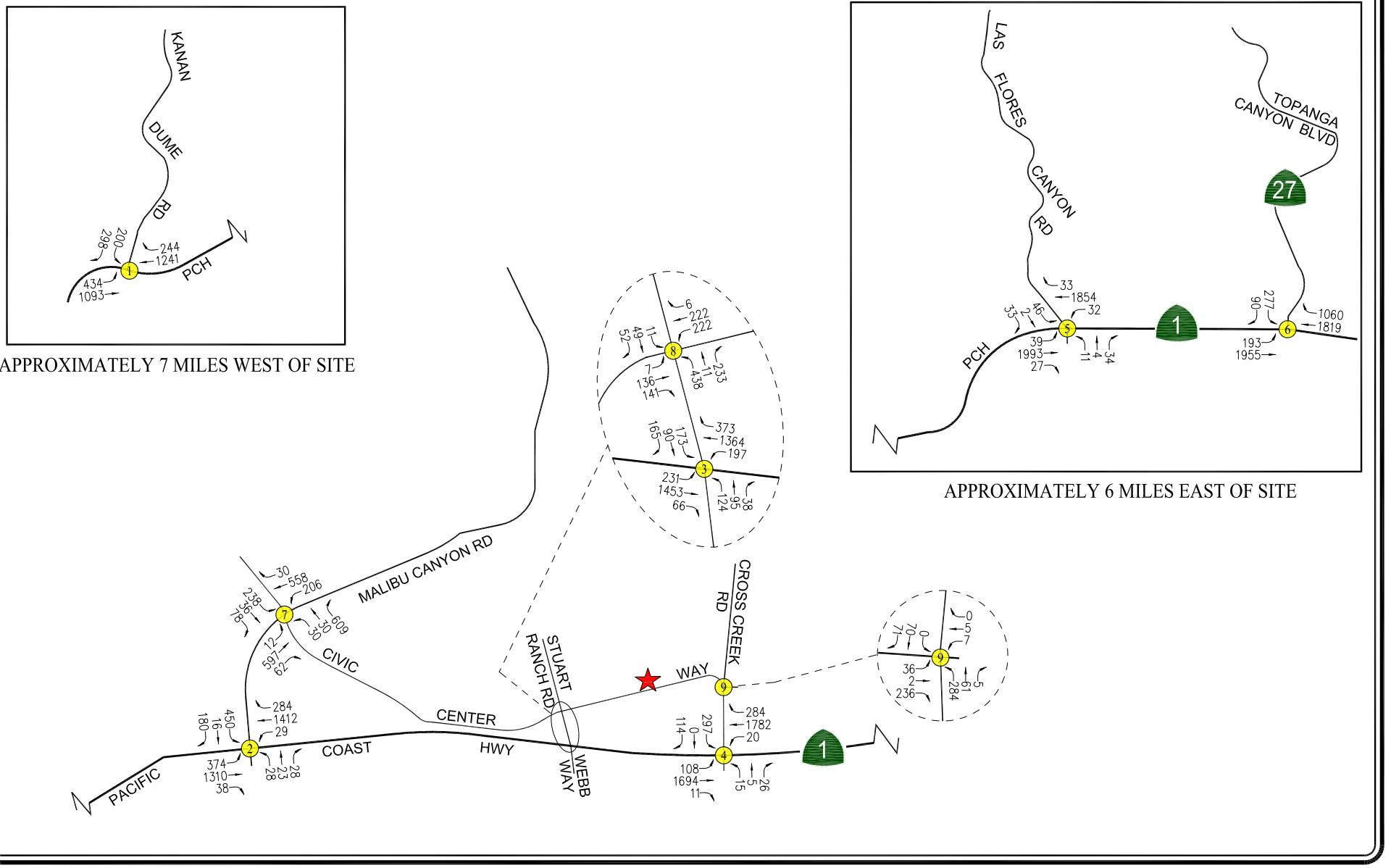
PROJECT SITE
STUDY INTERSECTION

FIGURE 9-10
FUTURE CUMULATIVE (SUMMERTIME) BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE

XX STUDY INTERSECTION

N

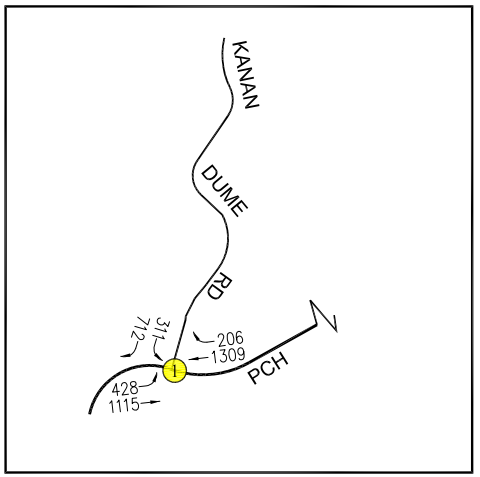
NOT TO SCALE

FIGURE 9-11
FUTURE CUMULATIVE (SUMMERTIME) BASELINE TRAFFIC VOLUMES

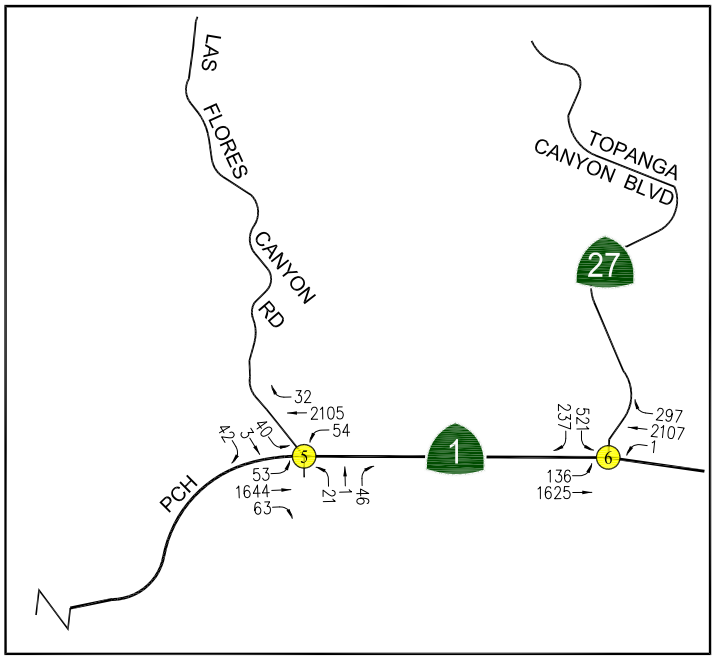
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

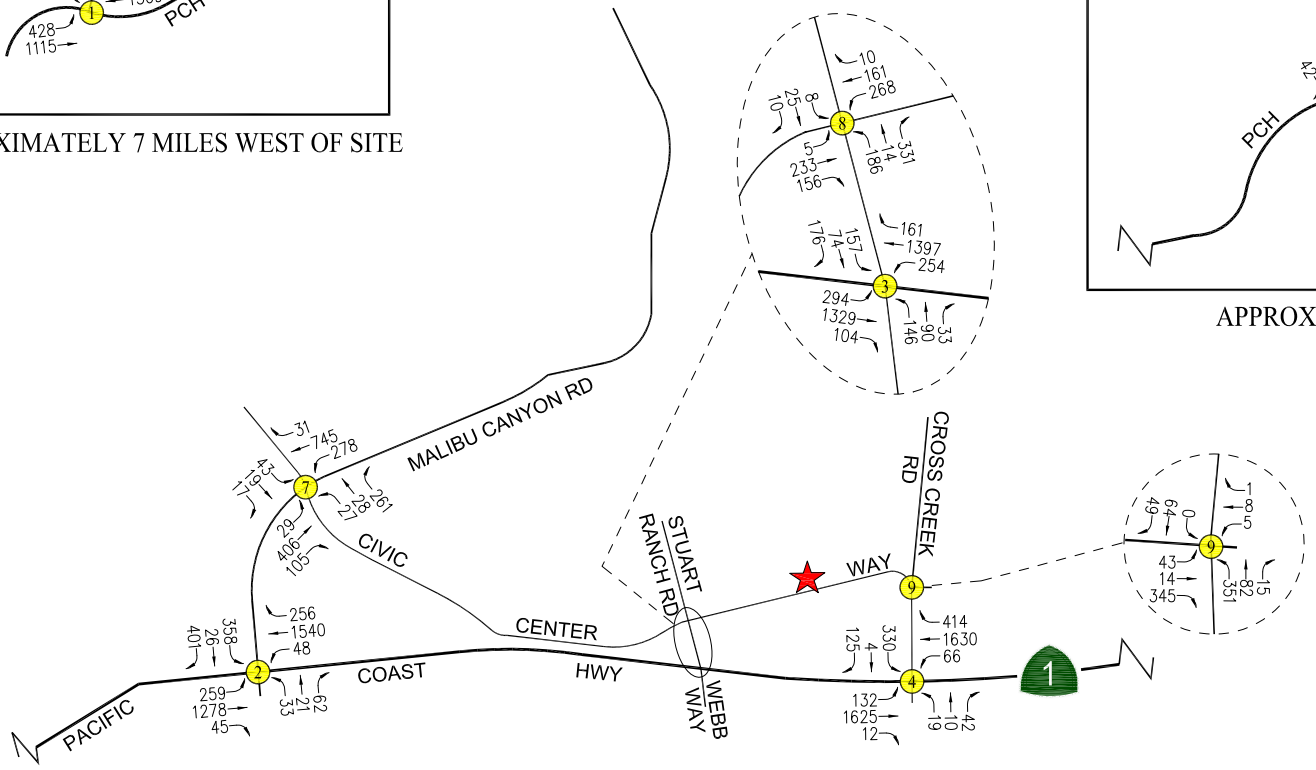
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

N

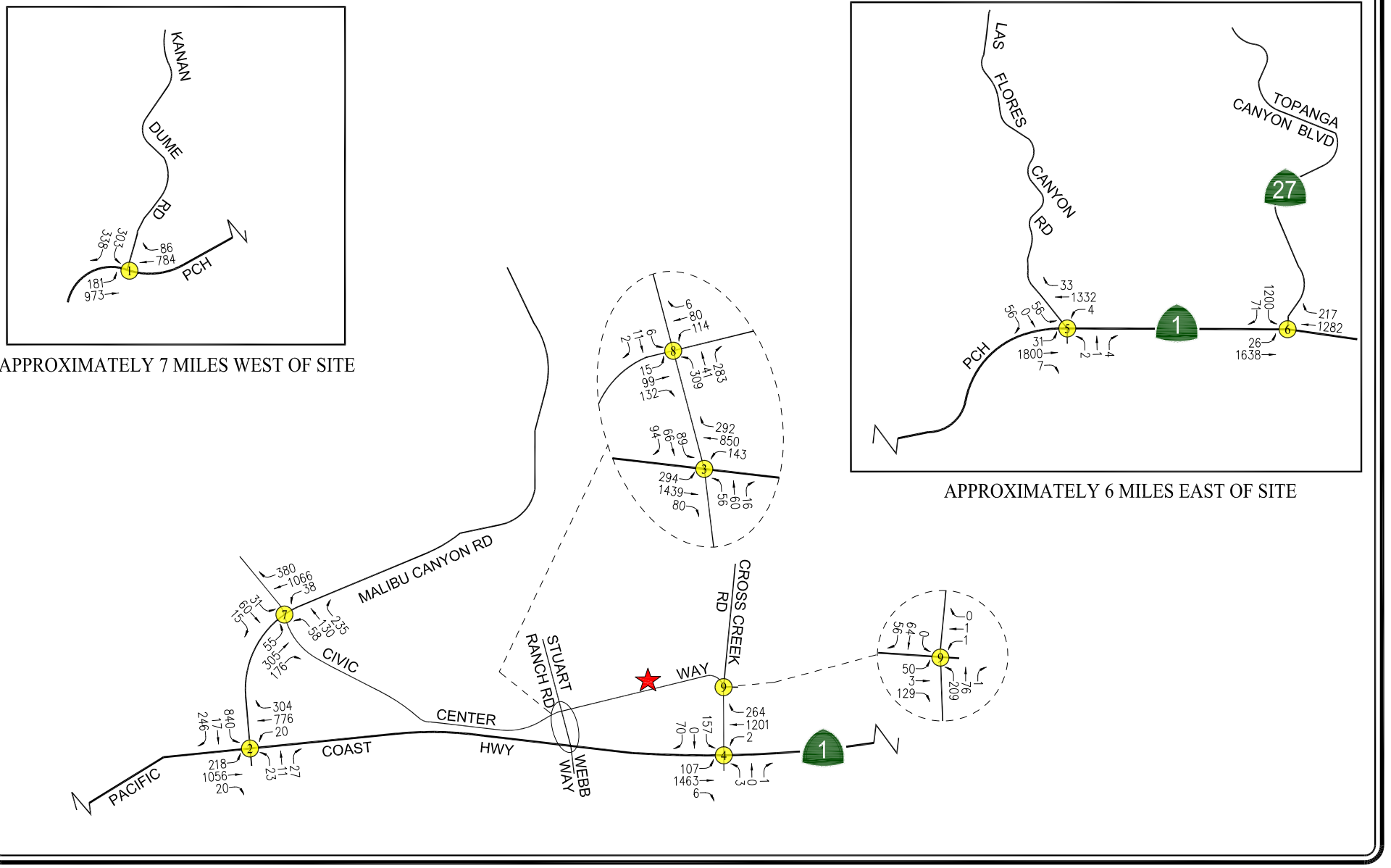
NOT TO SCALE

FIGURE 9-12
FUTURE CUMULATIVE (SUMMERTIME) BASELINE TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE

XX STUDY INTERSECTION

N

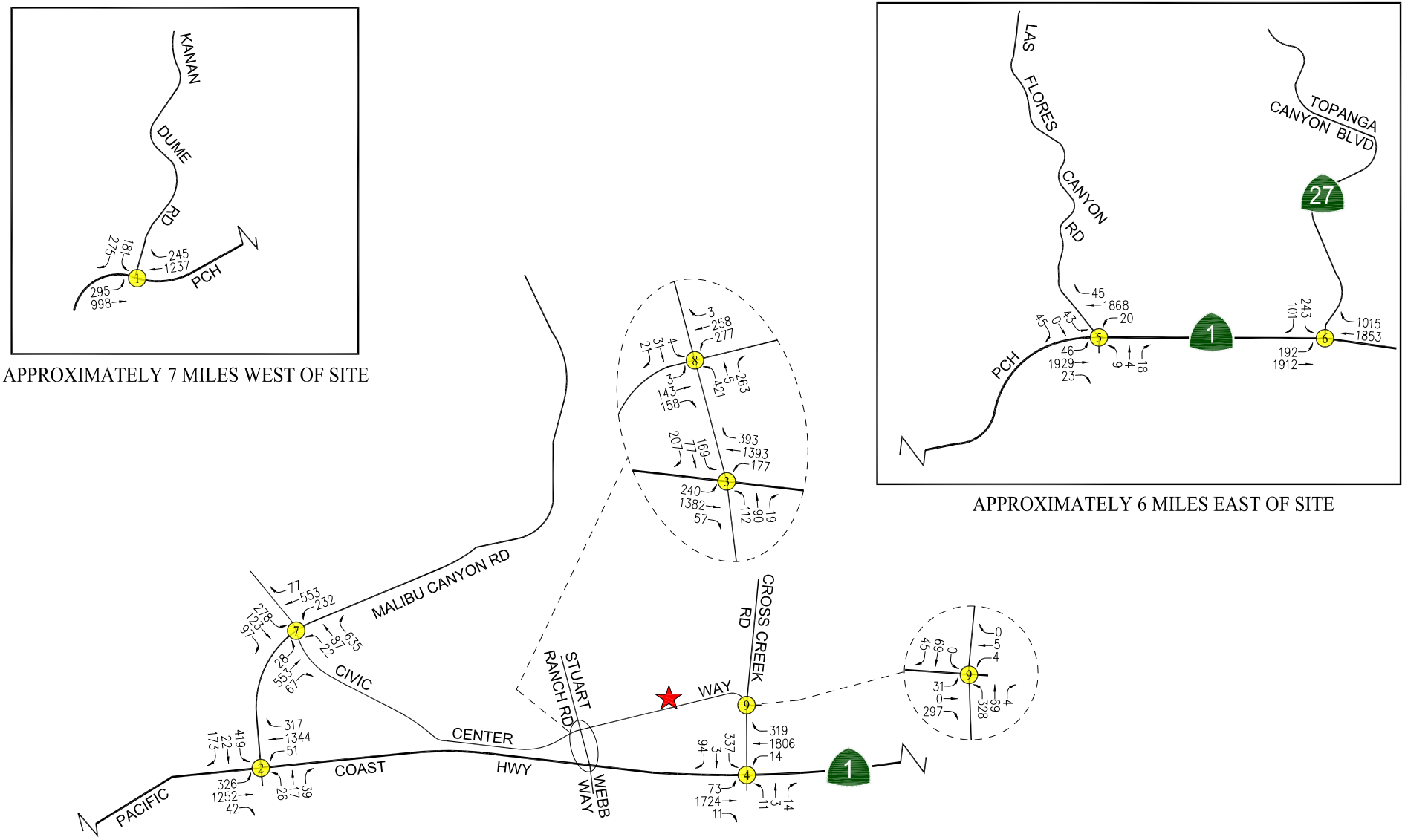
NOT TO SCALE

FIGURE 9-13
FUTURE CUMULATIVE (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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PROJECT SITE
XX STUDY INTERSECTION

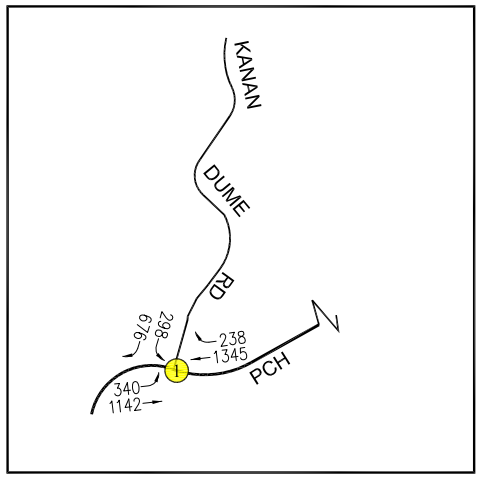
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NOT TO SCALE

FIGURE 9-14
FUTURE CUMULATIVE (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

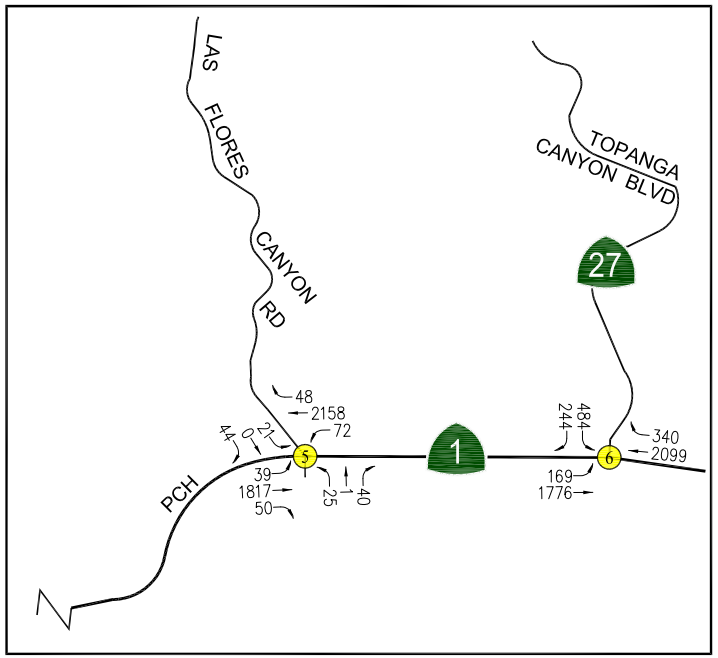
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

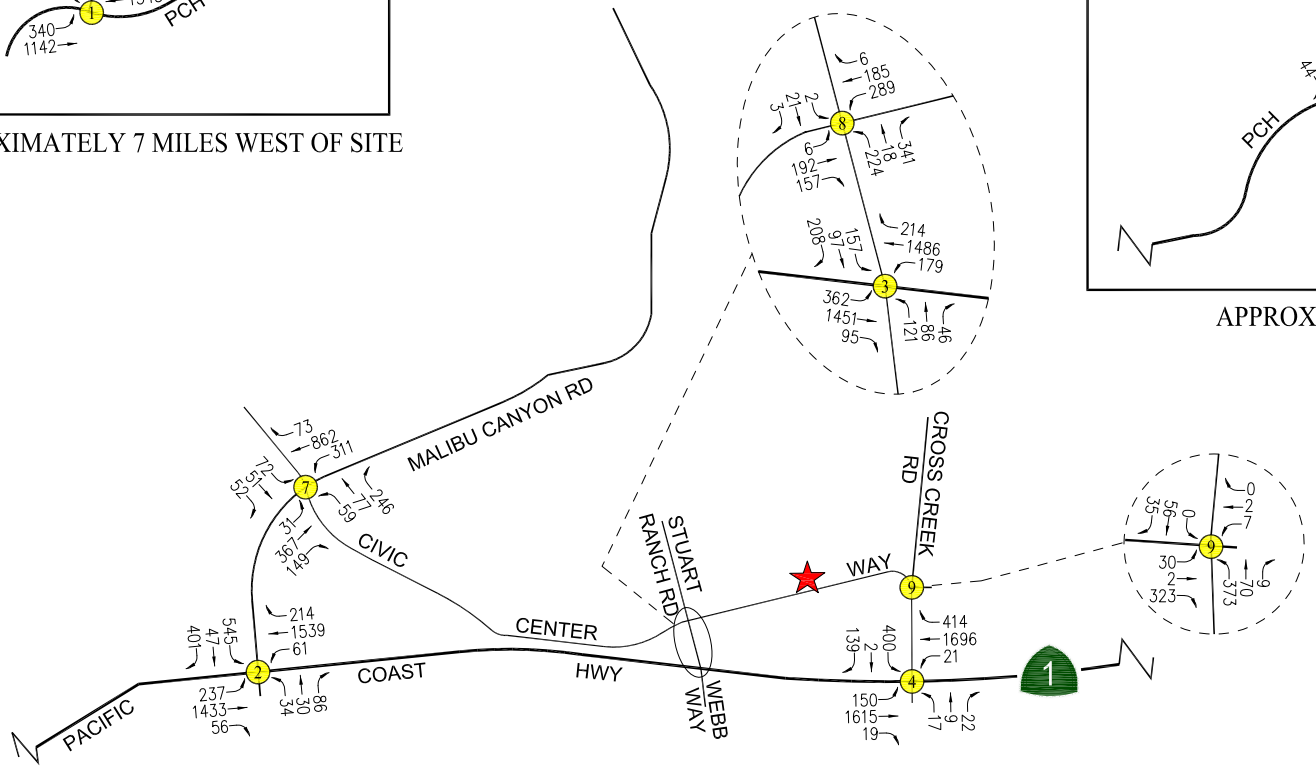
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 9-15
FUTURE CUMULATIVE (SCHOOL TIME) WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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9.2.4 *Future Cumulative With Project Conditions – Summertime*

The summertime "Future Cumulative With Project" conditions were forecast based on the addition of traffic generated by the 2019 Project Modifications plus completion and occupancy of related projects. As shown in column [4] of *Table 9–2*, application of the City and County's threshold criteria to the summertime "Future Cumulative With Project" scenario indicates that the proposed 2019 Project Modifications is not expected to create significant impacts at six of the nine study intersections. As indicated in *Table 9–2*, a significant transportation impact is expected at the following intersections during the peak hours shown below under summertime "Future Cumulative With Project" conditions:

- Int. No. 3: Webb Way / Pacific Coast Highway — PM Peak Hour *v/c* increases 0.025; MD Peak Hour *v/c* increases 0.030
- Int. No. 4: Cross Creek Road / Pacific Coast Highway — PM Peak Hour *v/c* increases 0.041; MD Peak Hour *v/c* increases 0.040
- Int No. 9 Cross Creek Road / Civic Center Way — MD Peak Hour delay increases 6.36 sec.

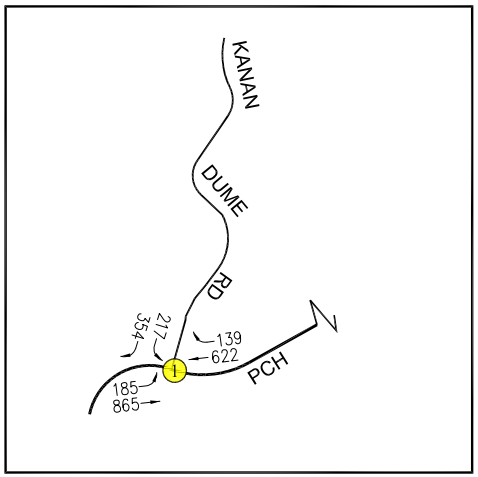
Incremental, but not significant impacts are noted at the other six intersections due to the 2019 Project Modifications. The "Future Cumulative With Project" (existing, ambient growth, related projects, and 2019 Project Modifications) summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are illustrated in ***Figures 9–16***, ***9–17***, and ***9–18***, respectively.

9.3 Further Discussion of Unsignalized Intersection Analysis at the Intersection of Cross Creek Road / Civic Center Way.

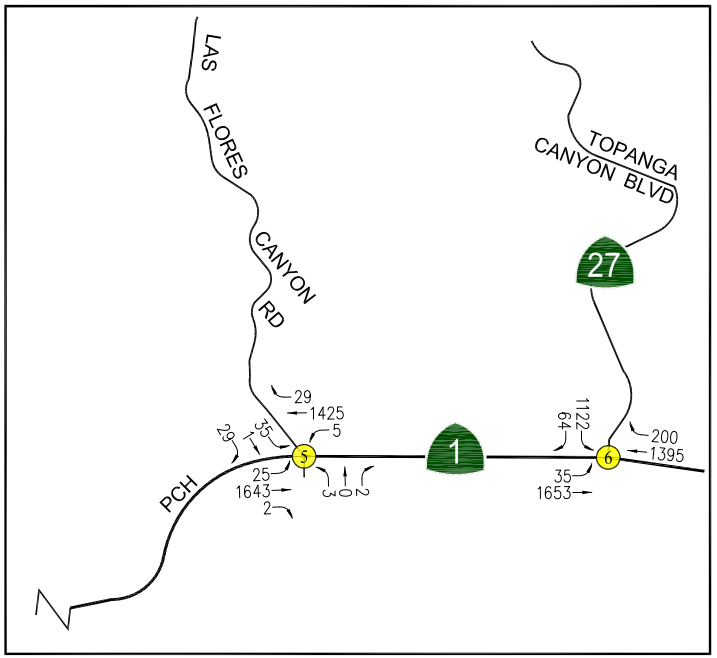
Appendix H provides a further discussion of the unsignalized intersection analysis for the intersection of Cross Creek Road and Civic Center Way. As discussed, in *Appendix H*, this addendum traffic study evaluates the 2019 Approved Project Update due to:

- Changed environmental conditions (e.g., updated traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and
- Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing evaluating traffic operations (updates to the HCM methodologies and software), and use of the current Guidelines, including thresholds of significance.

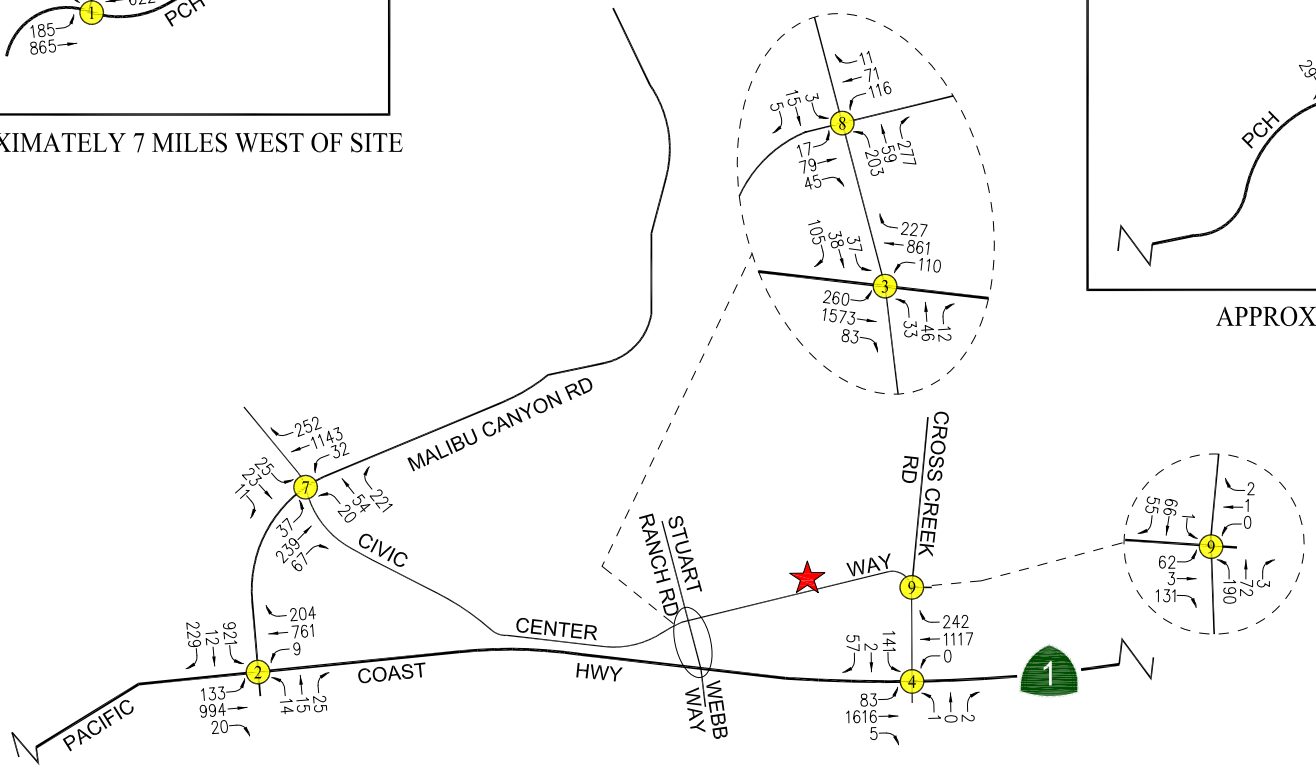
As would be expected, there are differences in terms of the findings with respect to motorist delay and Levels of Service at the intersection for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours when comparing 2005 Analyzed Project, the 2008 Approved Project, and the 2019 Approved Project Update.



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

★ PROJECT SITE

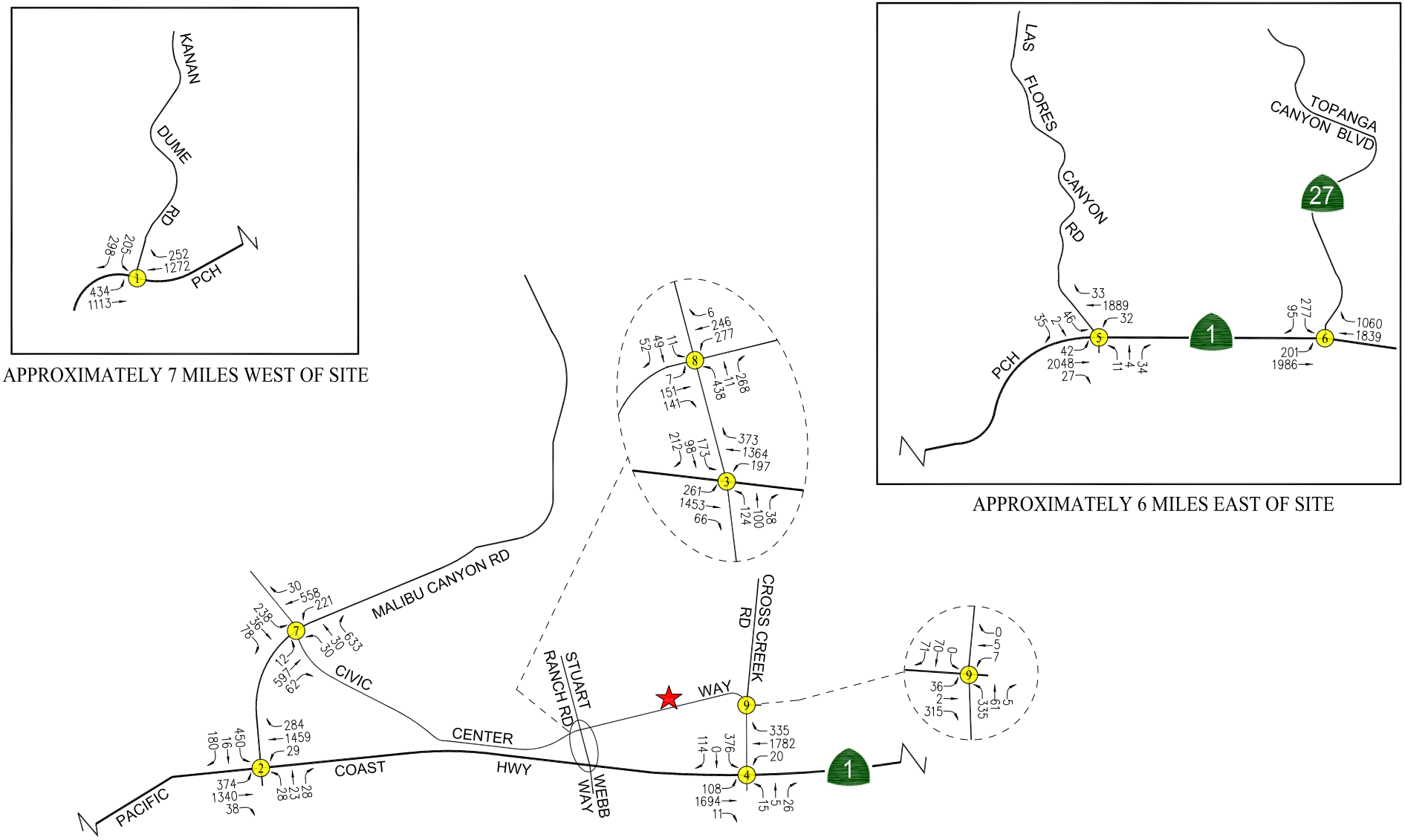
(XX) STUDY INTERSECTION

FIGURE 9-16
FUTURE CUMULATIVE (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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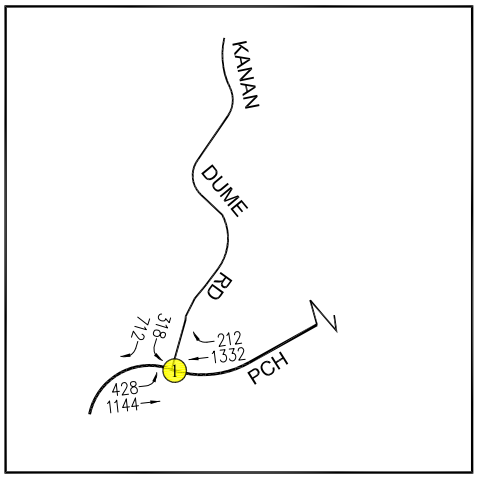
PROJECT SITE
STUDY INTERSECTION

FIGURE 9-17
FUTURE CUMULATIVE (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

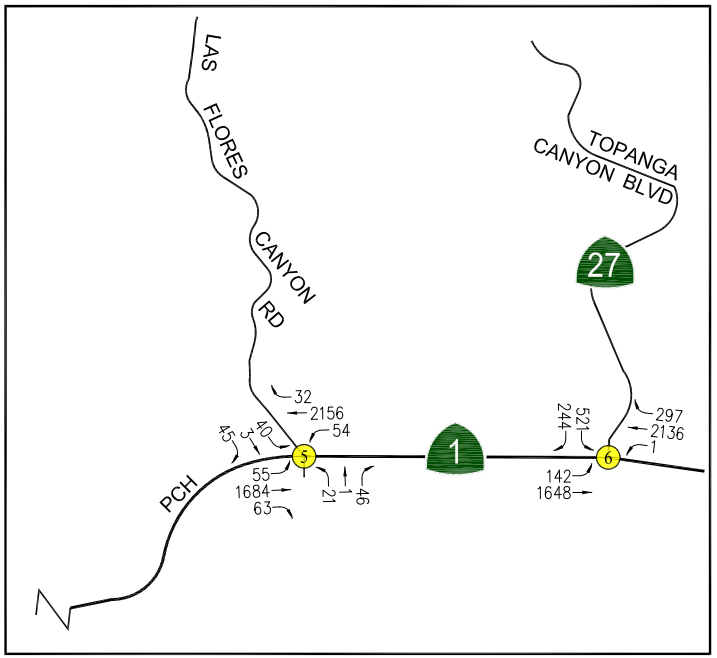
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

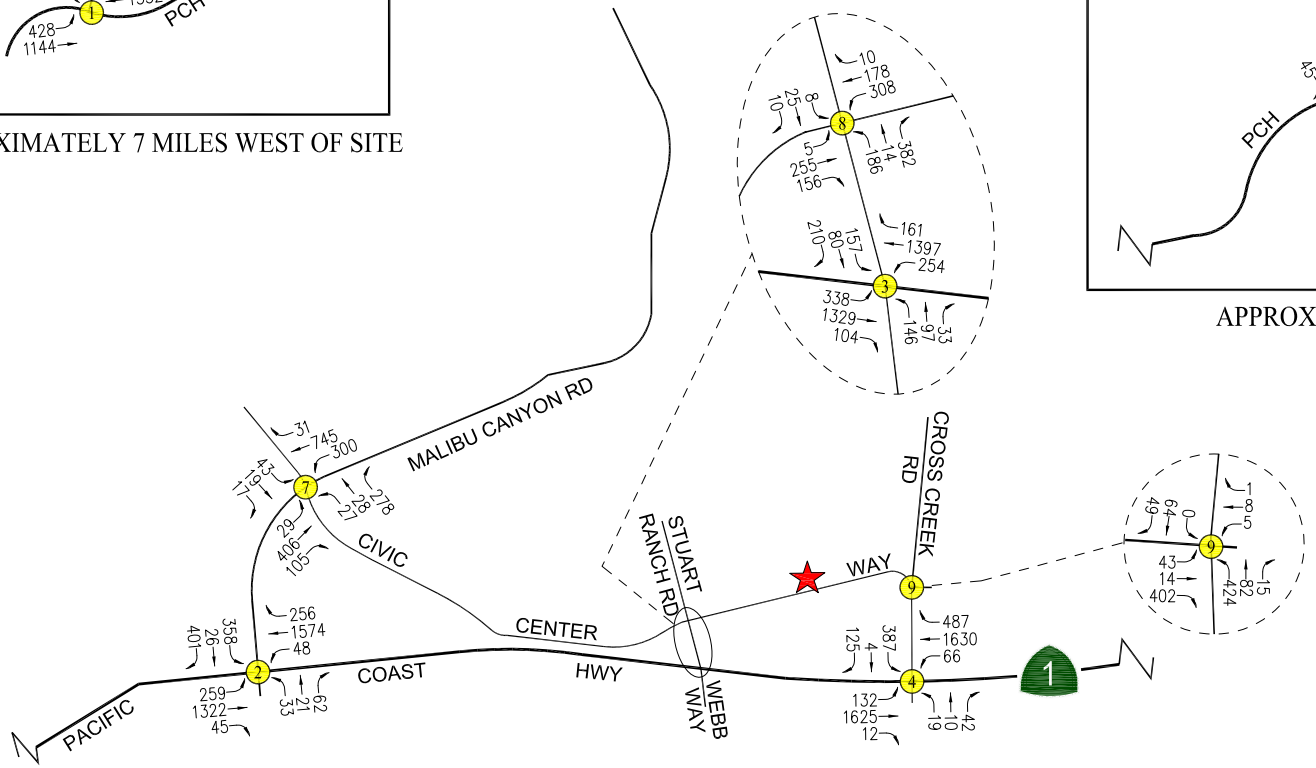
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

FIGURE 9-18
FUTURE CUMULATIVE (SUMMERTIME) WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour based on summertime traffic counts. The Kaku traffic study determined that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour based on school-time traffic counts (this addendum traffic study concludes that the impacts due the 2019 Project Modifications would be less than significant during this same time period using school-time traffic counts), Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available. It is noted that the Kaku traffic study did not evaluate the impacts of the 2005 Analyzed Project based on summertime traffic counts. However, this addendum traffic study concludes that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the Cross Creek Road / Civic Center Way intersection during all peak hours as compared to the 2019 Project Modifications

10.0 MITIGATION MEASURES

As previously noted, the Kaku traffic study identified feasible traffic mitigation measures at three intersections adversely affected by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way. Further, the Kaku traffic study determined that no feasible mitigation measures were available at two of the affected intersections: Malibu Canyon Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. It is noted that the Applicant for the 2019 Project Modifications has completed construction of the mitigation measures outlined in the Kaku traffic study at the three intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way.

The significant pre-mitigation transportation impacts due to the 2019 Project Modifications are identified in Section 9.0 above in the opening year (2022) of the 2019 Project Modifications. The mitigation measures identified in the Kaku traffic study – which would effectively mitigate the significant traffic impacts of the 2019 Project Modifications at three of the affected intersections – are restated below.

10.1 Webb Way / Pacific Coast Highway

The Applicant of the 2019 Project Modifications has funded construction of the mitigation measure, which consists of the installation of a second left-turn lane on the eastbound Pacific Coast Highway approach to the Webb Way intersection. The eastbound Pacific Coast Highway approach would provide two left-turn lanes, three through lanes, and one right-turn lane.

10.2 Cross Creek Road / Pacific Coast Highway

The Applicant of the 2019 Project Modifications has funded the construction of the mitigation measure, which consists of the installation of a right-turn lane on the westbound Pacific Coast Highway approach to the Cross Creek Road intersection. The westbound Pacific Coast Highway approach would provide one left-turn lane, two through lanes, and one right-turn lane.

10.3 Stuart Ranch Road-Webb Way / Civic Center Way

Application of the City's threshold criteria indicates that the 2019 Project Modifications is not expected to create a significant transportation impact at the Stuart Ranch Road-Webb Way / Civic Center Way intersection during any of the analyzed periods. However, the Kaku traffic study indicated a significant impact, and therefore, the Applicant of the 2019 Project Modifications has funded the installation of a traffic signal. In addition, the Applicant of the 2019 Project Modifications has funded the construction of the following improvements and reconfiguration of the intersection: northbound Webb Way approach to provide one left-turn lane, one through lane, and one right-turn lane; southbound Stuart Rach Road approach to provide one shared left/through/right-turn lane; eastbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane; and westbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane.

10.4 Cross Creek Road / Civic Center Way

As with the 2005 Analyzed Project, *Table 9–2* indicates that the forecast traffic from the 2019 Project Modifications will result in a significant traffic impact at the intersection of Cross Creek Road and Civic Center Way. The Kaku traffic study determined that no feasible mitigation measures were available to mitigate the impacts of the 2005 Analyzed Project.

LLG reviewed potential modifications to the existing all-way stop intersection for purposes of mitigating the significant traffic impact, including modifying the northbound Cross Creek Road approach to provide a separate lane for left-turn traffic movements. It was found that the potential modifications would not reduce the calculated increase in motorist delay at the intersection due to the 2019 Project Modifications below levels of significance.

As requested by City staff, a review was conducted of the potential feasibility of a constructing a mini-roundabout at the existing Cross Creek Road / Civic Center Way intersection for purposes of mitigating the significant traffic impact due to traffic from the 2019 Project Modifications. The supplemental study of the potential mini-roundabout is provide in ***Appendix I***.

As detailed in ***Appendix I***, the supplemental study concludes that a mini-roundabout is not feasible due to the need to obtain and demolish an existing commercial building adjacent to the intersection, the potential need to obtain private right-of-way, impacts to existing street parking, removal of existing landscape and other hardscape improvements, and adverse impacts to pedestrian safety and mobility. The supplemental study also notes that the existing all-way stop operation of the Cross Creek Road/Civic Center Way intersection is calculated to operate at good to excellent Levels of Service (LOS C or better) during all peak hours under existing and future conditions, without and with the 2019 Project Modifications. Therefore, as with the 2005 Analyzed Project, it is concluded that no feasible traffic mitigation measures are available to mitigate the significant traffic impact at the Cross Creek Road / Civic Center Way intersection.

10.5 Assessment of Impacts After Mitigation

As shown in Column [5] of *Tables 9–1* and *9–2*, the mitigation measures would mitigate the effects of the forecast traffic from the 2019 Project Modifications at the Webb Way / Pacific Coast Highway and Cross Creek Road / Pacific Coast Highway intersections to less-than significant levels.

11.0 SIGNIFICANT TRANSPORTATION IMPACT COMPARISON

In conjunction with this addendum traffic study for the 2019 Project Modifications, a comparison is provided related to the potential traffic impacts to the 2019 Project Modifications as analyzed herein to the 2005 Analyzed Project as documented in the Kaku traffic study.

As previously discussed, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections based on its analysis of traffic operations using school-time traffic counts: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that based on school-time traffic counts, the 2019 Project Modifications is forecast to result in significant traffic impacts at two of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway and Cross Creek Road / Pacific Coast Highway. (As previously discussed, the 2019 Project Modification is determined to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection based on summertime traffic counts during the Saturday MD peak hour, but is not impacted by the 2019 Project Modifications based on the analysis using school-time traffic counts). Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at the two impacted intersections.

Table 11–1 provides a comparison of the significant transportation impacts identified in the Kaku traffic study for the 2005 Analyzed Project and the analysis of transportation impacts for the 2019 Project Modifications as provided in this addendum traffic study. As previously noted, the Kaku traffic study was prepared based on school-time traffic counts, and therefore, *Table 11–1* focuses to the analysis of traffic impacts of the 2019 Project Modifications as analyzed herein based on the school-time traffic counts.

The summary of the comparison of traffic impacts between the 2019 Project Modifications and 2005 Analyzed Project as provided in *Table 11–1* is provided below:

- Malibu Canyon Road / Pacific Coast Highway. As shown in *Table 11–1*, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the Malibu Canyon Road / Pacific Coast Highway intersection during the weekday AM and PM peak hours. Further, as the Kaku traffic study determined that no feasible mitigation measures were available, a significant and unmitigated traffic impact was identified at this intersection related to the 2005 Analyzed Project.

Table 11-1
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
SCHOOL TIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS
2019 PROJECT MODIFICATIONS VS. 2005 ANALYZED PROJECT TRAFFIC STUDY COMPARISON

			2019 PROJECT MODIFICATIONS - LLG TRAFFIC STUDY						2005 ANALYZED PROJECT - KAKU TRAFFIC STUDY [d]					
NO.	INTERSECTION	PEAK HOUR	FUTURE PRE-PROJECT V/C or Delay	LOS	W/ PROJECT & MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay	SIGNIF. IMPACT	FUTURE PRE-PROJECT V/C or Delay	LOS	W/ PROJECT & MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay	SIGNIF. IMPACT
1	Kanan Dume Road/	AM	0.510	A	0.513	A	0.003	NO	0.557	A	0.561	A	0.004	NO
	Pacific Coast Highway (SR-1)	PM	0.672	B	0.684	B	0.012	NO	0.632	B	0.646	B	0.014	NO
	[a]	SAT	0.885	D	0.893	D	0.008	NO	0.817	D	0.824	D	0.007	NO
2	Malibu Canyon Road/	AM	0.672	B	0.685	B	0.013	NO	0.841	D	0.864	D	0.023	YES
	Pacific Coast Highway (SR-1)	PM	0.732	C	0.747	C	0.015	NO	0.929	E	0.953	E	0.024	YES
	[a]	SAT	0.834	D	0.845	D	0.011	NO	0.815	D	0.827	D	0.012	NO
3	Webb Way/	AM	0.564	A	0.535	A	-0.029	NO	0.680	B	0.653	B	-0.027	NO
	Pacific Coast Highway (SR-1)	PM	0.761	C	0.716	C	-0.045	NO	0.951	E	0.902	E	-0.049	NO
	[a]	SAT	0.869	D	0.802	D	-0.067	NO	0.914	E	0.871	D	-0.043	NO
4	Cross Creek Road/	AM	0.606	B	0.561	A	-0.045	NO	0.774	C	0.716	C	-0.058	NO
	Pacific Coast Highway (SR-1)	PM	0.834	D	0.775	C	-0.059	NO	1.002	F	0.935	E	-0.067	NO
	[a]	SAT	0.904	E	0.815	D	-0.089	NO	1.069	F	0.988	E	-0.081	NO
5	Las Flores Canyon Road/	AM	0.684	B	0.689	B	0.005	NO	0.685	B	0.689	B	0.004	NO
	Pacific Coast Highway (SR-1)	PM	0.715	C	0.733	C	0.018	NO	0.873	D	0.890	D	0.017	NO
	[a]	SAT	0.786	C	0.805	D	0.019	NO	0.829	D	0.842	D	0.013	NO
6	Topanga Canyon Boulevard (SR-27)/	AM	0.977	E	0.979	E	0.002	NO	1.029	F	1.030	F	0.001	NO
	Pacific Coast Highway (SR-1)	PM	0.843	D	0.852	D	0.009	NO	0.942	E	0.948	E	0.006	NO
	[c]	SAT	0.822	D	0.832	D	0.010	NO	0.765	C	0.769	C	0.004	NO
7	Malibu Canyon Road/	AM	0.523	A	0.527	A	0.004	NO	0.748	C	0.755	C	0.007	NO
	Civic Center Way	PM	0.538	A	0.547	A	0.009	NO	0.874	D	0.886	D	0.012	NO
	[a]	SAT	0.432	A	0.445	A	0.013	NO	0.649	B	0.664	B	0.015	NO
8	Stuart Ranch Road - Webb Way/	AM	13.00	B	13.34	B	0.34	NO	0.730 [e]	C	0.559 [e]	A	-0.171	NO
	Civic Center Way	PM	22.40	C	25.09	D	2.69	NO	0.947 [e]	E	0.896 [e]	D	-0.051	NO
	[b]	SAT	14.60	B	16.25	C	1.65	NO	0.604 [e]	B	0.554 [e]	A	-0.050	NO
9	Cross Creek Road/	AM	8.85	A	9.39	A	0.34	NO	0.589 [e]	A	0.648 [e]	B	0.059	NO
	Civic Center Way	PM	10.72	B	12.63	B	2.69	NO	0.755 [e]	C	0.864 [e]	D	0.109	YES
	[b]	SAT	11.64	B	14.47	B	1.65	NO	0.660 [e]	B	0.761 [e]	C	0.101	NO

[a] City of Malibu signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 - 0.80	C	0.04 or more
0.81 - 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:
Final LOS
Degrades the LOS to LOS D or worse
or
Project Related Increase in Delay
Increases delay by 5 seconds or more

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 to 0.80	C	0.04 or more
0.81 to 0.90	D	0.02 or more
0.91 or more	E / F	0.01 or more

[d] Source: *Traffic and Circulation Study for the Malibu La Paz Project,* Kaku Associates, April 2005.
[e] Intersection is analyzed as signalized to determine project impacts.

- Webb Way / Pacific Coast Highway. The 2019 Project Modifications is expected to cause a significant traffic impact at this intersection during the Saturday MD peak hour. However, with incorporation of the identified traffic mitigation measure, *Table 11–1* shows the resultant traffic impact due to the 2019 Project Modifications would be less than significant. The 2005 Analyzed Project was also identified to have a significant traffic impact at the Webb Way / Pacific Coast Highway intersection, however, the impacts were identified for the weekday AM and PM peak hours, as well as the Saturday MD peak hour. The Kaku traffic study determined that traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.

- Cross Creek Road / Pacific Coast Highway. The 2019 Project Modifications is expected to a cause significant traffic impact at this intersection during the weekday PM peak hour and Saturday MD peak hour. However, with incorporation of the identified traffic mitigation measure, *Table 11–1* shows the resultant traffic impact due to the 2019 Project Modifications would be less than significant. The 2005 Analyzed Project was also identified to have a significant traffic impact at the Cross Creek Road / Pacific Coast Highway intersection, however, the impacts were identified for the weekday AM and PM peak hours, as well as the Saturday MD peak hour. The Kaku traffic study determined that traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.

- Webb Way / Civic Center Way. As shown in *Table 11–1*, the 2019 Project Modifications is not expected to cause significant traffic impacts at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection during the weekday PM peak hour. The Kaku traffic study determined that the traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.

- Cross Creek Road / Civic Center Way. As shown in *Table 11–1*, the 2019 Project Modifications is not expected to cause significant traffic impacts at this intersection based on the analysis conducted using school-time traffic counts. The 2005 Analyzed Project was identified to have a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the weekday PM peak hour. Further, as the Kaku traffic study determined that no feasible mitigation measures were available, a significant and unmitigated traffic impact was identified at this intersection related to the 2005 Analyzed Project. As previously discussed, the 2019 Project Modification is determined to cause a significant traffic impact at this intersection based on summertime traffic counts during the Saturday midday peak hour. The Kaku traffic study did not provide a traffic analysis based on summertime traffic counts, so no direct comparison is provided. See Section 10.5 above and the analysis provided in *Appendix H* for further discussion.

As also previously noted, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

12.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed Project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

12.1 Intersections

The following CMP intersection monitoring locations in the 2019 Project Modifications vicinity have been identified:

CMP Station	Intersection
No. 97	Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. 6)
No. 107	Kanan Dume Road / Pacific Coast Highway (Study Int. 1)
No. 108	Las Flores Canyon Road / Pacific Coast Highway (Study Int. 5)
No. 109	Malibu Canyon Road / Pacific Coast Highway (Study Int. 2)

The CMP TIA guidelines require that intersection monitoring locations must be examined if a development project will add 50 or more trips during either the AM or PM weekday peak hours. As shown in *Figures 7–3*, *7–4*, and *7–5,* the weekday AM and PM, and Saturday MD forecast trips due to the 2019 Project Modifications anticipated at each of the four locations are as follows:

- No. 97: Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. No. 6)
  AM Peak Hour: 31 trips; PM peak hour: 64 trips; SAT peak hour: 65 trips

- No. 107: Kanan Dume Road / Pacific Coast Highway (Study Int. No. 1)
  AM Peak Hour: 31 trips; PM peak hour: 64 trips; SAT peak hour: 65 trips

- No. 108: Las Flores Canyon Road / Pacific Coast Highway (Study Int. No. 5)
  AM Peak Hour: 47 trips; PM peak hour: 95 trips; SAT peak hour: 96 trips

- No. 109: Malibu Canyon Road / Pacific Coast Highway (Study Int. No. 2)
  AM Peak Hour: 53 trips; PM peak hour: 77 trips; SAT peak hour: 78 trips

Per the CMP guidelines indicate additional review is required of the potential impacts at the intersection monitoring location where the 2019 Project Modifications will add 50 or more trips during either the AM or PM weekday peak hours. The criteria indicates that a significant impact occurs when the traffic from the 2019 Project Modifications increases demand at a CMP arterial; monitoring location by 2 percent of capacity (i.e., *v/c* increase > or equal to 0.02), causing the location to operate at LOS F (v/c >1.00). Under the CMP TIA Criteria, a project would not have a significant impact if the analyzed monitoring location is operating at LOS E or better after the addition of traffic from the 2019 Project Modifications.

The CMP monitoring intersections were evaluated using the previously described ICU method that determines the *v/c* ratios on the critical lane basis. As shown on *Tables 9–1* and *9–2*, the CMP monitoring intersections are forecast to operate at the following LOS during the analyzed peak hours with the addition of traffic from the 2019 Project Modifications:

- No. 97: Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. No. 6)
  School Time: AM Peak Hour: LOS E; PM peak hour: LOS D; SAT peak hour: LOS D
  Summertime: AM Peak Hour: LOS E; PM peak hour: LOS D; SAT peak hour: LOS D

- No. 107: Kanan Dume Road / Pacific Coast Highway (Study Int. No. 1)
  School Time: AM Peak Hour: LOS A; PM peak hour: LOS B; SAT peak hour: LOS D
  Summertime: AM Peak Hour: LOS A; PM peak hour: LOS C; SAT peak hour: LOS E

- No. 108: Las Flores Canyon Road / Pacific Coast Highway (Study Int. No. 5)
  School Time: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D
  Summertime: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D

- No. 109: Malibu Canyon Road / Pacific Coast Highway (Study Int. No. 2)
  School Time: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D
  Summertime: AM Peak Hour: LOS B; PM peak hour: LOS D; SAT peak hour: LOS D

The four monitoring locations are forecasted to operate at LOS E or better during the analyzed peak hours. Therefore, no CMP traffic impacts due to the 2019 Project Modifications are anticipated at the CMP monitoring intersections.

12.2 Freeways

No CMP freeway monitoring locations have been identified within the Project site vicinity. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

12.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the Project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the Project site.

The Project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed 2019 Project Modifications is forecast to generate demand for 6 transit trips during the weekday AM peak hour, 13 transit trips during the weekday PM peak hour, and 13 transit trips during the Saturday MD peak hour. Therefore, the calculations are as follows:

- Weekday AM Peak Hour = 126 × 1.4 × 0.035 = 6 Transit Trips
- Weekday PM Peak Hour = 258 × 1.4 × 0.035 = 13 Transit Trips
- Saturday MD Peak Hour = 260 × 1.4 × 0.035 = 13 Transit Trips

As shown in *Table 4–1,* one bus transit line is provided in close proximity the Project site. As outlined in *Table 4–1*, under the "No. of Buses During Peak Hour" column, the public transit line provides services for an average of (i.e., average of the directional number of buses during the peak hours) generally 13 buses during the weekday AM peak hour and roughly 11 buses during the PM peak hour. On a typical Saturday, this transit line provides services for an average of five buses during the Saturday MD peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to a nominal number of additional transit trips per bus generated by the 2019 Project Modifications. It is anticipated that the existing local transit service will adequately accommodate the increase of transit trips generated by the 2019 Project Modifications.

13.0 CONCLUSIONS

This addendum traffic analysis has been conducted to identify and compare the potential traffic impacts of a proposed 2019 Project Modifications to the 2005 Analyzed Project and the 2008 Approved Project located at 23465 Civic Center Way in the City of Malibu.

The 2005 Analyzed Project evaluated in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The 2008 Approved Project consists of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, which represents a slight modification to the development description evaluated in the Kaku traffic study.

Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications; accordingly, this addendum traffic study is provided for informational purposes

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

As noted above, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that the 2019 Project Modifications is forecast to result in significant traffic impacts at three of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at two of the intersections as described below:

- Webb Way / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

- Cross Creek Road / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour based on summertime traffic counts. The Kaku traffic study determined that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour based on school-time traffic counts (this addendum traffic study concludes that the impacts due the 2019 Project Modifications would be less than significant during this same time period using school-time traffic counts). Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available. It is noted that the Kaku traffic study did not evaluate the impacts of the 2005 Analyzed Project based on summertime traffic counts. However, this addendum traffic study concludes that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the Cross Creek Road / Civic Center Way intersection during all peak hours as compared to the 2019 Project Modifications.

At the Webb Way / Civic Center Way intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. However, the 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection. The traffic mitigation measure identified in the Kaku traffic study for this intersection has been funded for construction by the Applicant of the 2019 Project Modifications.

At the Malibu Canyon Road / Pacific Coast Highway intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the intersection, however, the Kaku traffic study determined that no feasible mitigation measures were available.

In summary, it is concluded in this addendum traffic study that the 2019 Project Modifications would not cause any new traffic impacts on the local street system that were not previously identified for the 2005 Analyzed Project in the Kaku traffic study. Further, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project based on the reduced number of intersections significantly impacted by the 2019 Project Modifications. This addendum traffic study concludes that the 2019 Project Modifications will cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour (even though the intersection is expected to operate at a good LOS C during the affected hour), for which there is no feasible mitigation. However, it is also concluded that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the intersection during the Saturday MD peak hour as compared to the 2019 Project Modifications.

As noted above, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Kanan Dume Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-001
City: Malibu

Day: Tuesday
Date: 04/10/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Kanan Dume Rd — SOUTHBOUND

AM	325	0	262	13	261	AM
NOON	0	0	0	0	0	NOON
PM	264	0	137	4	492	PM
	1.5	0	1.5	0		

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
1048	0	1357	⇦	
0	0	0	↶	0
174	0	284	↱	1
872	0	863	→	2
0	0	0	↳	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2443	0	2849
	AM	NOON	PM
PHF	0.88		0.98

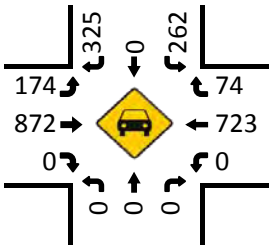
Pacific Coast Hwy — WESTBOUND

PM	NOON	AM		
204	0	74	↰	1
1093	0	723	←	2
0	0	0	↰	0
0	0	0	↰	0
1000	0	1134	⇨	
PM	NOON	AM		

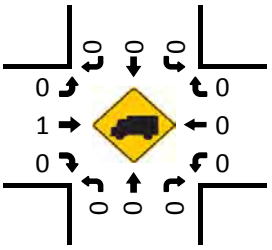
			0	0	0	0
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Kanan Dume Rd — NORTHBOUND

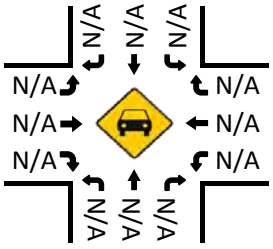
Total Vehicles (AM)



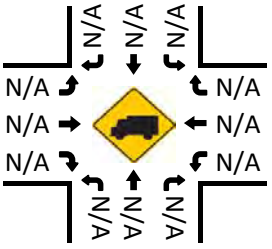
Bikes (AM)



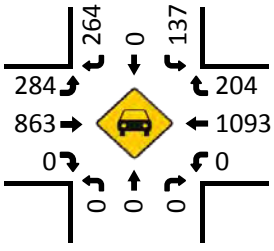
Total Vehicles (Noon)



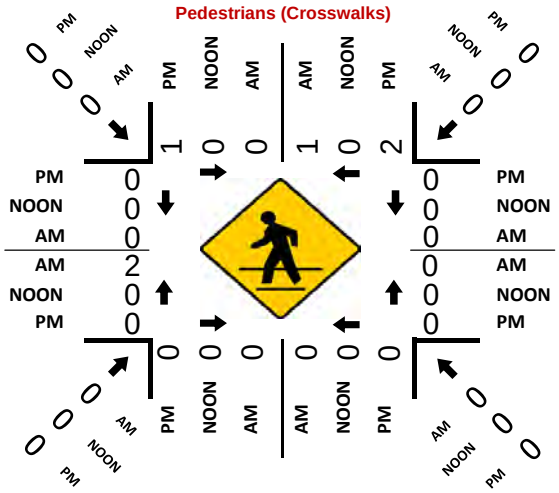
Bikes (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
1
0
0
1
0
2
0
0
0
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-001
Date: 4/10/2018

Total

NS/EW Streets:	Kanan Dume Rd				Kanan Dume Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	53	0	71	0	26	176	0	0	0	142	20	0	488
7:15 AM	0	0	0	0	55	0	81	4	38	201	0	0	0	148	26	0	553
7:30 AM	0	0	0	0	76	0	103	4	43	213	0	0	0	244	15	0	698
7:45 AM	0	0	0	0	66	0	66	4	53	259	0	0	0	161	15	0	624
8:00 AM	0	0	0	0	65	0	75	1	40	199	0	0	0	170	18	0	568
8:15 AM	0	0	0	0	65	0	43	1	54	189	0	0	0	136	20	0	508
8:30 AM	0	0	0	0	73	0	88	0	54	224	0	0	0	120	24	0	583
8:45 AM	0	0	0	0	56	0	81	1	48	236	0	0	0	165	29	0	616
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	509	0	608	15	356	1697	0	0	0	1286	167	0	4638
APPROACH %'s :					44.96%	0.00%	53.71%	1.33%	17.34%	82.66%	0.00%	0.00%	0.00%	88.51%	11.49%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	262	0	325	13	174	872	0	0	0	723	74	0	2443
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.862	0.000	0.789	0.813	0.821	0.842	0.000	0.000	0.000	0.741	0.712	0.000	0.875
					0.820				0.838				0.769				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	33	0	59	0	73	218	0	0	0	260	55	0	698
4:15 PM	0	0	0	0	35	0	59	2	72	227	0	0	0	286	44	0	725
4:30 PM	0	0	0	0	35	0	81	0	68	210	0	0	0	257	56	0	707
4:45 PM	0	0	0	0	34	0	65	2	71	208	0	0	0	290	49	0	719
5:00 PM	0	0	0	0	36	0	61	1	85	206	0	0	0	254	46	0	689
5:15 PM	0	0	0	0	47	0	68	2	84	191	0	0	0	265	68	0	725
5:30 PM	0	0	0	0	39	0	53	1	71	228	0	0	0	242	67	0	701
5:45 PM	0	0	0	0	33	0	55	0	72	236	0	0	0	234	45	0	675
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	292	0	501	8	596	1724	0	0	0	2088	430	0	5639
APPROACH %'s :					36.45%	0.00%	62.55%	1.00%	25.69%	74.31%	0.00%	0.00%	0.00%	82.92%	17.08%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	137	0	264	4	284	863	0	0	0	1093	204	0	2849
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.979	0.000	0.815	0.500	0.973	0.950	0.000	0.000	0.000	0.942	0.911	0.000	0.982
					0.873				0.959				0.956				

Prepared by National Data & Surveying Services

Kanan Dume Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-001
City: Malibu

Day: Saturday
Date: 04/14/2018

PEAK HOURS

AM	NOON	PM
NONE	01:00 PM - 02:00 PM	NONE

COUNT PERIODS

AM	NOON	PM
NONE	12:00 PM - 02:00 PM	NONE

Kanan Dume Rd — SOUTHBOUND

	L	T	R	U		
AM	0	0	0	0	0	AM
NOON	650	0	234	4	521	NOON
PM	0	0	0	0	0	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
0	1839	0		
0	0	0	0	
0	327	0	1	
0	959	0	2	
0	0	0	0	
AM	NOON	PM		

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM		
0	190	0	1	
0	1189	0	2	
0	0	0	0	
0	0	0	0	
0	1193	0		
PM	NOON	AM		

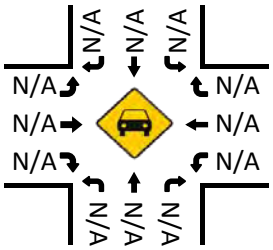
Kanan Dume Rd — NORTHBOUND

	L	T	R	U		
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

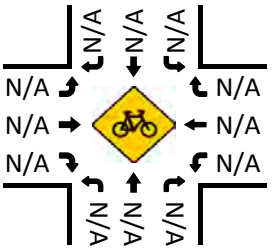
CONTROL: Signalized

	AM	NOON	PM
TEV	0	3553	0
PHF		0.96	

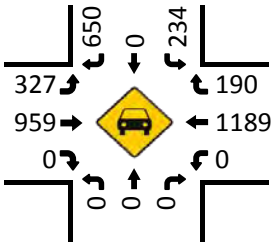
Total Vehicles (AM)



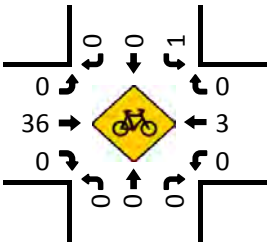
Bikes (AM)



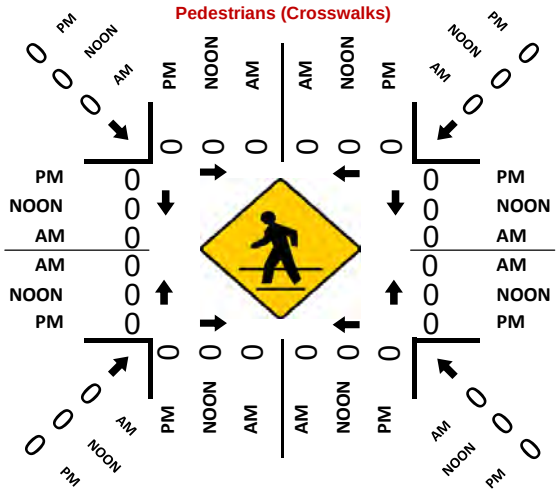
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-001
Date: 2018-04-14

Total

NS/EW Streets:	Kanan Dume Rd				Kanan Dume Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	54	0	156	4	61	241	0	0	0	284	39	0	839
12:15 PM	0	0	0	0	61	0	157	2	81	243	0	0	0	276	44	0	864
12:30 PM	0	0	0	0	53	0	154	2	77	249	0	0	0	269	45	0	849
12:45 PM	0	0	0	0	54	0	170	3	91	265	0	0	0	248	43	0	874
1:00 PM	0	0	0	0	46	0	134	2	67	225	0	0	0	340	43	0	857
1:15 PM	0	0	0	0	65	0	199	0	81	252	0	0	0	277	48	0	922
1:30 PM	0	0	0	0	64	0	156	1	82	223	0	0	0	284	45	0	855
1:45 PM	0	0	0	0	59	0	161	1	97	259	0	0	0	288	54	0	919
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	456	0	1287	15	637	1957	0	0	0	2266	361	0	6979
APPROACH %'s :					25.94%	0.00%	73.21%	0.85%	24.56%	75.44%	0.00%	0.00%	0.00%	86.26%	13.74%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	234	0	650	4	327	959	0	0	0	1189	190	0	3553
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.900	0.000	0.817	0.500	0.843	0.926	0.000	0.000	0.000	0.874	0.880	0.000	0.963
					0.841				0.903				0.900				

Prepared by National Data & Surveying Services

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-002
City: Malibu

Day: Tuesday
Date: 04/10/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Malibu Canyon Rd/Winter Mesa Dr — SOUTHBOUND

AM	236	16	762	0	499	AM
NOON	0	0	0	0	0	NOON
PM	165	17	375	0	593	PM

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
955	0	1334	
0	0	0	0
207	0	310	2
921	0	1085	2
18	0	23	0
AM	NOON	PM	

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
270	0	282	1
1160	0	700	2
36	0	18	1
0	0	0	0
1485	0	1707	
PM	NOON	AM	

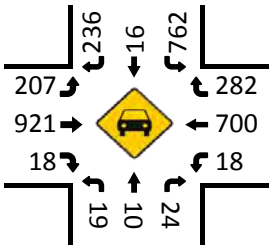
NORTHBOUND — Malibu Canyon Rd/Winter Mesa Dr

PM	76	0	9	13	25	PM
NOON	0	0	0	0	0	NOON
AM	52	0	19	10	24	AM

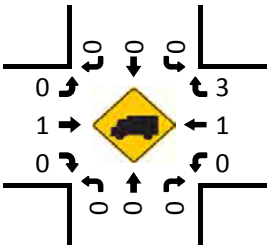
	1	0.5	1.5	0
	0	0	2	0

CONTROL			
Signalized			
TEV	3213	0	3488
	AM	NOON	PM
PHF	0.98		0.97

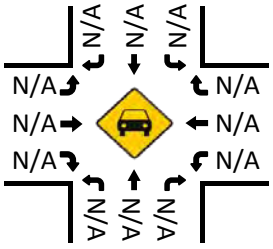
Total Vehicles (AM)



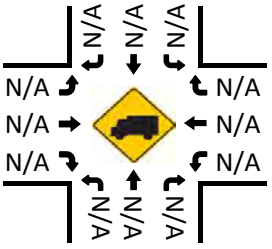
Bikes (AM)



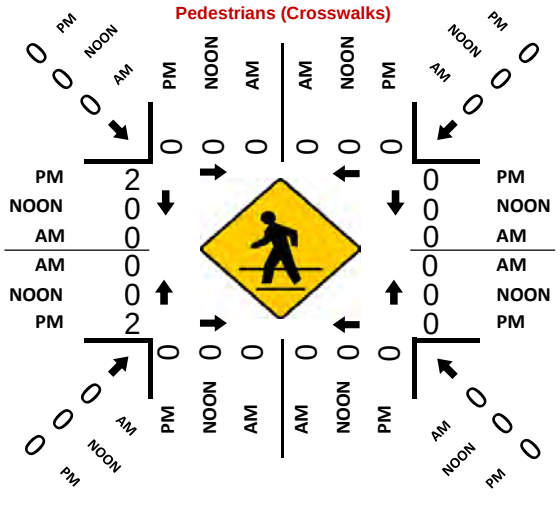
Total Vehicles (Noon)



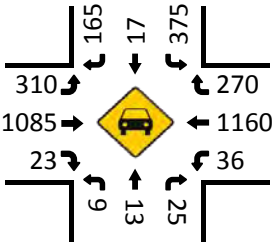
Bikes (NOON)



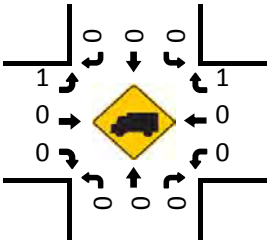
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-002
Date: 4/10/2018

Total

NS/EW Streets:	Malibu Canyon Rd/Winter Mesa Dr				Malibu Canyon Rd/Winter Mesa Dr				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	2	2	0	203	3	66	0	54	264	6	0	5	118	23	0	748
7:15 AM	0	4	0	0	207	6	63	0	39	226	5	0	0	177	35	0	762
7:30 AM	1	6	7	0	177	5	46	0	63	213	3	0	6	219	44	0	790
7:45 AM	2	5	4	0	201	4	61	0	51	204	3	0	3	163	47	0	748
8:00 AM	9	2	6	0	178	2	48	0	47	242	2	0	6	200	61	0	803
8:15 AM	6	5	8	0	195	7	71	0	57	220	6	0	1	144	62	0	782
8:30 AM	0	1	3	0	211	3	56	0	65	218	7	0	4	159	81	0	808
8:45 AM	4	2	7	0	178	4	61	0	38	241	3	0	7	197	78	0	820
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	27	37	0	1550	34	472	0	414	1828	35	0	32	1377	431	0	6261
APPROACH %'s :	27.27%	30.68%	42.05%	0.00%	75.39%	1.65%	22.96%	0.00%	18.18%	80.28%	1.54%	0.00%	1.74%	74.84%	23.42%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	10	24	0	762	16	236	0	207	921	18	0	18	700	282	0	3213
PEAK HR FACTOR :	0.528	0.500	0.750	0.000	0.903	0.571	0.831	0.000	0.796	0.951	0.643	0.000	0.643	0.875	0.870	0.000	0.980
	0.697				0.929				0.985				0.887				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	6	10	0	75	4	46	0	74	277	8	0	12	290	64	0	868
4:15 PM	1	1	3	0	62	6	33	0	88	316	10	0	7	291	57	0	875
4:30 PM	5	3	7	0	118	4	31	0	88	250	4	0	6	262	70	0	848
4:45 PM	1	3	5	0	120	3	55	0	60	242	1	0	11	317	79	0	897
5:00 PM	5	3	6	0	93	4	39	0	93	259	4	0	4	287	67	0	864
5:15 PM	3	1	2	0	121	2	37	0	55	212	3	0	5	251	69	0	761
5:30 PM	8	2	7	0	110	1	41	0	59	252	6	0	5	291	86	0	868
5:45 PM	9	2	9	0	137	6	28	0	55	220	7	0	7	236	81	0	797
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	21	49	0	836	30	310	0	572	2028	43	0	57	2225	573	0	6778
APPROACH %'s :	32.69%	20.19%	47.12%	0.00%	71.09%	2.55%	26.36%	0.00%	21.64%	76.73%	1.63%	0.00%	2.00%	77.93%	20.07%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	9	13	25	0	375	17	165	0	310	1085	23	0	36	1160	270	0	3488
PEAK HR FACTOR :	0.450	0.542	0.625	0.000	0.781	0.708	0.750	0.000	0.881	0.858	0.575	0.000	0.750	0.915	0.854	0.000	0.972
	0.653				0.782				0.856				0.900				

Prepared by National Data & Surveying Services

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-002
City: Malibu

Day: Saturday
Date: 04/14/2018

Malibu Canyon Rd/Winter Mesa Dr

SOUTHBOUND

PEAK HOURS		COUNT PERIODS
AM	NONE	AM
NOON	12:30 PM - 01:30 PM	NOON
PM	NONE	PM

AM	0	0	0	0	0	AM
NOON	381	40	490	0	378	NOON
PM	0	0	0	0	0	PM
	1	0.5	1.5	0		

EASTBOUND

AM	NOON	PM	
0	1731	0	
0	1	0	0
0	208	0	2
0	1228	0	2
0	29	0	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
0	146	0	1
0	1340	0	2
0	39	0	1
0	0	0	0
0	1781	0	
PM	NOON	AM	

Pacific Coast Hwy (left) / Pacific Coast Hwy (right)

CONTROL

Signalized

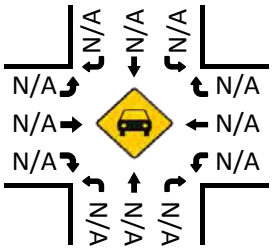
	AM	NOON	PM
TEV	0	3998	0
PHF		0.99	

PM	0	0	0	0	0	PM
NOON	108	0	9	24	63	NOON
AM	0	0	0	0	0	AM
		0	0	2	0	

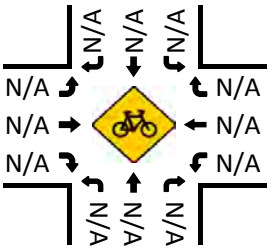
NORTHBOUND

Malibu Canyon Rd/Winter Mesa Dr

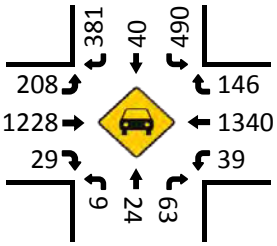
Total Vehicles (AM)



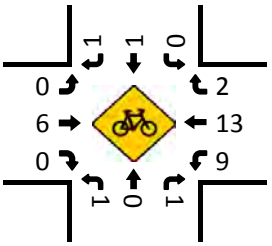
Bikes (AM)



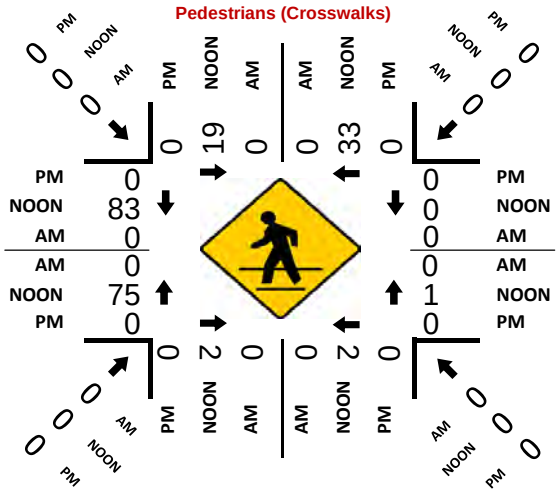
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-002
Date: 2018-04-14

Total

NS/EW Streets:	Malibu Canyon Rd/Winter Mesa Dr				Malibu Canyon Rd/Winter Mesa Dr				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	2	5	12	0	113	4	69	0	45	251	5	1	9	346	47	0	909
12:15 PM	0	5	14	0	122	5	100	0	50	316	12	2	6	291	26	0	949
12:30 PM	1	6	16	0	142	11	96	0	51	323	4	0	8	323	33	0	1014
12:45 PM	1	4	17	0	112	5	84	0	49	304	9	0	7	378	37	0	1007
1:00 PM	4	7	15	0	120	16	101	0	56	284	5	0	16	305	34	0	963
1:15 PM	3	7	15	0	116	8	100	0	52	317	11	1	8	334	42	0	1014
1:30 PM	5	6	15	0	113	11	96	0	82	291	5	3	12	312	49	0	1000
1:45 PM	2	4	13	0	97	15	107	0	62	278	6	0	3	321	47	0	955
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	44	117	0	935	75	753	0	447	2364	57	7	69	2610	315	0	7811
APPROACH %'s :	10.06%	24.58%	65.36%	0.00%	53.03%	4.25%	42.71%	0.00%	15.55%	82.23%	1.98%	0.24%	2.30%	87.17%	10.52%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	9	24	63	0	490	40	381	0	208	1228	29	1	39	1340	146	0	3998
PEAK HR FACTOR :	0.563	0.857	0.926	0.000	0.863	0.625	0.943	0.000	0.929	0.950	0.659	0.250	0.609	0.886	0.869	0.000	0.986
	0.923				0.915				0.962				0.903				

Prepared by National Data & Surveying Services

Webb Way & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-003
City: Malibu

Day: Tuesday
Date: 05/22/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Webb Way

AM	40	60	75	0	446	AM
NOON	0	0	0	0	0	NOON
PM	71	56	118	0	465	PM

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
910	0	1510	
12	0	27	0
138	0	51	1
1370	0	1303	3
77	0	55	1

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
344	0	262	1
1305	0	804	2
145	0	126	1
24	0	11	0
1462	0	1470	

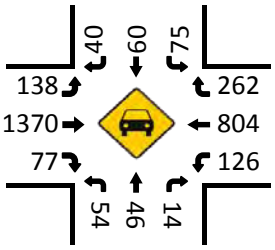
NORTHBOUND — Webb Way

PM	257	1	107	70	17	PM
NOON	0	0	0	0	0	NOON
AM	263	0	54	46	14	AM

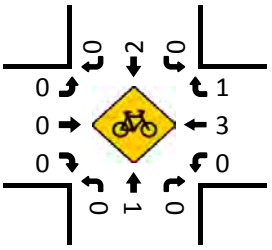
	SOUTHBOUND	EASTBOUND	WESTBOUND	NORTHBOUND
	1	0.5	1.5	0
	0	1	0.5	0.5

CONTROL			
Signalized			
TEV	3089	0	3694
	AM	NOON	PM
PHF	0.95		0.98

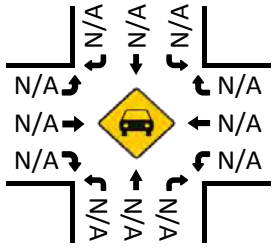
Total Vehicles (AM)



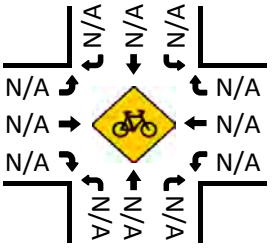
Bikes (AM)



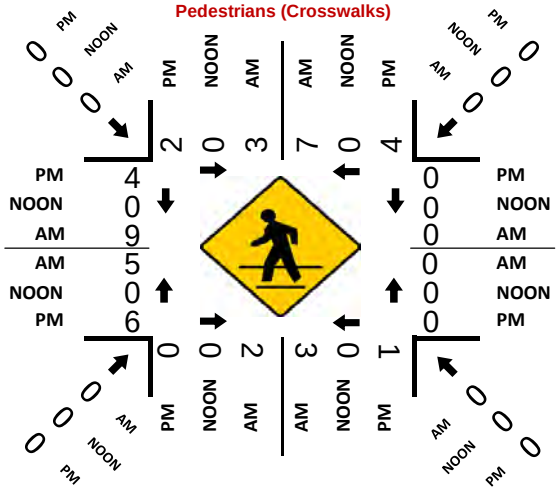
Total Vehicles (Noon)



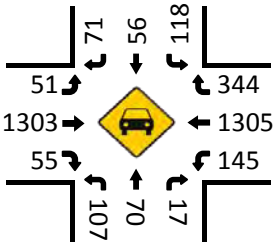
Bikes (NOON)



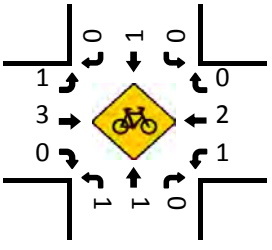
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05340-003
Date: 5/22/2018

Total

NS/EW Streets:	Webb Way				Webb Way				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	5	2	0	26	16	12	0	16	435	25	1	38	185	47	3	816
7:15 AM	10	10	2	0	18	4	4	0	25	350	20	1	24	195	37	2	702
7:30 AM	13	13	0	0	12	6	4	0	45	301	21	2	19	170	56	1	663
7:45 AM	10	12	1	0	15	11	17	0	24	319	15	1	21	218	55	3	722
8:00 AM	12	7	3	0	10	21	8	0	32	345	24	2	29	181	49	2	725
8:15 AM	19	14	4	0	8	7	13	0	42	358	13	2	31	212	85	1	809
8:30 AM	9	13	4	0	40	15	8	0	29	321	16	3	39	237	73	2	809
8:45 AM	14	12	3	0	17	17	11	0	35	346	24	5	27	174	55	6	746
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	86	19	0	146	97	77	0	248	2775	158	17	228	1572	457	20	5992
APPROACH %'s :	46.70%	43.65%	9.64%	0.00%	45.63%	30.31%	24.06%	0.00%	7.75%	86.77%	4.94%	0.53%	10.01%	69.04%	20.07%	0.88%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	54	46	14	0	75	60	40	0	138	1370	77	12	126	804	262	11	3089
PEAK HR FACTOR :	0.711	0.821	0.875	0.000	0.469	0.714	0.769	0.000	0.821	0.957	0.802	0.600	0.808	0.848	0.771	0.458	0.955
	0.770				0.694				0.962				0.857				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	41	25	4	0	37	15	14	0	21	308	19	9	34	270	76	2	875
4:15 PM	30	9	3	0	26	12	20	0	11	333	10	6	38	357	84	4	943
4:30 PM	26	26	1	0	23	11	20	0	18	362	14	8	37	310	80	8	944
4:45 PM	25	14	6	1	35	14	21	0	11	300	10	11	46	307	81	8	890
5:00 PM	26	21	7	0	34	19	10	0	11	308	21	2	24	331	99	4	917
5:15 PM	20	12	2	0	42	13	15	0	14	388	12	2	40	279	92	11	942
5:30 PM	26	14	5	0	32	5	22	0	18	330	6	8	43	274	78	5	866
5:45 PM	36	17	4	0	42	8	10	0	16	316	12	10	38	265	82	7	863
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	230	138	32	1	271	97	132	0	120	2645	104	56	300	2393	672	49	7240
APPROACH %'s :	57.36%	34.41%	7.98%	0.25%	54.20%	19.40%	26.40%	0.00%	4.10%	90.43%	3.56%	1.91%	8.79%	70.09%	19.68%	1.44%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	107	70	17	1	118	56	71	0	51	1303	55	27	145	1305	344	24	3694
PEAK HR FACTOR :	0.892	0.673	0.607	0.250	0.843	0.737	0.845	0.000	0.708	0.900	0.655	0.614	0.788	0.914	0.869	0.750	0.978
	0.903				0.875				0.893				0.941				

Prepared by National Data & Surveying Services

Webb Way & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-003
City: Malibu

Day: Saturday
Date: 05/19/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:45 PM - 01:45 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND — Webb Way

AM	0	0	0	0	0	AM
NOON	63	77	93	0	340	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
0	1568	0	
0	36	0	0
0	111	0	1
0	1352	0	3
0	90	0	1
AM	NOON	PM	

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
0	167	0	1
0	1355	0	2
0	143	0	1
0	28	0	0
0	1515	0	
PM	NOON	AM	

NORTHBOUND — Webb Way

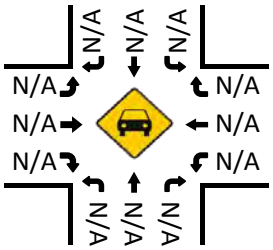
PM	0	0	0	0	0	PM
NOON	310	0	114	62	42	NOON
AM	0	0	0	0	0	AM

	1	0.5	1.5	0
	0	1	0.5	0.5

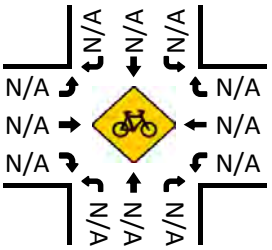
CONTROL: Signalized

TEV	0 AM	3733 NOON	0 PM
PHF		0.97	

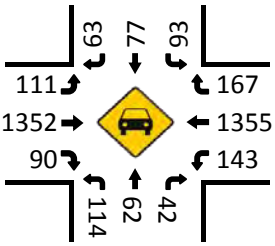
Total Vehicles (AM)



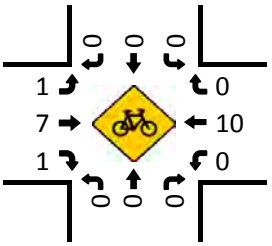
Bikes (AM)



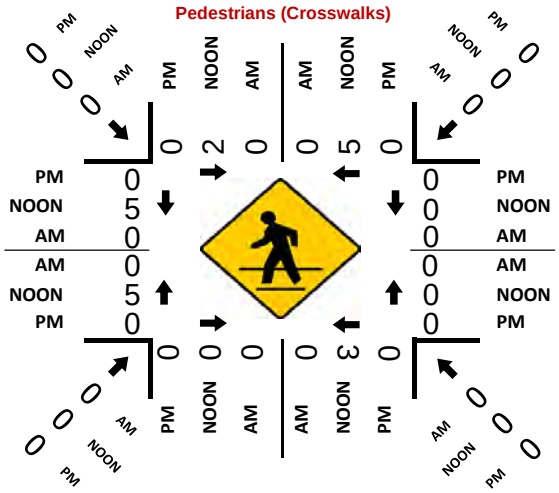
Total Vehicles (Noon)



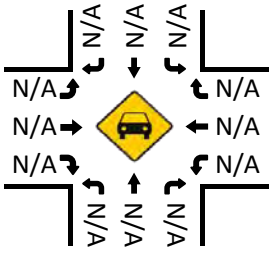
Bikes (NOON)



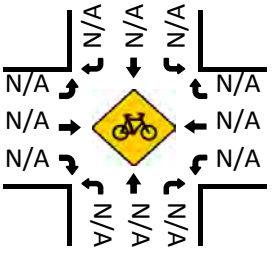
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05340-003
Date: 2018-05-19

Total

NS/EW Streets:	Webb Way				Webb Way				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	34	18	7	0	25	22	9	0	16	373	14	4	39	336	25	8	930
12:15 PM	30	21	12	0	22	15	9	0	20	358	26	3	34	351	27	7	935
12:30 PM	17	9	12	0	22	15	20	0	12	344	15	4	32	332	36	3	873
12:45 PM	33	10	7	0	25	23	15	0	27	318	24	8	33	318	44	8	893
1:00 PM	22	18	12	0	23	16	16	0	36	357	17	11	34	359	37	8	966
1:15 PM	33	17	10	0	23	19	11	0	22	336	27	5	36	336	41	9	925
1:30 PM	26	17	13	0	22	19	21	0	26	341	22	12	40	342	45	3	949
1:45 PM	33	22	5	0	30	27	15	0	24	313	17	7	36	320	38	6	893
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	228	132	78	0	192	156	116	0	183	2740	162	54	284	2694	293	52	7364
APPROACH %'s :	52.05%	30.14%	17.81%	0.00%	41.38%	33.62%	25.00%	0.00%	5.83%	87.29%	5.16%	1.72%	8.55%	81.07%	8.82%	1.56%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	114	62	42	0	93	77	63	0	111	1352	90	36	143	1355	167	28	3733
PEAK HR FACTOR :	0.864	0.861	0.808	0.000	0.930	0.837	0.750	0.000	0.771	0.947	0.833	0.750	0.894	0.944	0.928	0.778	0.966
	0.908				0.925				0.944				0.966				

Prepared by National Data & Surveying Services

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-004
City: Malibu

Day: Tuesday
Date: 05/22/2018

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Cross Creek Rd — SOUTHBOUND

AM	67	0	94	0	231	AM
NOON	0	0	0	0	0	NOON
PM	90	3	157	0	206	PM
	1	0.5	1.5	0		

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
1191	0	1767	
0	0	0	0
103	0	70	1
1382	0	1586	2
6	0	11	0

CONTROL

Signalized

TEV	2907	0	3756
	AM	NOON	PM
PHF	0.87		0.98

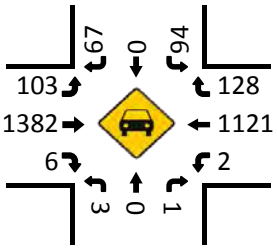
Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
133	0	128	0
1666	0	1121	2
13	0	2	1
0	0	0	0
1756	0	1477	
	0	0.5	0.5	1	

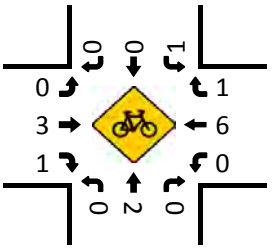
Cross Creek Rd — NORTHBOUND

PM	27	0	11	3	13	PM
NOON	0	0	0	0	0	NOON
AM	8	0	3	0	1	AM

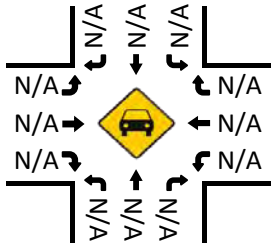
Total Vehicles (AM)



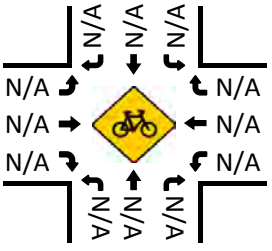
Bikes (AM)



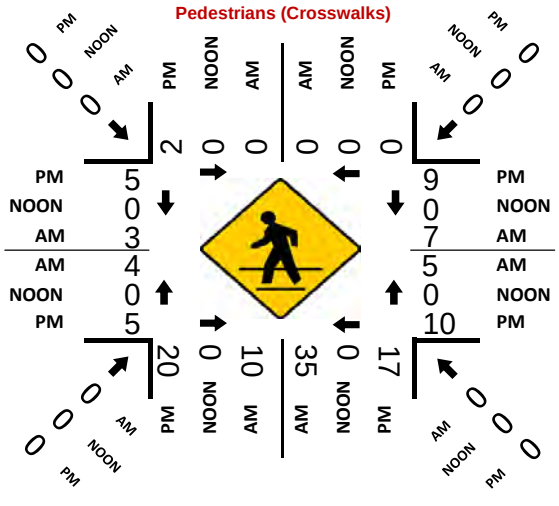
Total Vehicles (Noon)



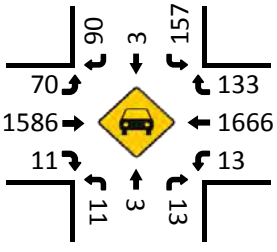
Bikes (NOON)



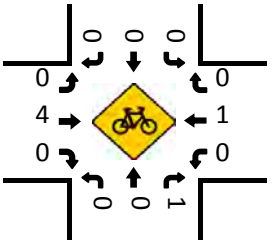
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05340-004
Date: 5/22/2018

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	22	0	7	0	8	471	1	0	0	269	26	0	804
7:15 AM	1	0	0	0	24	0	18	0	14	367	0	0	0	233	33	0	690
7:30 AM	0	0	0	0	27	0	10	0	13	336	1	0	0	239	21	0	647
7:45 AM	0	0	0	0	15	0	17	0	13	356	0	0	0	274	19	0	694
8:00 AM	0	0	1	0	21	0	16	0	27	342	0	0	0	234	27	0	668
8:15 AM	2	0	0	0	19	0	12	0	25	302	3	0	1	314	27	0	705
8:30 AM	1	0	0	0	20	0	19	0	23	398	1	0	1	326	44	0	833
8:45 AM	0	0	0	0	34	0	20	0	28	340	2	0	0	247	30	0	701
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	1	0	182	0	119	0	151	2912	8	0	2	2136	227	0	5742
APPROACH %'s :	80.00%	0.00%	20.00%	0.00%	60.47%	0.00%	39.53%	0.00%	4.92%	94.82%	0.26%	0.00%	0.08%	90.32%	9.60%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	0	1	0	94	0	67	0	103	1382	6	0	2	1121	128	0	2907
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.691	0.000	0.838	0.000	0.920	0.868	0.500	0.000	0.500	0.860	0.727	0.000	0.872
	0.500				0.745				0.883				0.843				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	1	3	0	40	2	27	0	15	359	5	0	0	395	34	0	882
4:15 PM	1	3	5	0	58	1	33	0	23	324	2	0	3	379	36	0	868
4:30 PM	5	0	3	0	39	1	24	0	16	403	2	0	2	434	28	0	957
4:45 PM	3	1	1	0	33	1	25	0	11	385	3	0	3	447	40	0	953
5:00 PM	2	0	3	0	49	1	21	0	25	367	2	0	3	418	33	0	924
5:15 PM	1	2	6	0	36	0	20	0	18	431	4	0	5	367	32	0	922
5:30 PM	0	1	1	0	52	0	14	0	20	315	1	0	3	391	19	0	817
5:45 PM	5	1	2	0	25	0	18	0	13	374	5	0	2	376	34	0	855
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	9	24	0	332	6	182	0	141	2958	24	0	21	3207	256	0	7178
APPROACH %'s :	35.29%	17.65%	47.06%	0.00%	63.85%	1.15%	35.00%	0.00%	4.51%	94.72%	0.77%	0.00%	0.60%	92.05%	7.35%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	3	13	0	157	3	90	0	70	1586	11	0	13	1666	133	0	3756
PEAK HR FACTOR :	0.550	0.375	0.542	0.000	0.801	0.750	0.900	0.000	0.700	0.920	0.688	0.000	0.650	0.932	0.831	0.000	0.981
	0.750				0.880				0.920				0.924				

Prepared by National Data & Surveying Services

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-004
City: Malibu

Day: Saturday
Date: 05/19/2018

PEAK HOURS	COUNT PERIODS
AM: NONE	AM: NONE
NOON: 01:00 PM - 02:00 PM	NOON: 12:00 PM - 02:00 PM
PM: NONE	PM: NONE

SOUTHBOUND — Cross Creek Rd

AM	0	0	0	0	0	AM
NOON	134	2	219	0	314	NOON
PM	0	0	0	0	0	PM
	1	0.5	1.5	0		

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
0	1667	0	
0	0	0	0
0	144	0	1
0	1450	0	2
0	18	0	0
AM	NOON	PM	

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
0	161	0	0
0	1517	0	2
0	20	0	1
0	0	0	0
0	1690	0	
PM	NOON	AM	

NORTHBOUND — Cross Creek Rd

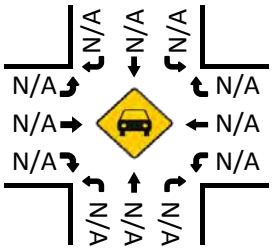
	0	0.5	0.5	1		
PM	0	0	0	0	0	PM
NOON	40	0	16	9	21	NOON
AM	0	0	0	0	0	AM

CONTROL

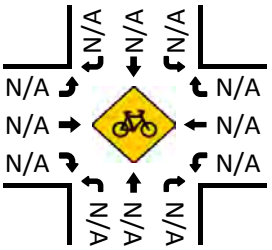
Signalized

	AM	NOON	PM
TEV	0	3711	0
PHF		0.98	

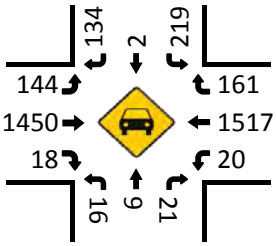
Total Vehicles (AM)



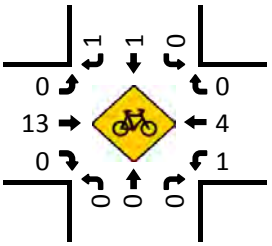
Bikes (AM)



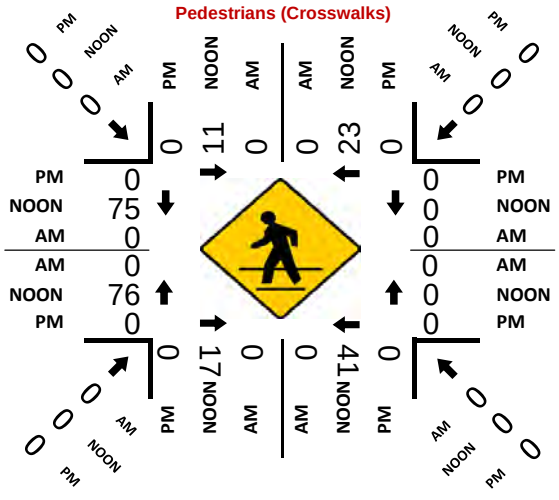
Total Vehicles (Noon)



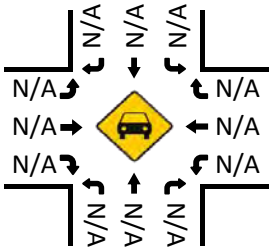
Bikes (NOON)



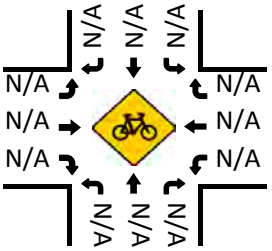
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05340-004
Date: 2018-05-19

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	2	0	7	0	40	1	27	0	38	385	5	0	5	370	55	0	935
12:15 PM	1	0	5	0	50	0	35	0	34	384	3	0	3	390	35	0	940
12:30 PM	2	1	5	0	41	1	28	0	31	362	4	0	1	376	32	0	884
12:45 PM	2	1	4	0	42	0	51	0	29	344	4	0	3	341	45	0	866
1:00 PM	5	5	8	0	53	0	32	0	39	362	7	0	8	379	39	0	937
1:15 PM	4	0	3	0	48	0	34	0	41	347	2	0	4	387	35	0	905
1:30 PM	3	2	5	0	49	1	36	0	37	346	7	0	6	390	44	0	926
1:45 PM	4	2	5	0	69	1	32	0	27	395	2	0	2	361	43	0	943
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	11	42	0	392	4	275	0	276	2925	34	0	32	2994	328	0	7336
APPROACH %'s :	30.26%	14.47%	55.26%	0.00%	58.42%	0.60%	40.98%	0.00%	8.53%	90.42%	1.05%	0.00%	0.95%	89.27%	9.78%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	16	9	21	0	219	2	134	0	144	1450	18	0	20	1517	161	0	3711
PEAK HR FACTOR :	0.800	0.450	0.656	0.000	0.793	0.500	0.931	0.000	0.878	0.918	0.643	0.000	0.625	0.972	0.915	0.000	0.984
	0.639				0.870				0.950				0.965				

Prepared by National Data & Surveying Services

Las Flores Canyon Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-003
City: Malibu

Day: Tuesday
Date: 04/10/2018

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Las Flores Canyon Rd — SOUTHBOUND

AM	48	0	53	0	59	AM
NOON	0	0	0	0	0	NOON
PM	35	0	40	0	79	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
1226	0	1678	⇦	
0	0	2	↶	0
27	0	33	↱	1
1677	0	1687	→	2
7	0	22	↷	0
AM	NOON	PM		

Pacific Coast Hwy — WESTBOUND

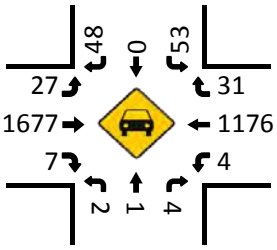
PM	NOON	AM		
42	0	31	↶	1
1632	0	1176	←	2
19	0	4	↰	1
0	0	0	↷	0
1744	0	1734	⇨	
PM	NOON	AM		

Las Flores Canyon Rd — NORTHBOUND

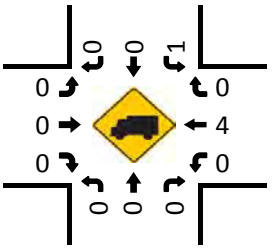
PM	41	0	9	4	17	PM
NOON	0	0	0	0	0	NOON
AM	11	0	2	1	4	AM

CONTROL			
Signalized			
TEV	3030	0	3542
	AM	NOON	PM
PHF	0.93		0.95

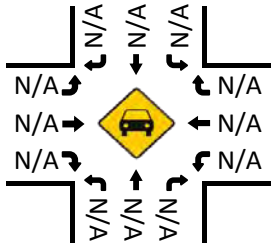
Total Vehicles (AM)



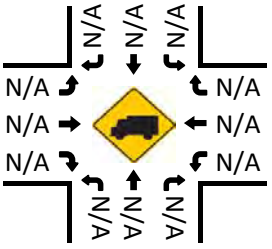
Bikes (AM)



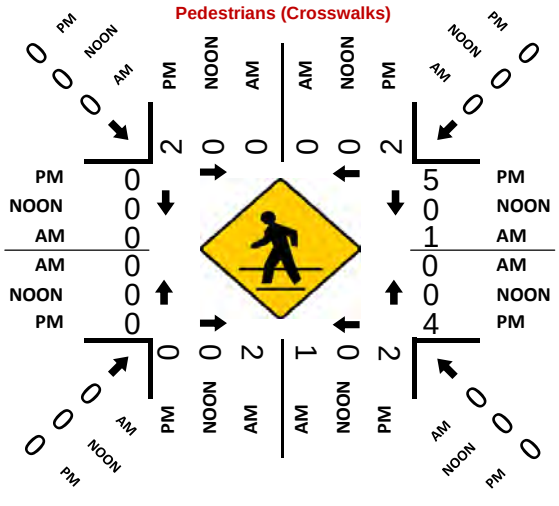
Total Vehicles (NOON)



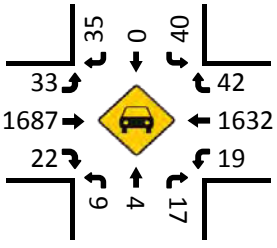
Bikes (NOON)



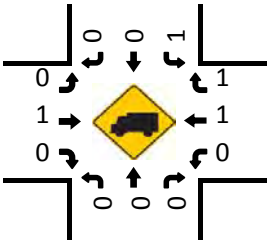
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-003
Date: 4/10/2018

Total

NS/EW Streets:	Las Flores Canyon Rd				Las Flores Canyon Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	11	0	19	0	10	510	3	0	2	242	7	0	804
7:15 AM	2	1	1	0	16	0	10	0	5	462	0	0	1	311	7	0	816
7:30 AM	0	0	3	0	12	0	7	0	6	341	2	0	1	291	7	0	670
7:45 AM	0	0	0	0	14	0	12	0	6	364	2	0	0	332	10	0	740
8:00 AM	0	0	0	0	8	0	10	0	6	350	1	0	0	307	11	0	693
8:15 AM	1	0	2	0	7	0	14	0	7	329	1	0	1	344	12	0	718
8:30 AM	1	0	0	0	5	0	15	0	13	377	0	0	2	366	16	0	795
8:45 AM	1	0	0	0	16	0	22	0	12	352	0	1	1	340	14	0	759
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	1	6	0	89	0	109	0	65	3085	9	1	8	2533	84	0	5995
APPROACH %'s :	41.67%	8.33%	50.00%	0.00%	44.95%	0.00%	55.05%	0.00%	2.06%	97.63%	0.28%	0.03%	0.30%	96.50%	3.20%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	2	1	4	0	53	0	48	0	27	1677	7	0	4	1176	31	0	3030
PEAK HR FACTOR :	0.250	0.250	0.333	0.000	0.828	0.000	0.632	0.000	0.675	0.822	0.583	0.000	0.500	0.886	0.775	0.000	0.928
	0.438				0.842				0.818				0.885				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	1	5	0	14	0	7	0	11	426	5	0	4	375	11	0	862
4:15 PM	1	3	2	0	13	0	9	0	5	450	3	0	5	430	10	0	931
4:30 PM	2	0	6	0	7	0	7	0	6	407	8	1	2	405	11	0	862
4:45 PM	2	0	7	0	7	0	12	0	9	425	3	1	4	396	6	0	872
5:00 PM	4	1	2	0	13	0	7	0	13	405	8	0	8	401	15	0	877
5:15 PM	4	0	5	0	7	1	7	0	6	424	1	1	4	416	14	0	890
5:30 PM	0	0	4	0	7	0	8	0	9	363	7	0	8	404	13	0	823
5:45 PM	1	0	3	0	5	0	4	0	14	371	7	0	3	395	15	0	818
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	5	34	0	73	1	61	0	73	3271	42	3	38	3222	95	0	6935
APPROACH %'s :	30.36%	8.93%	60.71%	0.00%	54.07%	0.74%	45.19%	0.00%	2.15%	96.52%	1.24%	0.09%	1.13%	96.04%	2.83%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	9	4	17	0	40	0	35	0	33	1687	22	2	19	1632	42	0	3542
PEAK HR FACTOR :	0.563	0.333	0.607	0.000	0.769	0.000	0.729	0.000	0.635	0.937	0.688	0.500	0.594	0.949	0.700	0.000	0.951
	0.833				0.852				0.952				0.951				

Prepared by National Data & Surveying Services

Las Flores Canyon Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-003
City: Malibu

Day: Saturday
Date: 04/14/2018

PEAK HOURS

AM	NONE
NOON	12:15 PM - 01:15 PM
PM	NONE

COUNT PERIODS

AM	NONE
NOON	12:00 PM - 02:00 PM
PM	NONE

Las Flores Canyon Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	29	0	18	0	73	NOON
PM	0	0	0	0	0	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
0	1889	0	
0	2	0	0
0	27	0	1
0	1555	0	2
0	48	0	0

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
0	45	0	1
0	1834	0	2
0	69	0	1
0	0	0	0
0	1611	0	

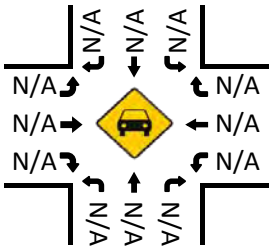
CONTROL: Signalized

TEV	0 AM	3690 NOON	0 PM
PHF		0.97	

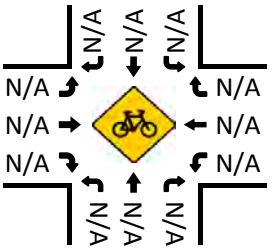
Las Flores Canyon Rd — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	117	0	24	1	38	NOON
AM	0	0	0	0	0	AM

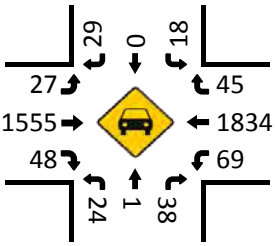
Total Vehicles (AM)



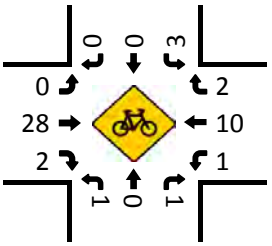
Bikes (AM)



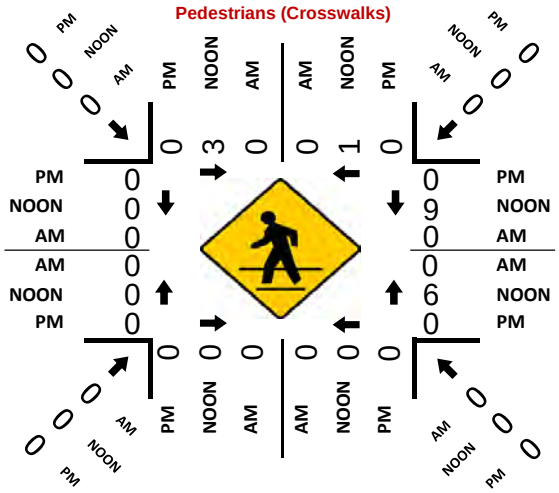
Total Vehicles (Noon)



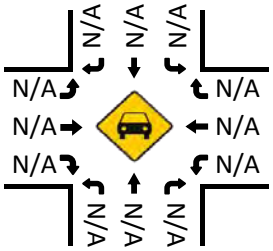
Bikes (NOON)



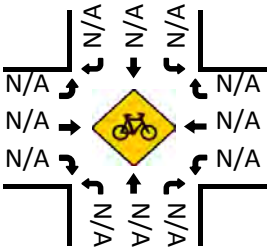
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-003
Date: 2018-04-14

Total

NS/EW Streets:	Las Flores Canyon Rd				Las Flores Canyon Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	2	0	5	0	6	0	3	0	6	301	6	0	11	466	7	0	813
12:15 PM	2	0	3	0	6	0	6	0	4	384	11	0	22	477	10	0	925
12:30 PM	8	0	14	0	2	0	9	0	5	386	10	1	19	456	19	0	929
12:45 PM	11	1	10	0	6	0	9	0	8	385	15	0	16	418	7	0	886
1:00 PM	3	0	11	0	4	0	5	0	10	400	12	1	12	483	9	0	950
1:15 PM	14	0	11	0	7	0	5	0	6	364	12	0	11	417	9	0	856
1:30 PM	11	0	5	0	4	3	15	0	5	373	11	0	6	465	6	0	904
1:45 PM	8	0	17	0	5	0	6	0	8	398	13	1	10	404	12	0	882
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	1	76	0	40	3	58	0	52	2991	90	3	107	3586	79	0	7145
APPROACH %'s :	43.38%	0.74%	55.88%	0.00%	39.60%	2.97%	57.43%	0.00%	1.66%	95.38%	2.87%	0.10%	2.84%	95.07%	2.09%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	24	1	38	0	18	0	29	0	27	1555	48	2	69	1834	45	0	3690
PEAK HR FACTOR :	0.545	0.250	0.679	0.000	0.750	0.000	0.806	0.000	0.675	0.972	0.800	0.500	0.784	0.949	0.592	0.000	0.971
	0.716				0.783				0.965				0.957				

Prepared by National Data & Surveying Services

Topanga Canyon Blvd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-004
City: Malibu

Day: Tuesday
Date: 04/10/2018

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Topanga Canyon Blvd — SOUTHBOUND

AM	52	0	1154	0	227	AM
NOON	0	0	0	0	0	NOON
PM	70	0	234	0	1135	PM
	1	0	2	0		

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
1226	0	1763	
0	0	0	0
18	0	159	1
1545	0	1740	2
0	0	0	0
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	4152	0	4872
PHF	0.98		0.99

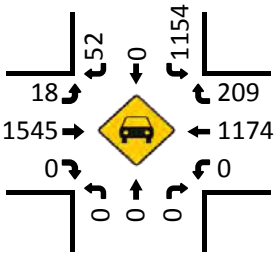
Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
976	0	209	0.5
1693	0	1174	2.5
0	0	0	0
0	0	0	0
1974	0	2699	
PM	NOON	AM	

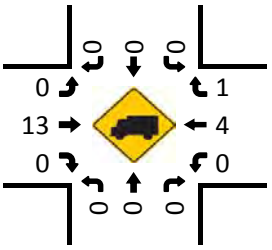
	0	0	0	0		
PM	0	0	0	0	PM	
NOON	0	0	0	0	NOON	
AM	0	0	0	0	AM	

Topanga Canyon Blvd — NORTHBOUND

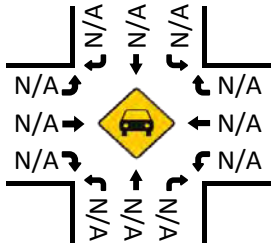
Total Vehicles (AM)



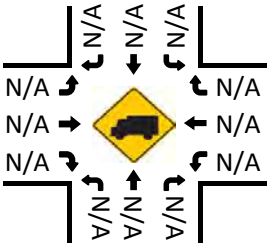
Bikes (AM)



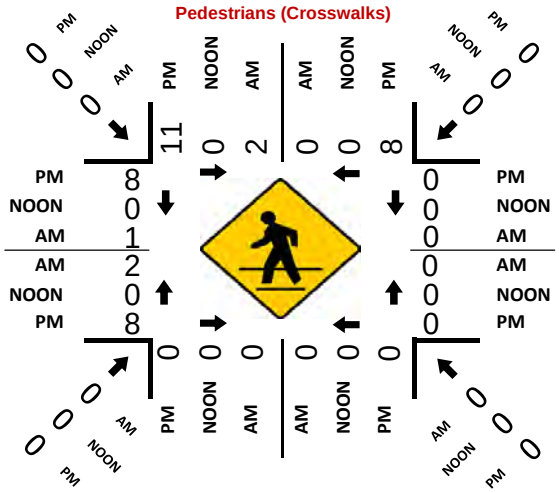
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
11
0
2
8
0
1
2
0
8
0
0
0
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-004
Date: 4/10/2018

Total

NS/EW Streets:	Topanga Canyon Blvd				Topanga Canyon Blvd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	316	0	14	0	8	386	0	0	0	274	40	0	1038
7:15 AM	0	0	0	0	276	0	12	0	2	389	0	0	0	276	59	0	1014
7:30 AM	0	0	0	0	286	0	15	0	3	394	0	0	0	291	53	0	1042
7:45 AM	0	0	0	0	276	0	11	0	5	376	0	0	0	333	57	0	1058
8:00 AM	0	0	0	0	221	0	12	0	3	360	0	0	0	347	50	0	993
8:15 AM	0	0	0	0	247	0	10	0	13	362	0	0	0	346	69	0	1047
8:30 AM	0	0	0	0	209	0	8	0	7	350	0	0	0	380	61	0	1015
8:45 AM	0	0	0	0	265	0	5	0	5	310	0	0	0	347	64	0	996
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2096	0	87	0	46	2927	0	0	0	2594	453	0	8203
APPROACH %'s :					96.01%	0.00%	3.99%	0.00%	1.55%	98.45%	0.00%	0.00%	0.00%	85.13%	14.87%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1154	0	52	0	18	1545	0	0	0	1174	209	0	4152
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.913	0.000	0.867	0.000	0.563	0.980	0.000	0.000	0.000	0.881	0.886	0.000	0.981
					0.914				0.984				0.887				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	45	0	18	0	36	411	0	0	0	400	256	0	1166
4:15 PM	0	0	0	0	57	0	14	0	37	489	0	0	0	416	213	0	1226
4:30 PM	0	0	0	0	58	0	20	0	56	413	0	0	0	414	236	0	1197
4:45 PM	0	0	0	0	64	0	19	0	28	394	0	0	0	438	270	0	1213
5:00 PM	0	0	0	0	55	0	17	0	38	444	0	0	0	425	257	0	1236
5:15 PM	0	0	0	0	82	0	11	0	30	418	0	0	0	413	242	0	1196
5:30 PM	0	0	0	0	69	0	19	0	42	380	0	0	0	407	248	0	1165
5:45 PM	0	0	0	0	63	0	15	0	32	377	0	0	0	423	255	0	1165
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	493	0	133	0	299	3326	0	0	0	3336	1977	0	9564
APPROACH %'s :					78.75%	0.00%	21.25%	0.00%	8.25%	91.75%	0.00%	0.00%	0.00%	62.79%	37.21%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	234	0	70	0	159	1740	0	0	0	1693	976	0	4872
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.914	0.000	0.875	0.000	0.710	0.890	0.000	0.000	0.000	0.966	0.904	0.000	0.985
					0.916				0.903				0.942				

Prepared by National Data & Surveying Services

Topanga Canyon Blvd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-004
City: Malibu

Day: Saturday
Date: 04/14/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:45 PM - 01:45 PM	12:00 PM - 02:00 PM
NONE	NONE

Topanga Canyon Blvd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	196	0	465	0	461	NOON
PM	0	0	0	0	0	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
0	2078	0	
0	0	0	0
0	134	0	1
0	1599	0	2
0	0	0	0
AM	NOON	PM	

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
0	327	0	0.5
0	1882	0	2.5
0	0	0	0
0	0	0	0
0	2064	0	
PM	NOON	AM	

Topanga Canyon Blvd — NORTHBOUND

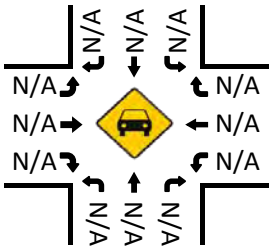
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	1	0	2	0
	0	0	0	0

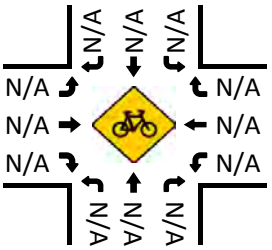
CONTROL: Signalized

	AM	NOON	PM
TEV	0	4603	0
PHF		0.95	

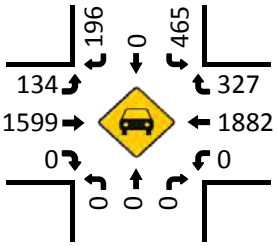
Total Vehicles (AM)



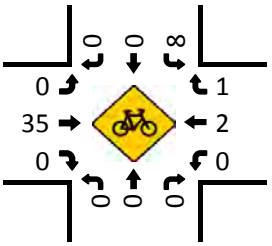
Bikes (AM)



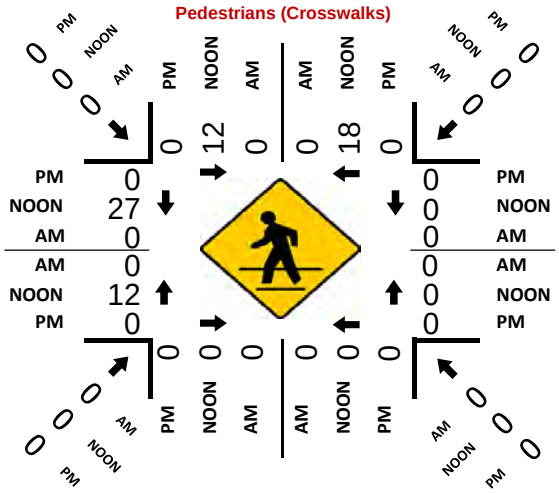
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
12
0
18
0
0
27
0
0
0
0
0
12
0
0
0
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-004
Date: 2018-04-14

Total

NS/EW Streets:	Topanga Canyon Blvd				Topanga Canyon Blvd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	129	0	43	0	22	310	0	0	0	516	60	0	1080
12:15 PM	0	0	0	0	120	0	50	0	24	365	0	0	0	500	67	0	1126
12:30 PM	0	0	0	0	154	0	43	0	39	364	0	0	0	430	70	0	1100
12:45 PM	0	0	0	0	94	0	41	0	25	438	0	0	0	525	88	0	1211
1:00 PM	0	0	0	0	134	0	59	0	39	362	0	0	0	438	66	0	1098
1:15 PM	0	0	0	0	92	0	45	0	28	419	0	0	0	513	82	0	1179
1:30 PM	0	0	0	0	145	0	51	0	42	380	0	0	0	406	91	0	1115
1:45 PM	0	0	0	0	93	0	49	0	34	377	0	0	0	483	91	0	1127
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	961	0	381	0	253	3015	0	0	0	3811	615	0	9036
APPROACH %'s :					71.61%	0.00%	28.39%	0.00%	7.74%	92.26%	0.00%	0.00%	0.00%	86.10%	13.90%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	465	0	196	0	134	1599	0	0	0	1882	327	0	4603
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.802	0.000	0.831	0.000	0.798	0.913	0.000	0.000	0.000	0.896	0.898	0.000	0.950
					0.843				0.936				0.901				

Prepared by National Data & Surveying Services

Malibu Canyon Rd & Seaver Dr/Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05212-005
City: Malibu

Day: Tuesday
Date: 04/10/2018

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Malibu Canyon Rd — SOUTHBOUND

AM	365	976	37	0	531	AM
NOON	0	0	0	0	0	NOON
PM	74	521	162	0	1362	PM
	1	2	1	0		

Seaver Dr/Civic Center Way — EASTBOUND

AM	NOON	PM	
543	0	185	
0	0	0	0
30	0	267	1.5
58	0	118	0.5
14	0	93	1
AM	NOON	PM	

CONTROL

Signalized

TEV	2376 AM	0 NOON	2486 PM
PHF	0.90		0.93

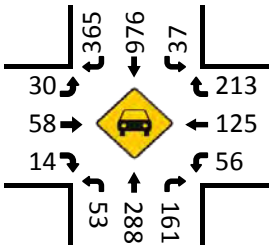
Seaver Dr/Civic Center Way — WESTBOUND

PM	NOON	AM	
576	0	213	0.5
84	0	125	0.5
20	0	56	1
0	0	0	0
305	0	256	
PM	NOON	AM	

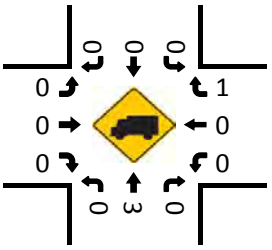
Malibu Canyon Rd — NORTHBOUND

PM	634	0	27	519	25	PM
NOON	0	0	0	0	0	NOON
AM	1046	0	53	288	161	AM
		0	1	2	1	

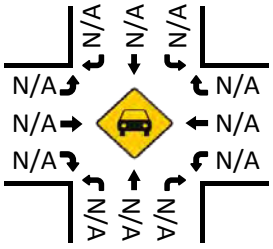
Total Vehicles (AM)



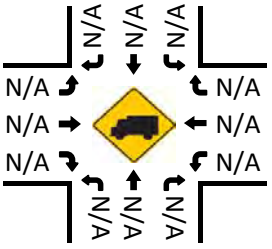
Bikes (AM)



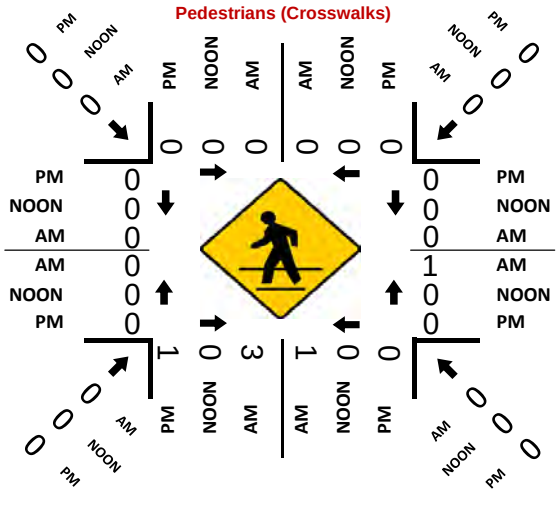
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
1
0
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0
0
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
City: Malibu
Control: Signalized

Project ID: 18-05212-005
Date: 4/10/2018

Total

NS/EW Streets:	Malibu Canyon Rd				Malibu Canyon Rd				Seaver Dr/Civic Center Way				Seaver Dr/Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	42	37	0	13	273	45	0	4	5	5	0	3	3	26	0	461
7:15 AM	8	35	32	0	8	258	82	0	7	7	2	0	6	10	43	0	498
7:30 AM	8	73	39	0	8	229	109	0	13	5	6	0	7	25	39	0	561
7:45 AM	17	50	39	0	7	239	133	0	7	10	4	0	17	42	46	0	611
8:00 AM	13	82	23	0	10	227	65	0	12	3	2	0	8	26	51	0	522
8:15 AM	10	75	47	0	6	253	77	0	4	24	5	0	9	19	56	0	585
8:30 AM	13	81	52	0	14	257	90	0	7	21	3	0	22	38	60	0	658
8:45 AM	17	88	13	0	31	230	71	0	8	5	3	0	8	29	77	0	580
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	526	282	0	97	1966	672	0	62	80	30	0	80	192	398	0	4476
APPROACH %'s :	10.12%	58.51%	31.37%	0.00%	3.55%	71.88%	24.57%	0.00%	36.05%	46.51%	17.44%	0.00%	11.94%	28.66%	59.40%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	53	288	161	0	37	976	365	0	30	58	14	0	56	125	213	0	2376
PEAK HR FACTOR :	0.779	0.878	0.774	0.000	0.661	0.949	0.686	0.000	0.625	0.604	0.700	0.000	0.636	0.744	0.888	0.000	0.903
	0.860				0.909				0.773				0.821				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	134	8	0	33	93	16	0	90	26	21	0	7	19	127	0	576
4:15 PM	4	132	10	0	32	92	20	0	49	19	8	0	9	20	121	0	516
4:30 PM	4	151	4	0	30	136	16	0	55	21	13	0	8	20	142	0	600
4:45 PM	4	133	5	0	44	133	15	0	59	13	19	0	8	18	138	0	589
5:00 PM	7	147	9	0	32	121	14	0	104	34	26	0	6	17	148	0	665
5:15 PM	5	106	5	0	49	126	14	0	65	34	23	0	6	19	158	0	610
5:30 PM	9	140	5	0	33	138	25	0	51	22	27	0	6	29	131	0	616
5:45 PM	6	126	6	0	48	136	21	0	47	28	17	0	2	19	139	0	595
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	1069	52	0	301	975	141	0	520	197	154	0	52	161	1104	0	4767
APPROACH %'s :	3.53%	92.00%	4.48%	0.00%	21.24%	68.81%	9.95%	0.00%	59.70%	22.62%	17.68%	0.00%	3.95%	12.22%	83.83%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	27	519	25	0	162	521	74	0	267	118	93	0	20	84	576	0	2486
PEAK HR FACTOR :	0.750	0.883	0.694	0.000	0.827	0.944	0.740	0.000	0.642	0.868	0.861	0.000	0.833	0.724	0.911	0.000	0.935
	0.876				0.923				0.729				0.929				

Prepared by National Data & Surveying Services

Malibu Canyon Rd & Seaver Dr/Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05212-005
City: Malibu

Day: Saturday
Date: 04/14/2018

PEAK HOURS

AM	NONE
NOON	01:00 PM - 02:00 PM
PM	NONE

COUNT PERIODS

AM	NONE
NOON	12:00 PM - 02:00 PM
PM	NONE

Malibu Canyon Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	70	798	215	1	602	NOON
PM	0	0	0	0	0	PM

Seaver Dr/Civic Center Way — EASTBOUND

AM	NOON	PM		
0	174	0		
0	0	0	0	
0	69	0	1.5	
0	49	0	0.5	
0	50	0	1	
AM	NOON	PM		

Seaver Dr/Civic Center Way — WESTBOUND

PM	NOON	AM	
0	203	0	0.5
0	74	0	0.5
0	53	0	1
0	1	0	0
0	344	0	
PM	NOON	AM	

Malibu Canyon Rd — NORTHBOUND

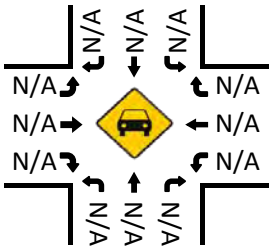
PM	0	0	0	0	0	PM
NOON	901	0	30	329	79	NOON
AM	0	0	0	0	0	AM

	1	2	1	0
	0	1	2	1

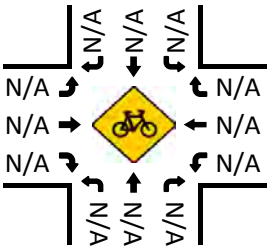
CONTROL: Signalized

	AM	NOON	PM
TEV	0	2021	0
PHF		0.94	

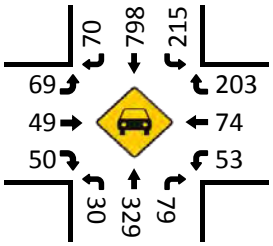
Total Vehicles (AM)



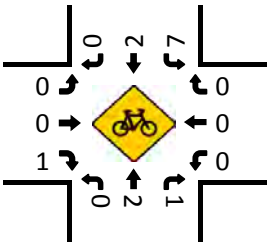
Bikes (AM)



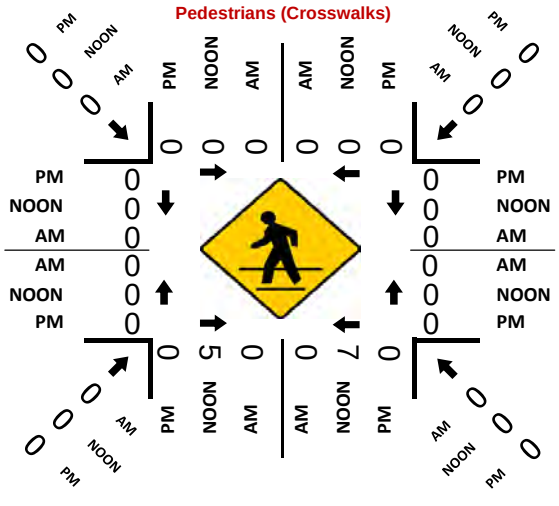
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
City: Malibu
Control: Signalized

Project ID: 18-05212-005
Date: 2018-04-14

Total

NS/EW Streets:	Malibu Canyon Rd				Malibu Canyon Rd				Seaver Dr/Civic Center Way				Seaver Dr/Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	8	79	14	0	49	184	22	0	6	18	11	0	5	20	40	1	457
12:15 PM	3	67	7	0	56	195	13	0	8	6	9	0	7	14	42	1	428
12:30 PM	10	68	16	0	72	225	12	0	12	11	13	0	11	13	34	0	497
12:45 PM	8	71	16	0	68	191	21	0	18	11	20	0	8	15	35	0	482
1:00 PM	8	69	13	0	47	200	11	0	15	18	18	0	9	16	57	0	481
1:15 PM	7	75	17	0	57	204	8	0	20	10	10	0	18	24	46	0	496
1:30 PM	6	97	21	0	59	208	26	1	17	9	12	0	15	15	53	1	540
1:45 PM	9	88	28	0	52	186	25	0	17	12	10	0	11	19	47	0	504
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	614	132	0	460	1593	138	1	113	95	103	0	84	136	354	3	3885
APPROACH %'s :	7.33%	76.27%	16.40%	0.00%	20.99%	72.67%	6.30%	0.05%	36.33%	30.55%	33.12%	0.00%	14.56%	23.57%	61.35%	0.52%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	30	329	79	0	215	798	70	1	69	49	50	0	53	74	203	1	2021
PEAK HR FACTOR :	0.833	0.848	0.705	0.000	0.911	0.959	0.673	0.250	0.863	0.681	0.694	0.000	0.736	0.771	0.890	0.250	0.936
	0.876				0.922				0.824				0.940				

Prepared by National Data & Surveying Services

Stuart Ranch Rd-Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-008
City: Malibu

Day: Tuesday
Date: 05/22/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Stuart Ranch Rd-Webb Way — SOUTHBOUND

AM	2	11	6	0	59	AM
NOON	0	0	0	0	0	NOON
PM	21	30	4	0	11	PM

EASTBOUND (Civic Center Way)

AM	NOON	PM	
357	0	612	⇦
0	0	0	↶ 0
14	0	3	↱ 0
95	0	75	→ 1
123	0	145	↳ 1

WESTBOUND (Civic Center Way)

	PM	NOON	AM
0 ↰	3	0	6
1 ←	187	0	59
1 ↰	89	0	57
0 ↶	0	0	0
⇨	154	0	210

NORTHBOUND — Stuart Ranch Rd-Webb Way

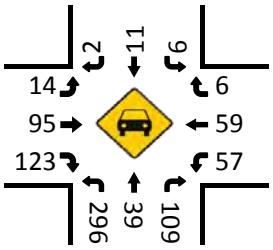
PM	265	1	404	5	75	PM
NOON	0	0	0	0	0	NOON
AM	192	1	296	39	109	AM

CONTROL

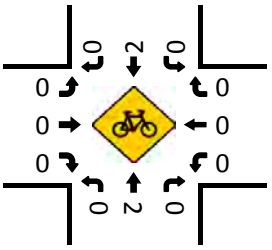
4-Way Stop

TEV	818	0	1042
	AM	NOON	PM
PHF	0.91		0.91

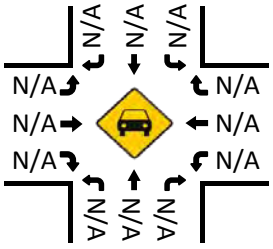
Total Vehicles (AM)



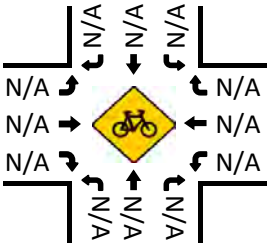
Bikes (AM)



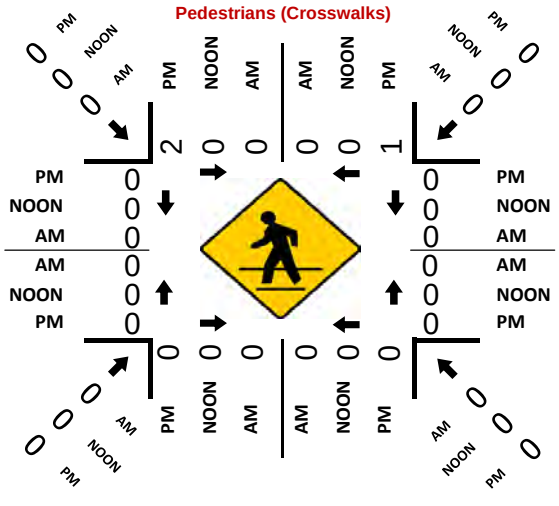
Total Vehicles (Noon)



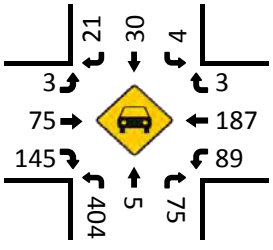
Bikes (NOON)



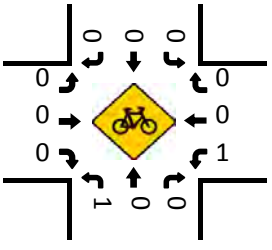
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd-Webb Way & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05340-008
Date: 5/22/2018

Total

NS/EW Streets:	Stuart Ranch Rd-Webb Way				Stuart Ranch Rd-Webb Way				Civic Center Way				Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	42	10	18	0	0	0	0	0	6	35	39	0	6	4	3	0	163
7:15 AM	45	7	16	0	1	0	0	0	3	28	18	0	11	17	2	0	148
7:30 AM	65	25	19	0	0	1	0	0	5	16	14	0	9	10	3	0	167
7:45 AM	56	14	13	0	0	2	0	0	2	25	25	0	17	13	3	0	170
8:00 AM	54	10	21	0	1	3	0	0	6	21	20	0	19	13	0	0	168
8:15 AM	99	10	36	0	1	1	1	0	3	10	23	0	13	18	2	0	217
8:30 AM	78	5	24	0	0	1	1	0	2	36	52	0	11	12	2	0	224
8:45 AM	65	14	28	1	4	6	0	0	3	28	28	0	14	16	2	0	209
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	504	95	175	1	7	14	2	0	30	199	219	0	100	103	17	0	1466
APPROACH %'s :	65.03%	12.26%	22.58%	0.13%	30.43%	60.87%	8.70%	0.00%	6.70%	44.42%	48.88%	0.00%	45.45%	46.82%	7.73%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	296	39	109	1	6	11	2	0	14	95	123	0	57	59	6	0	818
PEAK HR FACTOR :	0.747	0.696	0.757	0.250	0.375	0.458	0.500	0.000	0.583	0.660	0.591	0.000	0.750	0.819	0.750	0.000	0.913
	0.767				0.475				0.644				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	87	5	15	0	2	10	4	0	3	28	31	0	26	64	0	0	275
4:15 PM	92	3	20	0	1	7	2	0	1	16	36	0	23	45	0	0	246
4:30 PM	109	0	14	0	1	7	4	0	1	22	41	0	17	51	1	0	268
4:45 PM	92	0	21	0	0	5	7	0	1	22	28	0	16	49	1	0	242
5:00 PM	111	2	20	1	2	11	8	0	0	15	40	0	33	42	1	0	286
5:15 PM	89	2	19	0	1	6	7	0	1	17	30	0	11	45	0	0	228
5:30 PM	115	1	12	0	1	16	15	0	1	19	37	0	20	35	3	0	275
5:45 PM	95	2	6	0	1	6	12	0	2	19	35	0	14	39	5	0	236
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	790	15	127	1	9	68	59	0	10	158	278	0	160	370	11	0	2056
APPROACH %'s :	84.67%	1.61%	13.61%	0.11%	6.62%	50.00%	43.38%	0.00%	2.24%	35.43%	62.33%	0.00%	29.57%	68.39%	2.03%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	404	5	75	1	4	30	21	0	3	75	145	0	89	187	3	0	1042
PEAK HR FACTOR :	0.910	0.417	0.893	0.250	0.500	0.682	0.656	0.000	0.750	0.852	0.884	0.000	0.674	0.917	0.750	0.000	0.911
	0.905				0.655				0.871				0.918				

Prepared by National Data & Surveying Services

Stuart Ranch Rd-Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-008
City: Malibu

Day: Saturday
Date: 05/19/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

Stuart Ranch Rd-Webb Way — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	3	20	2	0	29	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Civic Center Way

AM	NOON	PM	
0	329	0	
0	0	0	0
0	6	0	0
0	99	0	1
0	106	0	1
AM	NOON	PM	

WESTBOUND — Civic Center Way

PM	NOON	AM	
0	6	0	0
0	114	0	1
0	101	0	1
0	0	0	0
	198		
PM	NOON	AM	

NORTHBOUND — Stuart Ranch Rd-Webb Way

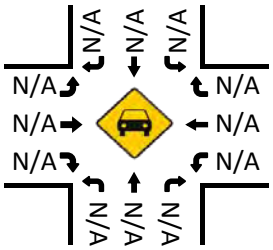
PM	0	0	0	0	0	PM
NOON	230	3	212	17	97	NOON
AM	0	0	0	0	0	AM

	0	1	0	0
	0	0	1	1

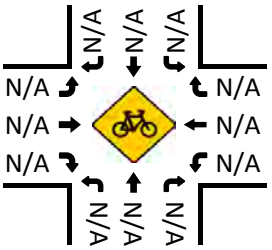
CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	0	786	0
PHF		0.88	

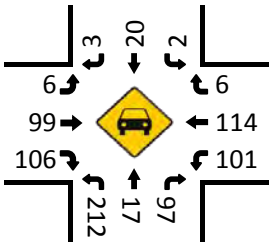
Total Vehicles (AM)



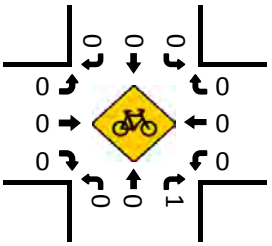
Bikes (AM)



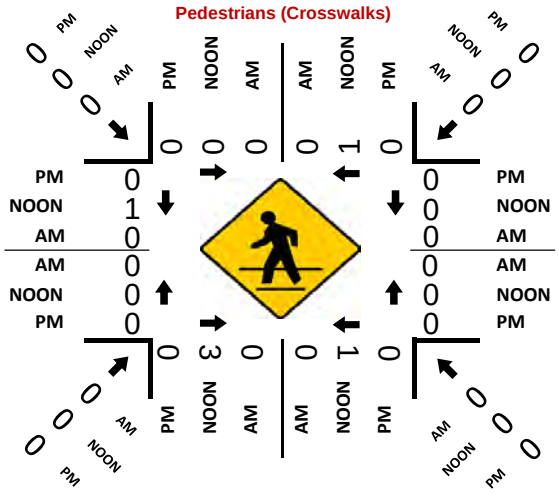
Total Vehicles (Noon)



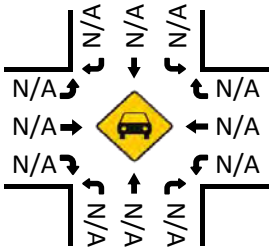
Bikes (NOON)



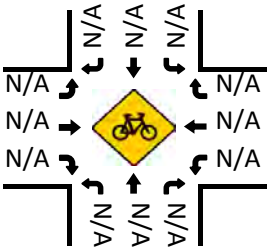
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd-Webb Way & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05340-008
Date: 2018-05-19

Total

NS/EW Streets:	Stuart Ranch Rd-Webb Way				Stuart Ranch Rd-Webb Way				Civic Center Way				Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	30	4	19	1	1	3	3	0	1	40	26	0	17	21	1	0	167
12:15 PM	39	3	23	2	1	1	2	0	2	30	24	0	15	14	0	0	156
12:30 PM	42	4	11	0	0	2	1	0	3	30	30	0	21	32	2	0	178
12:45 PM	46	8	21	1	3	6	2	0	4	34	34	0	28	24	1	0	212
1:00 PM	50	5	31	0	1	4	2	0	0	20	25	0	22	26	1	0	187
1:15 PM	51	3	20	1	1	5	0	0	2	27	28	0	14	21	4	0	177
1:30 PM	54	3	27	0	0	7	0	0	1	19	18	0	31	39	0	0	199
1:45 PM	57	6	19	2	0	4	1	0	3	33	35	0	34	28	1	0	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	369	36	171	7	7	32	11	0	16	233	220	0	182	205	10	0	1499
APPROACH %'s :	63.29%	6.17%	29.33%	1.20%	14.00%	64.00%	22.00%	0.00%	3.41%	49.68%	46.91%	0.00%	45.84%	51.64%	2.52%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	212	17	97	3	2	20	3	0	6	99	106	0	101	114	6	0	786
PEAK HR FACTOR :	0.930	0.708	0.782	0.375	0.500	0.714	0.375	0.000	0.500	0.750	0.757	0.000	0.743	0.731	0.375	0.000	0.881
	0.956				0.893				0.743				0.789				

Prepared by National Data & Surveying Services

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-009
City: Malibu

Day: Tuesday
Date: 05/22/2018

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Cross Creek Rd — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	54	50	0	0	101 AM
NOON	0	0	0	0	0 NOON
PM	42	51	0	0	66 PM

Civic Center Way — EASTBOUND

	Left	Thru	Right	U-Turn	
AM	150	0	217		AM
NOON	0	0	0	0	NOON
PM	48	0	29	0	PM
	3	0	0	2	
	80	0	134	0	

Civic Center Way — WESTBOUND

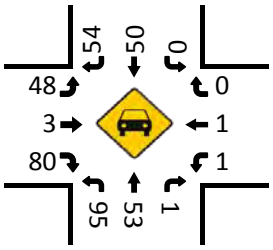
	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	5	0	1	1	NOON
AM	4	0	1	0	AM
	0	0	0	0	
	4	0	4		

Cross Creek Rd — NORTHBOUND

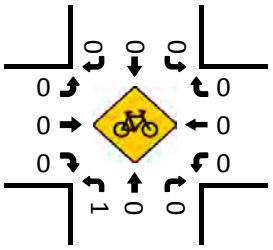
	Left	Thru	Right	U-Turn	
PM	190	1	170	37	4 PM
NOON	0	0	0	0	0 NOON
AM	131	0	95	53	1 AM

CONTROL			
3-Way Stop(NB/SB/EB)			
TEV	386 AM	0 NOON	477 PM
PHF	0.94		0.92

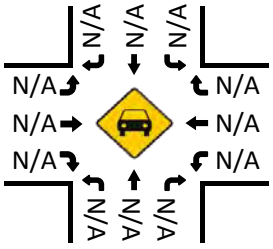
Total Vehicles (AM)



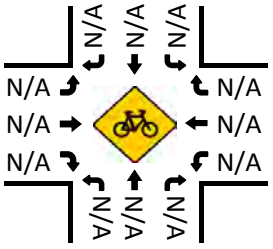
Bikes (AM)



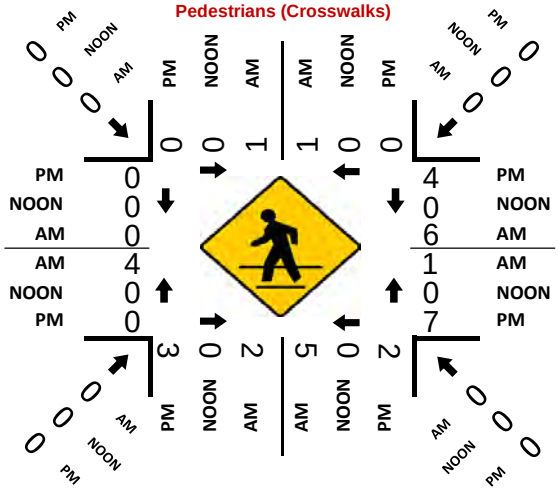
Total Vehicles (Noon)



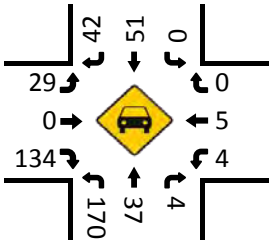
Bikes (NOON)



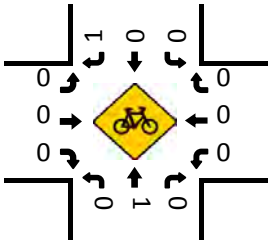
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
City: Malibu
Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-05340-009
Date: 5/22/2018

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Civic Center Way				Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	12	0	0	0	6	14	0	16	0	27	0	0	0	0	0	89
7:15 AM	13	16	0	0	0	8	6	0	9	1	20	0	0	0	0	0	73
7:30 AM	24	6	2	0	0	6	9	0	16	0	16	0	0	0	1	0	80
7:45 AM	18	7	1	1	0	7	10	0	24	0	21	0	0	0	0	0	89
8:00 AM	19	11	0	0	0	10	17	0	11	0	18	0	0	0	0	0	86
8:15 AM	20	11	1	0	0	14	16	0	14	1	21	0	1	0	0	0	99
8:30 AM	33	17	0	0	0	13	6	0	9	1	18	0	0	1	0	0	98
8:45 AM	23	14	0	0	0	13	15	0	14	1	23	0	0	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	164	94	4	1	0	77	93	0	113	4	164	0	1	1	1	0	717
APPROACH %'s :	62.36%	35.74%	1.52%	0.38%	0.00%	45.29%	54.71%	0.00%	40.21%	1.42%	58.36%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	95	53	1	0	0	50	54	0	48	3	80	0	1	1	0	0	386
PEAK HR FACTOR :	0.720	0.779	0.250	0.000	0.000	0.893	0.794	0.000	0.857	0.750	0.870	0.000	0.250	0.250	0.000	0.000	0.937
	0.745				0.867				0.862				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	32	8	1	0	0	6	12	0	6	0	38	0	0	3	0	0	106
4:15 PM	38	10	1	0	0	14	14	0	9	0	43	0	1	0	0	0	130
4:30 PM	49	5	2	0	0	15	10	0	9	0	29	0	1	0	0	0	120
4:45 PM	34	8	0	1	0	10	11	0	4	0	25	0	0	5	0	0	98
5:00 PM	49	14	1	0	0	12	7	0	7	0	37	0	2	0	0	0	129
5:15 PM	41	8	0	1	0	9	19	0	7	2	22	0	1	0	0	0	110
5:30 PM	21	6	0	0	0	8	12	0	2	1	38	0	1	2	0	0	91
5:45 PM	36	6	2	0	0	7	8	0	5	1	33	0	0	0	0	0	98
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	300	65	7	2	0	81	93	0	49	4	265	0	6	10	0	0	882
APPROACH %'s :	80.21%	17.38%	1.87%	0.53%	0.00%	46.55%	53.45%	0.00%	15.41%	1.26%	83.33%	0.00%	37.50%	62.50%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	170	37	4	1	0	51	42	0	29	0	134	0	4	5	0	0	477
PEAK HR FACTOR :	0.867	0.661	0.500	0.250	0.000	0.850	0.750	0.000	0.806	0.000	0.779	0.000	0.500	0.250	0.000	0.000	0.917
	0.828				0.830				0.784				0.450				

Prepared by National Data & Surveying Services

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-009
City: Malibu

Day: Saturday
Date: 05/19/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:45 PM - 01:45 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND — Cross Creek Rd

AM	0	0	0	0	0	AM
NOON	31	32	0	0	48	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Civic Center Way

AM	NOON	PM	
0	196	0	
0	1	0	0
0	25	0	0
0	2	0	2
0	168	0	0
AM	NOON	PM	

WESTBOUND — Civic Center Way

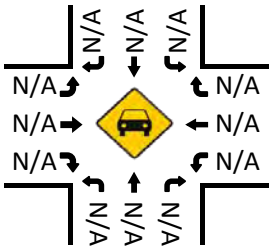
PM	NOON	AM	
0	0	0	0
0	2	0	1
0	7	0	0
0	0	0	0
0	11	0	
PM	NOON	AM	

NORTHBOUND — Cross Creek Rd

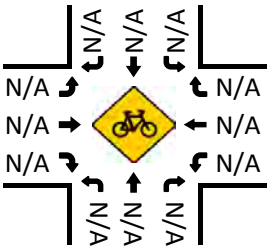
PM	0	0	0	0	0	PM
NOON	210	3	162	23	9	NOON
AM	0	0	0	0	0	AM

CONTROL			
3-Way Stop(NB/SB/EB)			
TEV	0 AM	465 NOON	0 PM
PHF		0.82	

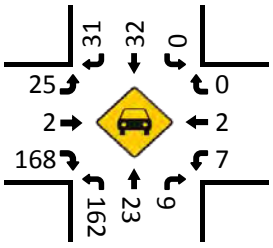
Total Vehicles (AM)



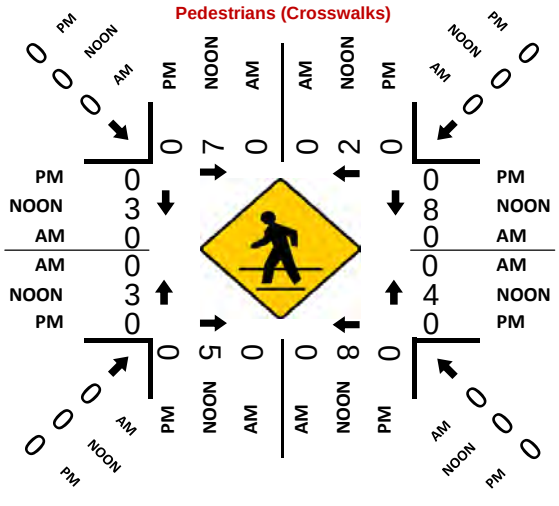
Bikes (AM)



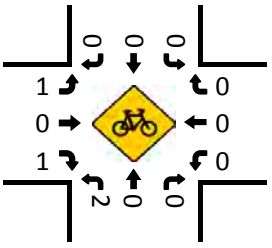
Total Vehicles (Noon)



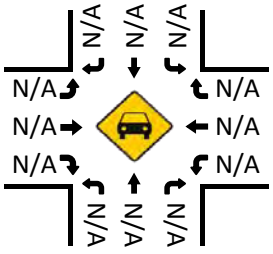
Pedestrians (Crosswalks)



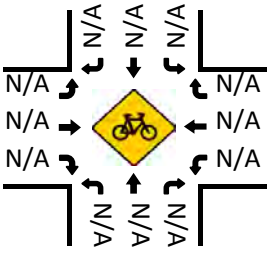
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
City: Malibu
Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-05340-009
Date: 2018-05-19

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Civic Center Way				Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	33	9	2	0	0	7	9	0	9	4	45	0	0	1	0	0	119
12:15 PM	34	5	1	1	0	14	6	0	8	0	39	0	3	0	0	0	111
12:30 PM	38	6	1	1	0	1	14	0	3	1	27	0	0	0	0	0	92
12:45 PM	45	7	2	1	0	12	8	0	6	1	55	0	4	0	0	0	141
1:00 PM	33	5	3	0	0	8	6	0	6	0	46	0	0	1	0	0	108
1:15 PM	35	6	1	0	0	7	8	0	9	0	33	1	0	0	0	0	100
1:30 PM	49	5	3	2	0	5	9	0	4	1	34	0	3	1	0	0	116
1:45 PM	46	9	1	2	0	7	10	0	11	2	44	0	1	1	0	0	134
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	313	52	14	7	0	61	70	0	56	9	323	1	11	4	0	0	921
APPROACH %'s :	81.09%	13.47%	3.63%	1.81%	0.00%	46.56%	53.44%	0.00%	14.40%	2.31%	83.03%	0.26%	73.33%	26.67%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	162	23	9	3	0	32	31	0	25	2	168	1	7	2	0	0	465
PEAK HR FACTOR :	0.827	0.821	0.750	0.375	0.000	0.667	0.861	0.000	0.694	0.500	0.764	0.250	0.438	0.500	0.000	0.000	0.824
	0.835				0.788				0.790				0.563				

Prepared by National Data & Surveying Services

Kanan Dume Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-001
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Kanan Dume Rd — SOUTHBOUND

AM	340	0	188	4	307	AM
NOON	0	0	0	0	0	NOON
PM	287	0	158	6	634	PM
	1.5	0	1.5	0		

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
907	0	1414	
0	0	0	0
178	0	417	1
768	0	974	2
0	0	0	0

Pacific Coast Hwy — WESTBOUND

	PM	NOON	AM
1	211	0	125
2	1127	0	567
0	0	0	0
0	0	0	0
	1132	0	956

CONTROL

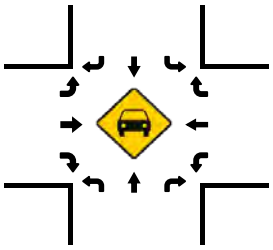
Signalized

	AM	NOON	PM
TEV	2170	0	3180
PHF	0.90		0.94

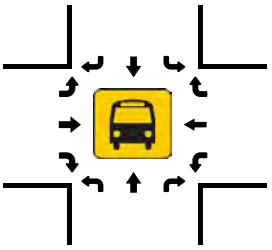
	0	0	0	0		
PM	0	0	0	0	PM	
NOON	0	0	0	0	NOON	
AM	0	0	0	0	AM	

Kanan Dume Rd — NORTHBOUND

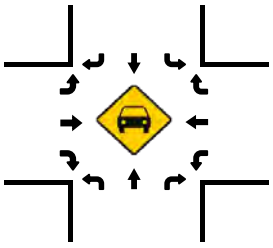
Total Vehicles (AM)



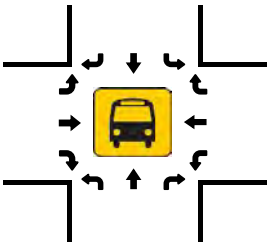
Total Vehicles (AM)



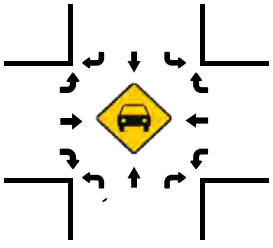
Total Vehicles (NOON)



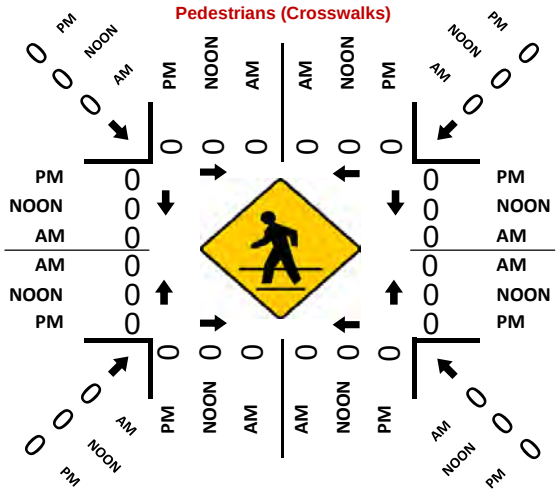
Total Vehicles (NOON)



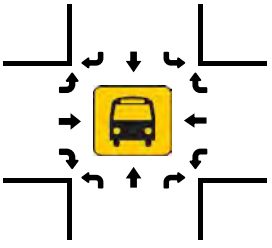
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-001
Date: 7/31/2018

Total

NS/EW Streets:	Kanan Dume Rd				Kanan Dume Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	53	0	59	1	38	167	0	0	0	100	13	0	431
7:15 AM	0	0	0	0	63	0	58	2	30	179	0	0	0	108	15	0	455
7:30 AM	0	0	0	0	56	0	56	2	32	192	0	0	0	114	18	0	470
7:45 AM	0	0	0	0	36	0	78	0	22	161	0	0	0	135	23	0	455
8:00 AM	0	0	0	0	54	0	61	2	33	191	0	0	0	121	32	0	494
8:15 AM	0	0	0	0	42	0	77	2	55	190	0	0	0	157	32	0	555
8:30 AM	0	0	0	0	39	0	93	0	46	175	0	0	0	137	27	0	517
8:45 AM	0	0	0	0	53	0	109	0	44	212	0	0	0	152	34	0	604
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	396	0	591	9	300	1467	0	0	0	1024	194	0	3981
APPROACH %'s :					39.76%	0.00%	59.34%	0.90%	16.98%	83.02%	0.00%	0.00%	0.00%	84.07%	15.93%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	188	0	340	4	178	768	0	0	0	567	125	0	2170
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.870	0.000	0.780	0.500	0.809	0.906	0.000	0.000	0.000	0.903	0.919	0.000	0.898
					0.821				0.924				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	43	0	70	1	105	234	0	0	0	317	45	0	815
4:15 PM	0	0	0	0	45	0	54	1	110	231	0	0	0	308	55	0	804
4:30 PM	0	0	0	0	35	0	88	3	99	246	0	0	0	258	53	0	782
4:45 PM	0	0	0	0	37	0	68	0	92	231	0	0	0	270	48	0	746
5:00 PM	0	0	0	0	41	0	77	2	116	266	0	0	0	291	55	0	848
5:15 PM	0	0	0	0	34	0	87	1	96	223	0	0	0	287	64	0	792
5:30 PM	0	0	0	0	36	0	73	4	81	193	0	0	0	253	52	0	692
5:45 PM	0	0	0	0	32	0	76	0	94	217	0	0	0	263	49	0	731
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	303	0	593	12	793	1841	0	0	0	2247	421	0	6210
APPROACH %'s :					33.37%	0.00%	65.31%	1.32%	30.11%	69.89%	0.00%	0.00%	0.00%	84.22%	15.78%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	158	0	287	6	417	974	0	0	0	1127	211	0	3180
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.878	0.000	0.815	0.500	0.899	0.915	0.000	0.000	0.000	0.915	0.959	0.000	0.938
					0.895				0.910				0.921				

Prepared by National Data & Surveying Services

Kanan Dume Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-001
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

Kanan Dume Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	685	0	256	2	579	NOON
PM	0	0	0	0	0	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
0	1862	0		
0	0	0	0	
0	412	0	1	
0	961	0	2	
0	0	0	0	
AM	NOON	PM		

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
0	165	0	1
0	1177	0	2
0	0	0	0
0	0	0	0
0	1217	0	
PM	NOON	AM	

Kanan Dume Rd — NORTHBOUND

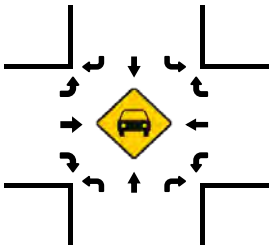
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	1.5	0	1.5	0
	0	0	0	0

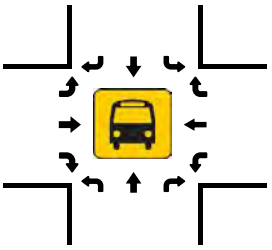
CONTROL: Signalized

	AM	NOON	PM
TEV	0	3658	0
PHF		0.99	

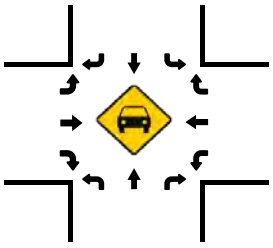
Total Vehicles (AM)



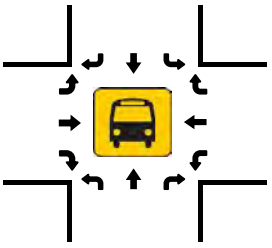
Total Vehicles (AM)



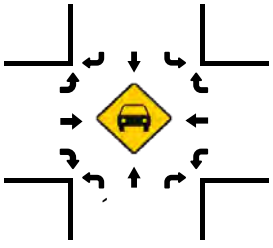
Total Vehicles (NOON)



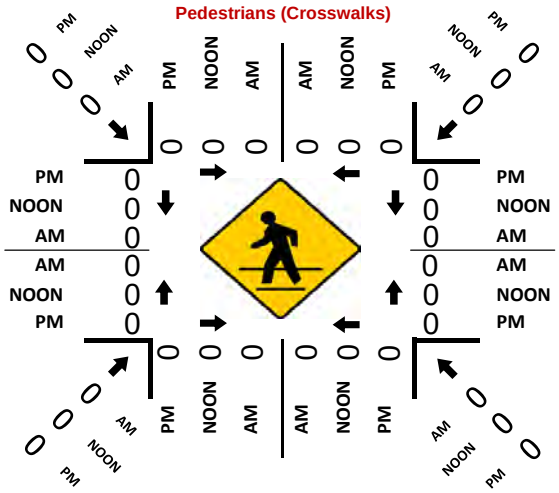
Total Vehicles (NOON)



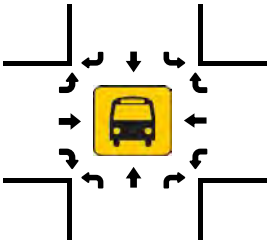
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-001
Date: 2018-08-04

Total

NS/EW Streets:	Kanan Dume Rd				Kanan Dume Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	61	0	178	0	77	241	0	0	0	283	47	0	887
12:15 PM	0	0	0	0	53	0	196	2	62	214	0	0	0	309	31	0	867
12:30 PM	0	0	0	0	51	0	200	2	103	238	0	0	0	287	45	0	926
12:45 PM	0	0	0	0	45	0	169	2	90	242	0	0	0	300	46	0	894
1:00 PM	0	0	0	0	63	0	180	0	100	242	0	0	0	306	37	0	928
1:15 PM	0	0	0	0	64	0	163	1	80	251	0	0	0	294	42	0	895
1:30 PM	0	0	0	0	68	0	189	1	106	219	0	0	0	290	42	0	915
1:45 PM	0	0	0	0	61	0	153	0	126	249	0	0	0	287	44	0	920
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	466	0	1428	8	744	1896	0	0	0	2356	334	0	7232
APPROACH %'s :					24.50%	0.00%	75.08%	0.42%	28.18%	71.82%	0.00%	0.00%	0.00%	87.58%	12.42%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	256	0	685	2	412	961	0	0	0	1177	165	0	3658
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.941	0.000	0.906	0.500	0.817	0.957	0.000	0.000	0.000	0.962	0.938	0.000	0.985
					0.914				0.915				0.978				

Prepared by National Data & Surveying Services

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-002
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Malibu Canyon Rd/Winter Mesa Dr — SOUTHBOUND

AM	219	12	839	0	324 AM
NOON	0	0	0	0	0 NOON
PM	172	12	405	0	613 PM
	1	0.5	1.5	0	

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
916	0	1453	
0	0	0	0
125	0	356	2
862	0	1169	2
18	0	19	0

CONTROL

Signalized

	AM	NOON	PM
TEV	3001	0	3699
PHF	0.97		0.93

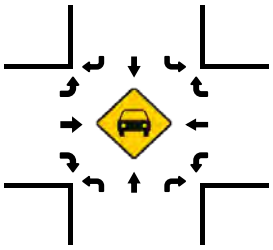
WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
238	0	186	1
1270	0	686	2
14	0	8	1
0	0	0	0
1588	0	1723	

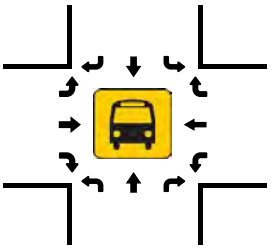
Malibu Canyon Rd/Winter Mesa Dr — NORTHBOUND

	0	0	2	0	
PM	45	0	11	19	14 PM
NOON	0	0	0	0	0 NOON
AM	38	0	11	13	22 AM

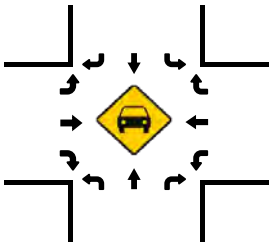
Total Vehicles (AM)



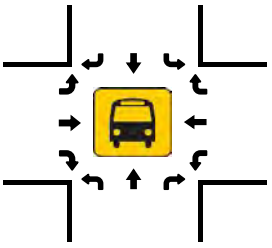
Total Vehicles (AM)



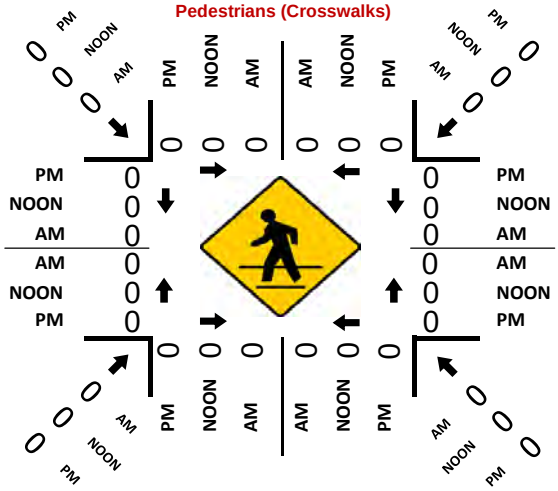
Total Vehicles (NOON)



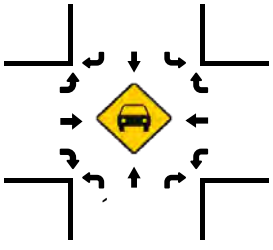
Total Vehicles (NOON)



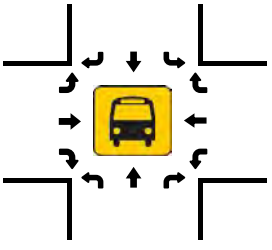
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-002
Date: 7/31/2018

Total

NS/EW Streets:	Malibu Canyon Rd/Winter Mesa Dr				Malibu Canyon Rd/Winter Mesa Dr				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	1	0	247	2	54	0	15	203	7	0	6	139	16	0	692
7:15 AM	1	2	0	0	236	3	34	0	18	208	2	0	3	151	29	0	687
7:30 AM	1	1	3	0	226	3	51	0	19	223	5	0	1	137	45	0	715
7:45 AM	0	3	3	0	212	3	41	0	36	197	0	0	2	183	46	0	726
8:00 AM	7	4	10	0	210	4	38	0	24	215	6	0	5	171	50	0	744
8:15 AM	2	3	3	0	215	2	49	0	27	232	7	0	2	192	35	0	769
8:30 AM	1	4	6	0	214	4	65	0	32	194	1	0	0	145	48	0	714
8:45 AM	1	2	3	0	200	2	67	0	42	221	4	0	1	178	53	0	774
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	19	29	0	1760	23	399	0	213	1693	32	0	20	1296	322	0	5821
APPROACH %'s :	23.81%	30.16%	46.03%	0.00%	80.66%	1.05%	18.29%	0.00%	10.99%	87.36%	1.65%	0.00%	1.22%	79.12%	19.66%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	11	13	22	0	839	12	219	0	125	862	18	0	8	686	186	0	3001
PEAK HR FACTOR :	0.393	0.813	0.550	0.000	0.976	0.750	0.817	0.000	0.744	0.929	0.643	0.000	0.400	0.893	0.877	0.000	0.969
	0.548				0.945				0.941				0.948				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	7	5	0	95	5	41	0	107	319	5	0	2	331	76	0	994
4:15 PM	2	2	5	0	100	3	32	0	80	279	3	0	7	323	45	0	881
4:30 PM	5	4	2	0	98	3	40	0	78	275	6	0	3	324	57	0	895
4:45 PM	3	6	2	0	112	1	59	0	91	296	5	0	2	292	60	0	929
5:00 PM	2	4	11	0	117	3	67	0	81	303	6	0	5	281	68	0	948
5:15 PM	5	2	11	0	97	2	36	0	90	297	5	0	2	271	69	0	887
5:30 PM	3	4	3	0	107	1	48	0	50	206	3	0	4	314	72	0	815
5:45 PM	0	2	6	0	109	5	27	0	62	253	2	0	3	276	68	0	813
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	31	45	0	835	23	350	0	639	2228	35	0	28	2412	515	0	7162
APPROACH %'s :	21.65%	31.96%	46.39%	0.00%	69.12%	1.90%	28.97%	0.00%	22.02%	76.77%	1.21%	0.00%	0.95%	81.62%	17.43%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	11	19	14	0	405	12	172	0	356	1169	19	0	14	1270	238	0	3699
PEAK HR FACTOR :	0.550	0.679	0.700	0.000	0.904	0.600	0.729	0.000	0.832	0.916	0.792	0.000	0.500	0.959	0.783	0.000	0.930
	0.846				0.856				0.896				0.930				

Prepared by National Data & Surveying Services

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-002
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

Malibu Canyon Rd/Winter Mesa Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	381	20	311	0	432	NOON
PM	0	0	0	0	0	PM
	1	0.5	1.5	0		

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
0	1763	0	
0	0	0	0
0	230	0	2
0	1121	0	2
0	18	0	0
AM	NOON	PM	

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
0	187	0	1
0	1374	0	2
0	27	0	1
0	0	0	0
0	1472	0	
PM	NOON	AM	

CONTROL

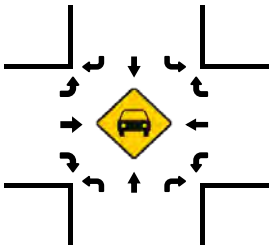
Signalized

	AM	NOON	PM
TEV	0	3732	0
PHF		0.94	

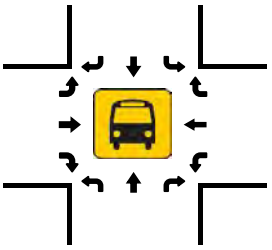
NORTHBOUND — Malibu Canyon Rd/Winter Mesa Dr

	0	0	2	0		
PM	0	0	0	0	0	PM
NOON	65	0	8	15	40	NOON
AM	0	0	0	0	0	AM

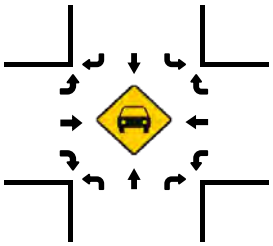
Total Vehicles (AM)



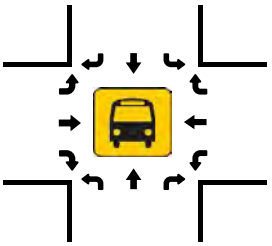
Total Vehicles (AM)



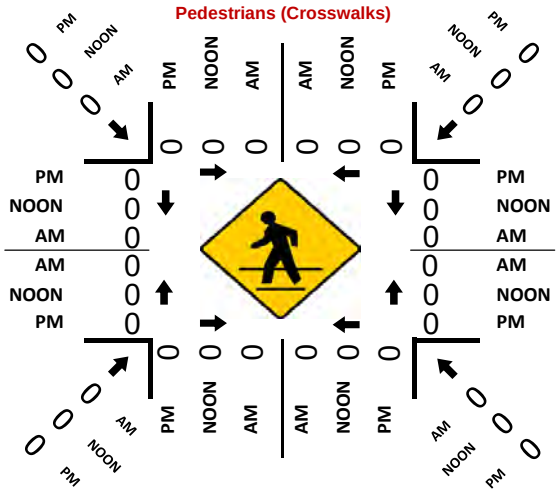
Total Vehicles (NOON)



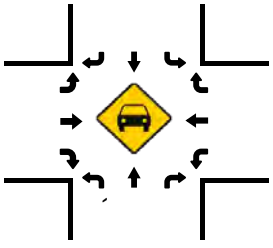
Total Vehicles (NOON)



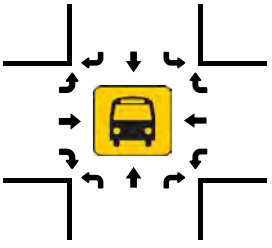
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-002
Date: 2018-08-04

Total

NS/EW Streets:	Malibu Canyon Rd/Winter Mesa Dr				Malibu Canyon Rd/Winter Mesa Dr				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	5	4	10	0	100	7	117	0	53	271	4	0	4	304	38	0	917
12:15 PM	1	2	8	0	106	7	83	0	40	299	5	0	1	310	34	0	896
12:30 PM	1	2	5	0	87	7	87	0	46	304	3	0	8	344	30	0	924
12:45 PM	1	2	7	0	86	7	109	0	65	274	5	0	5	293	22	0	876
1:00 PM	3	4	11	0	89	8	97	0	57	294	3	0	9	363	54	0	992
1:15 PM	1	6	10	0	81	4	96	0	57	276	3	0	3	338	48	0	923
1:30 PM	2	0	4	0	79	5	94	0	49	281	6	0	3	352	39	0	914
1:45 PM	2	5	15	0	62	3	94	0	67	270	6	0	12	321	46	0	903
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	25	70	0	690	48	777	0	434	2269	35	0	45	2625	311	0	7345
APPROACH %'s :	14.41%	22.52%	63.06%	0.00%	45.54%	3.17%	51.29%	0.00%	15.85%	82.87%	1.28%	0.00%	1.51%	88.06%	10.43%	0.00%	
PEAK HR :	**01:00 PM - 02:00 PM**																TOTAL
PEAK HR VOL :	8	15	40	0	311	20	381	0	230	1121	18	0	27	1374	187	0	3732
PEAK HR FACTOR :	0.667	0.625	0.667	0.000	0.874	0.625	0.982	0.000	0.858	0.953	0.750	0.000	0.563	0.946	0.866	0.000	0.941
	0.716				0.918				0.967				0.932				

Prepared by National Data & Surveying Services

Webb Way & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-003
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Webb Way — SOUTHBOUND

AM	51	33	25	0	342	AM
NOON	0	0	0	0	0	NOON
PM	76	76	122	0	477	PM
	1	0.5	1.5	0		

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM	
903	0	1495	
7	0	26	0
110	0	72	1
1499	0	1371	3
80	0	63	1
AM	NOON	PM	

CONTROL

Signalized

TEV	2999 AM	0 NOON	3831 PM
PHF	0.93		0.98

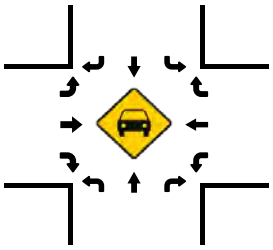
Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
325	0	199	1
1277	0	814	2
163	0	97	1
25	0	8	0
1554	0	1543	
PM	NOON	AM	

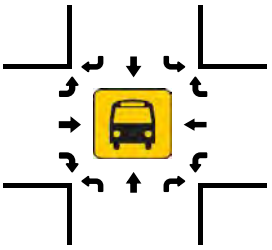
Webb Way — NORTHBOUND

	0	1	0.5	0.5		
PM	305	3	116	80	36	PM
NOON	0	0	0	0	0	NOON
AM	211	1	31	33	11	AM

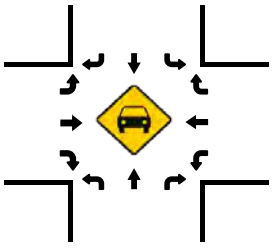
Total Vehicles (AM)



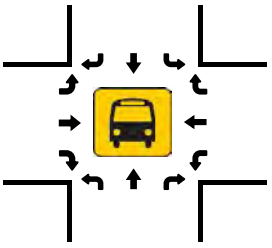
Total Vehicles (AM)



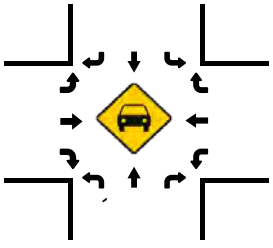
Total Vehicles (NOON)



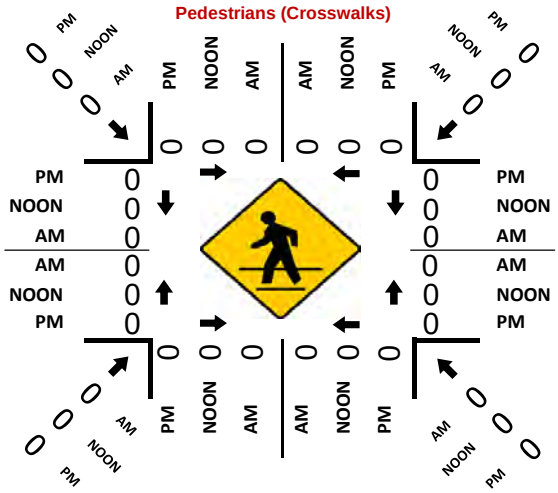
Total Vehicles (NOON)



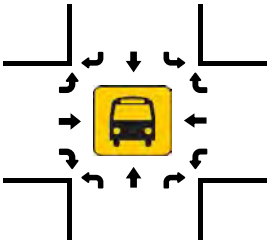
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-003
Date: 7/31/2018

Total

NS/EW Streets:	Webb Way				Webb Way				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	3	2	0	12	8	11	0	21	370	22	0	40	127	27	1	649
7:15 AM	4	8	3	0	7	5	8	0	19	403	24	0	24	188	28	1	722
7:30 AM	11	13	1	0	10	5	5	0	30	362	18	0	27	151	48	3	684
7:45 AM	4	4	5	1	4	3	10	0	26	397	20	1	34	244	53	1	807
8:00 AM	10	11	2	0	6	10	13	0	27	339	19	2	15	202	53	3	712
8:15 AM	9	9	1	0	5	6	8	0	34	412	24	2	24	210	45	4	793
8:30 AM	8	9	3	0	10	14	20	0	23	351	17	2	24	158	48	0	687
8:45 AM	19	6	4	1	12	9	6	0	32	338	21	1	30	213	55	5	752
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	70	63	21	2	66	60	81	0	212	2972	165	8	218	1493	357	18	5806
APPROACH %'s :	44.87%	40.38%	13.46%	1.28%	31.88%	28.99%	39.13%	0.00%	6.32%	88.53%	4.92%	0.24%	10.45%	71.57%	17.11%	0.86%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	31	33	11	1	25	33	51	0	110	1499	80	7	97	814	199	8	2999
PEAK HR FACTOR :	0.775	0.750	0.550	0.250	0.625	0.589	0.638	0.000	0.809	0.910	0.833	0.875	0.713	0.834	0.939	0.500	0.929
	0.826				0.619				0.898				0.842				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	29	6	1	43	18	28	0	17	356	11	5	26	325	81	6	981
4:15 PM	29	24	7	0	25	14	16	0	19	355	19	7	56	331	70	10	982
4:30 PM	30	16	13	1	31	27	14	0	12	310	16	9	38	300	93	3	913
4:45 PM	28	11	10	1	23	17	18	0	24	350	17	5	43	321	81	6	955
5:00 PM	29	25	5	0	42	22	20	0	23	363	17	4	22	298	78	5	953
5:15 PM	38	27	9	0	28	18	9	0	24	360	12	9	38	286	93	7	958
5:30 PM	28	17	7	0	40	14	19	0	7	308	9	5	33	348	100	10	945
5:45 PM	29	16	7	0	34	16	14	0	21	280	18	9	37	276	83	2	842
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	240	165	64	3	266	146	138	0	147	2682	119	53	293	2485	679	49	7529
APPROACH %'s :	50.85%	34.96%	13.56%	0.64%	48.36%	26.55%	25.09%	0.00%	4.90%	89.37%	3.97%	1.77%	8.36%	70.88%	19.37%	1.40%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	116	80	36	3	122	76	76	0	72	1371	63	26	163	1277	325	25	3831
PEAK HR FACTOR :	0.967	0.690	0.692	0.750	0.709	0.704	0.679	0.000	0.750	0.963	0.829	0.722	0.728	0.965	0.874	0.625	0.975
	0.904				0.770				0.958				0.958				

Prepared by National Data & Surveying Services

Webb Way & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-003
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:30 PM - 01:30 PM	12:00 PM - 02:00 PM
NONE	NONE

Webb Way — SOUTHBOUND

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	65	61	93	0	283	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
0	1501	0	
0	29	0	0
0	95	0	1
0	1235	0	3
0	99	0	1

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
0	116	0	1
0	1269	0	2
0	210	0	1
0	33	0	0
0	1391	0	

Webb Way — NORTHBOUND

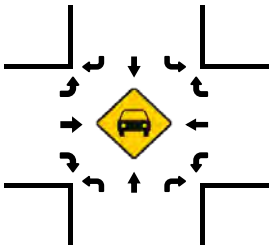
	L	T	R	U	Total	
PM	0	0	0	0	0	PM
NOON	370	0	138	72	30	NOON
AM	0	0	0	0	0	AM

	L	T	R	U
	1	0.5	1.5	0
	0	1	0.5	0.5

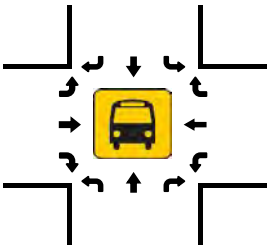
CONTROL: Signalized

	AM	NOON	PM
TEV	0	3545	0
PHF		0.99	

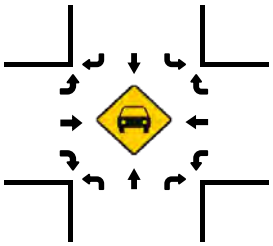
Total Vehicles (AM)



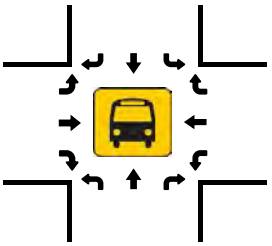
Total Vehicles (AM)



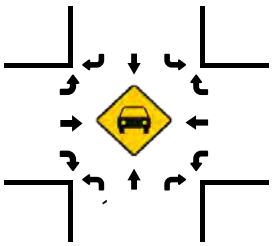
Total Vehicles (NOON)



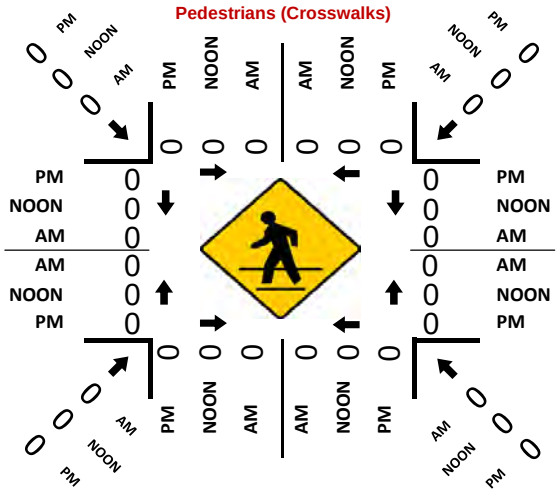
Total Vehicles (NOON)



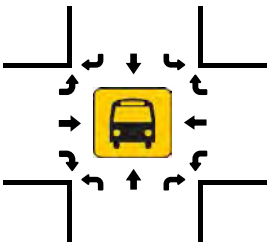
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-003
Date: 2018-08-04

Total

NS/EW Streets:	Webb Way				Webb Way				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	34	16	5	1	20	20	7	0	21	323	16	8	65	306	31	10	883
12:15 PM	22	17	7	0	20	32	15	0	24	322	38	4	34	284	40	6	865
12:30 PM	44	19	10	0	22	16	10	0	28	304	26	10	63	314	20	13	899
12:45 PM	32	19	4	0	18	14	22	0	27	329	25	5	39	309	25	7	875
1:00 PM	33	21	11	0	27	19	22	0	27	271	24	9	59	310	39	7	879
1:15 PM	29	13	5	0	26	12	11	0	13	331	24	5	49	336	32	6	892
1:30 PM	29	30	6	0	27	21	19	0	18	171	46	16	45	300	36	8	772
1:45 PM	33	26	9	0	13	27	21	0	20	211	62	7	34	341	44	5	853
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	256	161	57	1	173	161	127	0	178	2262	261	64	388	2500	267	62	6918
APPROACH %'s :	53.89%	33.89%	12.00%	0.21%	37.53%	34.92%	27.55%	0.00%	6.44%	81.81%	9.44%	2.31%	12.06%	77.71%	8.30%	1.93%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	138	72	30	0	93	61	65	0	95	1235	99	29	210	1269	116	33	3545
PEAK HR FACTOR :	0.784	0.857	0.682	0.000	0.861	0.803	0.739	0.000	0.848	0.933	0.952	0.725	0.833	0.944	0.744	0.635	0.986
	0.822				0.805				0.944				0.962				

Prepared by National Data & Surveying Services

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-004
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Cross Creek Rd

AM	55	2	79	0	187	AM
NOON	0	0	0	0	0	NOON
PM	110	0	194	0	257	PM
	1	0.5	1.5	0		

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
1096	0	1767	
0	0	0	0
80	0	104	1
1529	0	1557	2
5	0	11	0

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
148	0	107	0
1643	0	1040	2
19	0	0	1
0	0	0	0
1776	0	1610	

CONTROL

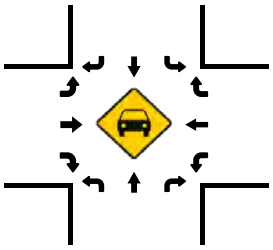
Signalized

TEV	2900	0	3830
	AM	NOON	PM
PHF	0.97		0.92

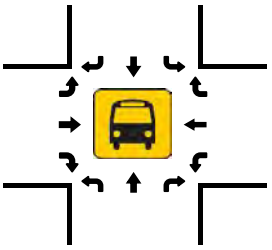
NORTHBOUND — Cross Creek Rd

	0	0.5	0.5	1		
PM	30	0	14	5	25	PM
NOON	0	0	0	0	0	NOON
AM	7	0	1	0	2	AM

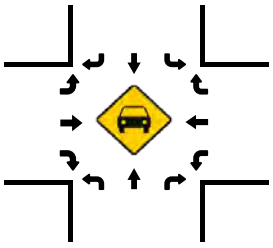
Total Vehicles (AM)



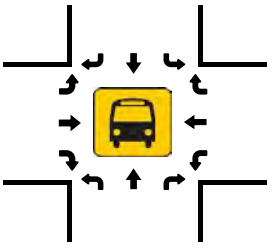
Total Vehicles (AM)



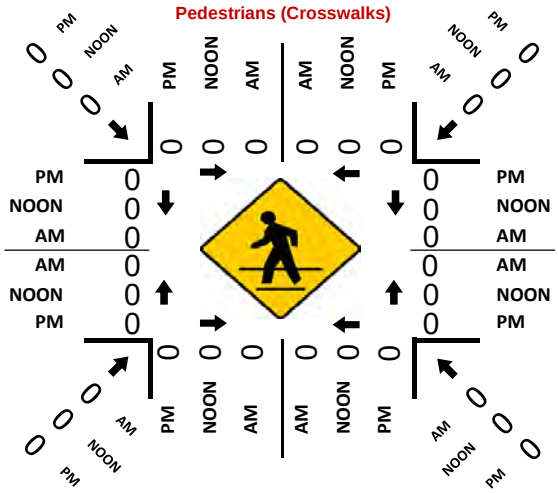
Total Vehicles (NOON)



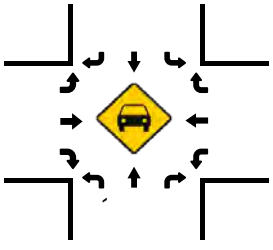
Total Vehicles (NOON)



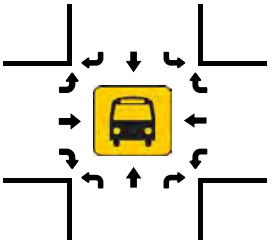
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-004
Date: 7/31/2018

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	23	0	5	0	7	422	0	0	0	181	24	0	662
7:15 AM	0	0	0	0	14	0	8	0	11	366	0	0	0	239	28	0	666
7:30 AM	0	0	2	0	25	0	12	0	16	416	2	0	0	242	31	0	746
7:45 AM	0	0	0	0	17	0	18	0	26	379	0	0	0	283	20	0	743
8:00 AM	0	0	0	0	13	2	13	0	12	383	2	0	0	238	16	0	679
8:15 AM	1	0	0	0	24	0	12	0	26	351	1	0	0	277	40	0	732
8:30 AM	1	0	0	0	20	0	16	0	30	388	2	0	0	217	29	0	703
8:45 AM	0	0	2	0	32	2	25	0	26	327	2	0	1	278	32	0	727
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	4	0	168	4	109	0	154	3032	9	0	1	1955	220	0	5658
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	59.79%	1.42%	38.79%	0.00%	4.82%	94.90%	0.28%	0.00%	0.05%	89.84%	10.11%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	2	0	79	2	55	0	80	1529	5	0	0	1040	107	0	2900
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.790	0.250	0.764	0.000	0.769	0.919	0.625	0.000	0.000	0.919	0.669	0.000	0.972
	0.375				0.919				0.930				0.905				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	5	0	43	0	32	0	25	451	3	0	11	438	36	0	1046
4:15 PM	1	0	14	0	49	0	31	0	28	396	1	0	6	394	44	0	964
4:30 PM	5	0	2	0	51	0	28	0	31	370	0	0	1	398	36	0	922
4:45 PM	6	5	4	0	51	0	19	0	20	340	7	0	1	413	32	0	898
5:00 PM	1	0	6	0	56	0	31	0	30	436	2	0	8	417	43	0	1030
5:15 PM	3	1	1	0	50	0	32	0	37	389	4	0	3	356	23	0	899
5:30 PM	0	0	3	0	39	3	25	0	19	359	2	0	4	479	43	0	976
5:45 PM	4	1	7	0	38	0	28	0	17	320	3	0	4	354	38	0	814
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	7	42	0	377	3	226	0	207	3061	22	0	38	3249	295	0	7549
APPROACH %'s :	30.99%	9.86%	59.15%	0.00%	62.21%	0.50%	37.29%	0.00%	6.29%	93.04%	0.67%	0.00%	1.06%	90.70%	8.24%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	14	5	25	0	194	0	110	0	104	1557	11	0	19	1643	148	0	3830
PEAK HR FACTOR :	0.583	0.250	0.446	0.000	0.951	0.000	0.859	0.000	0.839	0.863	0.393	0.000	0.432	0.938	0.841	0.000	0.915
	0.733				0.950				0.873				0.933				

Prepared by National Data & Surveying Services

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-004
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:15 PM - 01:15 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND — Cross Creek Rd

AM	0	0	0	0	0	AM
NOON	120	4	207	0	368	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Pacific Coast Hwy

AM	NOON	PM	
0	1592	0	
0	0	0	0
0	127	0	1
0	1460	0	2
0	12	0	0

WESTBOUND — Pacific Coast Hwy

PM	NOON	AM	
0	231	0	0
0	1454	0	2
0	57	0	1
0	6	0	0
0	1713	0	

NORTHBOUND — Cross Creek Rd

PM	0	0	0	0	0	PM
NOON	73	0	18	10	40	NOON
AM	0	0	0	0	0	AM

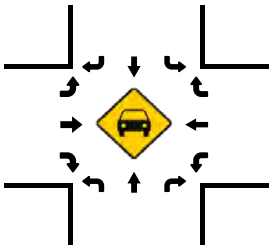
	1	0.5	1.5	0
	0	0.5	0.5	1

CONTROL

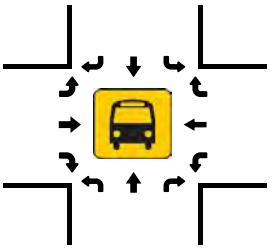
Signalized

	AM	NOON	PM
TEV	0	3746	0
PHF		0.98	

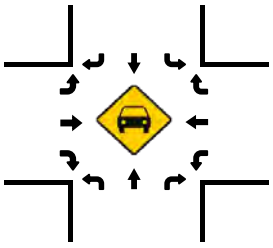
Total Vehicles (AM)



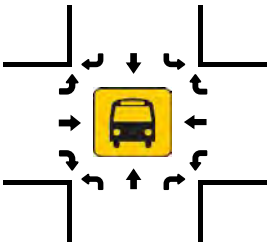
Total Vehicles (AM)



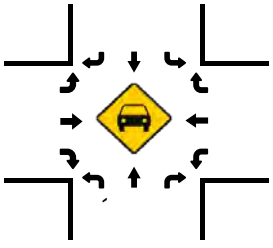
Total Vehicles (NOON)



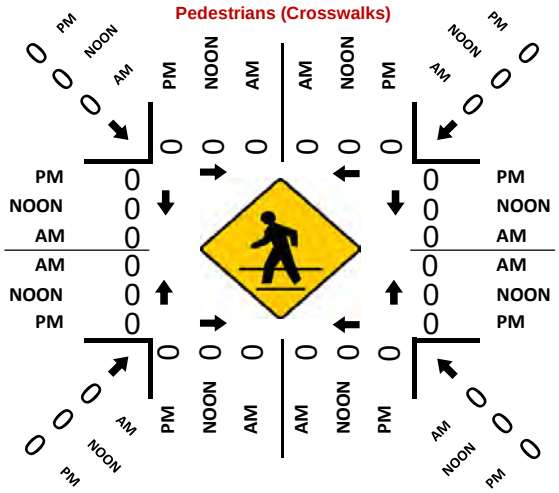
Total Vehicles (NOON)



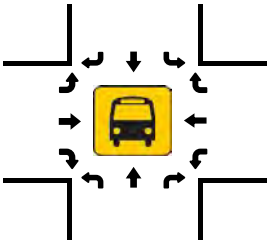
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-004
Date: 2018-08-04

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	3	5	13	0	35	2	26	0	24	314	3	0	8	380	45	1	859
12:15 PM	6	3	5	0	60	2	29	0	20	374	5	0	12	342	62	0	920
12:30 PM	6	5	7	0	41	1	31	0	32	396	3	0	13	362	54	4	955
12:45 PM	5	1	13	0	42	1	25	0	31	374	3	0	19	372	59	0	945
1:00 PM	1	1	15	0	64	0	35	0	44	316	1	0	13	378	56	2	926
1:15 PM	4	0	4	0	43	3	29	0	20	327	0	0	3	407	56	1	897
1:30 PM	5	0	8	0	57	1	42	0	26	207	3	0	13	344	50	2	758
1:45 PM	4	0	8	0	52	0	16	0	22	304	2	0	10	402	59	1	880
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	15	73	0	394	10	233	0	219	2612	20	0	91	2987	441	11	7140
APPROACH %'s :	27.87%	12.30%	59.84%	0.00%	61.85%	1.57%	36.58%	0.00%	7.68%	91.62%	0.70%	0.00%	2.58%	84.62%	12.49%	0.31%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	18	10	40	0	207	4	120	0	127	1460	12	0	57	1454	231	6	3746
PEAK HR FACTOR :	0.750	0.500	0.667	0.000	0.809	0.500	0.857	0.000	0.722	0.922	0.600	0.000	0.750	0.962	0.931	0.375	0.981
	0.895				0.836				0.927				0.971				

Prepared by National Data & Surveying Services

Las Flores Canyon Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-005
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Las Flores Canyon Rd — SOUTHBOUND

AM	22	1	33	0	48	AM
NOON	0	0	0	0	0	NOON
PM	25	2	43	0	64	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
1290	0	1690	⇦	
0	0	2	↶	0
21	0	29	↱	1
1526	0	1801	→	2
2	0	26	↷	0
AM	NOON	PM		

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM		
31	0	27	↰	1
1652	0	1265	←	2
31	0	5	↰	1
0	0	0	↶	0
1877	0	1561	⇨	
PM	NOON	AM		

Las Flores Canyon Rd — NORTHBOUND

PM	59	0	11	4	33	PM
NOON	0	0	0	0	0	NOON
AM	8	0	3	0	2	AM

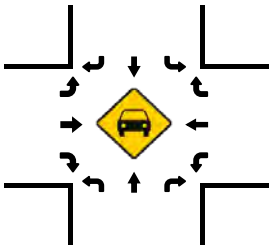
	⇧	↰	↰	↑	↱
	⇩	0	0	1	0

CONTROL

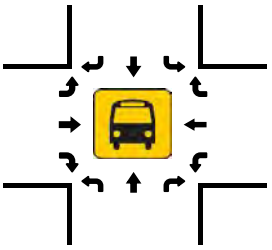
Signalized

TEV	2907	0	3690
	AM	NOON	PM
PHF	0.93		0.99

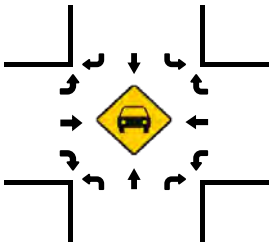
Total Vehicles (AM)



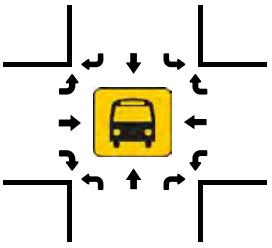
Total Vehicles (AM)



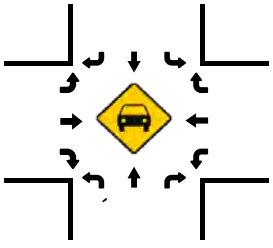
Total Vehicles (NOON)



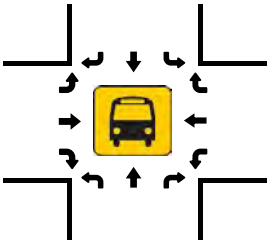
Total Vehicles (NOON)



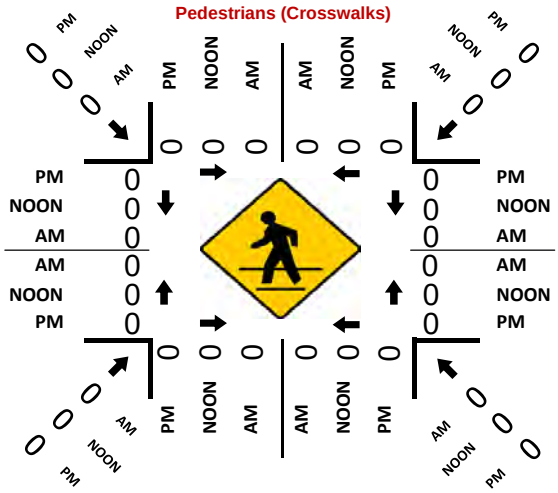
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-005
Date: 7/31/2018

Total

NS/EW Streets:	Las Flores Canyon Rd				Las Flores Canyon Rd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	1	0	14	0	4	0	6	373	1	1	0	224	6	0	633
7:15 AM	0	0	0	0	6	0	3	0	6	356	0	0	2	293	6	0	672
7:30 AM	1	0	2	0	14	0	8	0	4	429	0	0	2	318	5	0	783
7:45 AM	2	0	0	0	9	0	5	0	5	392	0	0	1	291	8	0	713
8:00 AM	0	0	0	0	4	1	6	0	6	349	2	0	0	363	8	0	739
8:15 AM	1	0	3	0	11	0	6	0	7	340	2	1	0	245	6	0	622
8:30 AM	0	0	1	0	5	0	11	0	5	385	0	0	2	269	5	0	683
8:45 AM	1	0	0	0	12	0	7	0	7	305	0	0	1	289	13	0	635
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	7	0	75	1	50	0	46	2929	5	2	8	2292	57	0	5480
APPROACH %'s :	53.33%	0.00%	46.67%	0.00%	59.52%	0.79%	39.68%	0.00%	1.54%	98.22%	0.17%	0.07%	0.34%	97.24%	2.42%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	0	2	0	33	1	22	0	21	1526	2	0	5	1265	27	0	2907
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.589	0.250	0.688	0.000	0.875	0.889	0.250	0.000	0.625	0.871	0.844	0.000	0.928
	0.417				0.636				0.894				0.874				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	9	0	10	1	9	0	4	454	4	1	9	412	9	0	925
4:15 PM	5	1	8	0	8	1	8	0	14	446	4	0	8	413	9	0	925
4:30 PM	1	1	9	0	14	0	5	0	7	451	10	1	8	395	10	0	912
4:45 PM	3	1	7	0	11	0	3	0	4	450	8	0	6	432	3	0	928
5:00 PM	4	0	4	0	9	2	7	0	7	416	14	1	7	382	10	0	863
5:15 PM	5	0	4	0	3	1	7	0	10	464	9	0	7	416	10	0	936
5:30 PM	2	0	8	0	9	0	5	0	13	469	10	1	2	414	9	0	942
5:45 PM	2	0	7	0	6	0	7	0	6	368	8	0	5	381	15	0	805
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	4	56	0	70	5	51	0	65	3518	67	4	52	3245	75	0	7236
APPROACH %'s :	28.57%	4.76%	66.67%	0.00%	55.56%	3.97%	40.48%	0.00%	1.78%	96.28%	1.83%	0.11%	1.54%	96.23%	2.22%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	11	4	33	0	43	2	25	0	29	1801	26	2	31	1652	31	0	3690
PEAK HR FACTOR :	0.550	1.000	0.917	0.000	0.768	0.500	0.694	0.000	0.518	0.992	0.650	0.500	0.861	0.956	0.775	0.000	0.994
	0.857				0.875				0.990				0.972				

Prepared by National Data & Surveying Services

Las Flores Canyon Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-005
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:15 PM - 01:15 PM	12:00 PM - 02:00 PM
NONE	NONE

Las Flores Canyon Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	30	3	37	0	73	NOON
PM	0	0	0	0	0	PM

Pacific Coast Hwy — EASTBOUND

AM	NOON	PM		
0	1884	0		
0	2	0	0	
0	42	0	1	
0	1427	0	2	
0	61	0	0	
AM	NOON	PM		

Pacific Coast Hwy — WESTBOUND

PM	NOON	AM	
0	30	0	1
0	1832	0	2
0	52	0	1
0	0	0	0
0	1508	0	
PM	NOON	AM	

Las Flores Canyon Rd — NORTHBOUND

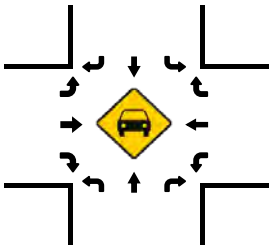
PM	0	0	0	0	0	PM
NOON	116	0	20	1	44	NOON
AM	0	0	0	0	0	AM

	0	1	0	0
	0	0	1	0

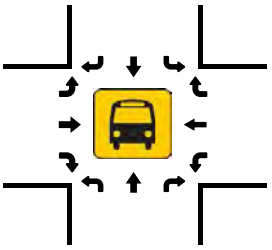
CONTROL: Signalized

	AM	NOON	PM
TEV	0	3581	0
PHF		0.97	

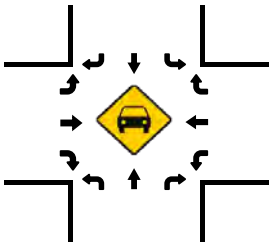
Total Vehicles (AM)



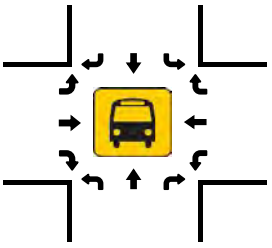
Total Vehicles (AM)



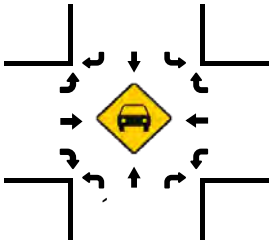
Total Vehicles (NOON)



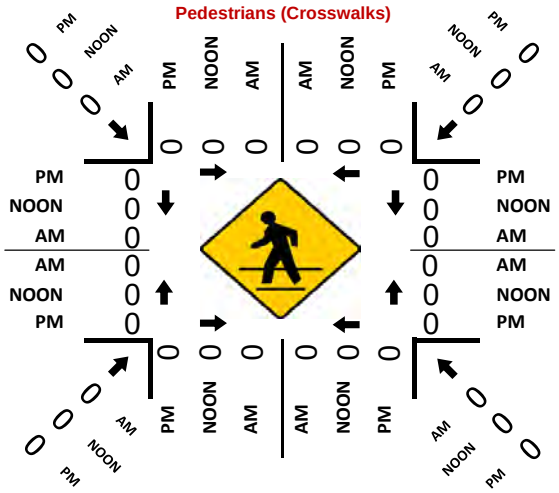
Total Vehicles (NOON)



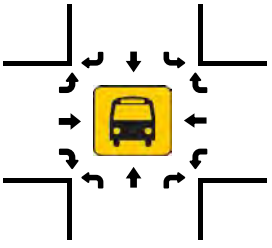
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-005
Date: 2018-08-04

Total

NS/EW Streets:	Las Flores Canyon Rd				Las Flores Canyon Rd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	5	1	6	0	12	2	6	0	6	284	12	0	13	394	7	0	748
12:15 PM	6	0	9	0	6	1	6	0	12	356	14	0	15	443	8	0	876
12:30 PM	7	1	10	0	16	0	11	0	16	374	11	0	4	468	8	0	926
12:45 PM	4	0	14	0	9	1	7	0	5	326	22	1	21	468	11	0	889
1:00 PM	3	0	11	0	6	1	6	0	9	371	14	1	12	453	3	0	890
1:15 PM	9	0	7	0	7	0	18	0	2	326	12	0	11	441	4	0	837
1:30 PM	10	0	16	0	12	1	10	0	7	280	9	1	13	433	10	0	802
1:45 PM	6	3	15	0	11	0	11	0	5	284	9	0	5	452	9	0	810
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	5	88	0	79	6	75	0	62	2601	103	3	94	3552	60	0	6778
APPROACH %'s :	34.97%	3.50%	61.54%	0.00%	49.38%	3.75%	46.88%	0.00%	2.24%	93.93%	3.72%	0.11%	2.54%	95.84%	1.62%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	20	1	44	0	37	3	30	0	42	1427	61	2	52	1832	30	0	3581
PEAK HR FACTOR :	0.714	0.250	0.786	0.000	0.578	0.750	0.682	0.000	0.656	0.954	0.693	0.500	0.619	0.979	0.682	0.000	0.967
	0.903				0.648				0.955				0.957				

Prepared by National Data & Surveying Services

Topanga Canyon Blvd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-006
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Topanga Canyon Blvd)

AM	45	0	1079	0	219	AM
NOON	0	0	0	0	0	NOON
PM	64	0	266	0	1186	PM
	1	0	2	0		

EASTBOUND (Pacific Coast Hwy)

AM	NOON	PM	
1328	0	1744	
0	0	0	0
27	0	167	1
1560	0	1812	2
0	0	0	0
AM	NOON	PM	

WESTBOUND (Pacific Coast Hwy)

PM	NOON	AM	
1019	0	192	0.5
1680	0	1283	2.5
0	0	0	0
0	0	0	0
2078	0	2639	
PM	NOON	AM	

CONTROL

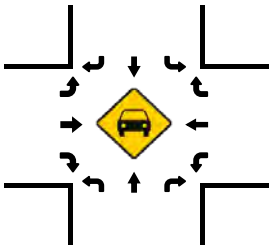
Signalized

TEV	4186	0	5008
	AM	NOON	PM
PHF	0.96		0.96

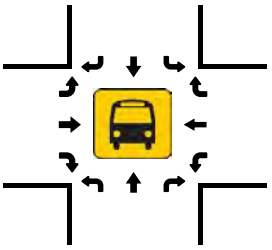
NORTHBOUND (Topanga Canyon Blvd)

	0	0	0	0		
PM	0	0	0	0	PM	
NOON	0	0	0	0	NOON	
AM	0	0	0	0	AM	

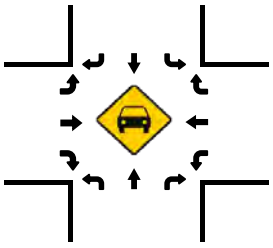
Total Vehicles (AM)



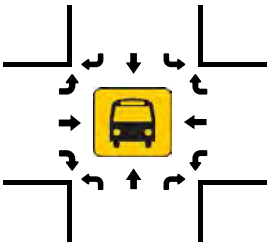
Total Vehicles (AM)



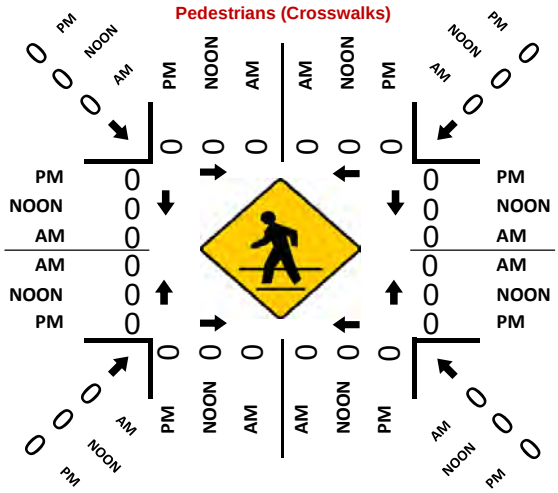
Total Vehicles (NOON)



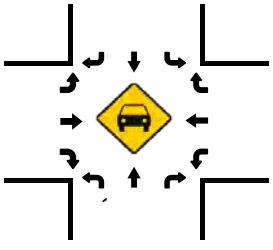
Total Vehicles (NOON)



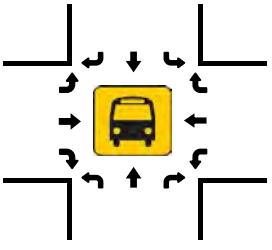
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-006
Date: 7/31/2018

Total

NS/EW Streets:	Topanga Canyon Blvd				Topanga Canyon Blvd				Pacific Coast Hwy				Pacific Coast Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	249	0	9	0	6	433	0	0	0	263	35	0	995
7:15 AM	0	0	0	0	279	0	4	0	8	437	0	0	0	296	38	0	1062
7:30 AM	0	0	0	0	297	0	14	0	6	379	0	0	0	351	48	0	1095
7:45 AM	0	0	0	0	267	0	16	0	9	361	0	0	0	304	47	0	1004
8:00 AM	0	0	0	0	236	0	11	0	4	383	0	0	0	332	59	0	1025
8:15 AM	0	0	0	0	290	0	7	0	7	310	0	0	0	294	53	0	961
8:30 AM	0	0	0	0	305	0	3	0	8	341	0	0	0	278	65	0	1000
8:45 AM	0	0	0	0	273	0	16	0	8	334	0	0	0	316	47	0	994
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2196	0	80	0	56	2978	0	0	0	2434	392	0	8136
APPROACH %'s :					96.49%	0.00%	3.51%	0.00%	1.85%	98.15%	0.00%	0.00%	0.00%	86.13%	13.87%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1079	0	45	0	27	1560	0	0	0	1283	192	0	4186
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.908	0.000	0.703	0.000	0.750	0.892	0.000	0.000	0.000	0.914	0.814	0.000	0.956
					0.904				0.892				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	73	0	18	0	52	419	0	0	0	412	222	0	1196
4:15 PM	0	0	0	0	73	0	22	0	32	464	0	0	0	437	213	0	1241
4:30 PM	0	0	0	0	49	0	17	0	42	445	0	0	0	418	232	0	1203
4:45 PM	0	0	0	0	68	0	18	0	44	468	0	0	0	430	235	0	1263
5:00 PM	0	0	0	0	73	0	17	0	45	412	0	0	0	398	259	0	1204
5:15 PM	0	0	0	0	77	0	14	0	37	440	0	0	0	425	246	0	1239
5:30 PM	0	0	0	0	48	0	15	0	41	492	0	0	0	427	279	0	1302
5:45 PM	0	0	0	0	76	0	20	0	58	382	0	0	0	395	265	0	1196
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	537	0	141	0	351	3522	0	0	0	3342	1951	0	9844
APPROACH %'s :					79.20%	0.00%	20.80%	0.00%	9.06%	90.94%	0.00%	0.00%	0.00%	63.14%	36.86%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	266	0	64	0	167	1812	0	0	0	1680	1019	0	5008
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.864	0.000	0.889	0.000	0.928	0.921	0.000	0.000	0.000	0.977	0.913	0.000	0.962
					0.907				0.928				0.956				

Prepared by National Data & Surveying Services

Topanga Canyon Blvd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-006
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:30 PM - 01:30 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND (Topanga Canyon Blvd)

AM	0	0	0	0	0	AM
NOON	196	0	501	0	394	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Pacific Coast Hwy)

AM	NOON	PM	
0	2113	0	
0	0	0	0
0	108	0	1
0	1476	0	2
0	0	0	0
AM	NOON	PM	

WESTBOUND (Pacific Coast Hwy)

PM	NOON	AM	
0	286	0	0.5
0	1917	0	2.5
0	0	0	0
0	1	0	0
0	1978	0	
PM	NOON	AM	

NORTHBOUND (Topanga Canyon Blvd)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

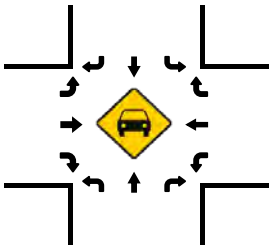
	1	0	2	0
	0	0	0	0

CONTROL

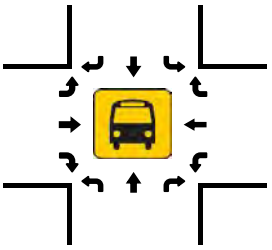
Signalized

	AM	NOON	PM
TEV	0	4485	0
PHF		0.95	

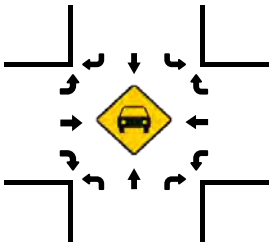
Total Vehicles (AM)



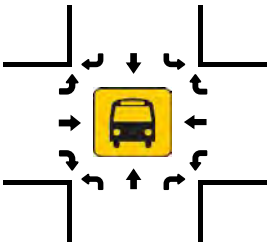
Total Vehicles (AM)



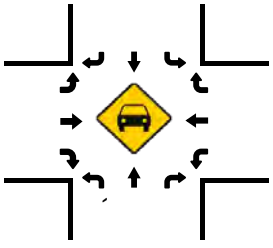
Total Vehicles (NOON)



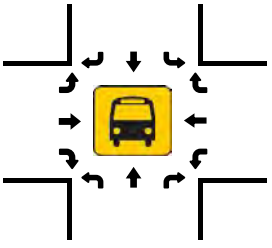
Total Vehicles (NOON)



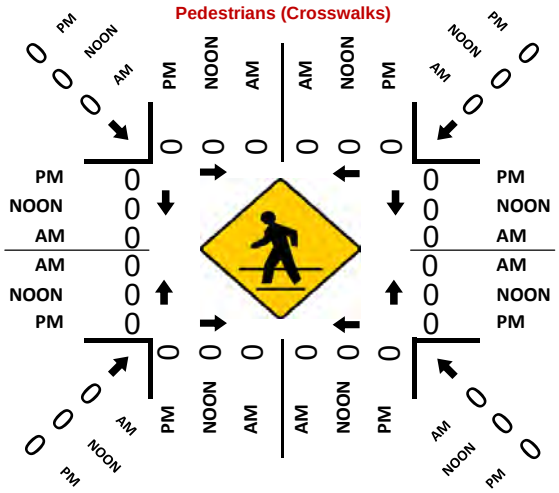
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05505-006
Date: 2018-08-04

Total

NS/EW Streets:	Topanga Canyon Blvd				Topanga Canyon Blvd				Pacific Coast Hwy				Pacific Coast Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	1	2	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	160	0	44	0	28	335	0	0	0	412	48	1	1028
12:15 PM	0	0	0	0	96	0	40	0	16	331	0	0	0	519	71	0	1073
12:30 PM	0	0	0	0	124	0	62	0	27	421	0	0	0	483	59	0	1176
12:45 PM	0	0	0	0	140	0	52	0	29	351	0	0	0	477	63	0	1112
1:00 PM	0	0	0	0	134	0	42	0	28	343	0	0	0	464	65	1	1077
1:15 PM	0	0	0	0	103	0	40	0	24	361	0	0	0	493	99	0	1120
1:30 PM	0	0	0	0	127	0	53	0	21	335	0	0	0	468	61	0	1065
1:45 PM	0	0	0	0	86	0	34	0	16	324	0	0	0	516	88	0	1064
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	970	0	367	0	189	2801	0	0	0	3832	554	2	8715
APPROACH %'s :					72.55%	0.00%	27.45%	0.00%	6.32%	93.68%	0.00%	0.00%	0.00%	87.33%	12.63%	0.05%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	501	0	196	0	108	1476	0	0	0	1917	286	1	4485
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.895	0.000	0.790	0.000	0.931	0.876	0.000	0.000	0.000	0.972	0.722	0.250	0.953
					0.908				0.884				0.931				

Prepared by National Data & Surveying Services

Malibu Canyon Rd & Seaver Dr/Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-007
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Malibu Canyon Rd — SOUTHBOUND

AM	242	1050	31	0	449	AM
NOON	0	0	0	0	0	NOON
PM	29	526	151	0	1365	PM
	1	2	1	0		

Seaver Dr/Civic Center Way — EASTBOUND

AM	NOON	PM	
330	0	70	
0	0	0	0
24	0	229	1.5
22	0	35	0.5
11	0	75	1
AM	NOON	PM	

CONTROL

Signalized

TEV	1968	0	2270
	AM	NOON	PM
PHF	0.97		0.90

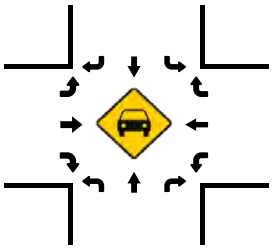
Seaver Dr/Civic Center Way — WESTBOUND

PM	NOON	AM	
574	0	200	0.5
29	0	52	0.5
28	0	19	1
0	0	0	0
206	0	109	
PM	NOON	AM	

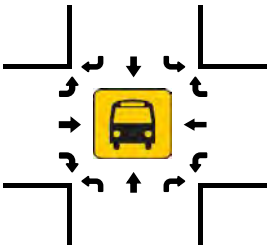
Malibu Canyon Rd — NORTHBOUND

PM	629	0	12	562	20	PM
NOON	0	0	0	0	0	NOON
AM	1080	0	36	225	56	AM
		0	1	2	1	

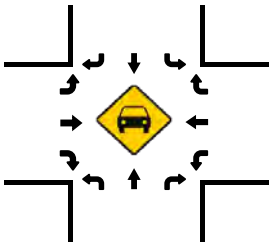
Total Vehicles (AM)



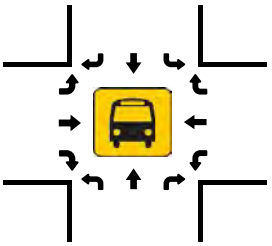
Total Vehicles (AM)



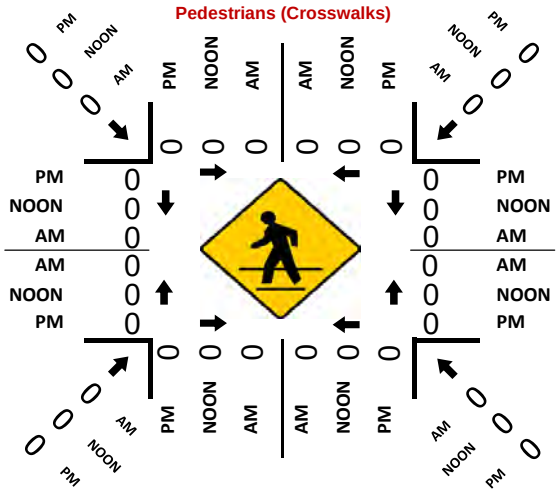
Total Vehicles (NOON)



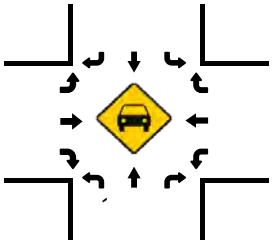
Total Vehicles (NOON)



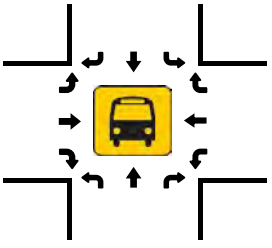
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
City: Malibu
Control: Signalized

Project ID: 18-05505-007
Date: 7/31/2018

Total

NS/EW Streets:	Malibu Canyon Rd				Malibu Canyon Rd				Seaver Dr/Civic Center Way				Seaver Dr/Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	13	11	0	12	288	25	0	3	2	3	0	7	4	22	0	395
7:15 AM	5	35	15	0	10	273	34	0	6	3	6	1	4	3	23	0	418
7:30 AM	2	56	4	0	5	275	44	0	4	5	0	0	1	11	45	0	452
7:45 AM	15	53	15	0	6	254	76	0	2	7	1	0	4	17	46	0	496
8:00 AM	7	61	12	0	3	223	88	0	6	6	5	0	4	16	52	0	483
8:15 AM	5	52	8	0	8	282	54	0	7	4	3	0	7	9	45	0	484
8:30 AM	9	59	21	0	14	291	24	0	9	5	2	0	4	10	57	0	505
8:45 AM	7	80	16	0	15	247	33	0	5	6	6	0	2	9	43	0	469
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	55	409	102	0	73	2133	378	0	42	38	26	1	33	79	333	0	3702
APPROACH %'s :	9.72%	72.26%	18.02%	0.00%	2.83%	82.55%	14.63%	0.00%	39.25%	35.51%	24.30%	0.93%	7.42%	17.75%	74.83%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	36	225	56	0	31	1050	242	0	24	22	11	0	19	52	200	0	1968
PEAK HR FACTOR :	0.600	0.922	0.667	0.000	0.554	0.902	0.688	0.000	0.667	0.786	0.550	0.000	0.679	0.765	0.877	0.000	0.974
	0.890				0.961				0.838				0.941				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	176	8	0	35	126	4	0	36	8	10	0	5	4	150	0	564
4:15 PM	3	127	7	1	45	128	7	0	19	3	8	0	0	8	144	0	500
4:30 PM	5	128	2	0	34	133	8	0	33	6	7	0	6	5	147	0	514
4:45 PM	3	131	8	0	38	138	7	0	49	7	21	0	9	8	137	0	556
5:00 PM	2	152	1	0	32	150	10	0	98	14	28	0	10	5	130	0	632
5:15 PM	4	155	5	0	36	113	6	0	53	8	17	0	3	9	154	0	563
5:30 PM	3	124	6	0	45	125	6	0	29	6	9	0	6	7	153	0	519
5:45 PM	6	134	2	0	47	147	16	0	14	2	5	0	2	5	149	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	1127	39	1	312	1060	64	0	331	54	105	0	41	51	1164	0	4377
APPROACH %'s :	2.34%	94.31%	3.26%	0.08%	21.73%	73.82%	4.46%	0.00%	67.55%	11.02%	21.43%	0.00%	3.26%	4.06%	92.68%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	12	562	20	0	151	526	29	0	229	35	75	0	28	29	574	0	2270
PEAK HR FACTOR :	0.750	0.906	0.625	0.000	0.839	0.877	0.725	0.000	0.584	0.625	0.670	0.000	0.700	0.806	0.932	0.000	0.898
	0.905				0.919				0.605				0.950				

Prepared by National Data & Surveying Services

Malibu Canyon Rd & Seaver Dr/Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-007
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND — Malibu Canyon Rd

AM	0	0	0	0	0	AM
NOON	30	686	206	0	641	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Seaver Dr/Civic Center Way

AM	NOON	PM		
0	85	0		
0	0	0	0	
0	41	0	1.5	
0	18	0	0.5	
0	16	0	1	
AM	NOON	PM		

WESTBOUND — Seaver Dr/Civic Center Way

PM	NOON	AM	
0	234	0	0.5
0	27	0	0.5
0	23	0	1
0	0	0	0
0	261	0	
PM	NOON	AM	

NORTHBOUND — Malibu Canyon Rd

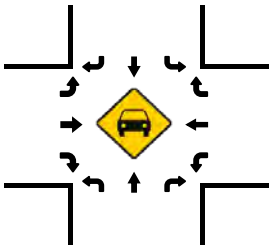
PM	0	0	0	0	0	PM
NOON	725	0	28	366	37	NOON
AM	0	0	0	0	0	AM

1	2	1	0
			0
			1
			0
0	1	2	1

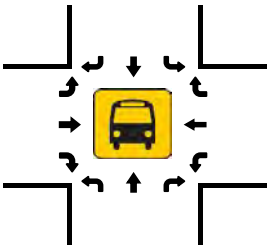
CONTROL: Signalized

	AM	NOON	PM
TEV	0	1712	0
PHF		0.96	

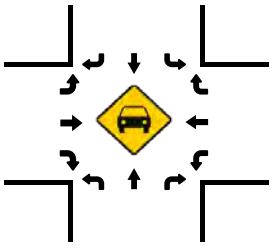
Total Vehicles (AM)



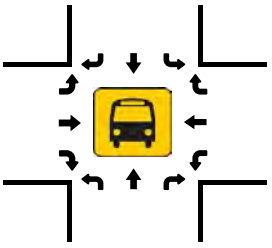
Total Vehicles (AM)



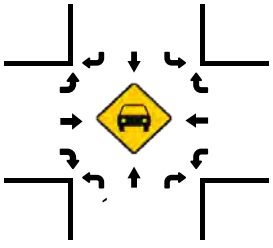
Total Vehicles (NOON)



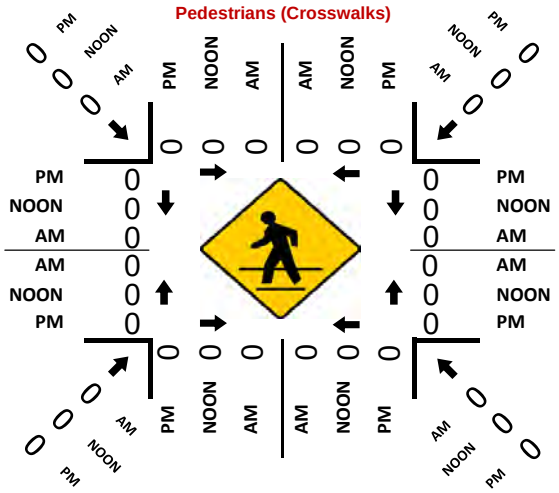
Total Vehicles (NOON)



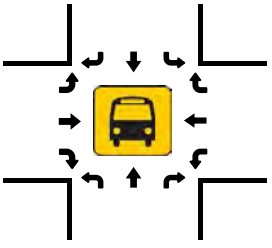
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
City: Malibu
Control: Signalized

Project ID: 18-05505-007
Date: 2018-08-04

Total

NS/EW Streets:	Malibu Canyon Rd				Malibu Canyon Rd				Seaver Dr/Civic Center Way				Seaver Dr/Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	8	76	7	1	55	203	3	0	10	15	6	0	2	12	43	0	441
12:15 PM	4	76	7	0	50	201	9	0	3	4	8	0	7	7	48	0	424
12:30 PM	4	62	9	0	56	159	11	0	15	6	5	0	4	5	34	0	370
12:45 PM	4	78	6	0	36	183	4	0	2	1	7	0	4	5	58	0	388
1:00 PM	7	101	11	0	51	188	7	0	12	3	2	0	5	7	53	0	447
1:15 PM	7	95	7	0	55	192	7	0	11	5	5	0	6	6	51	0	447
1:30 PM	8	69	10	0	52	149	3	0	10	4	4	0	6	5	64	0	384
1:45 PM	6	101	9	0	48	157	13	0	8	6	5	0	6	9	66	0	434
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	658	66	1	403	1432	57	0	71	44	42	0	40	56	417	0	3335
APPROACH %'s :	6.21%	85.12%	8.54%	0.13%	21.30%	75.69%	3.01%	0.00%	45.22%	28.03%	26.75%	0.00%	7.80%	10.92%	81.29%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	28	366	37	0	206	686	30	0	41	18	16	0	23	27	234	0	1712
PEAK HR FACTOR :	0.875	0.906	0.841	0.000	0.936	0.893	0.577	0.000	0.854	0.750	0.800	0.000	0.958	0.750	0.886	0.000	0.957
		0.905				0.907				0.893				0.877			

Prepared by National Data & Surveying Services

Stuart Ranch Rd/Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-008
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Stuart Ranch Rd/Webb Way — SOUTHBOUND

AM	5	14	3	0	84	AM
NOON	0	0	0	0	0	NOON
PM	50	47	11	0	24	PM

EASTBOUND — Civic Center Way

AM	NOON	PM		
249	0	645	⇦	
0	0	0	↶	0
16	0	7	↱	0
76	0	83	→	1
39	0	129	↴	1
AM	NOON	PM		

WESTBOUND — Civic Center Way

PM	NOON	AM		
6	0	11	↰	0
175	0	50	←	1
89	0	59	↰	1
0	0	0	↶	0
174	0	182	⇨	
PM	NOON	AM		

CONTROL

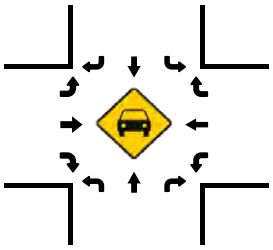
4-Way Stop

TEV	628 AM	0 NOON	1109 PM
PHF	0.90		0.96

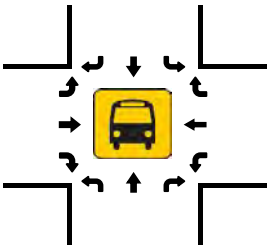
Stuart Ranch Rd/Webb Way — NORTHBOUND

PM	266	1	420	11	80	PM
NOON	0	0	0	0	0	NOON
AM	113	1	194	57	103	AM

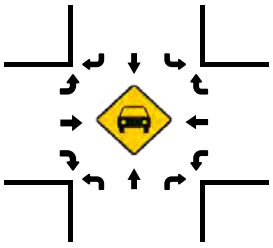
Total Vehicles (AM)



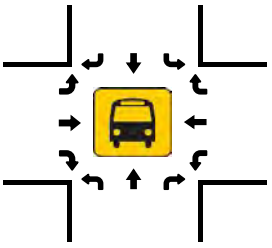
Total Vehicles (AM)



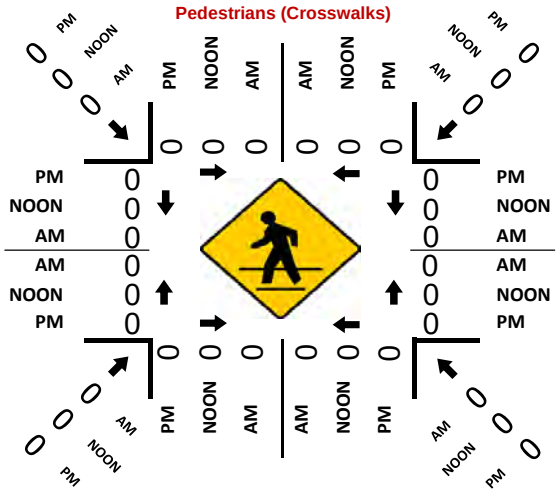
Total Vehicles (NOON)



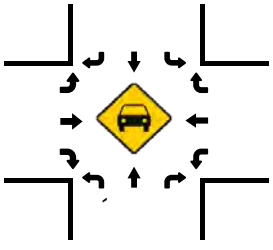
Total Vehicles (NOON)



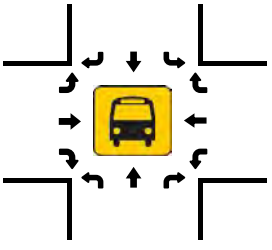
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd/Webb Way & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05505-008
Date: 7/31/2018

Total

NS/EW Streets:	Stuart Ranch Rd/Webb Way				Stuart Ranch Rd/Webb Way				Civic Center Way				Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	6	15	0	0	0	0	0	1	18	11	0	18	11	2	0	112
7:15 AM	27	10	18	1	0	1	0	0	2	15	9	0	10	12	2	0	107
7:30 AM	50	20	19	0	0	0	0	0	3	13	11	0	5	7	1	0	129
7:45 AM	49	20	17	0	0	1	0	0	6	9	7	0	15	14	1	0	139
8:00 AM	53	17	22	0	2	3	2	0	4	11	5	0	16	10	3	0	148
8:15 AM	46	14	28	0	0	4	0	0	3	16	5	0	14	10	3	0	143
8:30 AM	45	7	24	0	1	3	3	0	3	23	18	0	18	16	1	0	162
8:45 AM	50	19	29	1	0	4	0	0	6	26	11	0	11	14	4	0	175
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	350	113	172	2	3	16	5	0	28	131	77	0	107	94	17	0	1115
APPROACH %'s :	54.95%	17.74%	27.00%	0.31%	12.50%	66.67%	20.83%	0.00%	11.86%	55.51%	32.63%	0.00%	49.08%	43.12%	7.80%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	194	57	103	1	3	14	5	0	16	76	39	0	59	50	11	0	628
PEAK HR FACTOR :	0.915	0.750	0.888	0.250	0.375	0.875	0.417	0.000	0.667	0.731	0.542	0.000	0.819	0.781	0.688	0.000	0.897
	0.896				0.786				0.744				0.857				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	94	2	22	0	1	5	3	0	3	15	31	0	36	62	0	0	274
4:15 PM	91	7	19	0	2	8	7	0	0	21	28	0	22	52	2	0	259
4:30 PM	105	7	9	0	1	17	10	0	1	19	33	0	16	43	1	0	262
4:45 PM	98	3	21	0	5	19	7	0	3	27	20	0	24	51	3	0	281
5:00 PM	87	4	28	0	1	11	18	0	1	14	39	0	27	40	2	0	272
5:15 PM	126	2	22	1	5	6	11	0	2	18	32	0	22	41	1	0	289
5:30 PM	109	2	9	0	0	11	14	0	1	24	38	0	16	43	0	0	267
5:45 PM	100	4	15	0	2	13	8	0	0	20	29	0	21	44	0	0	256
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	810	31	145	1	17	90	78	0	11	158	250	0	184	376	9	0	2160
APPROACH %'s :	82.07%	3.14%	14.69%	0.10%	9.19%	48.65%	42.16%	0.00%	2.63%	37.71%	59.67%	0.00%	32.34%	66.08%	1.58%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	420	11	80	1	11	47	50	0	7	83	129	0	89	175	6	0	1109
PEAK HR FACTOR :	0.833	0.688	0.714	0.250	0.550	0.618	0.694	0.000	0.583	0.769	0.827	0.000	0.824	0.858	0.500	0.000	0.959
	0.848				0.871				0.869				0.865				

Prepared by National Data & Surveying Services

Stuart Ranch Rd/Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-008
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS

AM	NONE
NOON	01:00 PM - 02:00 PM
PM	NONE

COUNT PERIODS

AM	NONE
NOON	12:00 PM - 02:00 PM
PM	NONE

Stuart Ranch Rd/Webb Way — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	10	24	8	0	28	NOON
PM	0	0	0	0	0	PM

Civic Center Way — EASTBOUND

AM	NOON	PM	
0	293	0	
0	0	0	0
0	5	0	0
0	160	0	1
0	105	0	1
AM	NOON	PM	

WESTBOUND — Civic Center Way

PM	NOON	AM	
0	10	0	0
0	108	0	1
0	119	0	1
0	0	0	0
	305		
PM	NOON	AM	

NORTHBOUND — Stuart Ranch Rd/Webb Way

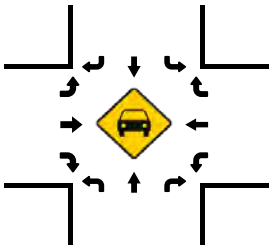
PM	0	0	0	0	0	PM
NOON	252	4	175	13	137	NOON
AM	0	0	0	0	0	AM

	0	1	0	0
	0	0	1	1

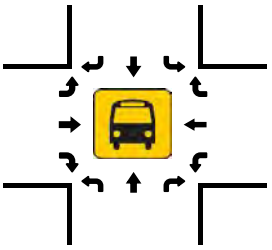
CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	0	878	0
PHF		0.86	

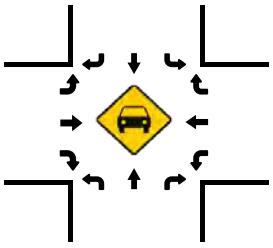
Total Vehicles (AM)



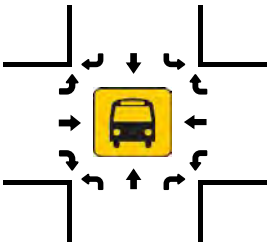
Total Vehicles (AM)



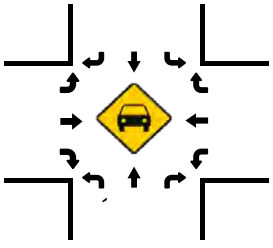
Total Vehicles (NOON)



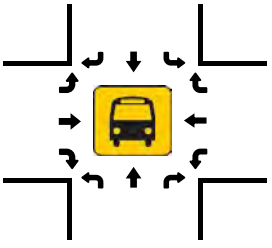
Total Vehicles (NOON)



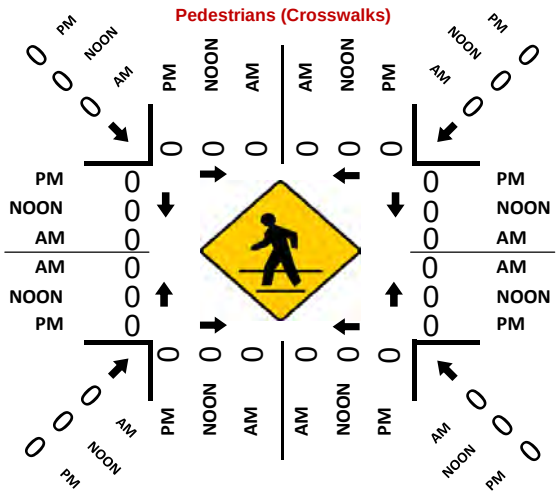
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd/Webb Way & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05505-008
Date: 2018-08-04

Total

NS/EW Streets:	Stuart Ranch Rd/Webb Way				Stuart Ranch Rd/Webb Way				Civic Center Way				Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	39	4	28	0	1	5	1	0	2	44	28	0	20	26	0	0	198
12:15 PM	43	2	28	0	2	3	2	0	6	31	25	0	23	23	2	0	190
12:30 PM	30	2	31	0	0	2	1	0	2	40	30	0	20	16	0	0	174
12:45 PM	43	2	28	0	3	9	1	0	3	31	10	0	38	18	2	0	188
1:00 PM	42	3	36	0	4	8	2	0	0	26	34	0	25	24	2	0	206
1:15 PM	38	3	32	1	0	5	3	0	3	46	25	0	27	22	2	0	207
1:30 PM	41	3	28	2	1	4	3	0	1	48	22	0	30	25	1	0	209
1:45 PM	54	4	41	1	3	7	2	0	1	40	24	0	37	37	5	0	256
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	330	23	252	4	14	43	15	0	18	306	198	0	220	191	14	0	1628
APPROACH %'s :	54.19%	3.78%	41.38%	0.66%	19.44%	59.72%	20.83%	0.00%	3.45%	58.62%	37.93%	0.00%	51.76%	44.94%	3.29%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	175	13	137	4	8	24	10	0	5	160	105	0	119	108	10	0	878
PEAK HR FACTOR :	0.810	0.813	0.835	0.500	0.500	0.750	0.833	0.000	0.417	0.833	0.772	0.000	0.804	0.730	0.500	0.000	0.857
	0.823				0.750				0.912				0.750				

Prepared by National Data & Surveying Services

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-009
City: Malibu

Day: Tuesday
Date: 07/31/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Cross Creek Rd

	Left	Thru	Right	U-Turn	
AM	53	52	1	0	110 AM
NOON	0	0	0	0	0 NOON
PM	67	52	0	0	63 PM

EASTBOUND — Civic Center Way

AM	NOON	PM	
132	0	246	⇦
1	0	0	↶ 0
59	0	34	↱ 1
3	0	2	→ 1
82	0	151	↴ 0

WESTBOUND — Civic Center Way

PM	NOON	AM	
0	0	2	0 ↰
5	0	1	1 ←
7	0	0	0 ↰
0	0	0	0 ↩
7	0	7	⇨

NORTHBOUND — Cross Creek Rd

	Left	Thru	Right	U-Turn	
PM	214	4	174	29	5 PM
NOON	0	0	0	0	0 NOON
AM	134	0	77	49	3 AM

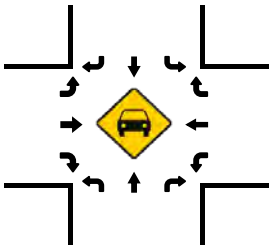
	Left	Thru	Left	Thru
	0	1	0	0
	0	0	1	0

CONTROL

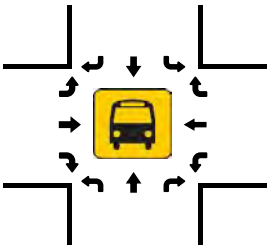
4-Way Stop

TEV	383 AM	0 NOON	530 PM
PHF	0.86		0.93

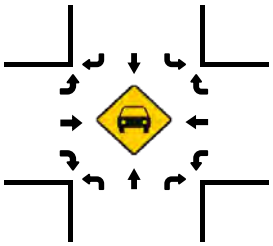
Total Vehicles (AM)



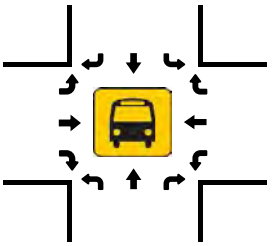
Total Vehicles (AM)



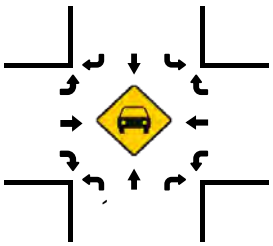
Total Vehicles (NOON)



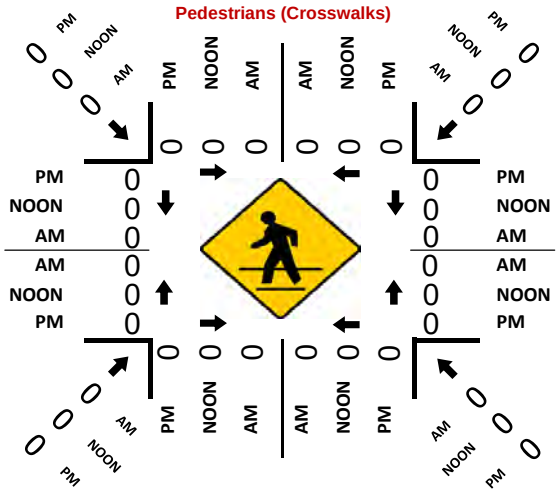
Total Vehicles (NOON)



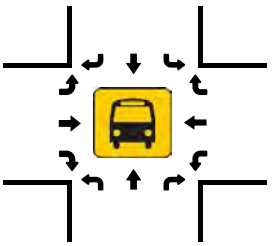
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05505-009
Date: 7/31/2018

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Civic Center Way				Civic Center Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	8	0	0	0	5	14	0	10	0	15	0	0	0	0	0	64
7:15 AM	15	16	0	0	0	4	5	0	13	2	12	0	0	0	1	0	68
7:30 AM	17	11	1	0	0	10	2	0	11	0	16	0	0	0	0	0	68
7:45 AM	22	12	1	0	0	6	9	0	14	0	16	0	0	0	0	0	80
8:00 AM	8	9	1	0	0	14	15	0	10	0	13	0	0	0	1	0	71
8:15 AM	26	12	1	0	0	11	11	0	17	0	21	0	0	0	1	0	100
8:30 AM	23	15	1	0	0	12	15	0	14	2	18	0	0	1	0	0	101
8:45 AM	20	13	0	0	1	15	12	0	18	1	30	1	0	0	0	0	111
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	143	96	5	0	1	77	83	0	107	5	141	1	0	1	3	0	663
APPROACH %'s :	58.61%	39.34%	2.05%	0.00%	0.62%	47.83%	51.55%	0.00%	42.13%	1.97%	55.51%	0.39%	0.00%	25.00%	75.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	77	49	3	0	1	52	53	0	59	3	82	1	0	1	2	0	383
PEAK HR FACTOR :	0.740	0.817	0.750	0.000	0.250	0.867	0.883	0.000	0.819	0.375	0.683	0.250	0.000	0.250	0.500	0.000	0.863
	0.827				0.914				0.725				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	50	9	0	1	0	14	18	0	9	2	37	0	2	0	0	0	142
4:15 PM	37	6	2	1	0	14	19	0	11	0	40	0	0	3	0	0	133
4:30 PM	40	10	3	1	0	14	9	0	4	0	33	0	2	0	0	0	116
4:45 PM	47	4	0	1	0	10	21	0	10	0	41	0	3	2	0	0	139
5:00 PM	48	4	0	1	0	11	15	0	8	0	43	0	2	2	0	0	134
5:15 PM	29	5	2	0	0	8	12	0	7	0	37	0	0	1	0	0	101
5:30 PM	44	2	1	2	0	3	8	0	5	0	32	0	2	4	0	0	103
5:45 PM	50	2	2	0	0	6	3	0	3	0	23	0	2	2	0	0	93
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	345	42	10	7	0	80	105	0	57	2	286	0	13	14	0	0	961
APPROACH %'s :	85.40%	10.40%	2.48%	1.73%	0.00%	43.24%	56.76%	0.00%	16.52%	0.58%	82.90%	0.00%	48.15%	51.85%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	174	29	5	4	0	52	67	0	34	2	151	0	7	5	0	0	530
PEAK HR FACTOR :	0.870	0.725	0.417	1.000	0.000	0.929	0.798	0.000	0.773	0.250	0.921	0.000	0.583	0.417	0.000	0.000	0.933
	0.883				0.902				0.917				0.600				

Prepared by National Data & Surveying Services

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-009
City: Malibu

Day: Saturday
Date: 08/04/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND — Cross Creek Rd

AM	0	0	0	0	0	AM
NOON	44	39	0	0	74	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Civic Center Way

AM	NOON	PM	
0	257	0	
0	0	0	0
0	38	0	1
0	13	0	1
0	244	0	0

WESTBOUND — Civic Center Way

PM	NOON	AM	
0	1	0	0
0	8	0	1
0	5	0	0
0	0	0	0
0	27	0	

NORTHBOUND — Cross Creek Rd

PM	0	0	0	0	0	PM
NOON	297	9	205	35	14	NOON
AM	0	0	0	0	0	AM

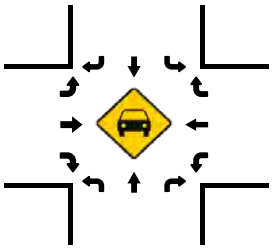
	0	1	0	0
	0	0	1	0

CONTROL

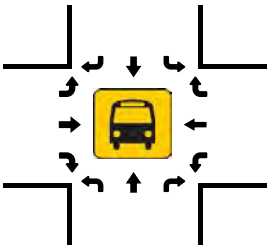
4-Way Stop

	AM	NOON	PM
TEV	0	655	0
PHF		0.93	

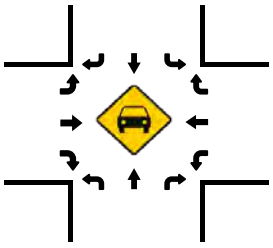
Total Vehicles (AM)



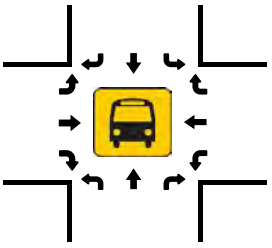
Total Vehicles (AM)



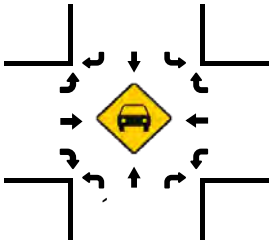
Total Vehicles (NOON)



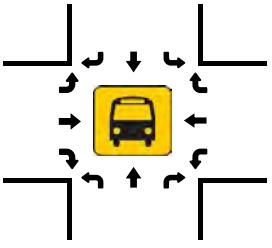
Total Vehicles (NOON)



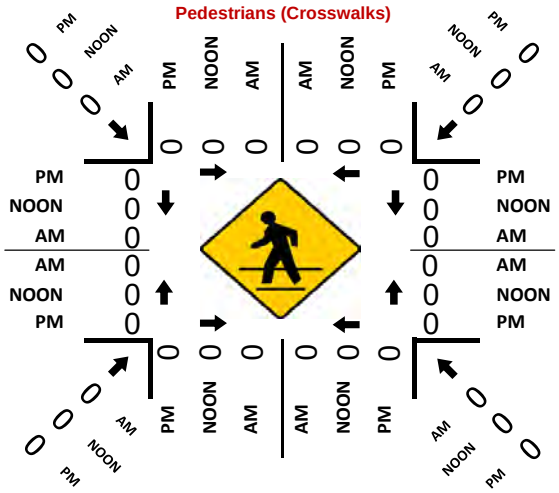
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
City: Malibu
Control: 4-Way Stop

Project ID: 18-05505-009
Date: 2018-08-04

Total

NS/EW Streets:	Cross Creek Rd				Cross Creek Rd				Civic Center Way				Civic Center Way				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	29	17	3	0	0	7	10	0	10	4	42	0	1	2	0	0	125
12:15 PM	38	3	1	5	0	9	14	0	5	2	53	0	0	0	1	0	131
12:30 PM	39	6	1	3	0	9	9	0	6	3	56	0	1	0	0	0	133
12:45 PM	50	10	2	2	0	7	12	0	9	1	51	1	0	1	0	0	146
1:00 PM	53	7	2	4	0	10	9	0	8	3	58	0	1	0	0	0	155
1:15 PM	48	11	3	2	0	8	12	0	10	4	66	0	1	2	1	0	168
1:30 PM	45	7	4	2	0	7	10	0	15	2	61	0	1	2	0	0	156
1:45 PM	59	10	5	1	0	14	13	0	5	4	59	0	2	4	0	0	176
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	361	71	21	19	0	71	89	0	68	23	446	1	7	11	2	0	1190
APPROACH %'s :	76.48%	15.04%	4.45%	4.03%	0.00%	44.38%	55.63%	0.00%	12.64%	4.28%	82.90%	0.19%	35.00%	55.00%	10.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	205	35	14	9	0	39	44	0	38	13	244	0	5	8	1	0	655
PEAK HR FACTOR :	0.869	0.795	0.700	0.563	0.000	0.696	0.846	0.000	0.633	0.813	0.924	0.000	0.625	0.500	0.250	0.000	0.930
	0.877				0.769				0.922				0.583				

APPENDIX B

TRIP GENERATION MEMORANDUM

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LAW &
GREENSPAN
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Transportation
Parking

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Woodland Hills

November 1, 2019

LLG Reference: 5-16-0246-1

Subject: **Malibu La Paz Ranch: Trip Generation Evaluation**

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a discussion of vehicular trip generation forecasting related to the La Paz Ranch Project located at 23465 Civic Center Way in the City of Malibu. The trip generation forecast has been incorporated into the addendum traffic analysis for the La Paz Ranch Project, which evaluated the potential traffic impacts of the proposed 2019 Project Modifications compared to the traffic impacts of the 2005 Analyzed Project and the 2008 Approved Project.[1]

Background – Trip Generation Forecasting

Trip generation forecasts for development projects are typically prepared by traffic engineers based on trip rates provided in the latest edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The trip rates published in the *Trip Generation Manual* are derived by ITE based on driveway traffic counts conducted by traffic engineers at a variety of existing land uses (e.g., office buildings, shopping centers, etc.). Following review and analysis of the driveway traffic count data by ITE, recommended trip rates are published in the *Trip Generation Manual* based on the independent variable deemed statistically appropriate by ITE for each land use. By way of example, for office buildings and shopping centers, the typical independent variable for trip forecasting purposes is the building floor area.

Trip Generation Forecast Provided in Kaku Traffic Study for the 2005 Analyzed Project

A traffic study[2] was prepared by Kaku Associates (the "Kaku traffic study") for the previously proposed La Paz Ranch Project (the "2005 Analyzed Project"). The development analyzed in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The Kaku traffic study was incorporated into an Environmental Impact Report prepared and certified for the La Paz Ranch Project.

[1] Descriptions of the 2019 Project Modifications, 2005 Analyzed Project and 2008 Approved Project are provided in a following section.
[2] *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

Table 8 of the Kaku traffic study provides the trip generation forecast for the 2005 Analyzed Project. ***Table A*** attached to this memorandum replicates the trip forecast provided in the Kaku traffic study (i.e., *Table A* of this memorandum replicates Table 8 of the Kaku traffic study).

The Kaku traffic study utilized trip rates provided in the 6th Edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE), which was the most current version of the ITE manual at the time of preparation of the Kaku traffic study.

Trip Generation Manual

As shown on *Table A*, the proposed floor areas of the retail (67,110 square feet) and restaurant (10,000 square feet) components of the 2005 Analyzed Project were combined and evaluated for trip generation purposes based on the Specialty Retail Center land use category provided in the ITE *Trip Generation Manual*.

The practice of combining the floor areas of retail and restaurant uses for trip generation forecast purposes is a standard approach for evaluating trip generation potential for commercial centers. This is based in part on the description of the Specialty Retail Center land use category provided in prior editions of the ITE *Trip Generation Manual*, which stated: "Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants."

Use of the Specialty Retail Center category (and the ITE Shopping Center land use category as will be discussed in a following paragraph) is the correct method for forecasting vehicle trips generated by multi-tenant commercial centers because these trip rates account for multiple-purpose trips by patrons who visit such developments. Applying a methodology utilizing trip rates for individual ITE land use categories for individual tenants would overstate the trip generation potential of the overall development because it does not account for the multipurpose trips (e.g., a patron who visits a small shop and then has a coffee at a café within the center). It is further noted that there is no "retail" trip rate in the ITE *Trip Generation Manual*, in part because nearly all retail uses are provided within the multi-tenant centers evaluated by ITE in the multi-tenant land use categories.

Pass-By Adjustment

As noted in *Table A*, the Kaku traffic study utilized a 35 percent pass-by trip adjustment applied to the trip generation of the specialty retail component. A pass-by adjustment is intended to take into account vehicles that currently drive by the site today (e.g., as part of their commute), and that, in the future, would visit the retail and restaurant components of the 2005 Analyzed Project while passing-by as a matter of convenience.

For example, certain current commuters on Pacific Coast Highway would be reasonably expected to grab breakfast and/or have dinner at one or more of the food-serving uses within the La Paz Ranch Project while on their way to and/or from work. These commuters who are expected to visit the La Paz Ranch Project site in the future are already accounted for in the existing intersection traffic counts to be used in the traffic study; the use of the pass-by trip adjustment in the trip generation forecast prevents the potential overstatement of new vehicle trips that would be added to the street system.

2008 Approved Project

The project approved by the Malibu City Council (the "2008 Approved Project") consists of the following floor areas: 62,556 square feet of office, 59,502 square feet of retail, and 10,000 square feet of restaurant (slightly modified from the 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area analyzed in the Kaku traffic study). ***Table B*** attached provides a trip generation forecast for the 2008 Approved Project using the methodology provided in the Kaku traffic study (including combining the approved floor area for the retail and restaurant components and applying the Specialty Retail Center trip rates to the aggregate area of 69,502 square feet, as well as the 35 percent pass-by adjustment), but with the 2008 Approved Project floor area.

2019 Project Modifications Trip Generation Forecast

Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the City's previously approved project-related traffic as a result of the 2019 Project Modifications; accordingly, the addendum traffic study is provided for informational purposes.

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, the addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. Accordingly, for purposes of the addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

A trip generation forecast was prepared for the 2019 Project Modifications and is provided in ***Table C***. The following sections describe the methodology for preparing the trip generation forecast for the 2019 Project Modifications.

Updated Trip Generation Manual

Since the preparation of the Kaku traffic study, ITE has issued several subsequent editions of its *Trip Generation Manual*, with the current version being the 10th Edition.[3] It is appropriate to apply the trip generation rates from the most recent version of the *Trip Generation Manual* for purposes of preparing the trip generation forecast for the 2019 Project Modifications as the 10th Edition reflects the most current research and guidance from ITE.

For purposes of forecasting the trip generation potential of the retail and restaurant components of the 2019 Project Modifications, trip rates provided in the Shopping Center land use category were utilized. The Shopping Center trip rates were used because the 10th Edition of the ITE *Trip Generation Manual* no longer provides a Specialty Retail Center land use category.[4] For the trip generation forecast for the 2019 Project Modifications, it would be appropriate to combine the floor areas of the proposed retail and restaurant components and apply the ITE Shopping Center trip rates to the aggregate floor area (69,502 square feet), similar to the methodology used in the trip generation forecast in the Kaku traffic study. Just as the Specialty Retail Center land use category assumed a variety of potential commercial tenants, the ITE Shopping Center land use category assumes a similar mix of tenants (including retail and restaurant).

[3] *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, September 2017.
[4] The *Trip Generation Manual* states that data previously used in the deriving the Specialty Retail Center trip rates were moved to other land uses, including the Shopping Center land use category.

Specifically, the 10th Edition of the ITE *Trip Generation Manual* provides the following description of the Shopping Center land use category: "A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store…Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses)."

It is further noted for the Shopping Center land use category (or for the prior Specialty Retail Center land use category), the ITE manuals do not define a minimum or maximum amount of food-serving uses (or any other uses typical to a center, as noted within the previous paragraph) within a commercial center. Thus, while the proportion of restaurant area is proposed to increase within the La Paz Ranch Project, the standard trip generation forecast practice is to apply ITE Shopping Center trip rates to the aggregate floor area of the commercial center (69,502 square feet).

Updated Pass-By Adjustment

As previously described, the Kaku traffic study applied a 35 percent pass-by trip adjustment for all analyzed peak hours, as well as over a 24-hour daily basis on weekdays and Saturdays related to the specialty retail component of the 2005 Analyzed Project.[5] The adjustment is intended to take into account vehicles that currently drive by the site today (e.g., as part of their commute), and that, in the future, would visit the retail and restaurant tenants at the La Paz Ranch Project while passing-by as a matter of convenience.

[5] It is noted that the companion document to the ITE's *Trip Generation Manual* is the Trip Generation Handbook. At the time of preparation of the Kaku traffic study, the 1st Edition of the ITE Trip Generation Handbook was available. As described in the manual, ITE obtained pass-by trip data from existing shopping centers and determined an average pass-by rate of 34 percent for the weekday PM peak hour and 26 percent for the Saturday MD peak hour. Pass-by data was not provided for the weekday AM peak hour; however, it may be assumed that pass-by trips would also occur during the AM peak hour to utilize, for example, a shopping center's restaurants and coffee shops. In addition, pass-by data was not provided for the 24-hour daily periods, even though pass-by trips would also occur throughout the day on weekdays and weekends.

In coordination with the City, the following pass-by percentages were applied in the trip generation forecast for purposes of analysis of the 2019 Project Modifications:

- Weekday AM peak hour: 0%
- Weekday PM peak hour: No more than 20%
- Saturday MD peak hour: No more than 25%

The current edition of the ITE *Trip Generation Handbook* is the 3rd Edition. The current edition provides for an average pass-by rate of 34 percent for the weekday PM peak hour, 26 percent for the Saturday midday peak hour, with no data provided for the AM peak hour or over a 24-hour daily basis for weekdays or weekends. Therefore, the pass-by trip factors utilized for the 2019 Project Modifications should be considered a conservative forecast since the data provided by ITE support use of higher pass-by trip reduction rates.

Internal Capture

The La Paz Ranch Project includes an office component, as well as retail and restaurant uses. It is reasonable to expect that office workers will choose to walk to the on-site retail and restaurant uses for shopping and dining opportunities in lieu of driving off-site for these trip purposes. Accordingly, the analysis of the 2019 Project Modifications includes a reduction in vehicle trips based on internal capture. LLG utilized the Internal Capture Estimation Tool published by the National Cooperative Highway Research Program (NCHRP) which estimates internal capture trips within a single development site. The output of the NCHRP tool is attached, and the related internal capture trip adjustments are provided on *Table C*.

As shown in *Table C*, the NCHRP Internal Capture Estimation Tool generates an internal capture adjustment of approximately 8.7 percent in the weekday AM peak hour, 7.7 percent in the weekday PM peak hour, and 2.3 percent in the Saturday MD peak hour. The weekday daily internal capture was assumed to be the average of the calculated AM and PM peak hour rates (i.e., 8.2 percent). For Saturdays, the MD peak hour internal capture factor was assumed to be equivalent to the daily internal capture adjustment (2.3 percent).

Civic Center Walk-In Capture

The trip generation shown in *Table C* does not include a reduction in vehicle trips based on the expected walk-in trips to the La Paz Ranch site from nearby existing commercial centers within the Malibu Civic Center, even though it is foreseeable for such interaction to occur; accordingly, the trip generation for the 2019 Project Modifications should be considered a conservative forecast.

The La Paz Ranch site is highly convenient to nearby existing developments within the Malibu Civic Center including the Malibu Country Mart, Malibu Lumber Yard and Malibu Village commercial centers. In addition, the Whole Foods and in the Park has opened immediately adjacent to the La Paz Ranch site, and the Malibu Satellite Campus – Santa Monica College projects will be constructed immediately adjacent to the La Paz Ranch site. It is readily observed that there is currently a high level of pedestrian activity between the existing centers. These developments have created a village-like, park-once synergy whereby a motorist will drive to one center, park, and then walk to one or more centers during a single visit. It is reasonable to foresee that the La Paz Ranch Project will benefit, and potentially enhance the walkability of the Malibu Civic Center.

Table A
2005 ANALYZED PROJECT - KAKU TRAFFIC STUDY METHODOLOGY
TRIP GENERATION [1]

28-Oct-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL	SAT DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	SAT PEAK HOUR VOLUMES [2] OUT	SAT PEAK HOUR VOLUMES [2] TOTAL
Office [3]	53,825 GSF	825	100	14	114	20	98	118	133	13	10	23
Specialty Retail [4], [5]	77,110 GSF	3,136	34	22	56	86	114	200	3,242	139	129	268
Subtotal		3,961	134	36	170	106	212	318	3,375	152	139	291
DRIVEWAY TRIPS		**3,961**	**134**	**36**	**170**	**106**	**212**	**318**	**3,375**	**152**	**139**	**291**
Pass-By Adjustment [6]												
Specialty Retail (35%)		(1,098)	(12)	(8)	(20)	(30)	(40)	(70)	(1,135)	(49)	(45)	(94)
OFF-SITE TRIPS		**2,863**	**122**	**28**	**150**	**76**	**172**	**248**	**2,240**	**103**	**94**	**197**

[1] Source: ITE "Trip Generation," 6th Edition, 1997.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 710 (General Office) trip generation average rates
- Daily Trip Rate: Ln(T) = 0.768*Ln(X) + 3.564 ; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: Ln(T) = 0.797*Ln(X) + 1.558 ; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.737*Ln(X) + 1.831 ; 17% inbound/83% outbound
- Saturday Trip Rate: T = 2.136(X) + 18.473 ; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: Ln(T) = 0.814*Ln(X) - 0.115; 57% inbound/43% outbound

[4] ITE Land Use Code 814 (Specialty Retail) trip generation average rates
- Daily Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.72 trips/1,000 SF of floor area; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 2.59 trips/1,000 SF of floor area; 43% inbound/57% outbound
- Saturday Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 3.48 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] No rate available for Specialty Retail during AM and Saturday midday peak hours. The proportional rate of ITE Land Use Code 820 (Shopping Center) was applied
A comparison of trip rates indicates that specialty retail generates approximately 70% of shopping center trips; therefore this proportion was applied to the shopping center rate and used to estimate trip generation for specialty retail.

Table B
2008 APPROVED PROJECT - KAKU TRAFFIC STUDY METHODOLOGY
TRIP GENERATION [1]

28-Oct-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL	SAT DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	SAT PEAK HOUR VOLUMES [2] OUT	SAT PEAK HOUR VOLUMES [2] TOTAL
Approved Project												
Office [3]	62,556 GSF	926	113	15	128	22	110	132	152	15	11	26
Specialty Retail [4], [5]	69,502 GSF	2,827	31	19	50	77	103	180	2,922	126	116	242
Subtotal		3,753	144	34	178	99	213	312	3,074	141	127	268
DRIVEWAY TRIPS: APPROVED PROJECT		**3,753**	**144**	**34**	**178**	**99**	**213**	**312**	**3,074**	**141**	**127**	**268**
Pass-By Adjustment [6]												
Specialty Retail (35%)		(989)	(11)	(7)	(18)	(27)	(36)	(63)	(1,023)	(44)	(41)	(85)
OFF-SITE TRIPS: APPROVED PROJECT		**2,764**	**133**	**27**	**160**	**72**	**177**	**249**	**2,051**	**97**	**86**	**183**

[1] Source: ITE "Trip Generation," 6th Edition, 1997.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 710 (General Office) trip generation average rates
- Daily Trip Rate: Ln(T) = 0.768*Ln(X) + 3.564 ; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: Ln(T) = 0.797*Ln(X) + 1.558 ; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.737*Ln(X) + 1.831 ; 17% inbound/83% outbound
- Saturday Trip Rate: T = 2.136(X) + 18.473 ; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: Ln(T) = 0.814*Ln(X) - 0.115; 57% inbound/43% outbound

[4] ITE Land Use Code 814 (Specialty Retail) trip generation average rates
- Daily Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.72 trips/1,000 SF of floor area; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 2.59 trips/1,000 SF of floor area; 43% inbound/57% outbound
- Saturday Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 3.48 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] No rate available for Specialty Retail during AM and Saturday midday peak hours. The proportional rate of ITE Land Use Code 820 (Shopping Center) was applied
A comparison of trip rates indicates that specialty retail generates approximately 70% of shopping center trips; therefore this proportion was applied to the shopping center rate and used to estimate trip generation for specialty retail.

Table C
2019 PROJECT MODIFICATIONS - ITE 10TH EDITION TRIP RATES
TRIP GENERATION [1]

28-Oct-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL	SAT DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	SAT PEAK HOUR VOLUMES [2] OUT	SAT PEAK HOUR VOLUMES [2] TOTAL
Proposed Modified Project												
Office [3]	62,556 GSF	609	63	10	73	12	60	72	138	28	5	33
Shopping Center [4]	69,502 GSF	2,624	40	25	65	127	138	265	3,205	163	150	313
Subtotal		3,233	103	35	138	139	198	337	3,343	191	155	346
Internal Capture [5], [6]		(265)	(6)	(6)	(12)	(13)	(13)	(26)	(77)	(4)	(4)	(8)
SUBTOTAL DRIVEWAY TRIPS		**2,968**	**97**	**29**	**126**	**126**	**185**	**311**	**3,266**	**187**	**151**	**338**
Pass-By Adjustment [7], [8]												
Shopping Center		(262)	0	0	0	(25)	(28)	(53)	(801)	(41)	(37)	(78)
NET INCREASE "OFF-SITE" TRIPS		**2,706**	**97**	**29**	**126**	**101**	**157**	**258**	**2,465**	**146**	**114**	**260**

[1] Source: ITE "Trip Generation," 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
- Saturday Trip Rate: 2.21 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.53 trips/1,000 SF of floor area; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound
- Saturday Trip Rate: 46.12 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 4.50 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] Peak hour internal capture reduction based on synergy between the shopping center and office uses calculated using NCHRP 684 internal trip capture estimation tool (see attached worksheets). PM peak hour calculation used to determine Saturday MD peak hour internal capture
[6] Weekday daily internal capture assumed to be average of calculated AM peak hour and PM peak hour internal capture (i.e., 8.2%)
Saturday daily internal capture assumed to be equivalent to the calculated MD peak hour internal capture (i.e., 2.3%)
[7] Weekday PM peak hour and Saturday MD peak hour pass-by trip adjustment per City direction (20% for weekday PM peak hour and 25% for Saturday MD peak hour)
[8] Weekday daily pass-by assumed to be average of applied AM peak hour pass-by and PM peak hour pass-by (i.e., 10%)
Saturday daily pass-by assumed to be average of applied MD peak hour pass-by (i.e., 25%)

APPENDIX C

RELATED PROJECTS TRIP ASSIGNMENT



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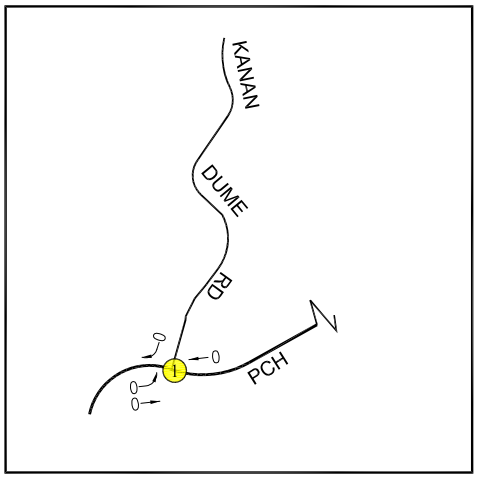
MAP SOURCE: GOOGLE MAPS
PROJECT SITE
XX RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

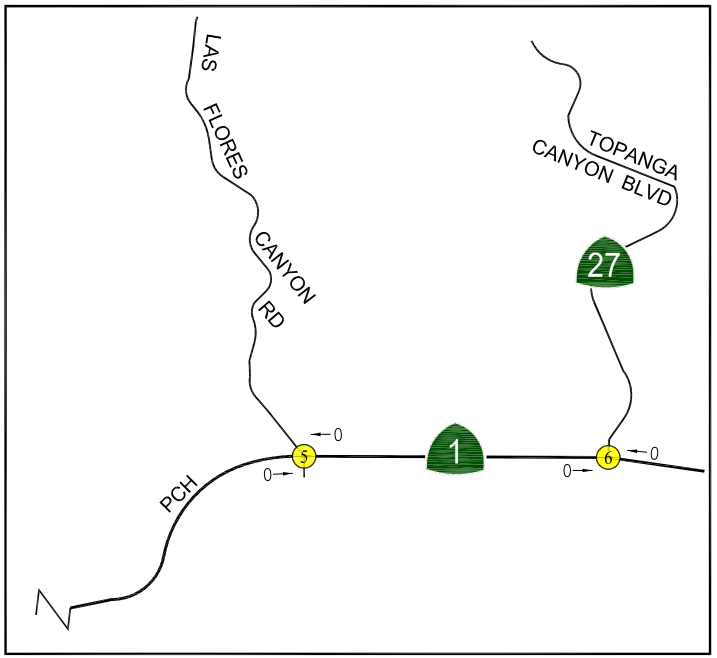
LINSCOTT, LAW & GREENSPAN, engineers

LA PAZ RANCH PROJECT

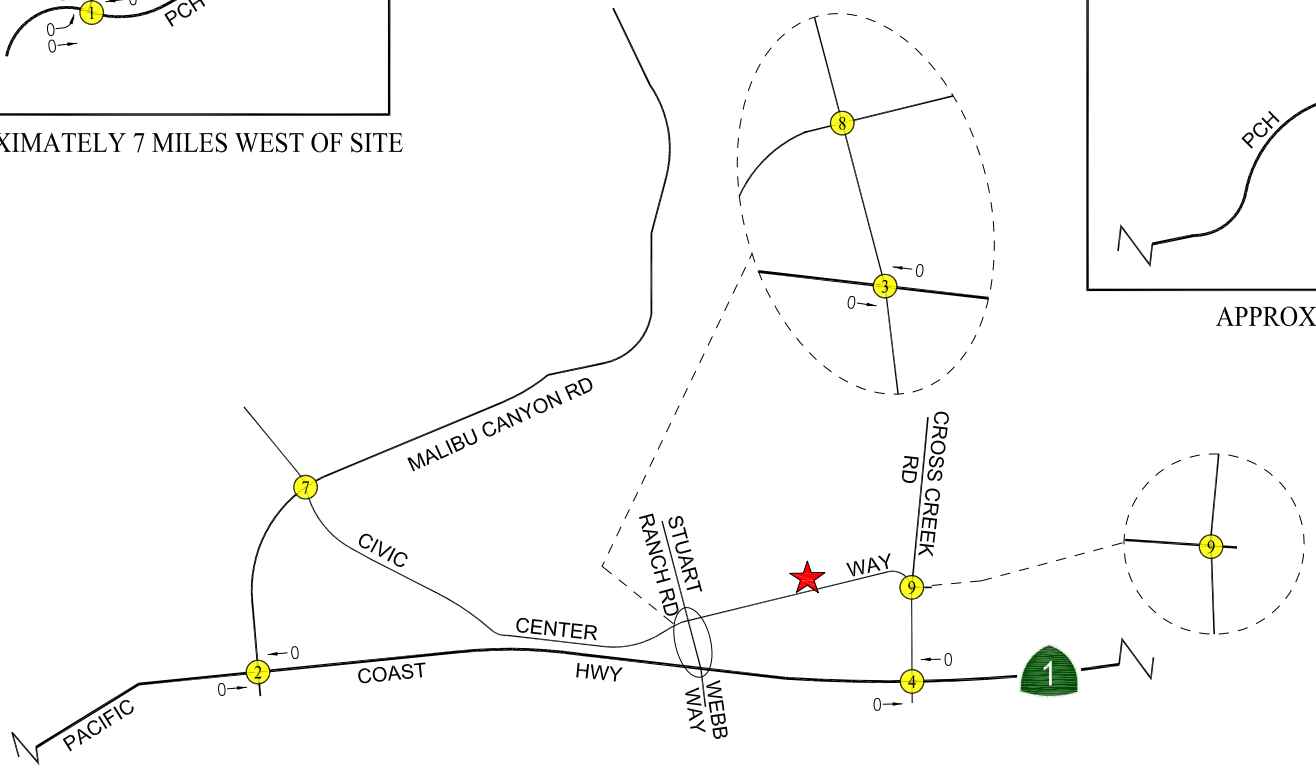
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APPROXIMATELY 6 MILES EAST OF SITE



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PROJECT SITE

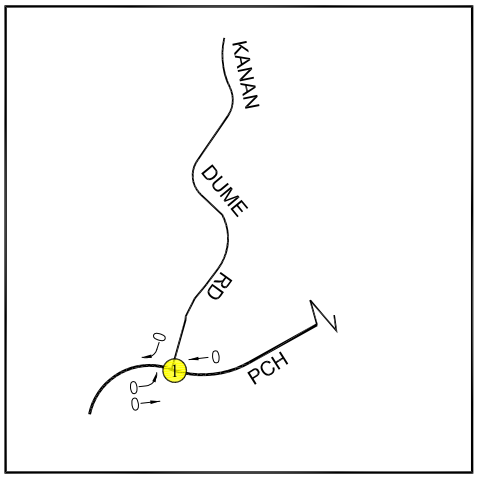
XX STUDY INTERSECTION

FIGURE C-1
RELATED PROJECTS TRAFFIC VOLUMES
ZONE A

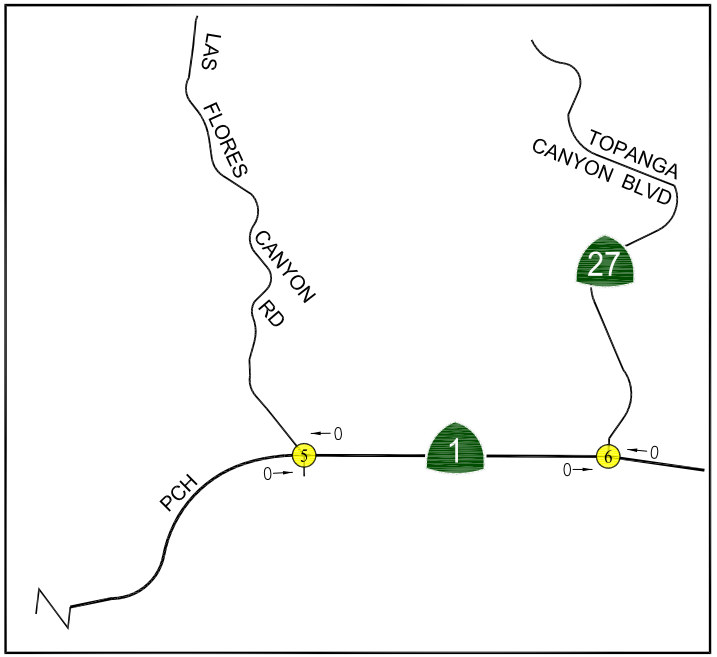
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

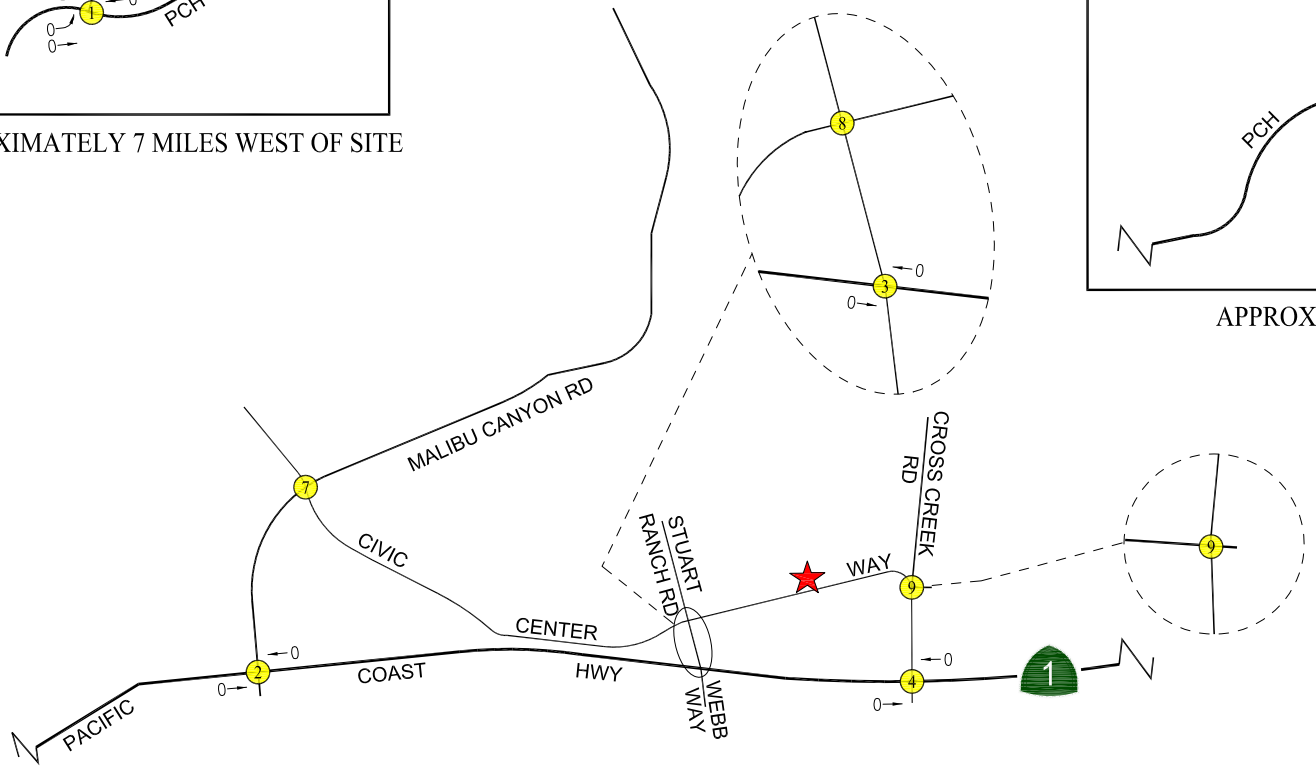
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APPROXIMATELY 6 MILES EAST OF SITE



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PROJECT SITE

XX STUDY INTERSECTION

FIGURE C-2
RELATED PROJECTS TRAFFIC VOLUMES
ZONE A

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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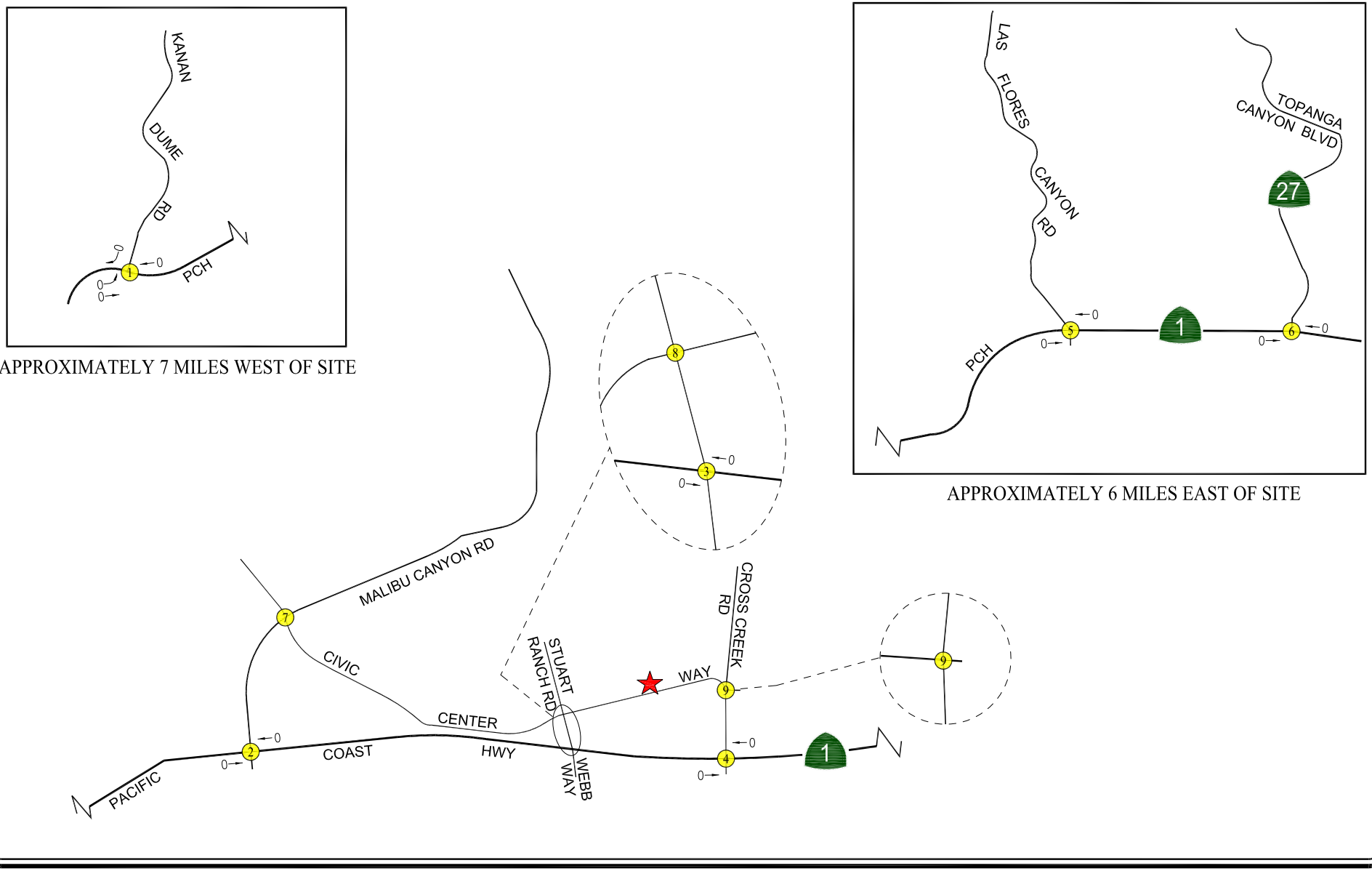
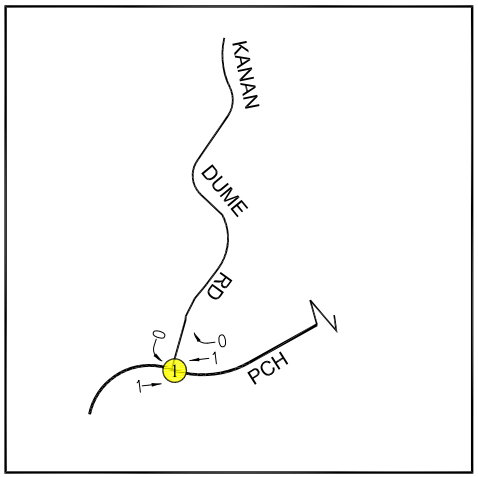


FIGURE C-3
RELATED PROJECTS TRAFFIC VOLUMES
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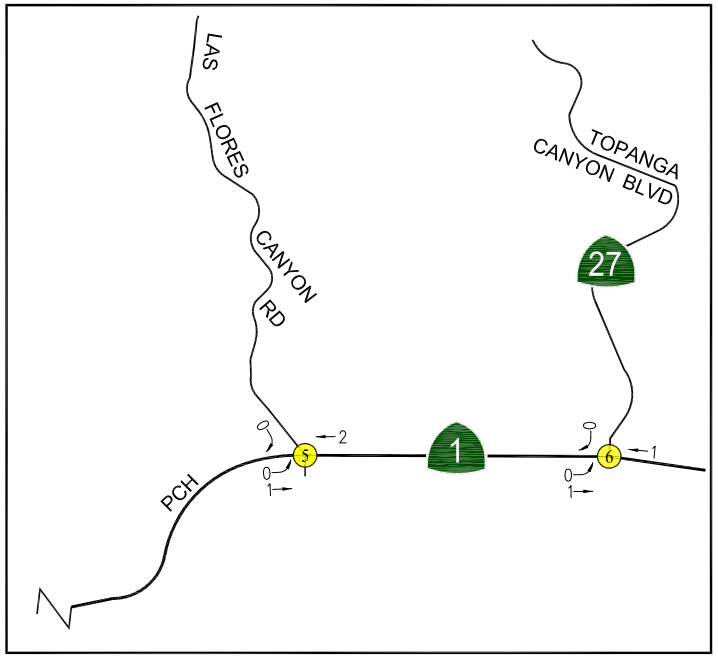
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

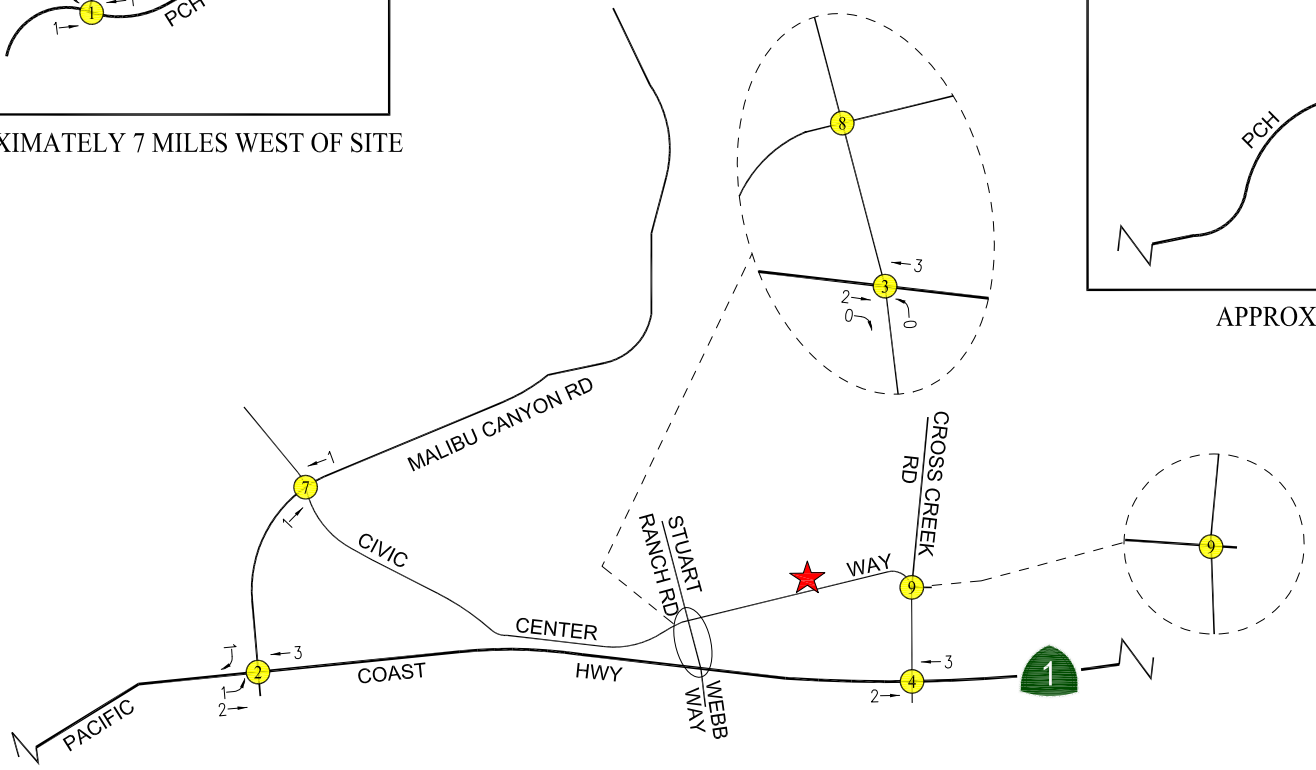
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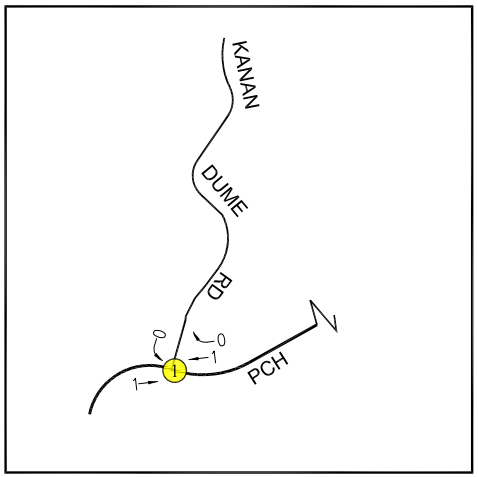
XX STUDY INTERSECTION

FIGURE C-4
RELATED PROJECTS TRAFFIC VOLUMES
ZONE B

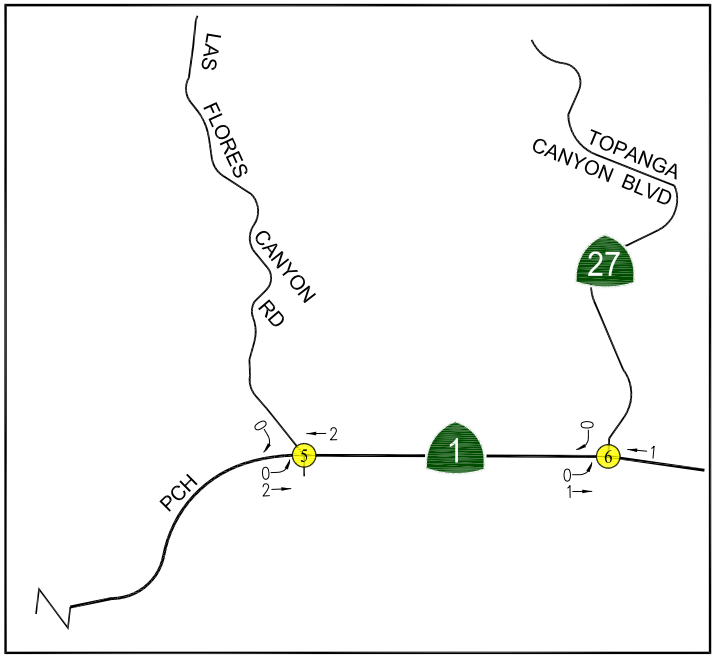
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

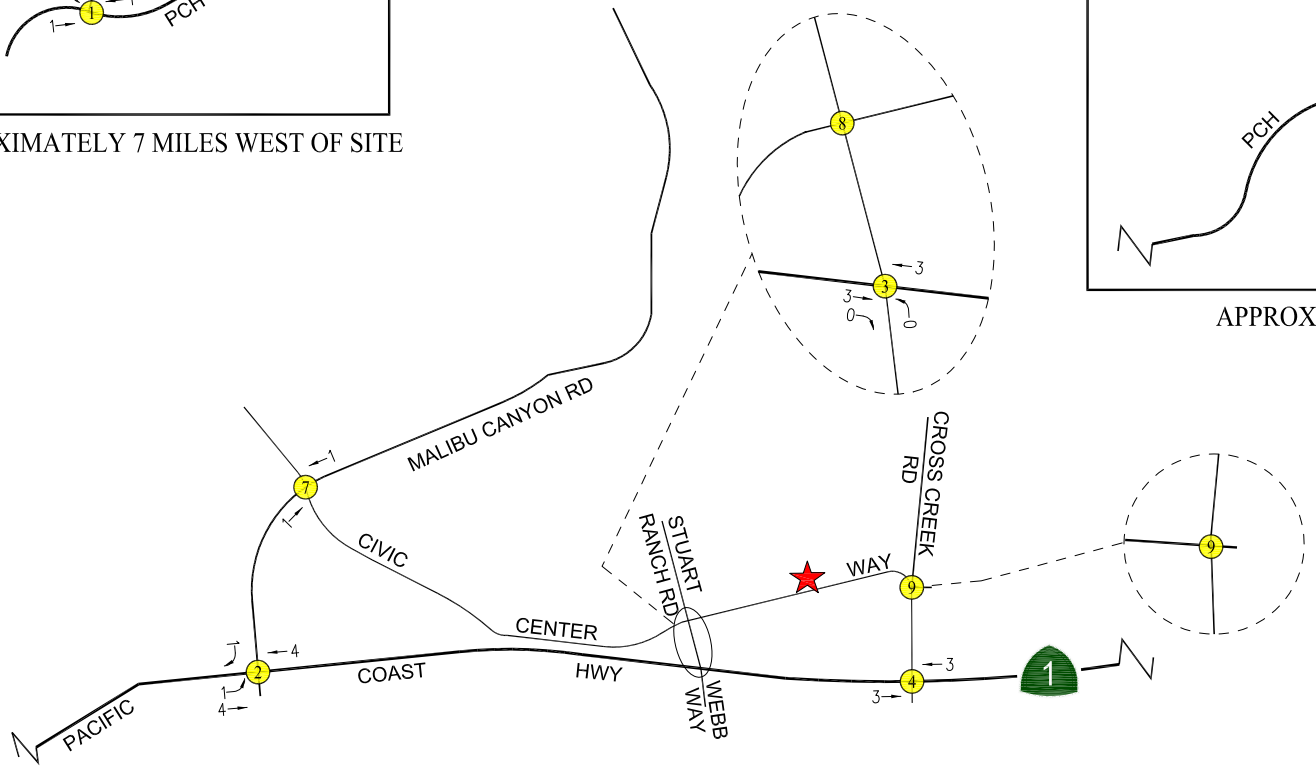
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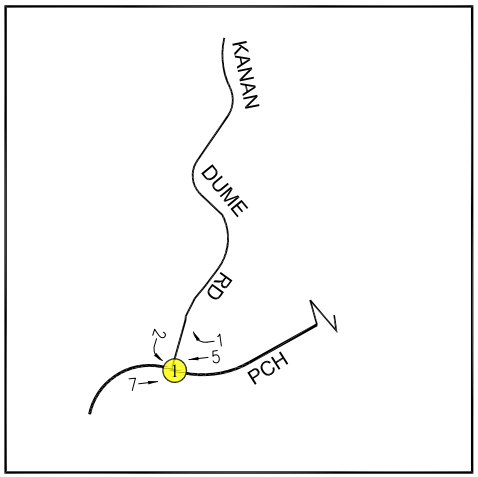
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FIGURE C-5
RELATED PROJECTS TRAFFIC VOLUMES
ZONE B

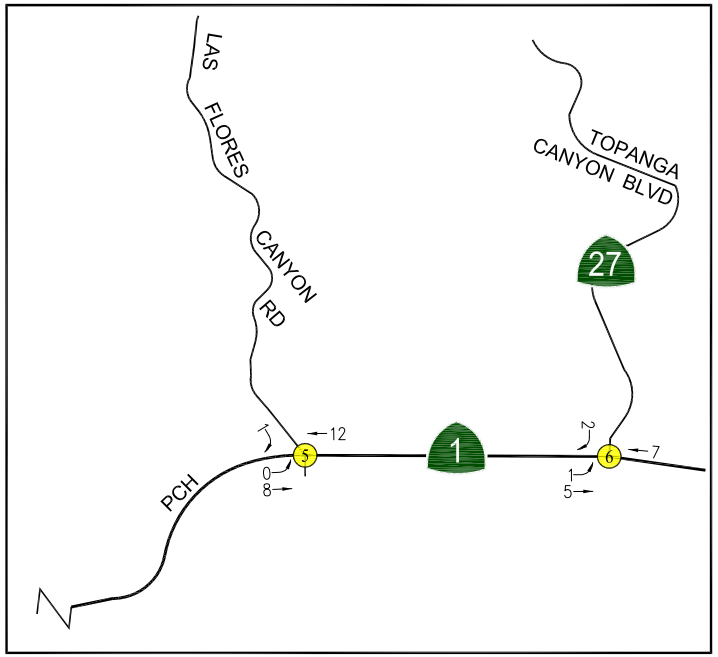
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

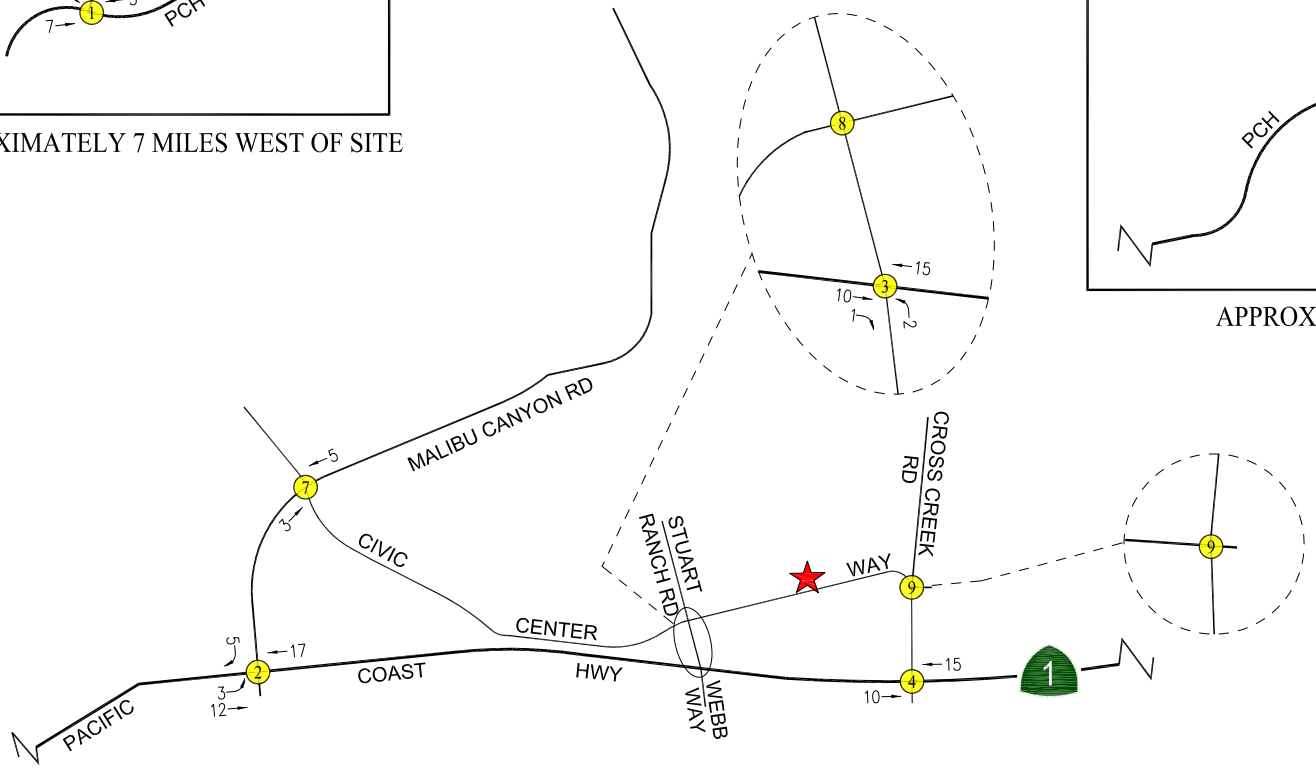
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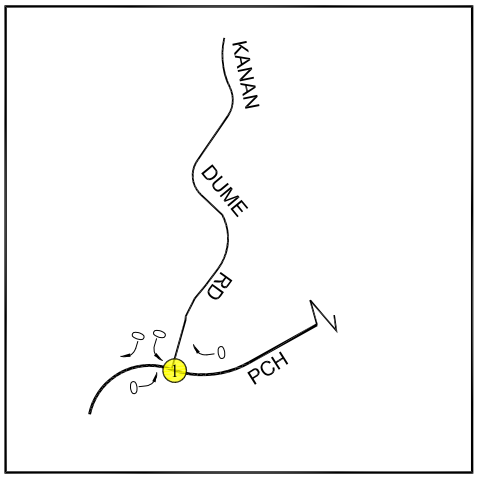
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FIGURE C-6
RELATED PROJECTS TRAFFIC VOLUMES
ZONE B

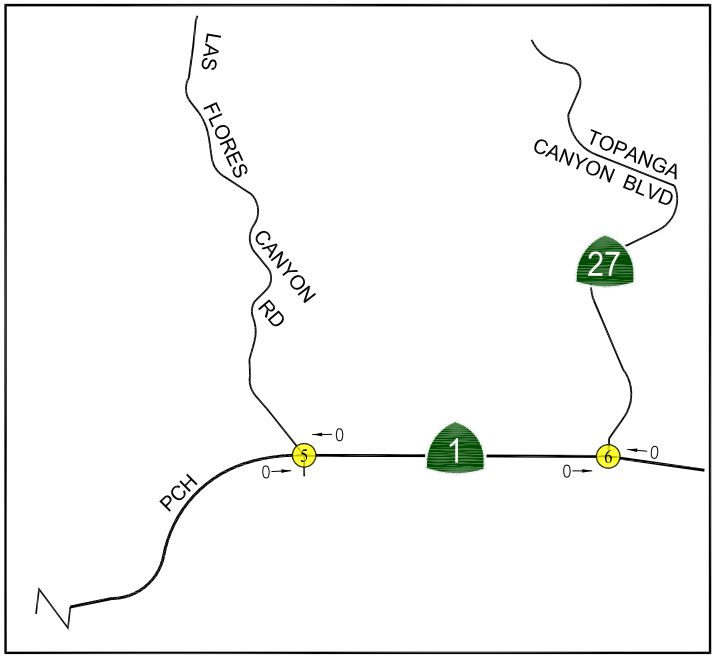
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

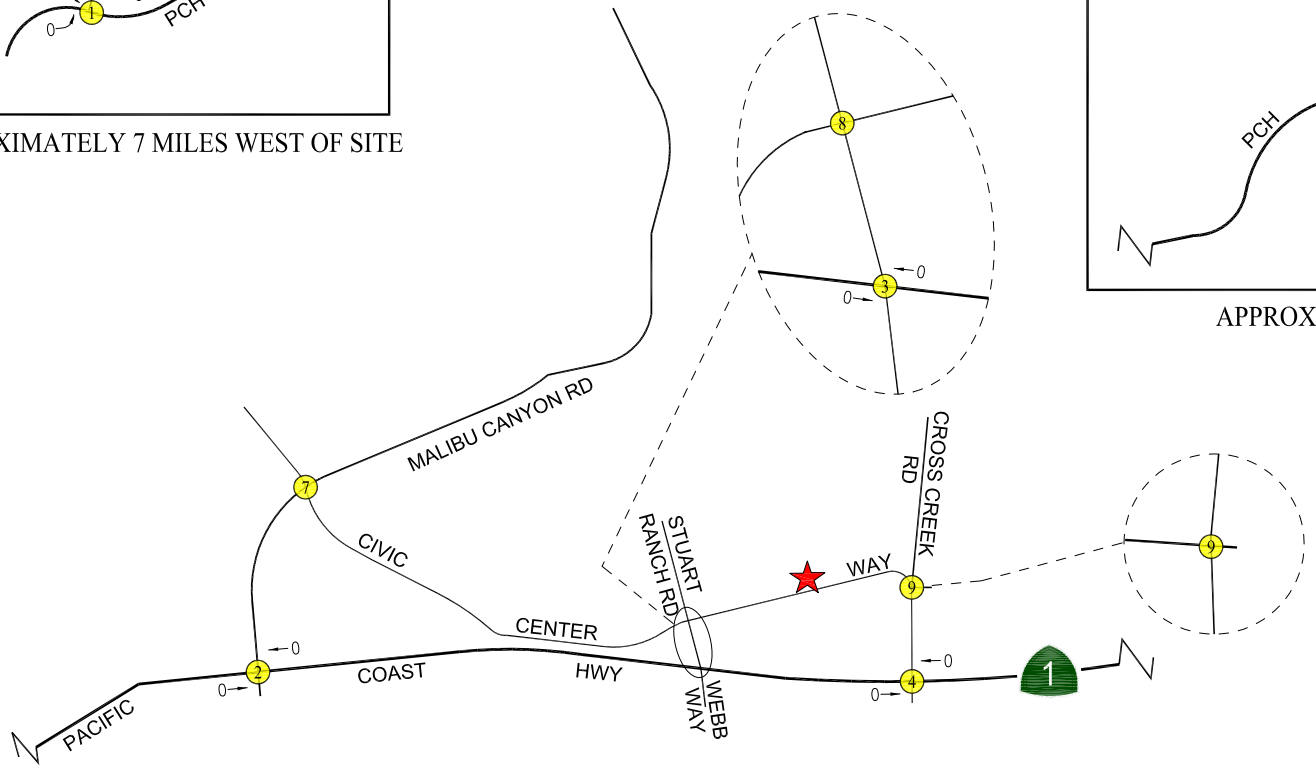
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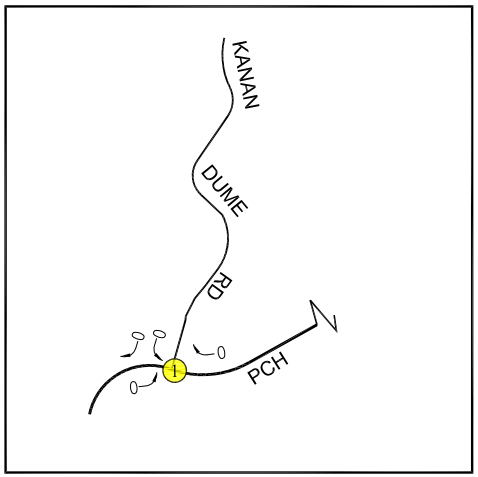
XX STUDY INTERSECTION

FIGURE C-7
RELATED PROJECTS TRAFFIC VOLUMES
ZONE C

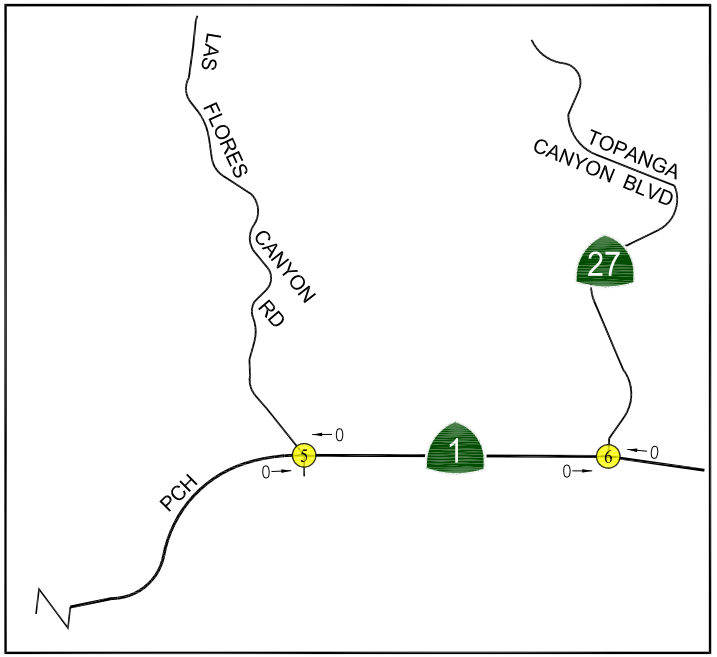
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

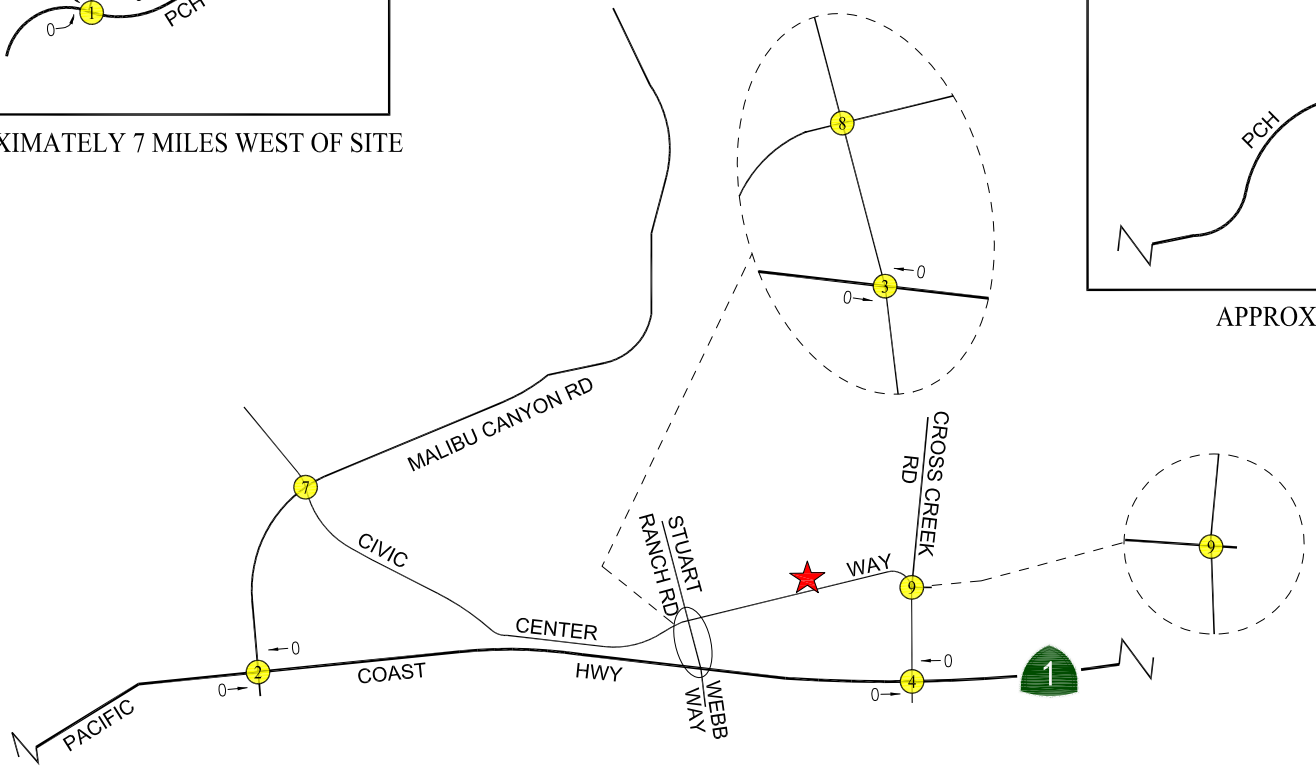
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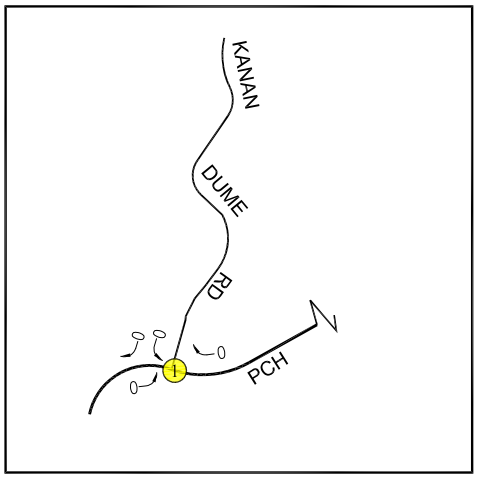
XX STUDY INTERSECTION

FIGURE C-8
RELATED PROJECTS TRAFFIC VOLUMES
ZONE C

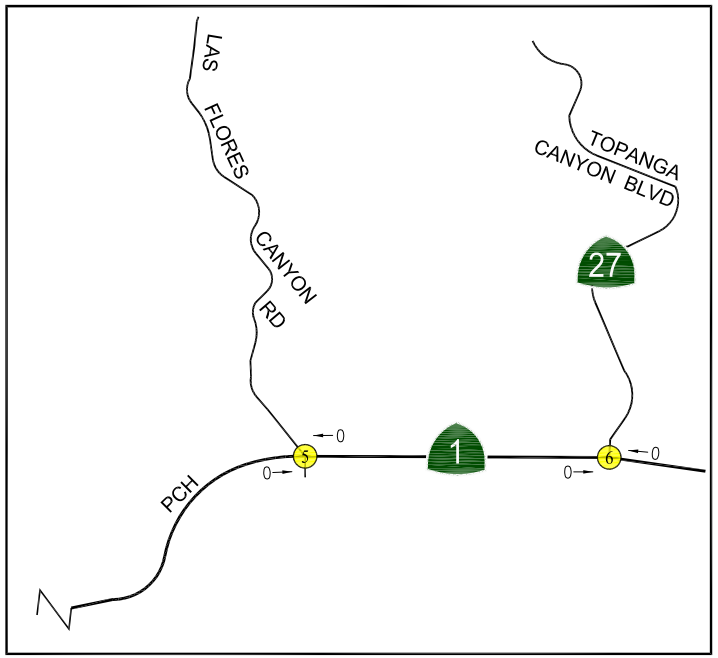
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

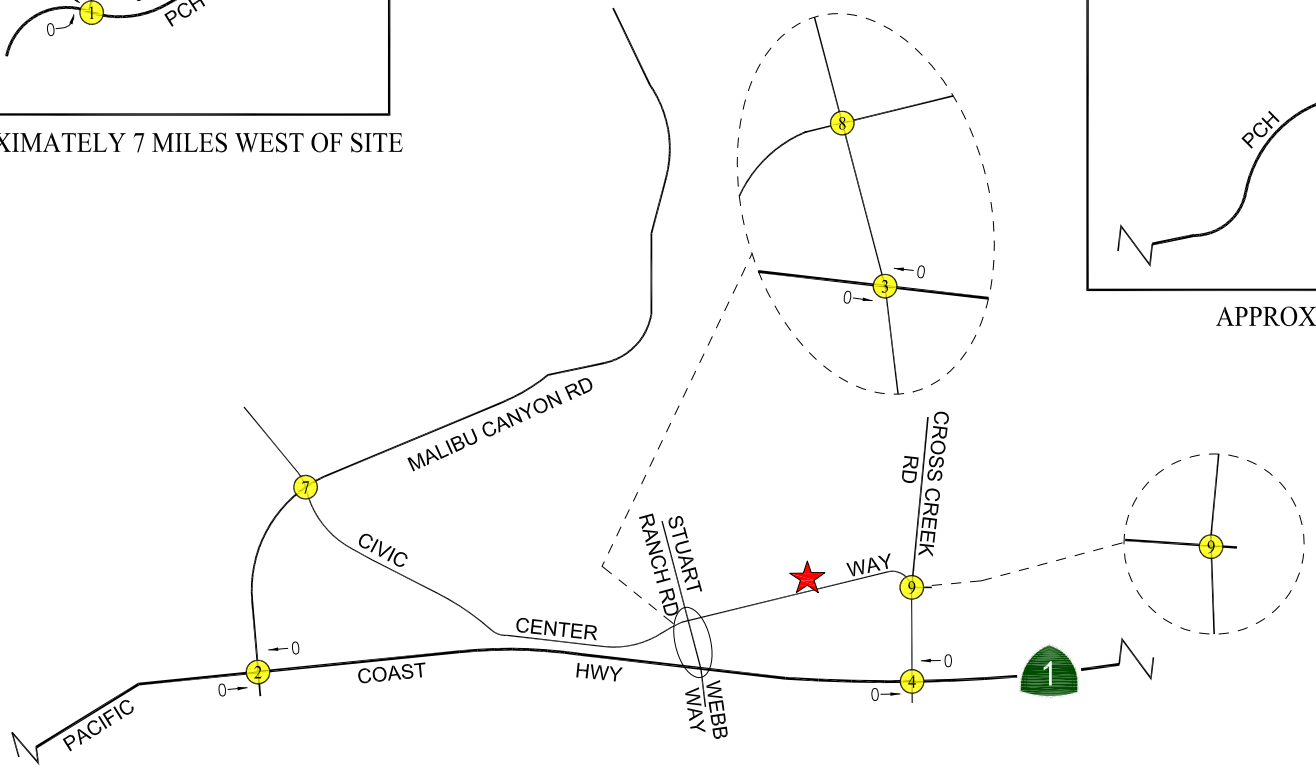
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NOT TO SCALE

★ PROJECT SITE

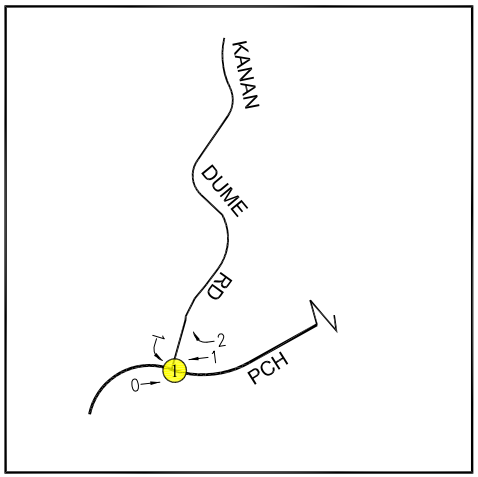
(XX) STUDY INTERSECTION

FIGURE C-9
RELATED PROJECTS TRAFFIC VOLUMES
ZONE C

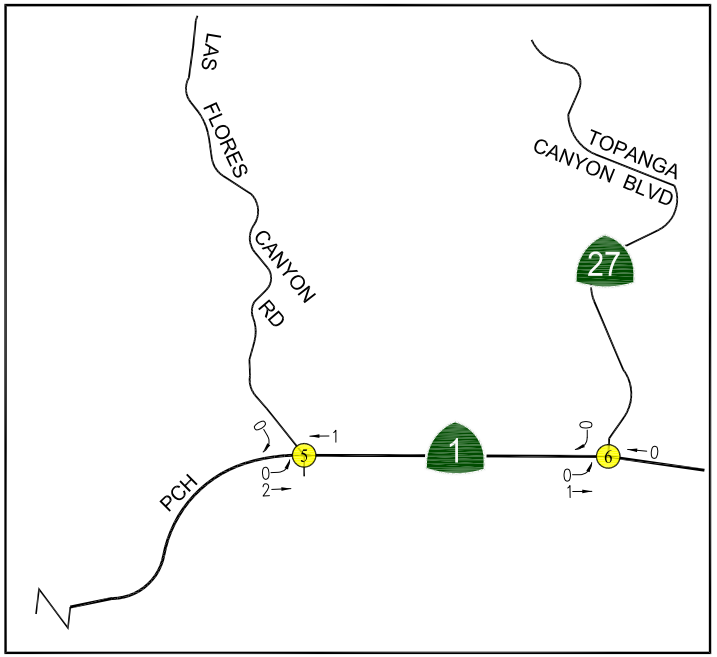
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

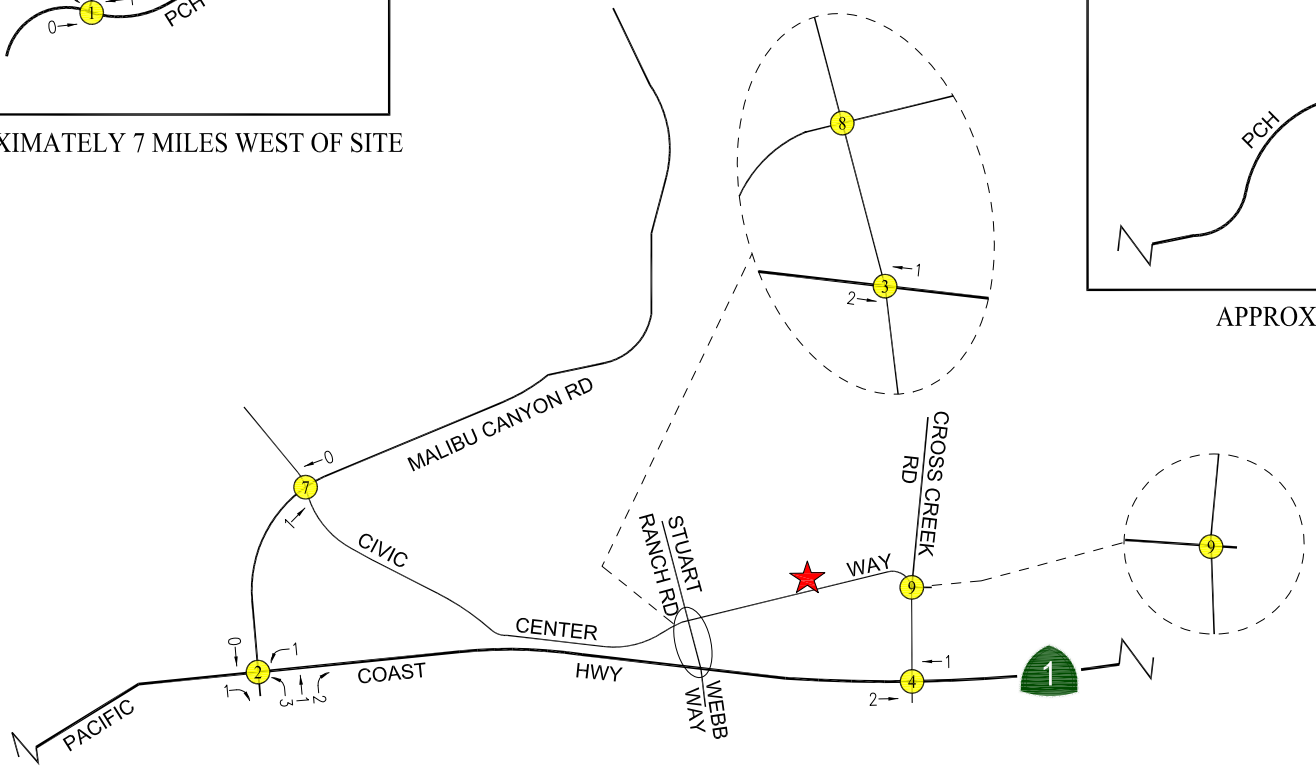
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



NOT TO SCALE

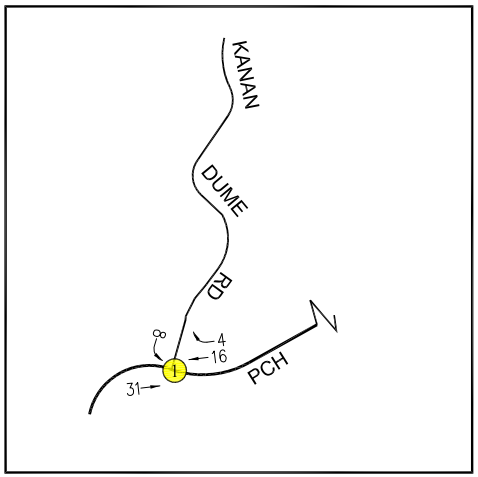
PROJECT SITE
STUDY INTERSECTION

FIGURE C-10
RELATED PROJECTS TRAFFIC VOLUMES
ZONE D

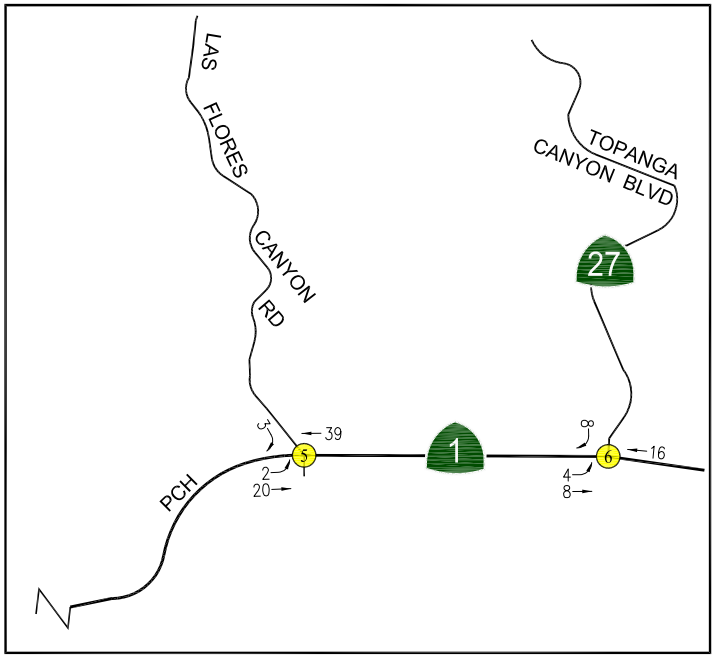
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

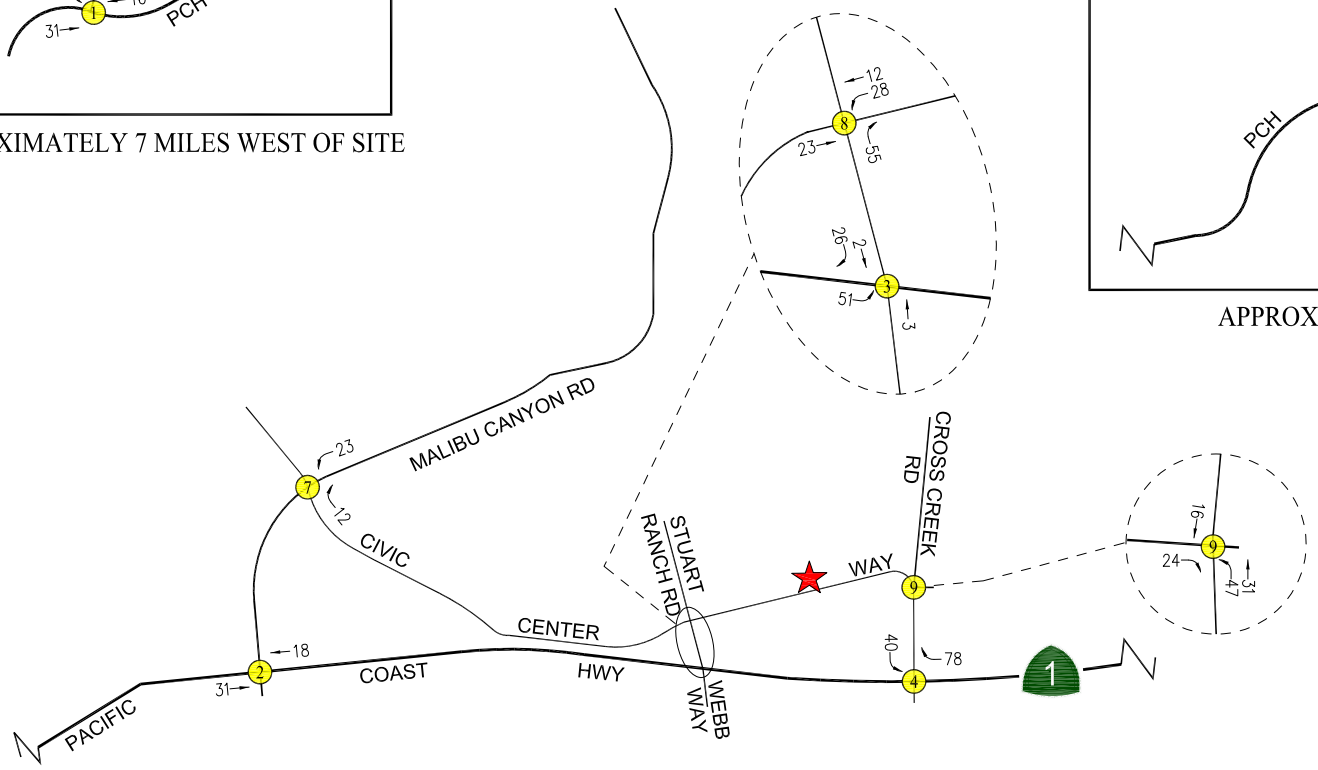
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

★ PROJECT SITE

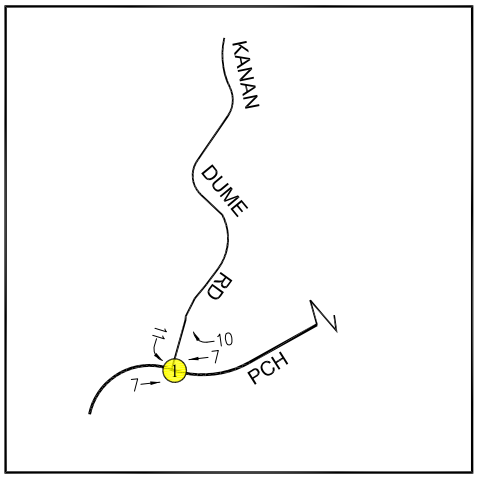
(XX) STUDY INTERSECTION

FIGURE C-17
RELATED PROJECTS TRAFFIC VOLUMES
ZONE F

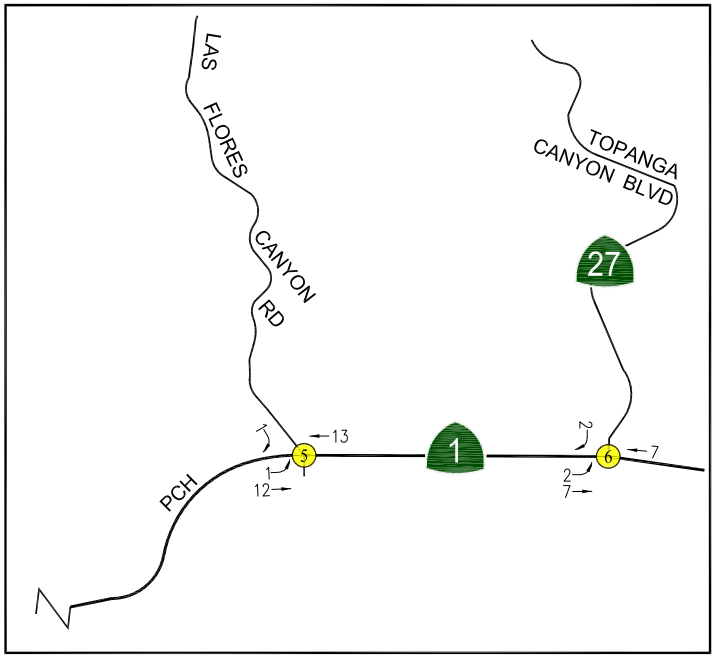
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

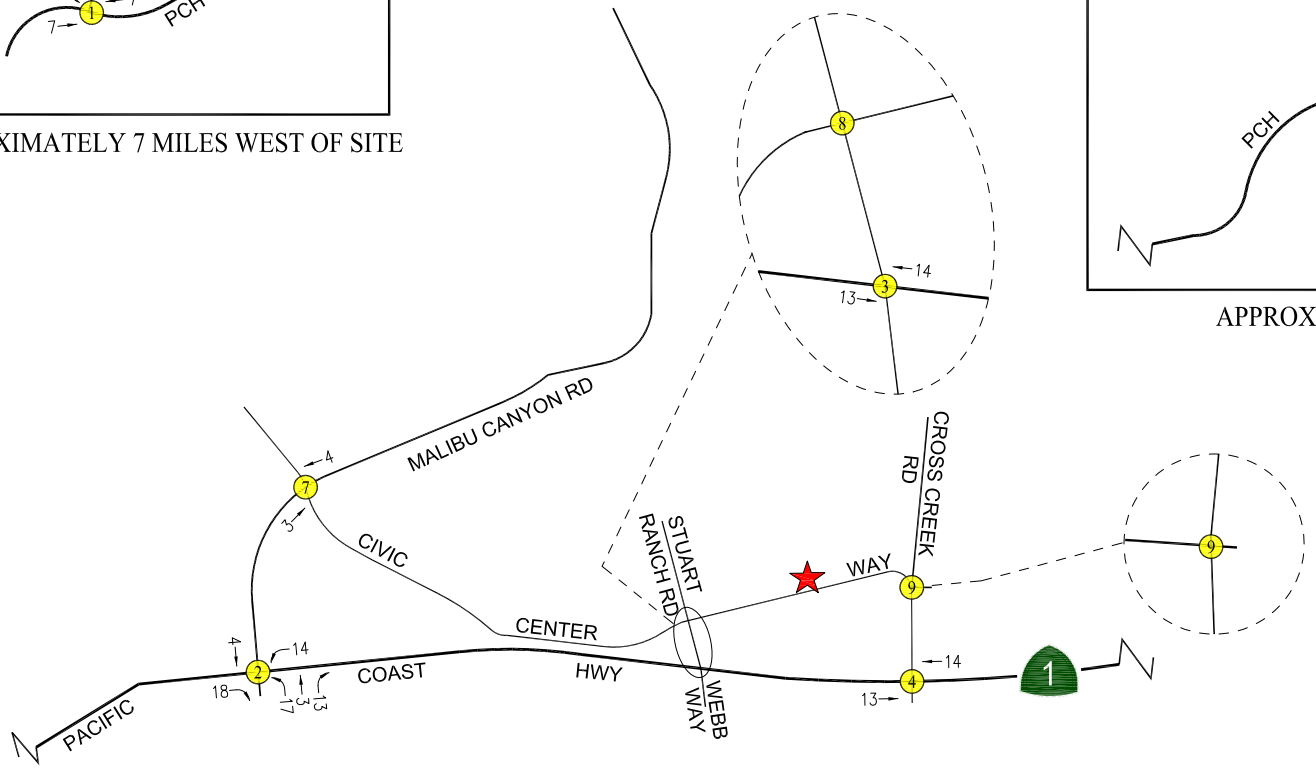
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APPROXIMATELY 7 MILES WEST OF SITE



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PROJECT SITE

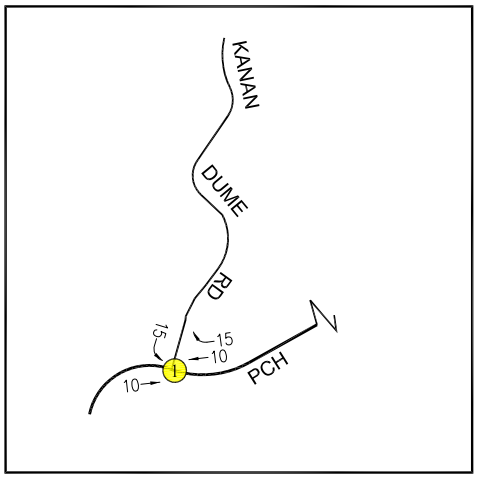
XX STUDY INTERSECTION

FIGURE C-11
RELATED PROJECTS TRAFFIC VOLUMES
ZONE D

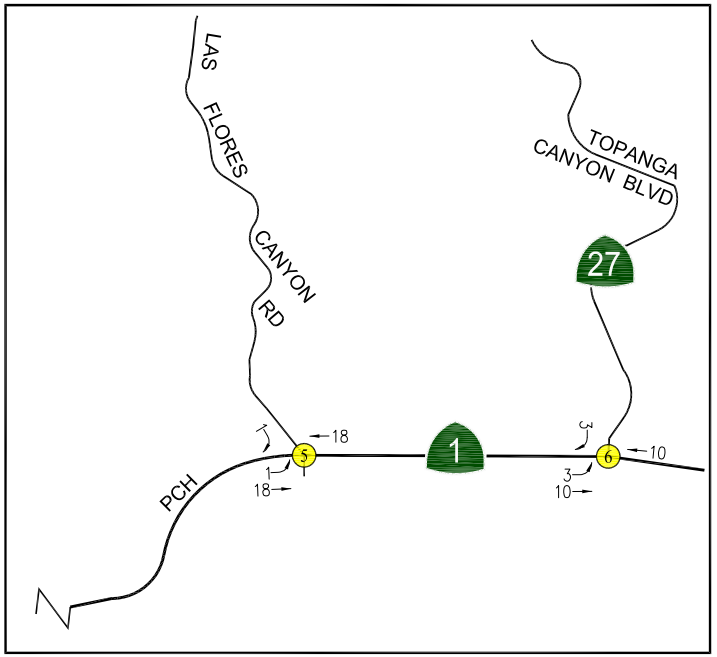
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

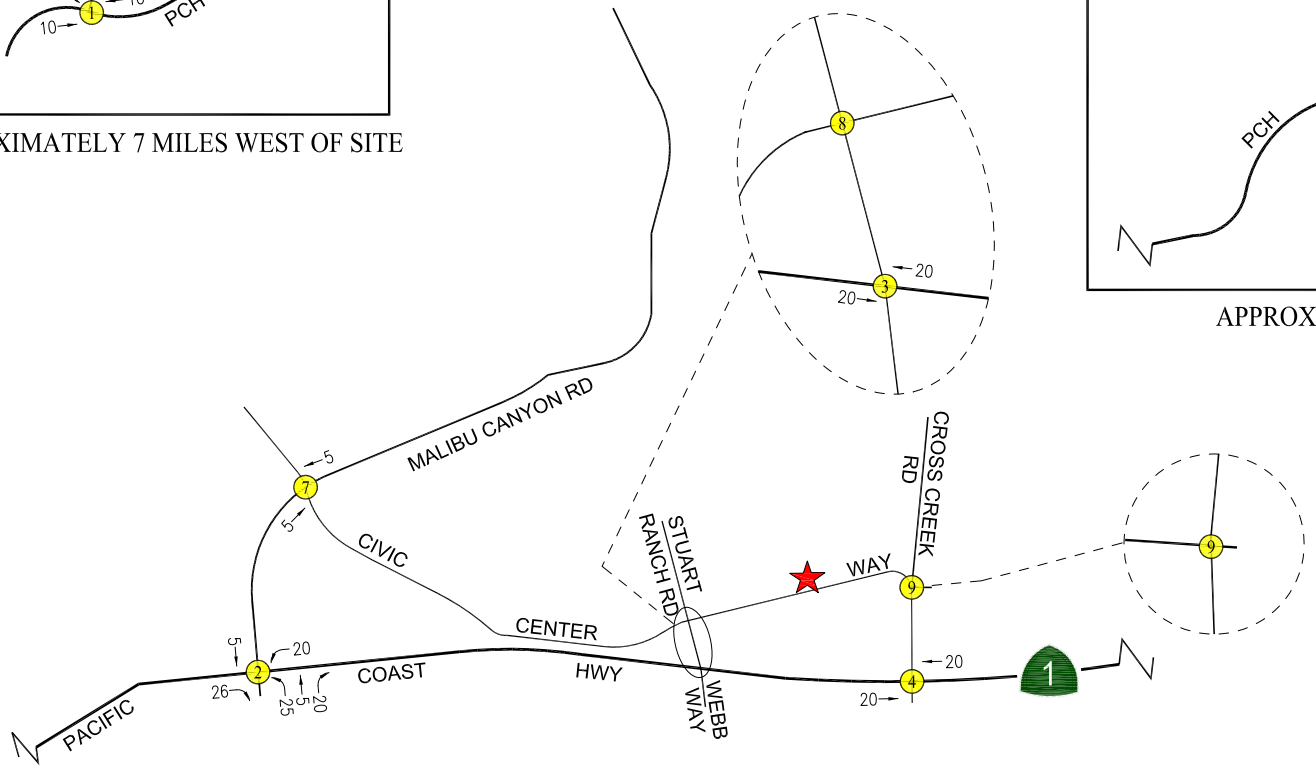
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

PROJECT SITE

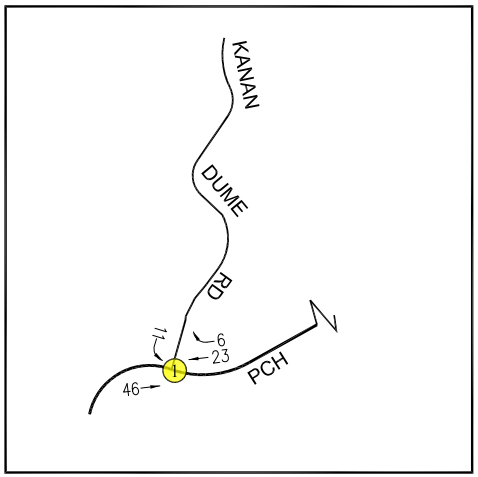
XX STUDY INTERSECTION

FIGURE C-12
RELATED PROJECTS TRAFFIC VOLUMES
ZONE D

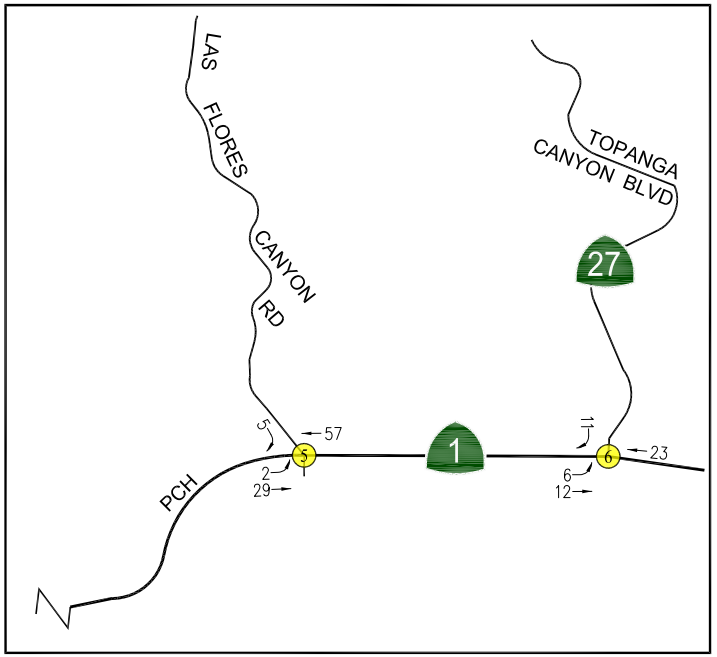
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

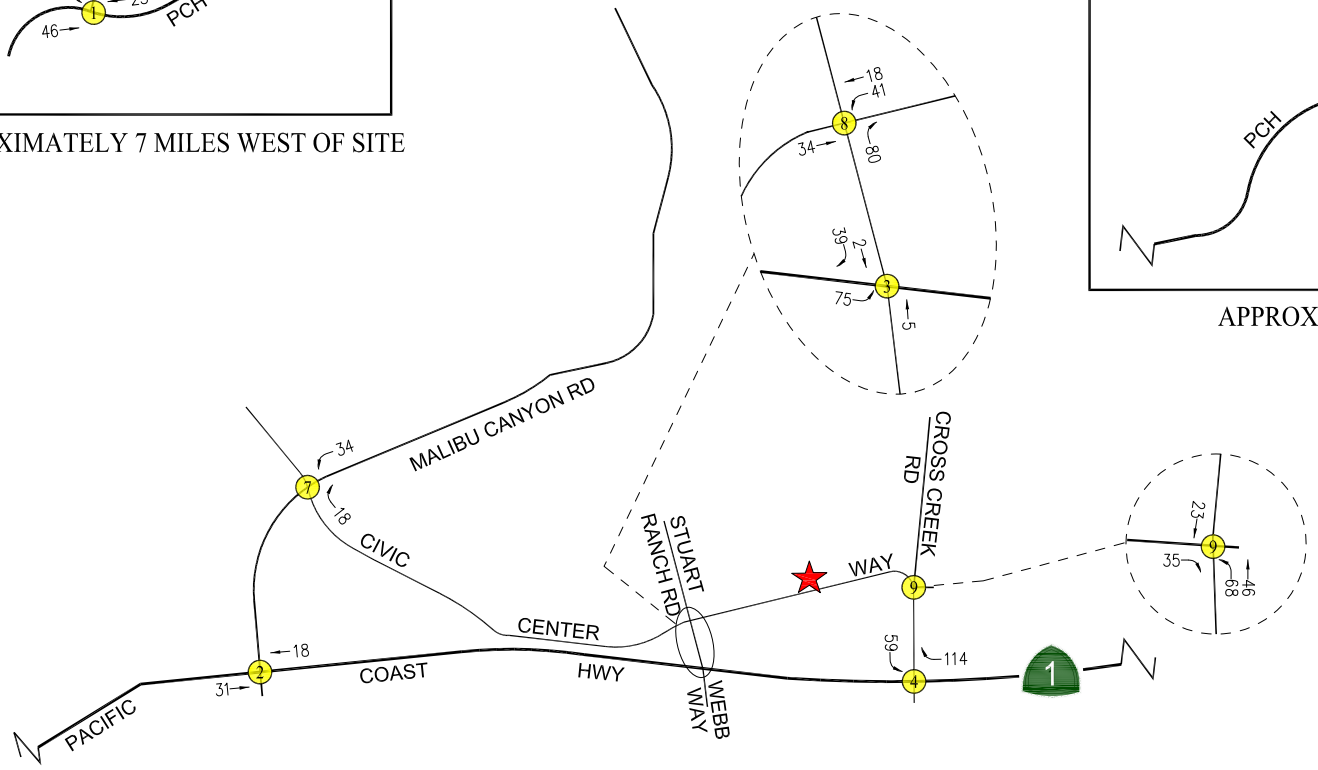
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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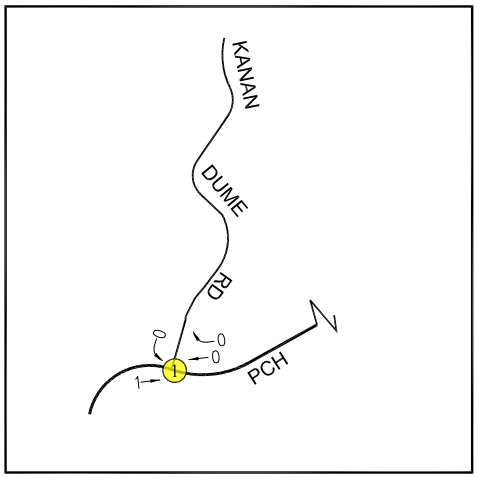
XX STUDY INTERSECTION

FIGURE C-18
RELATED PROJECTS TRAFFIC VOLUMES
ZONE F

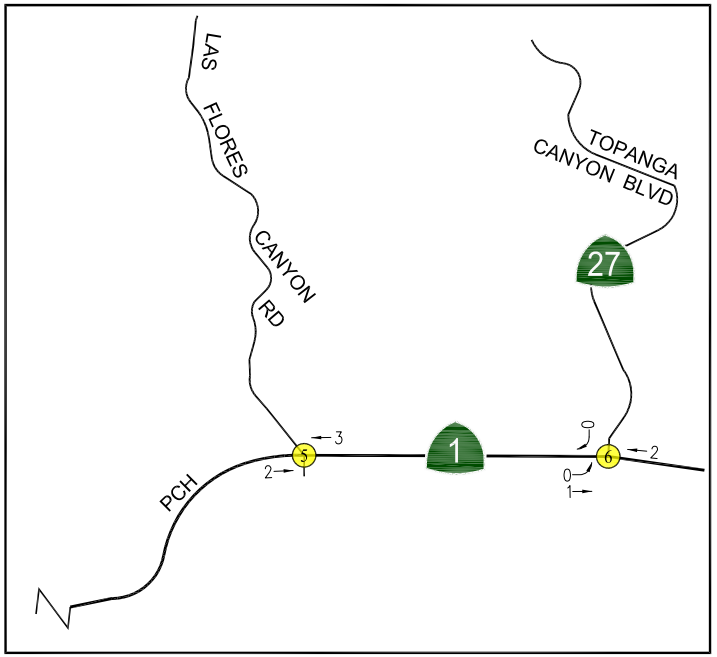
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

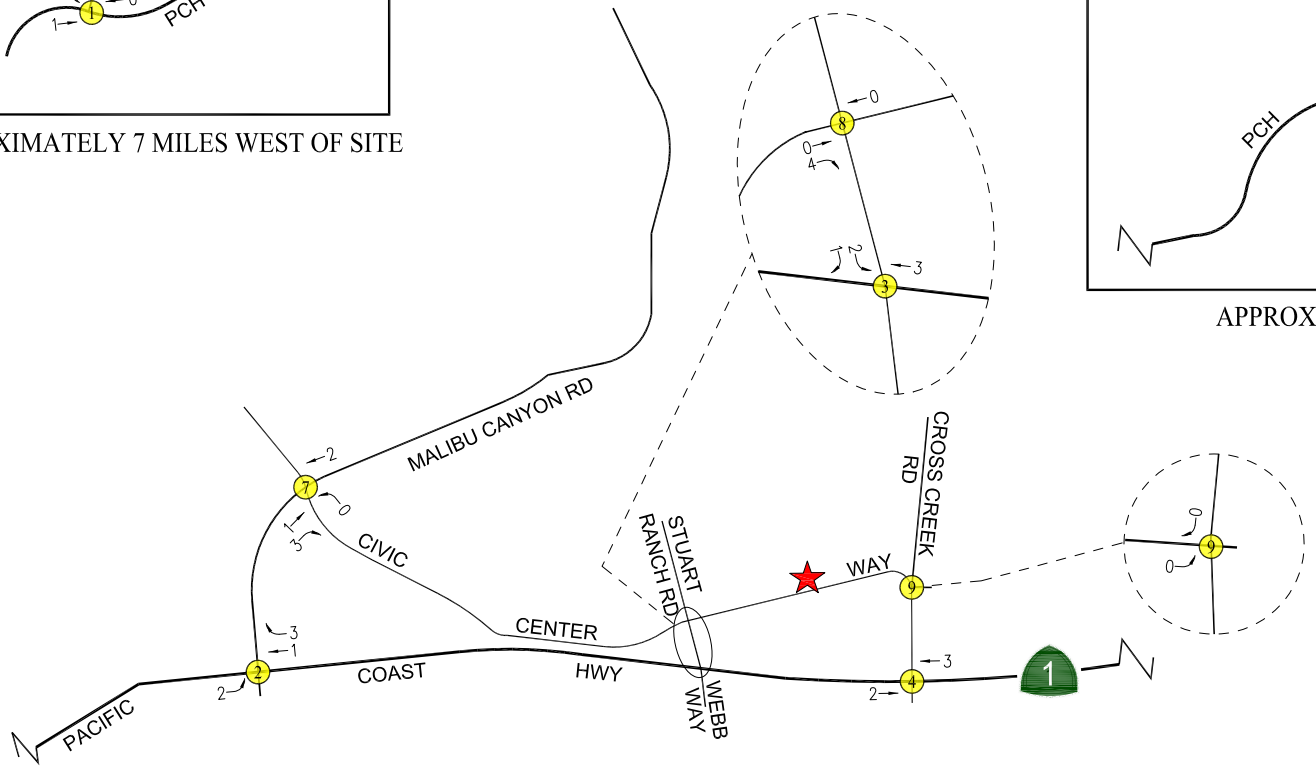
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

PROJECT SITE

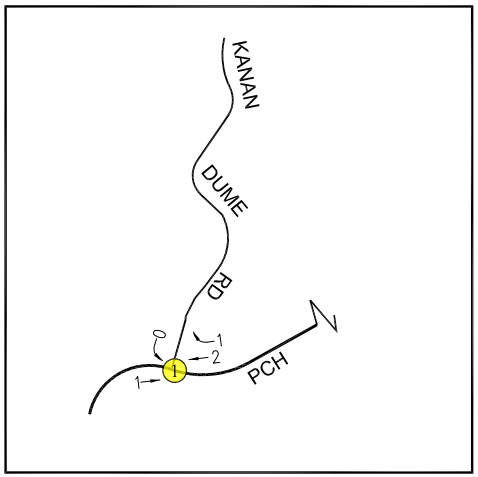
XX STUDY INTERSECTION

FIGURE C-13
RELATED PROJECTS TRAFFIC VOLUMES
ZONE E

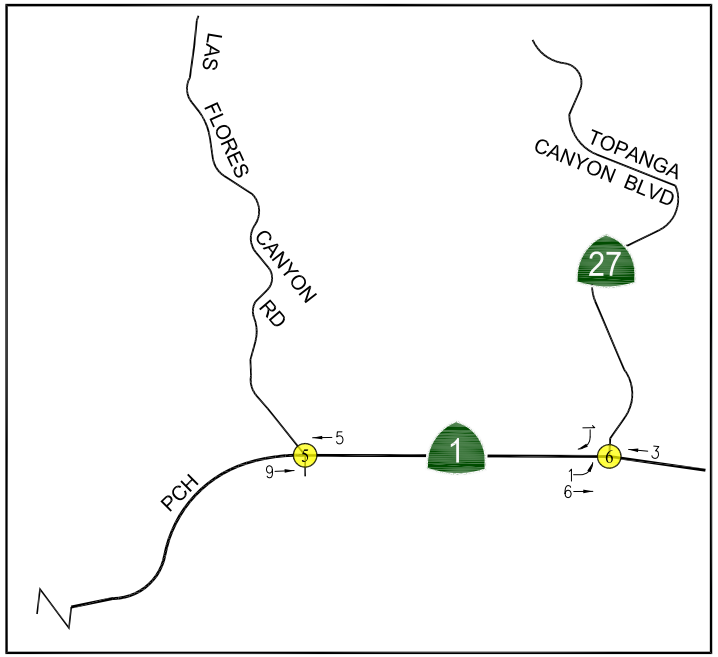
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

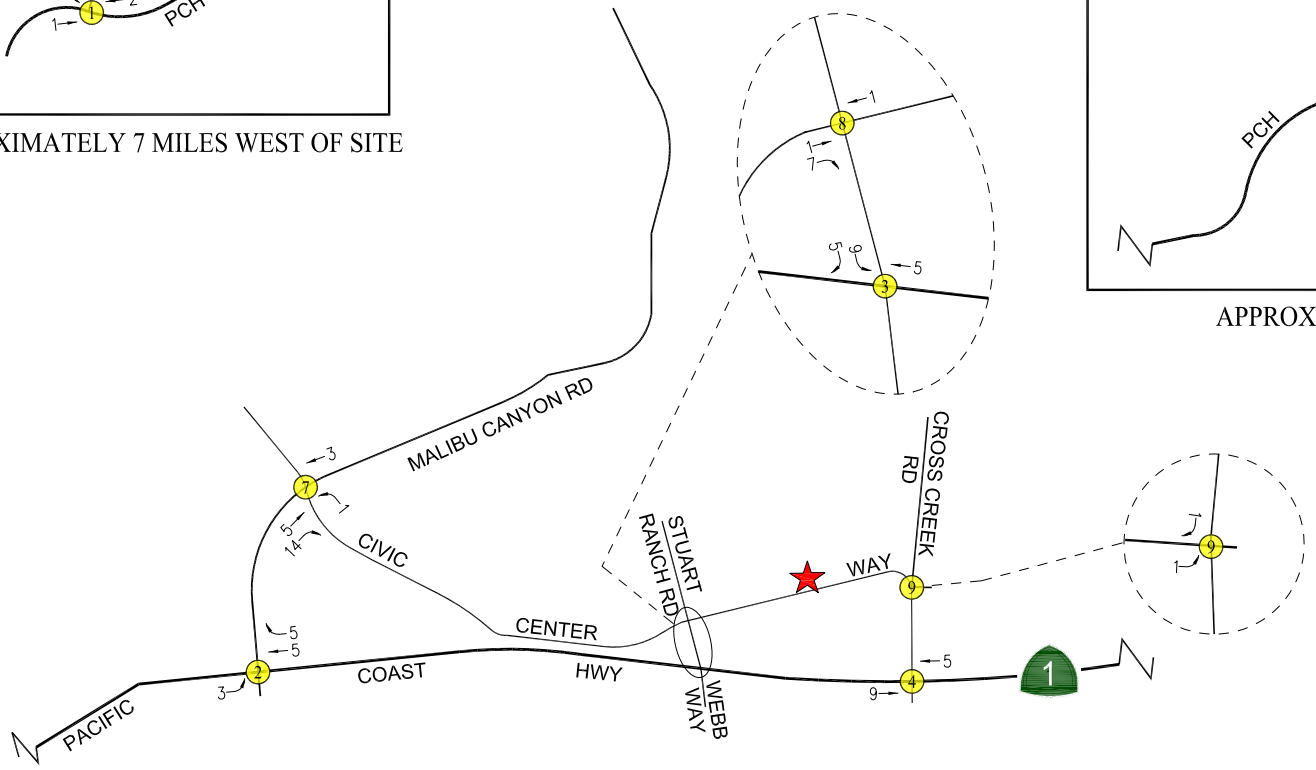
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APPROXIMATELY 6 MILES EAST OF SITE



NOT TO SCALE

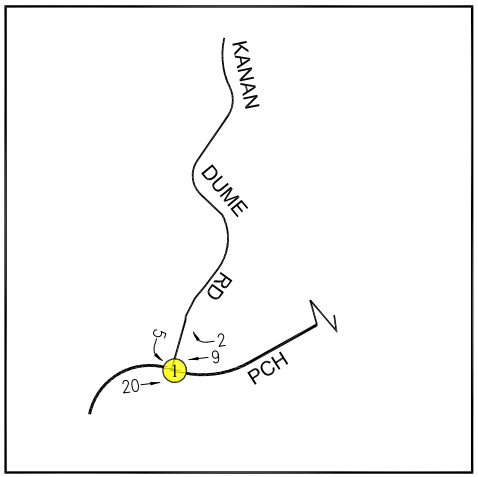
★ PROJECT SITE
(XX) STUDY INTERSECTION

FIGURE C-14
RELATED PROJECTS TRAFFIC VOLUMES
ZONE E

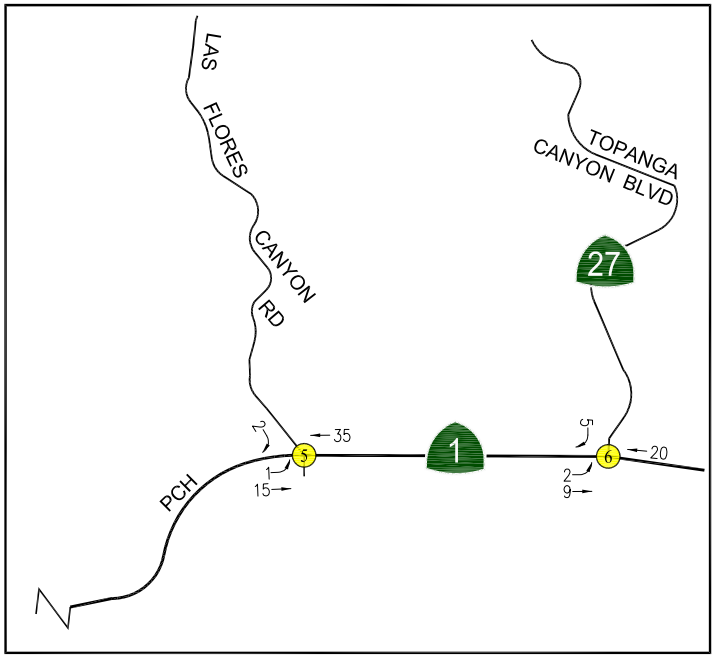
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

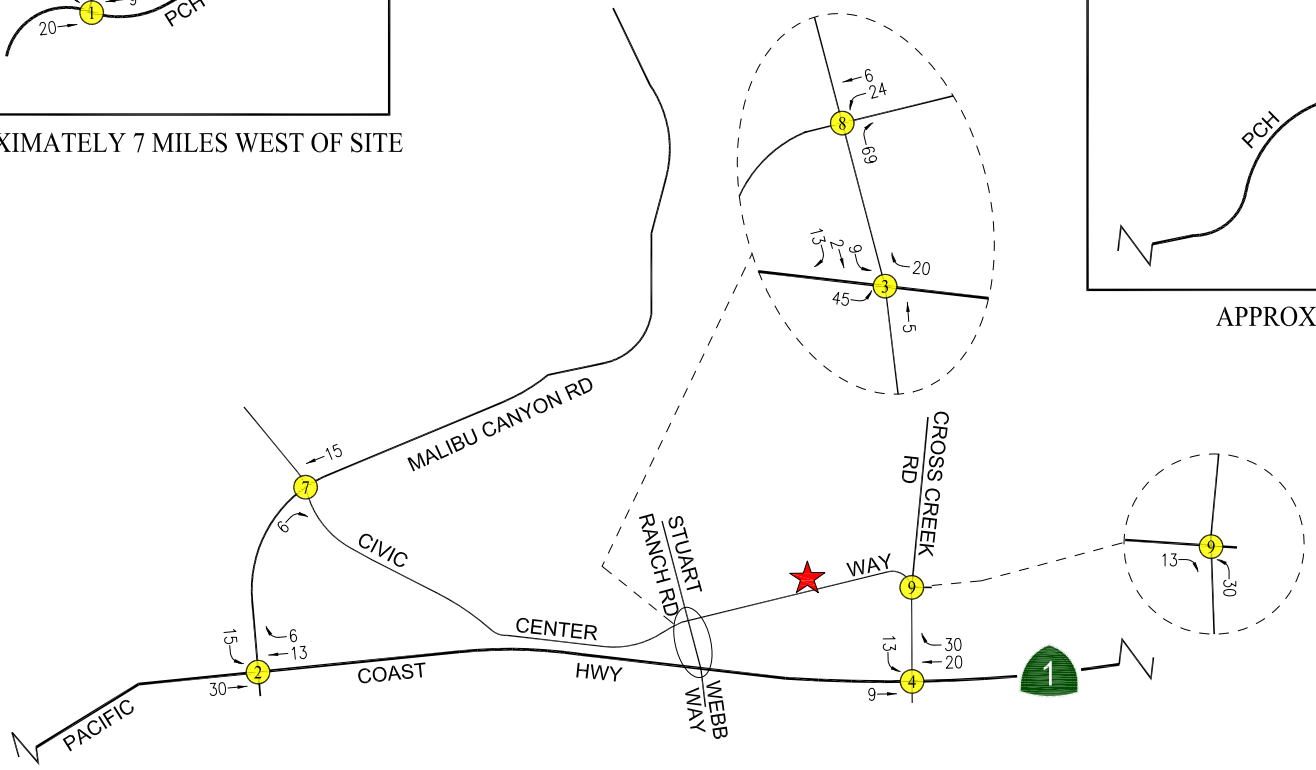
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APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

PROJECT SITE

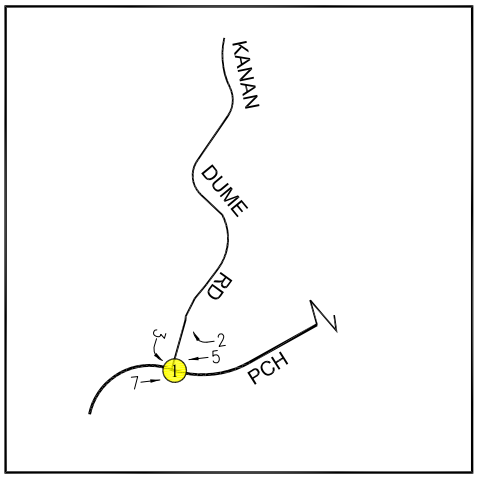
XX STUDY INTERSECTION

FIGURE C-19
RELATED PROJECTS TRAFFIC VOLUMES
ZONE G

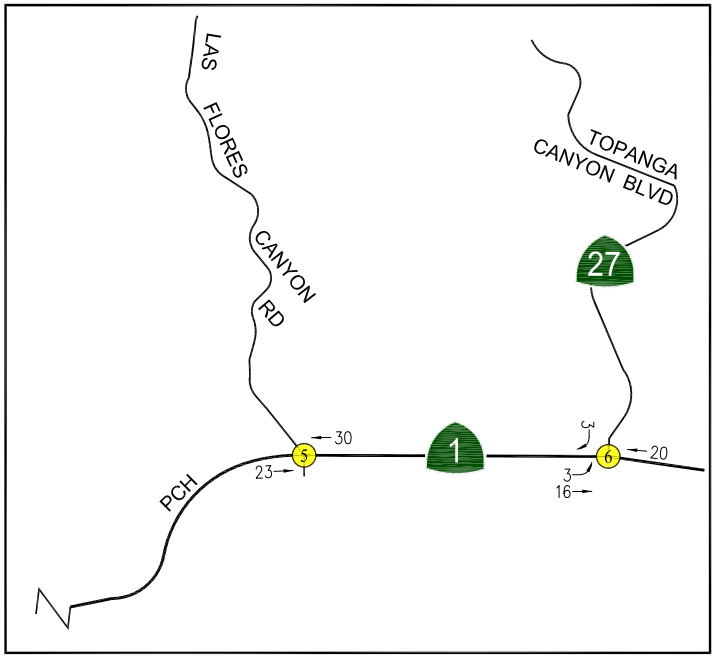
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

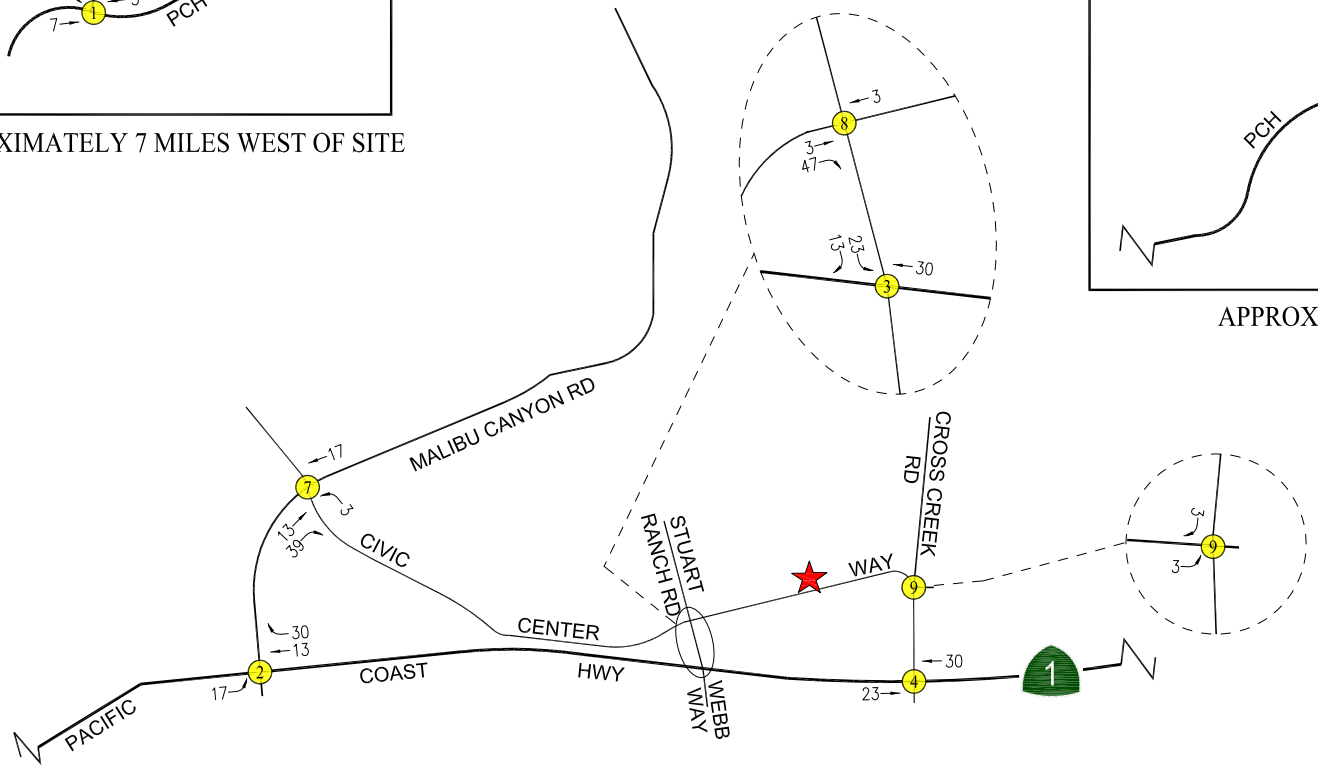
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APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

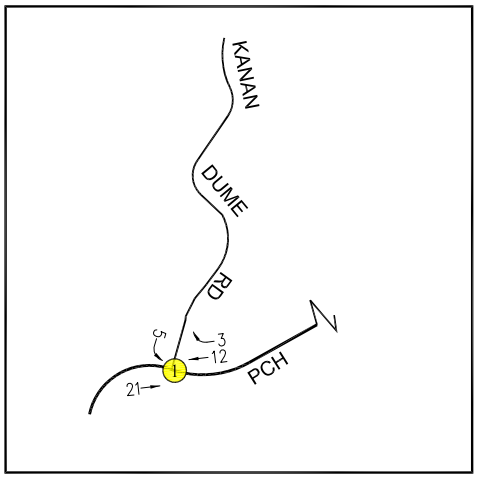
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FIGURE C-15
RELATED PROJECTS TRAFFIC VOLUMES
ZONE E

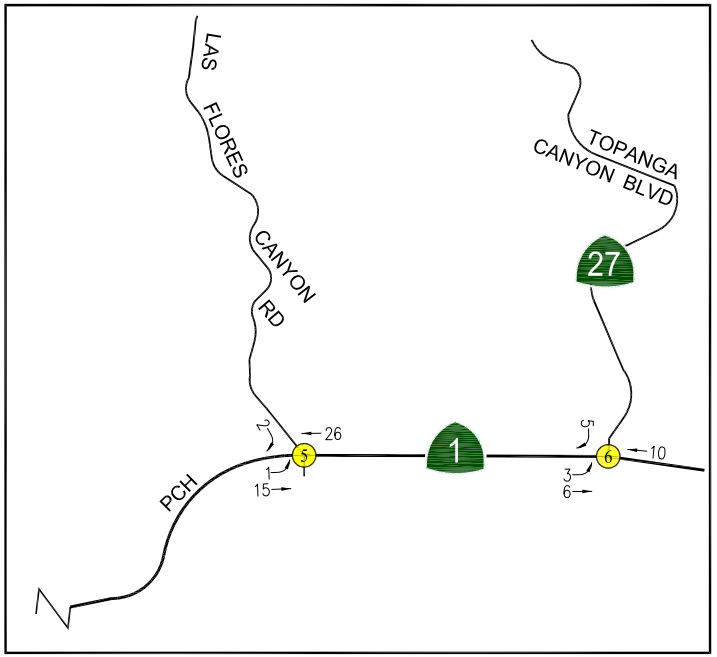
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

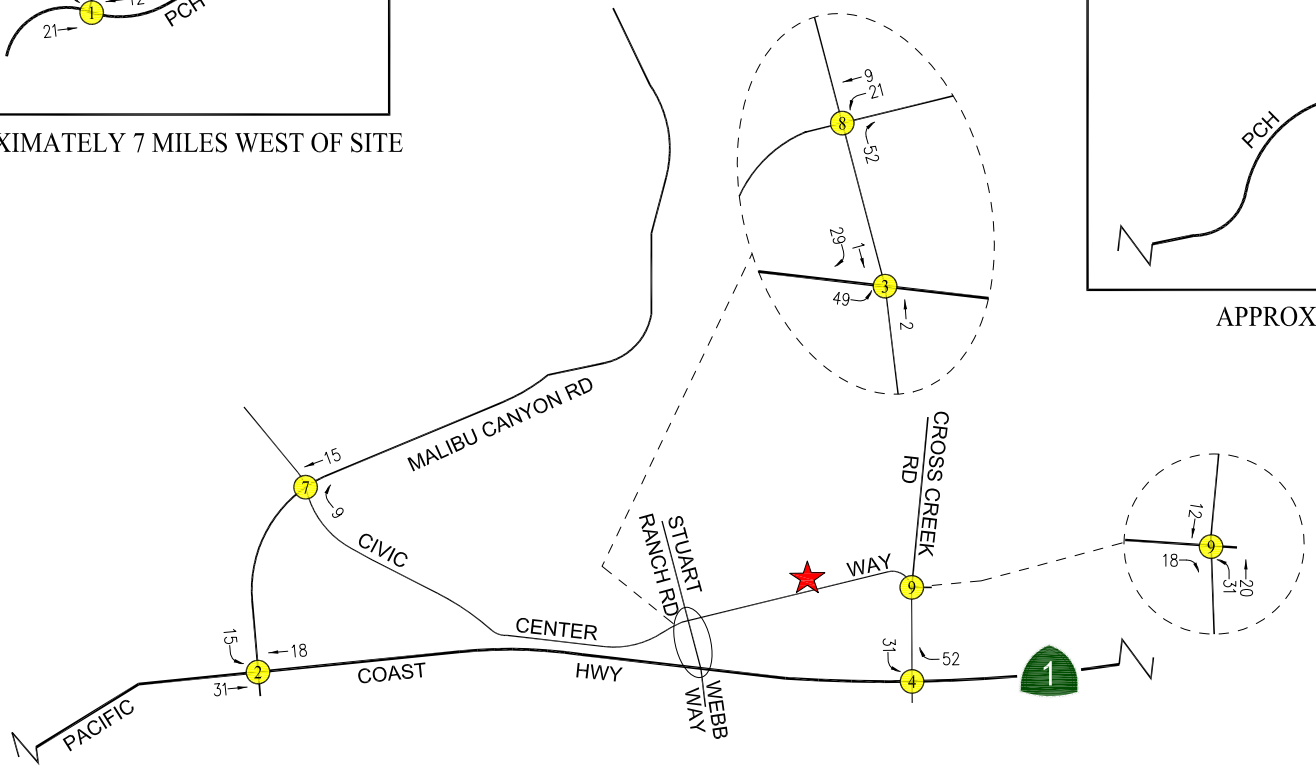
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APPROXIMATELY 6 MILES EAST OF SITE



PROJECT SITE
STUDY INTERSECTION

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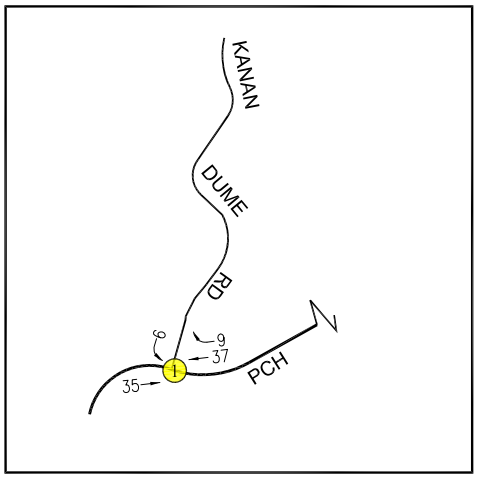
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FIGURE C-16
RELATED PROJECTS TRAFFIC VOLUMES
ZONE F

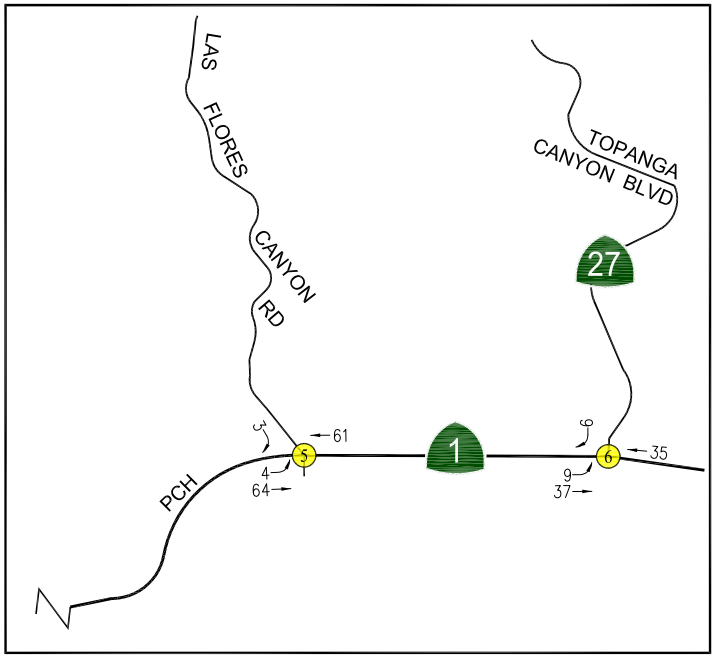
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

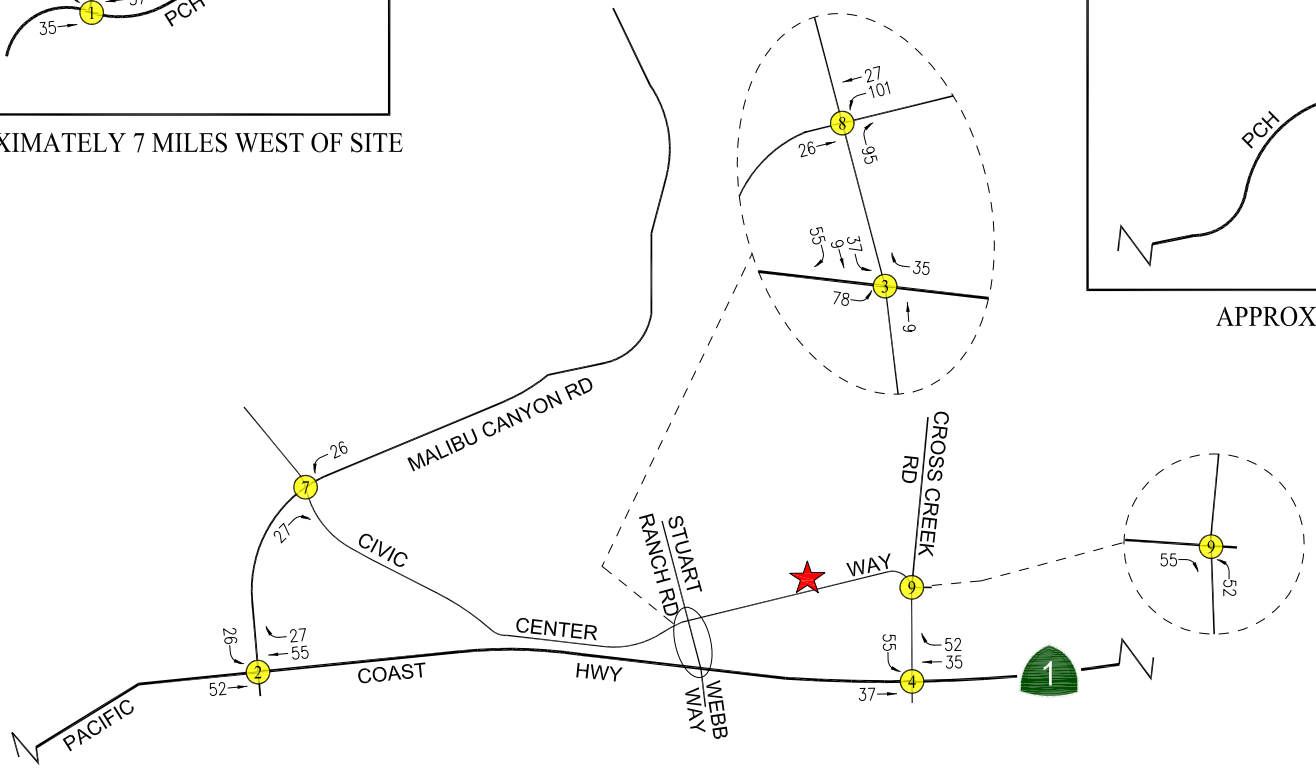
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

★ PROJECT SITE

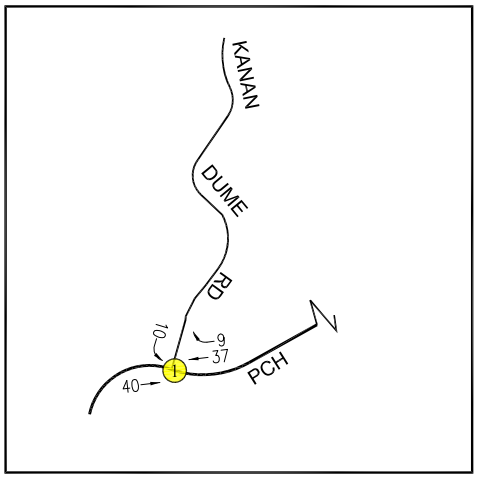
(XX) STUDY INTERSECTION

FIGURE C-20
RELATED PROJECTS TRAFFIC VOLUMES
ZONE G

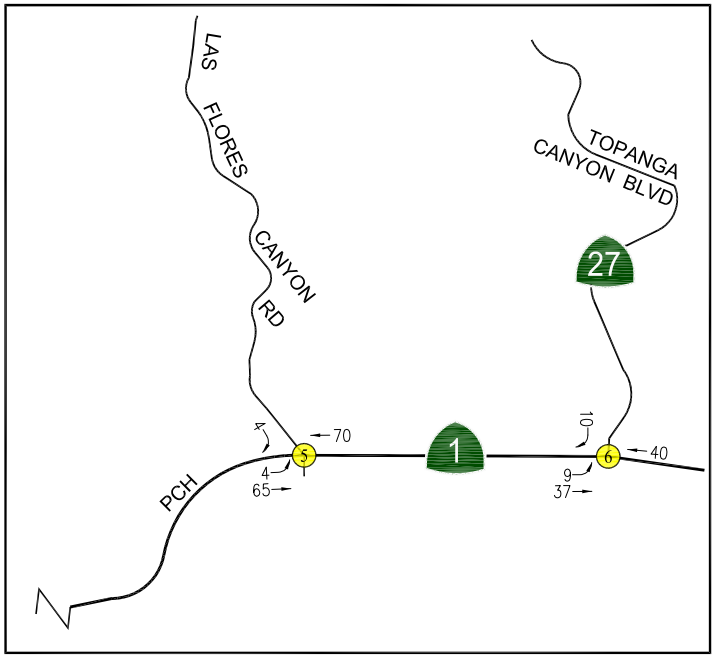
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

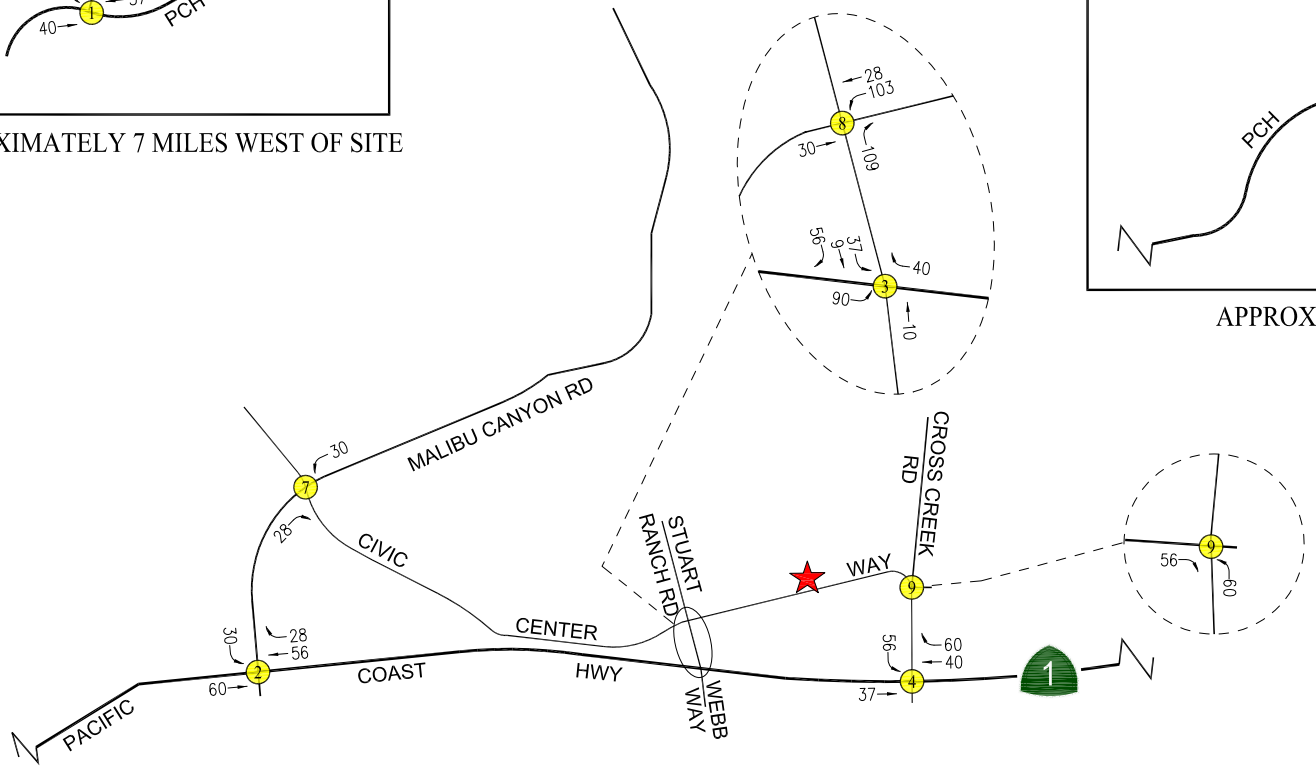
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

★ PROJECT SITE

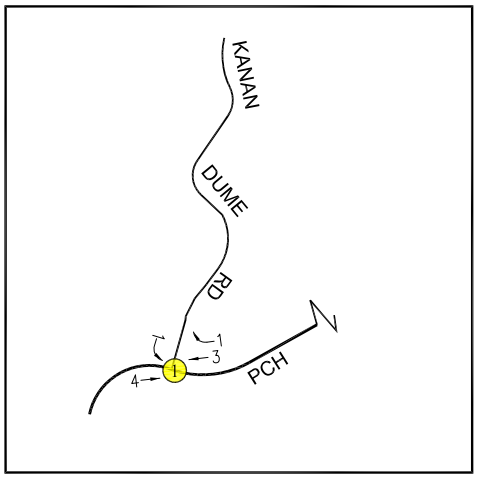
(XX) STUDY INTERSECTION

FIGURE C-21
RELATED PROJECTS TRAFFIC VOLUMES
ZONE G

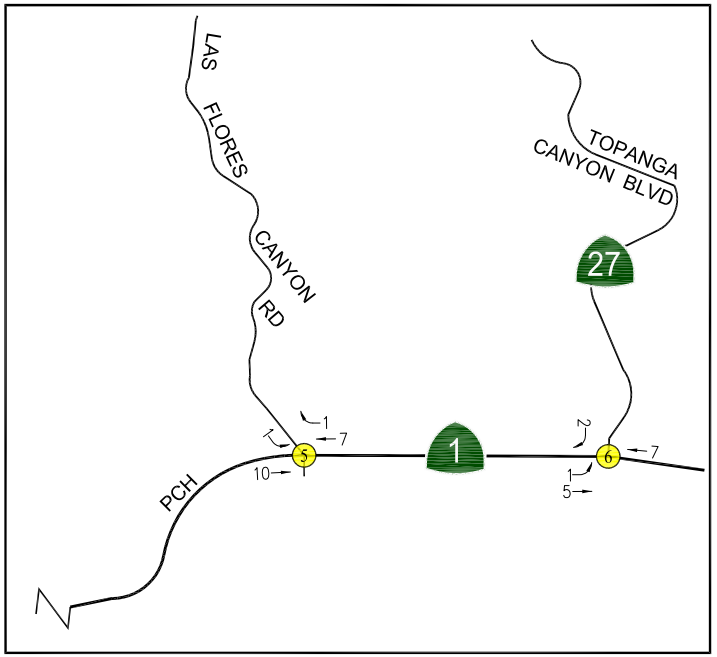
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

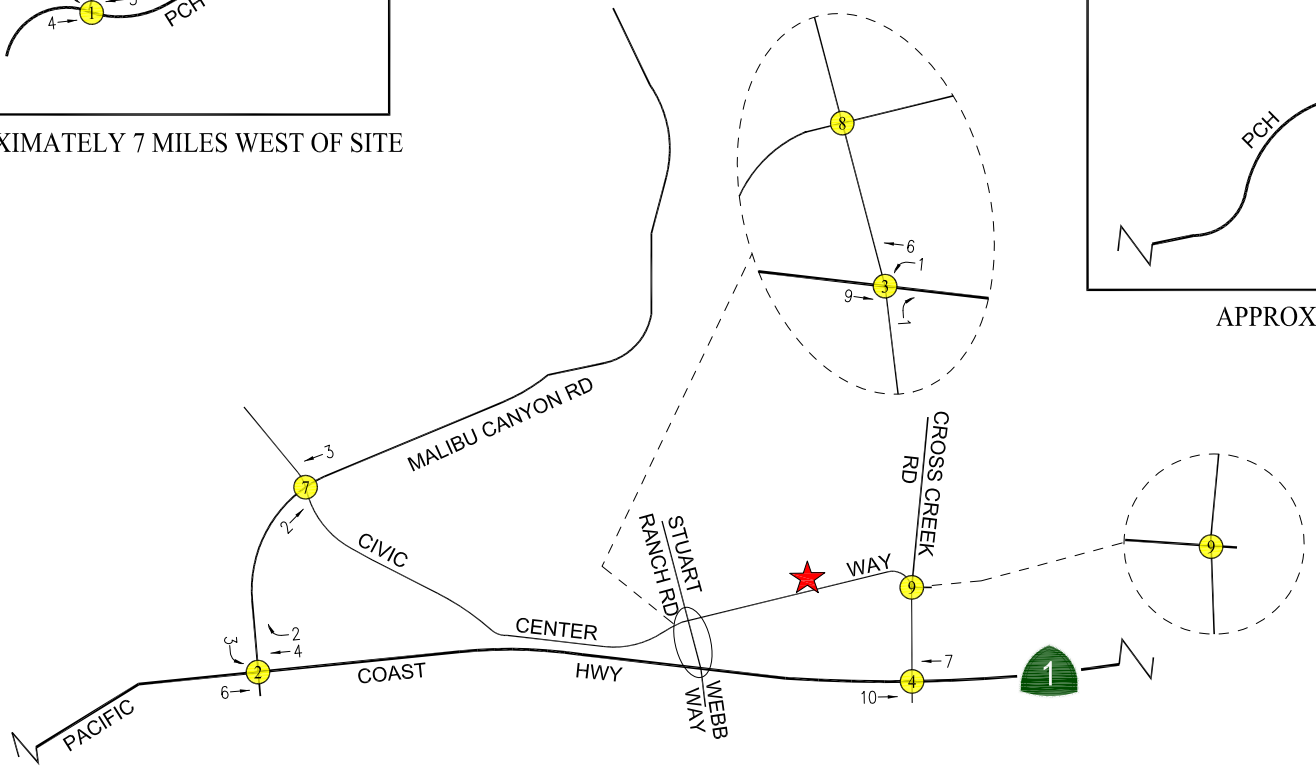
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

★ PROJECT SITE

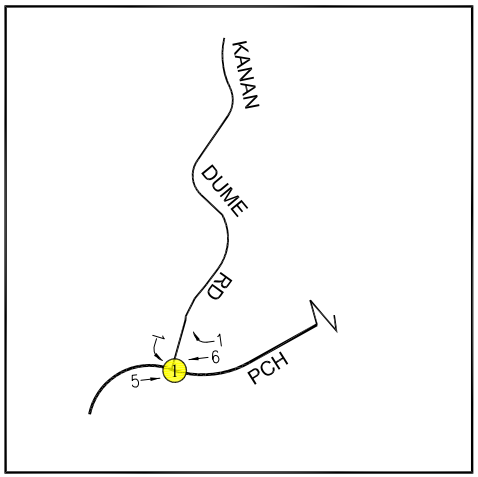
(XX) STUDY INTERSECTION

FIGURE C-22
RELATED PROJECTS TRAFFIC VOLUMES
ZONE H

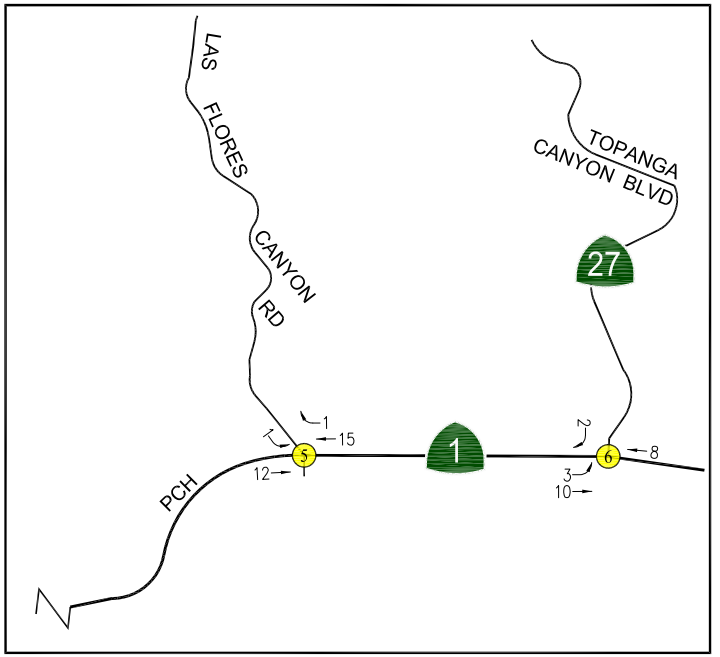
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

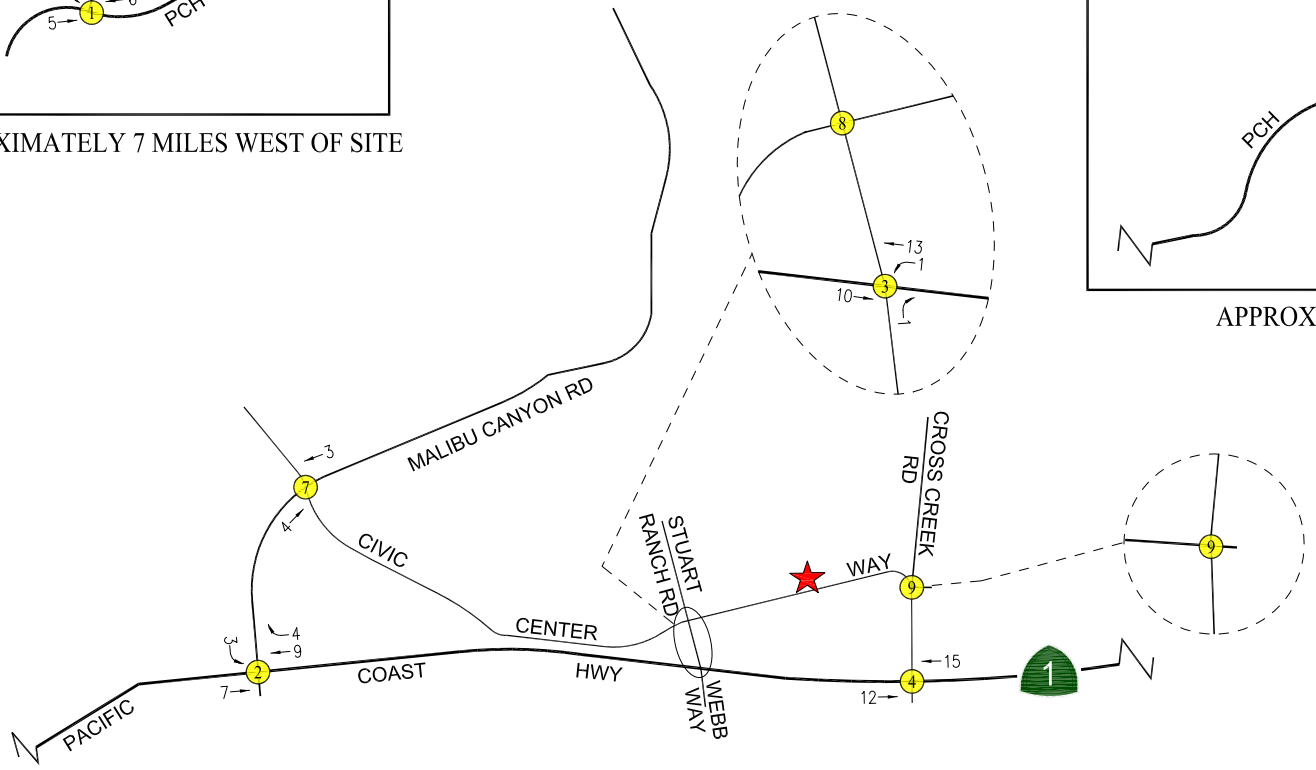
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



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NOT TO SCALE

PROJECT SITE

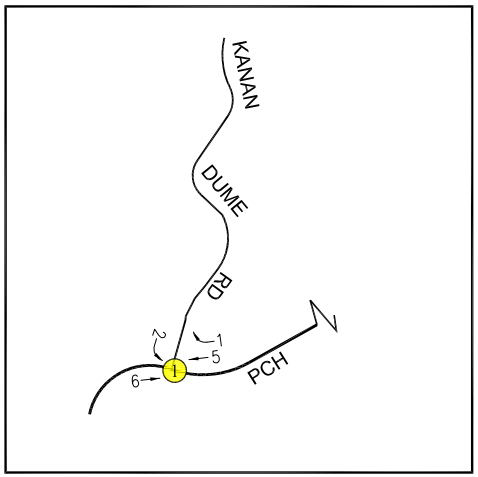
XX STUDY INTERSECTION

FIGURE C-23
RELATED PROJECTS TRAFFIC VOLUMES
ZONE H

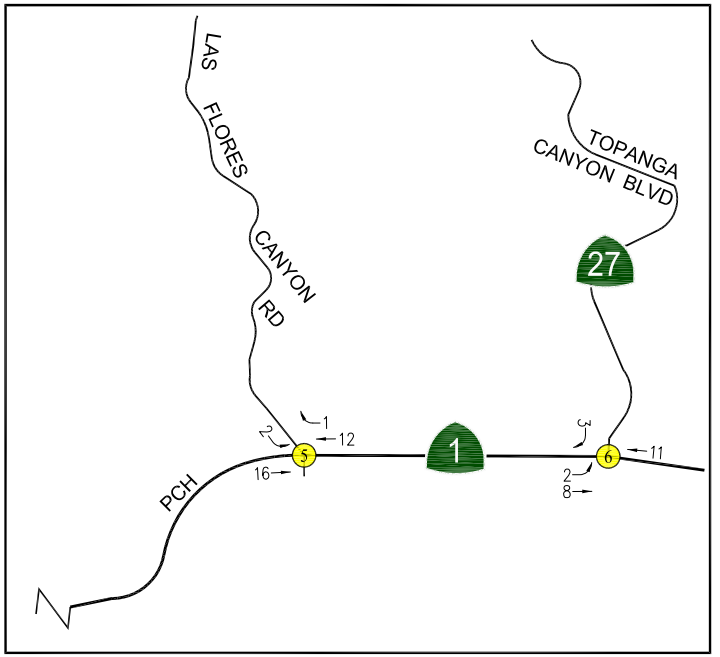
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

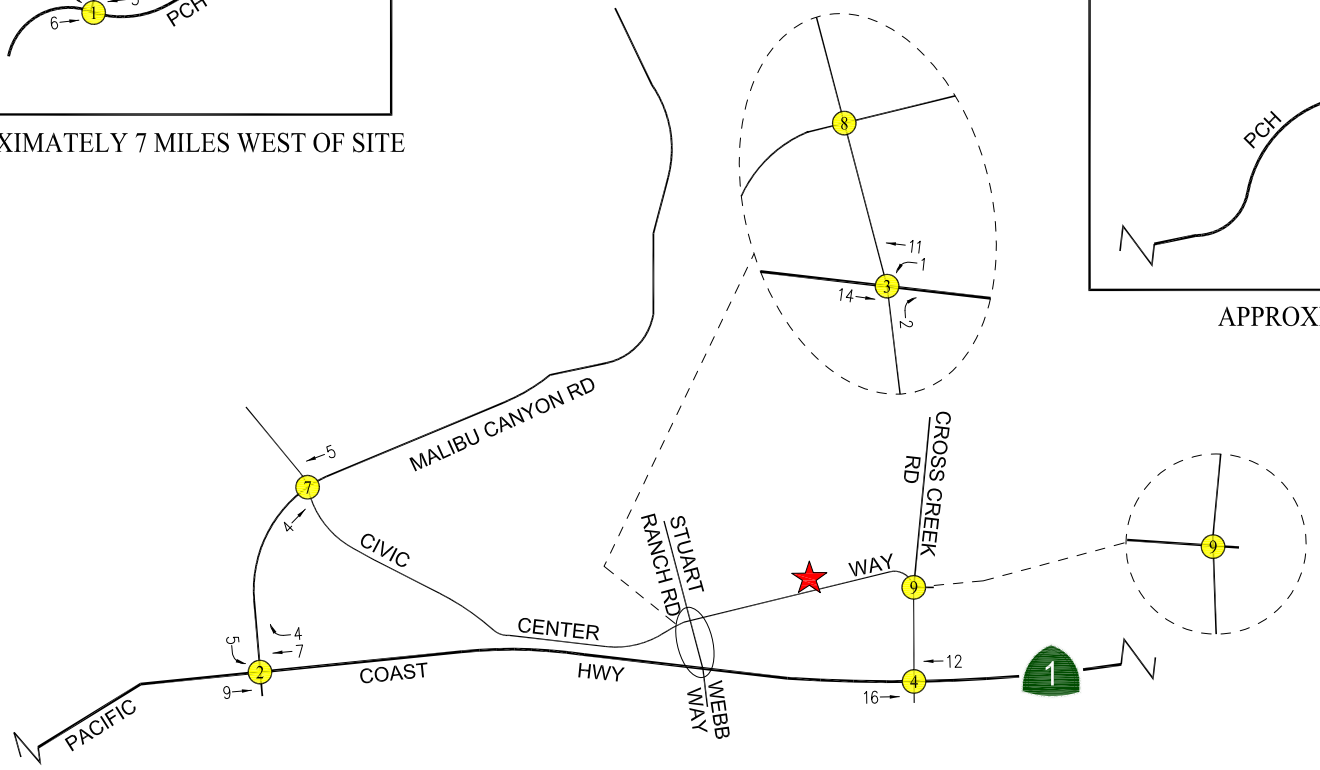
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



NOT TO SCALE

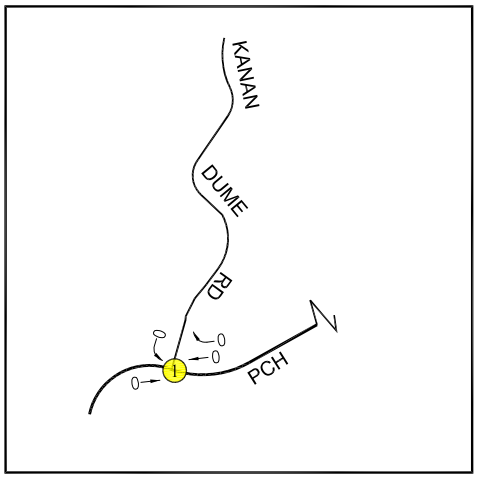
PROJECT SITE
STUDY INTERSECTION

FIGURE C-24
RELATED PROJECTS TRAFFIC VOLUMES
ZONE H

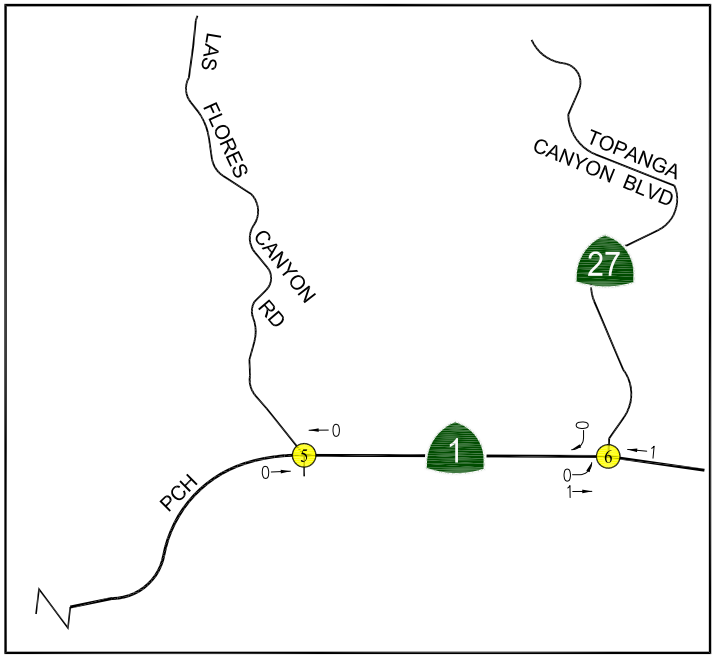
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

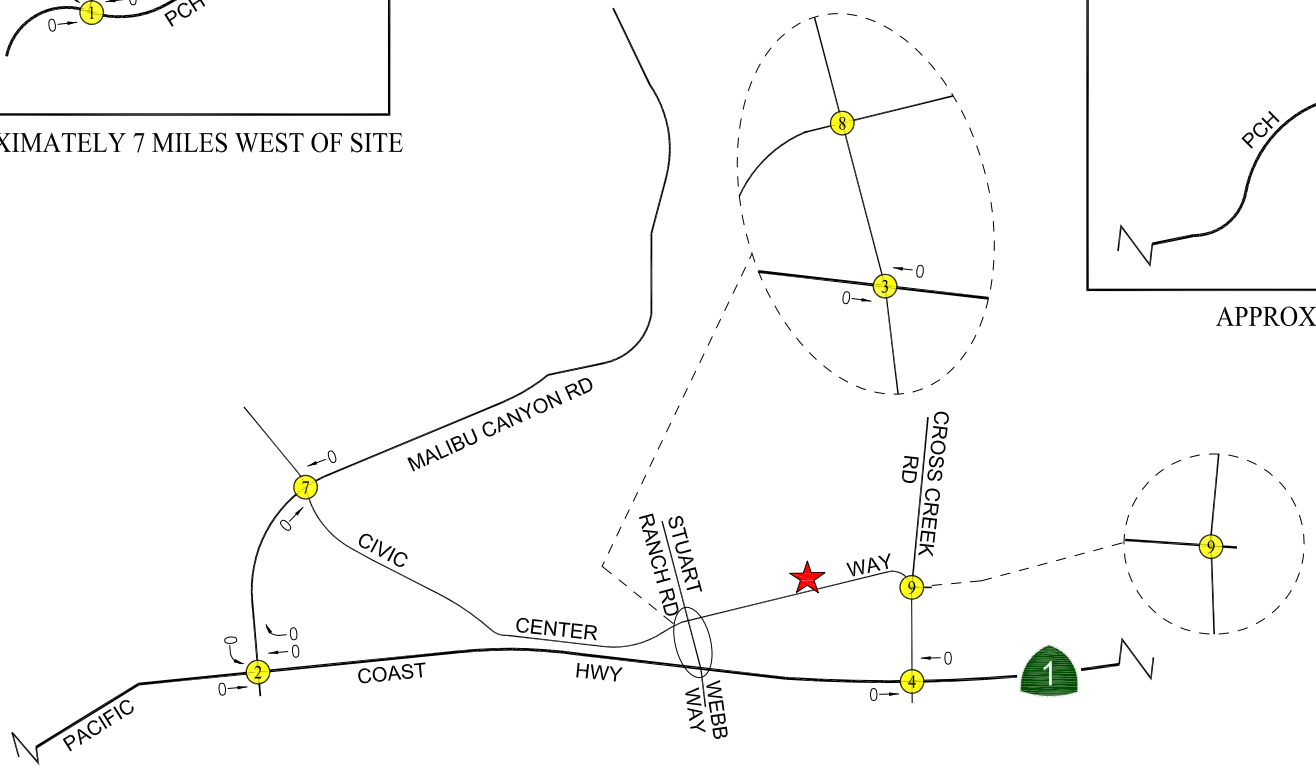
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

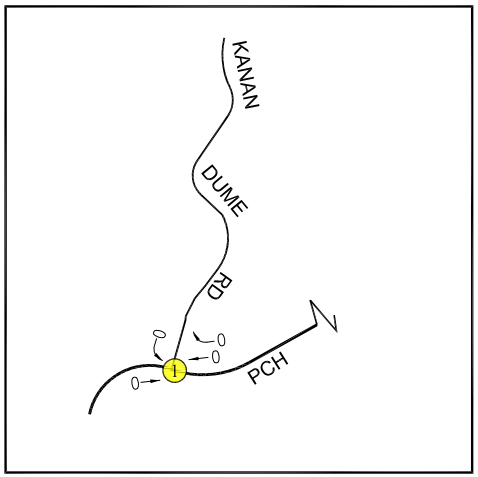
XX STUDY INTERSECTION

FIGURE C-25
RELATED PROJECTS TRAFFIC VOLUMES
ZONE I

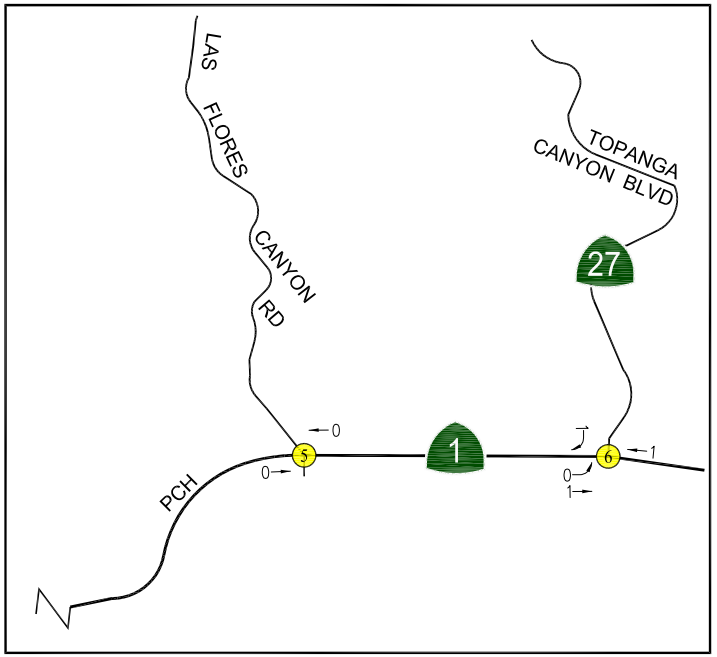
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

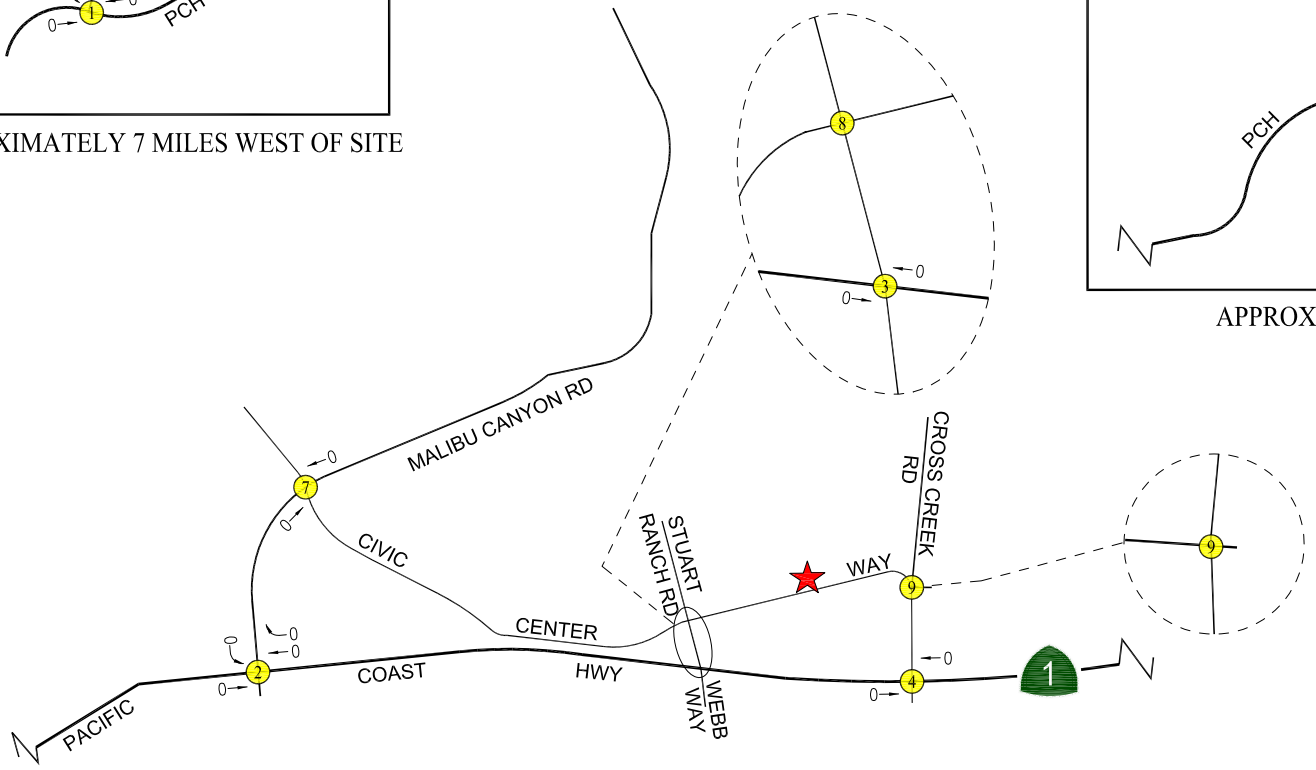
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

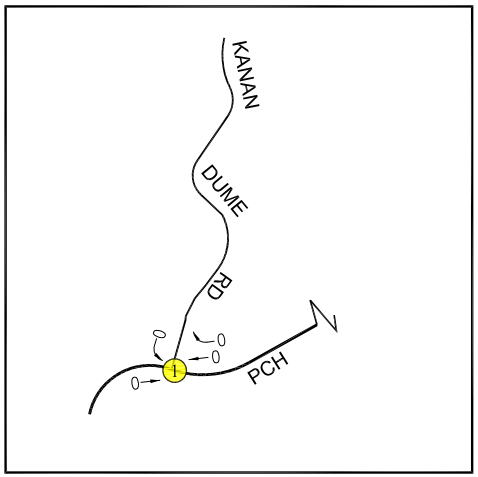
XX STUDY INTERSECTION

FIGURE C-26
RELATED PROJECTS TRAFFIC VOLUMES
ZONE I

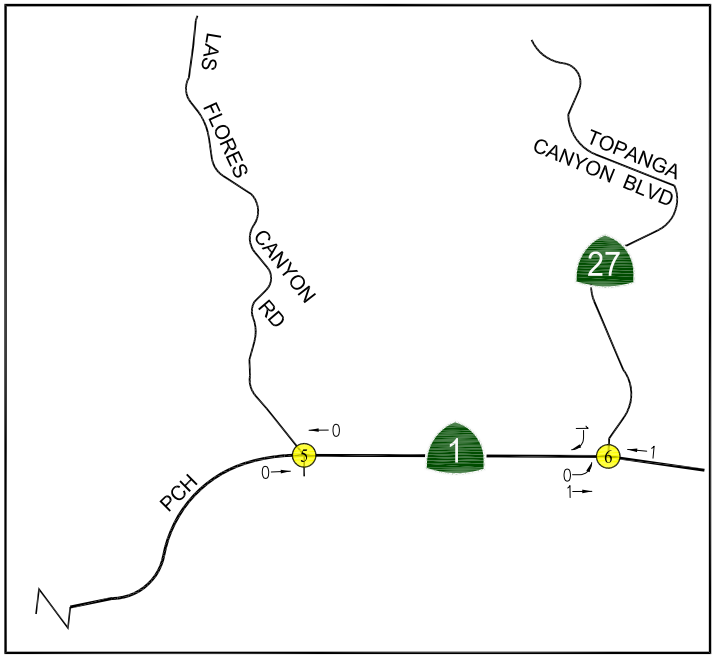
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

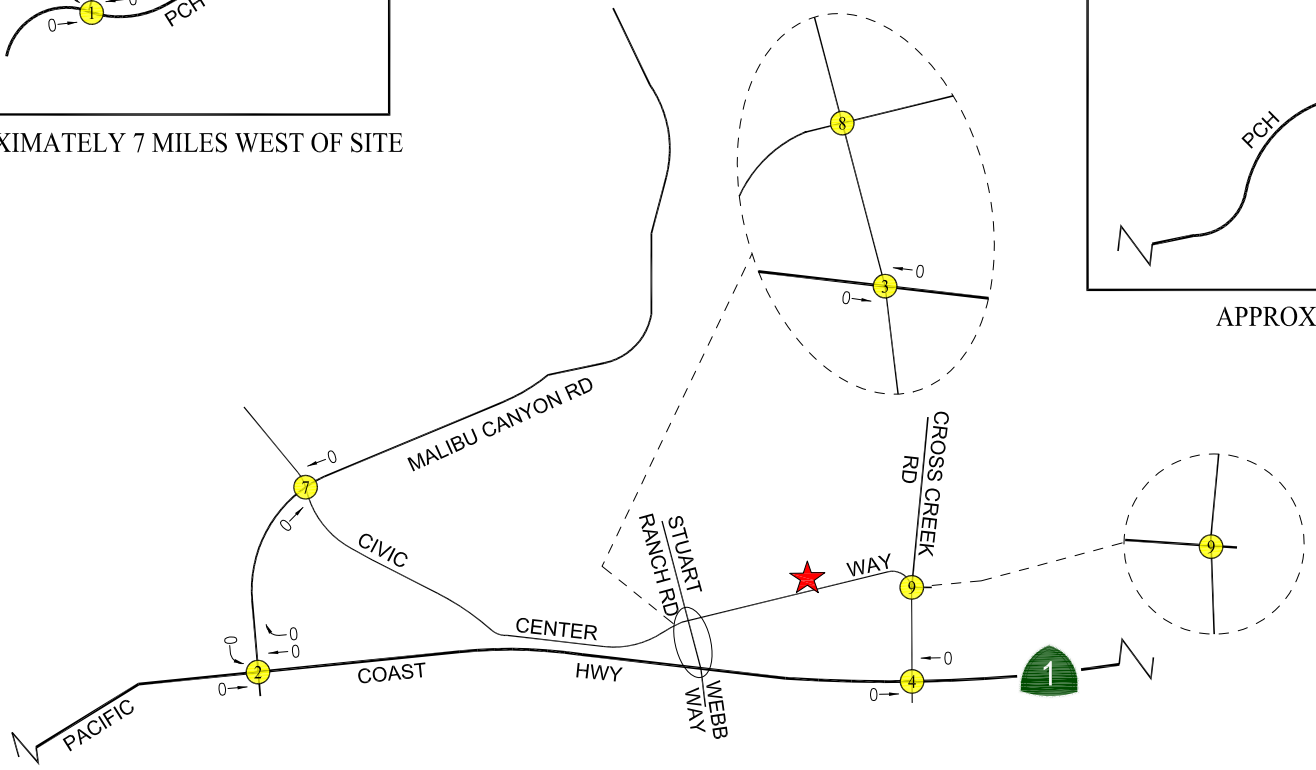
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

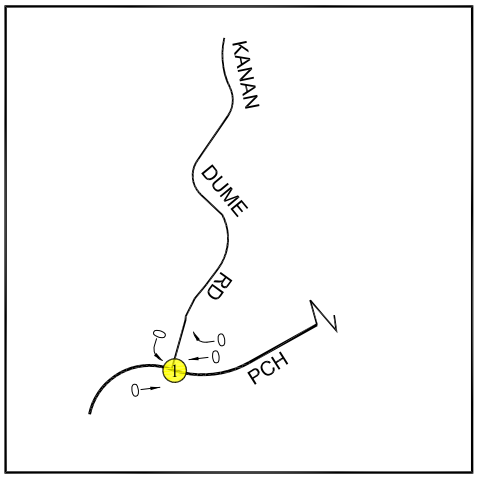
XX STUDY INTERSECTION

FIGURE C-27
RELATED PROJECTS TRAFFIC VOLUMES
ZONE I

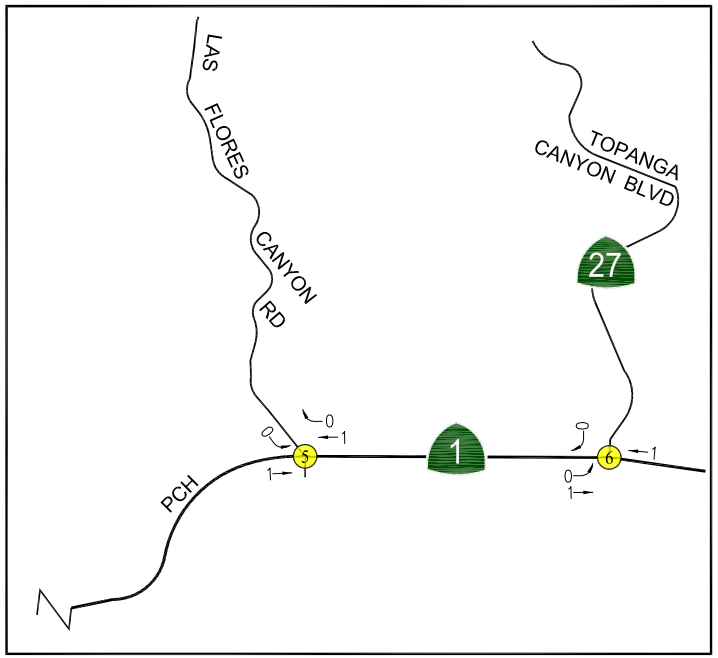
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

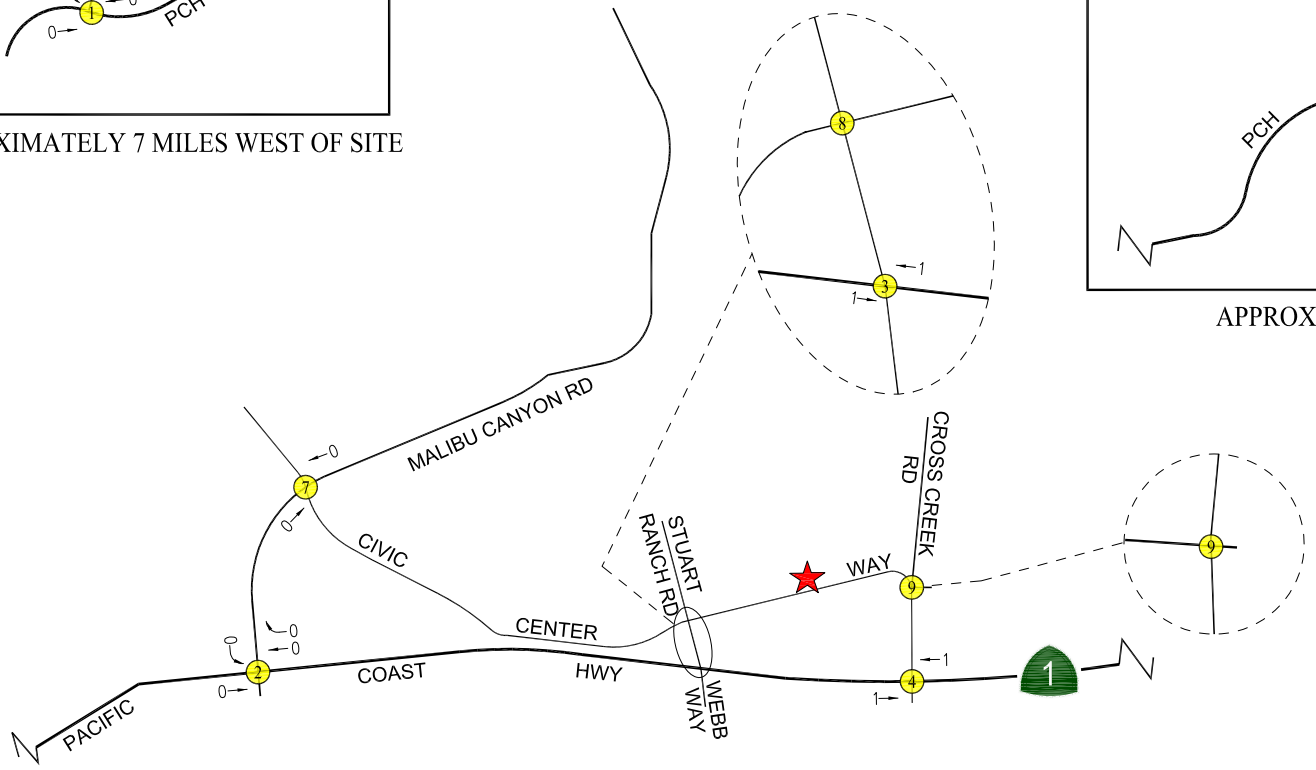
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



N

NOT TO SCALE

PROJECT SITE

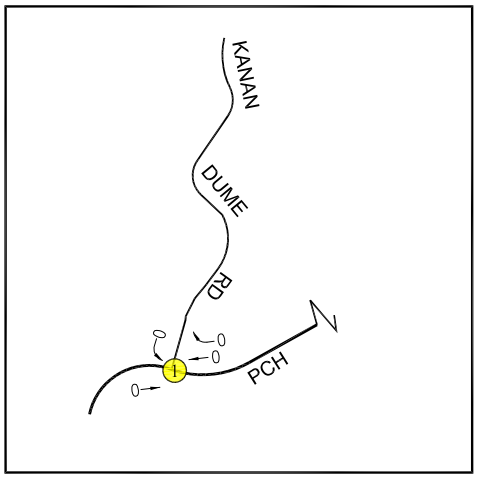
XX STUDY INTERSECTION

FIGURE C-28
RELATED PROJECTS TRAFFIC VOLUMES
ZONE J

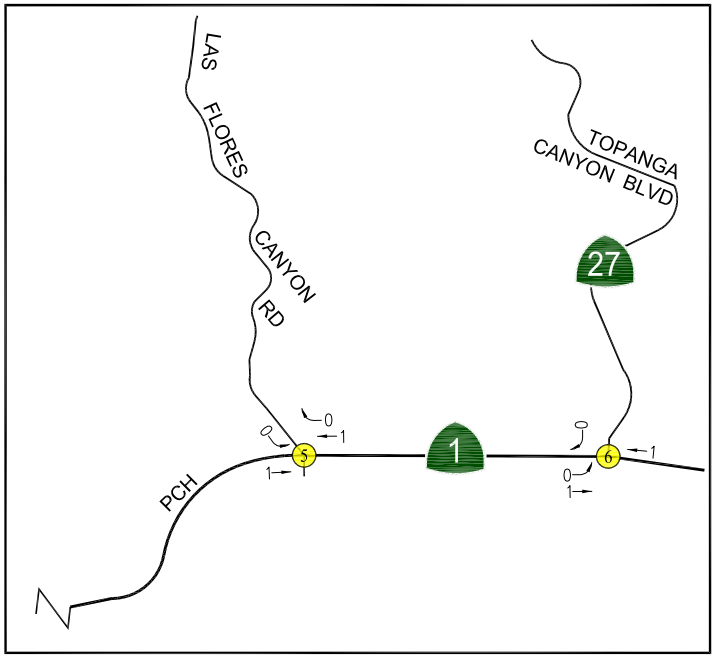
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

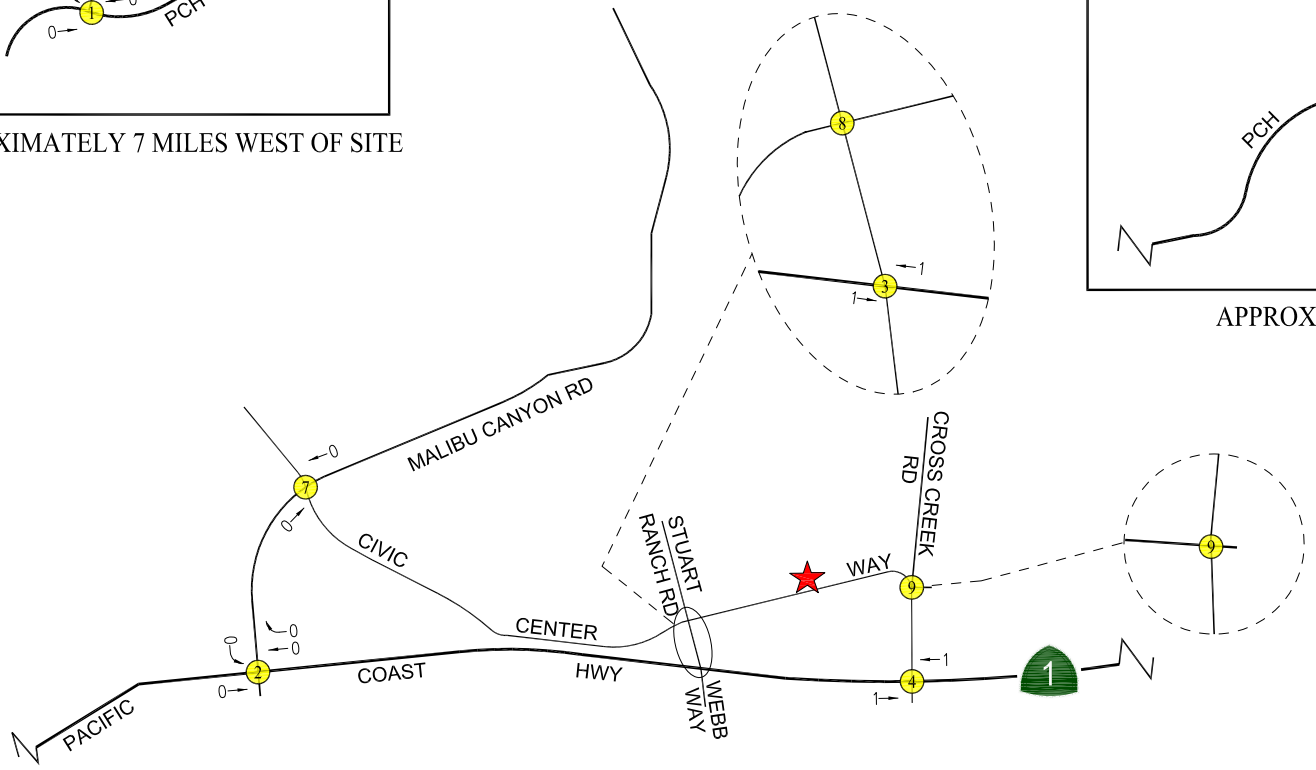
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



NOT TO SCALE

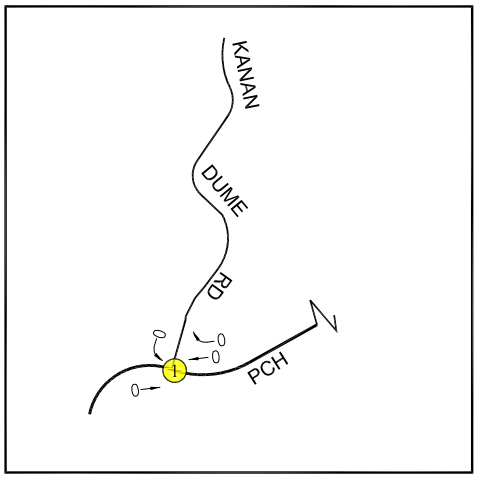
★ PROJECT SITE
(XX) STUDY INTERSECTION

FIGURE C-29
RELATED PROJECTS TRAFFIC VOLUMES
ZONE J

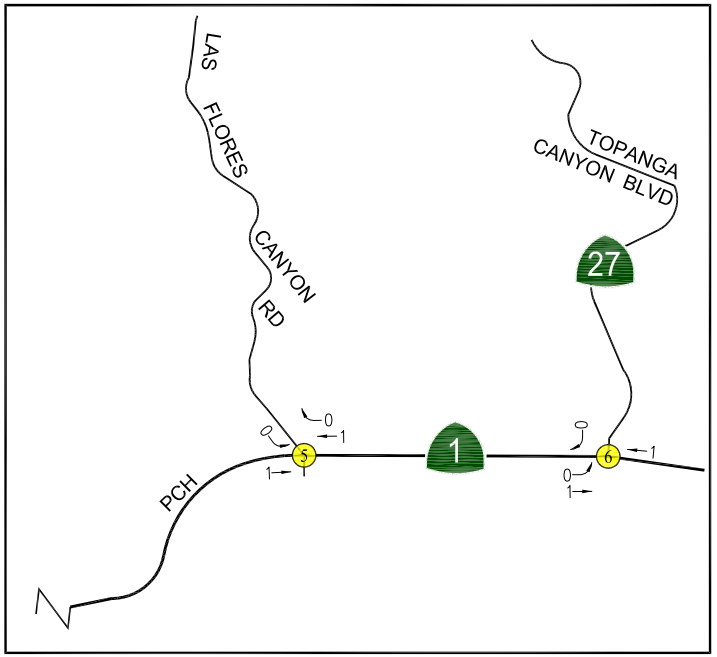
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

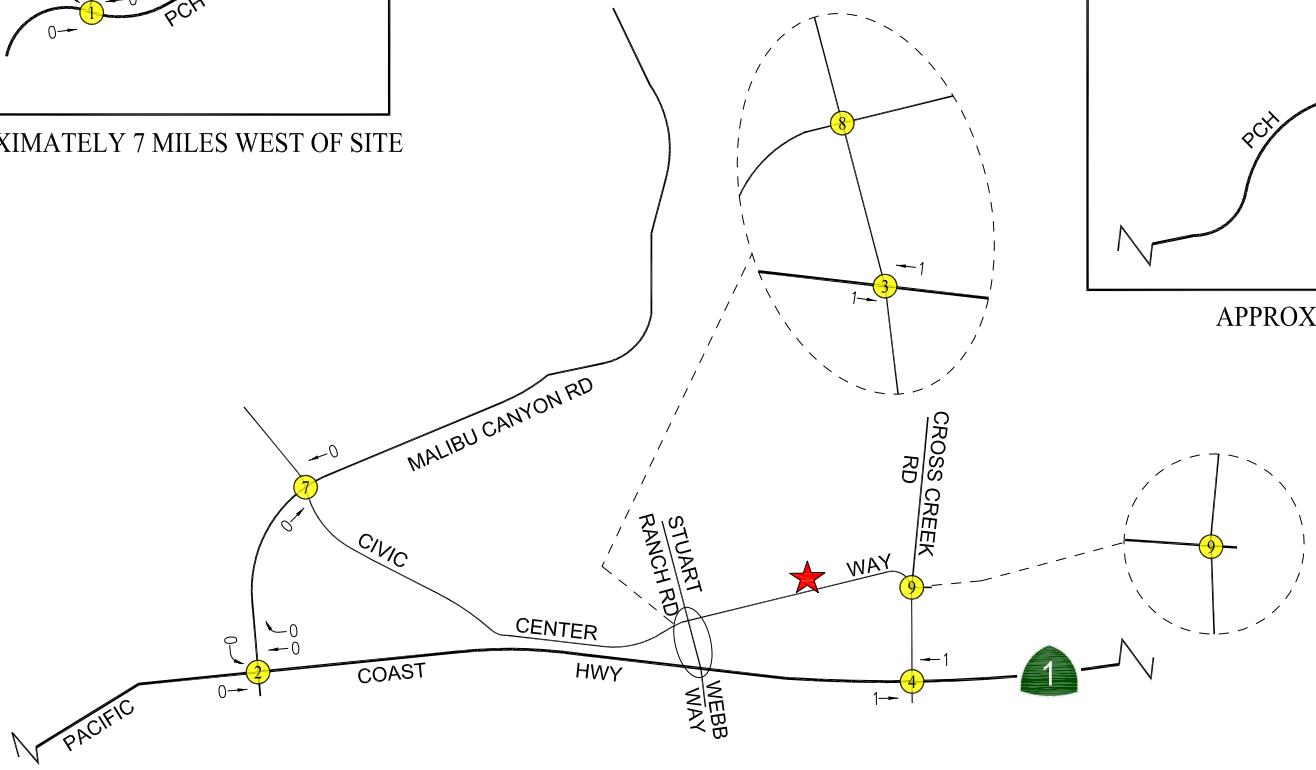
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APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE



NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE C-30
RELATED PROJECTS TRAFFIC VOLUMES
ZONE J

SATURDAY MID-DAY PEAK HOUR

LA PAZ RANCH PROJECT

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APPENDIX D

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
SCHOOL TIME CONDITIONS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	275	2880	0.095	5	280	2880	0.097	11	286	0.099	12	298	2880	0.103	5	303	2880	0.105	0	303	2880	0.105
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	325	1600	0.094	0	325	1600	0.094	13	338	0.098	0	338	1600	0.098	0	338	1600	0.098	0	338	1600	0.098
Eb Left	174	1600	0.109 *	0	174	1600	0.109 *	7	181	0.113 *	0	181	1600	0.113 *	0	181	1600	0.113 *	0	181	1600	0.113 *
Eb Thru	872	3200	0.273	19	891	3200	0.278	35	907	0.283	47	954	3200	0.298	19	973	3200	0.304	0	973	3200	0.304
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	723	3200	0.226 *	6	729	3200	0.228 *	29	752	0.235 *	26	778	3200	0.243 *	6	784	3200	0.245 *	0	784	3200	0.245 *
Wb Right	74	1600	0.046	1	75	1600	0.047	3	77	0.048	8	85	1600	0.053	1	86	1600	0.054	0	86	1600	0.054
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.480				0.484			0.497				0.510				0.513				0.513
LOS			A				A			A				A				A				A

12:40 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	141	2880	0.049	5	146	2880	0.051	6	147	0.051	29	176	2880	0.061	5	181	2880	0.063	0	181	2880	0.063
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	264	1600	0.000	0	264	1600	0.000	11	275	0.000	0	275	1600	0.000	0	275	1600	0.000	0	275	1600	0.000
Eb Left	284	1600	0.178 *	0	284	1600	0.178 *	11	295	0.185 *	0	295	1600	0.185 *	0	295	1600	0.185 *	0	295	1600	0.185 *
Eb Thru	863	3200	0.270	20	883	3200	0.276	35	898	0.280	80	978	3200	0.305	20	998	3200	0.312	0	998	3200	0.312
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1093	3200	0.342 *	31	1124	3200	0.351 *	44	1137	0.355 *	69	1206	3200	0.377 *	31	1237	3200	0.386 *	0	1237	3200	0.386 *
Wb Right	204	1600	0.128	8	212	1600	0.133	8	212	0.133	25	237	1600	0.148	8	245	1600	0.153	0	245	1600	0.153
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.618				0.629			0.641				0.672				0.684				0.684
LOS			B				B			B				B				B				B

12:40 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	
Nb Left	0	0	0.000	* 0	0	0	0.000	* 0	0	0.000	*	0	0	0	0.000	* 0	0	0	0.000	* 0	0	0	0.000	*
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000		0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Nb Right	0	0	-	0	0	0	-	0	0	-		0	0	0	-	0	0	0	-	0	0	0	-	
Sb Left	238	2880	0.083	7	245	2880	0.085	10	248	0.086		43	291	2880	0.101	7	298	2880	0.103	0	298	2880	0.103	
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000		0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Sb Right [3]	650	1600	0.202	* 0	650	1600	0.202	* 26	676	0.210	*	0	676	1600	0.210	* 0	676	1600	0.210	* 0	676	1600	0.210	*
Eb Left	327	1600	0.204	* 0	327	1600	0.204	* 13	340	0.213	*	0	340	1600	0.213	* 0	340	1600	0.213	* 0	340	1600	0.213	*
Eb Thru	959	3200	0.300	29	988	3200	0.309	38	997	0.312		116	1113	3200	0.348	29	1142	3200	0.357	0	1142	3200	0.357	
Eb Right	0	0	-	0	0	0	-	0	0	-		0	0	0	-	0	0	0	-	0	0	0	-	
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000		0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Wb Thru	1189	3200	0.372	* 23	1212	3200	0.379	* 48	1237	0.386	*	85	1322	3200	0.413	* 23	1345	3200	0.420	* 0	1345	3200	0.420	*
Wb Right	190	1600	0.119	6	196	1600	0.123	8	198	0.124		34	232	1600	0.145	6	238	1600	0.149	0	238	1600	0.149	
Yellow Allowance:			0.050	*			0.050	*		0.050	*				0.050	*			0.050	*			0.050	*
ICU			0.828				0.835			0.859					0.885				0.893				0.893	
LOS			D				D			D					D				D				D	

12:40 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Peak hr: AM
Annual Growth: 1.00%

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	19	0	0.006	0	19	0	0.006	1	20	0.006	3	23	0	0.007	0	23	0	0.007	0	23	0	0.007
Nb Thru [3]	10	3200	0.017 *	0	10	3200	0.017 *	0	10	0.017 *	1	11	3200	0.019 *	0	11	3200	0.019 *	0	11	3200	0.019 *
Nb Right	24	0	-	0	24	0	-	1	25	-	2	27	0	-	0	27	0	-	0	27	0	-
Sb Left	762	0	0.238	15	777	0	0.243	30	792	0.248	33	825	0	0.258	15	840	0	0.263	0	840	0	0.263
Sb Thru [3]	16	3200	0.243 *	0	16	3200	0.248 *	1	17	0.253 *	0	17	3200	0.263 *	0	17	3200	0.268 *	0	17	3200	0.268 *
Sb Right [4]	236	1600	0.076	0	236	1600	0.076	9	245	0.079	1	246	1600	0.078	0	246	1600	0.078	0	246	1600	0.078
Eb Left	207	2880	0.072	0	207	2880	0.072	8	215	0.075	3	218	2880	0.076	0	218	2880	0.076	0	218	2880	0.076
Eb Thru	921	3200	0.293 *	29	950	3200	0.303 *	37	958	0.305 *	69	1027	3200	0.327 *	29	1056	3200	0.336 *	0	1056	3200	0.336 *
Eb Right	18	0	-	0	18	0	-	1	19	-	1	20	0	-	0	20	0	-	0	20	0	-
Wb Left	18	1600	0.011 *	0	18	1600	0.011 *	1	19	0.012 *	1	20	1600	0.012 *	0	20	1600	0.012 *	0	20	1600	0.012 *
Wb Thru	700	3200	0.219	9	709	3200	0.222	28	728	0.228	39	767	3200	0.240	9	776	3200	0.243	0	776	3200	0.243
Wb Right [4]	282	1600	0.000	0	282	1600	0.000	11	293	0.000	11	304	1600	0.000	0	304	1600	0.000	0	304	1600	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.614				0.628			0.637				0.672				0.685				0.685
LOS			B				B			B				B				B				B

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Peak hr: PM
Annual Growth: 1.00%

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	
Nb Left	9	0	0.003	0	9	0	0.003	0	9	0.003		17	26	0	0.008	0	26	0	0.008	0	26	0	0.008	
Nb Thru [3]	13	3200	0.015	* 0	13	3200	0.015	* 1	14	0.015	*	3	17	3200	0.026	* 0	17	3200	0.026	* 0	17	3200	0.026	*
Nb Right	25	0	-	0	25	0	-	1	26	-		13	39	0	-	0	39	0	-	0	39	0	-	
Sb Left	375	0	0.117	0	375	0	0.117	15	390	0.122		29	419	0	0.131	0	419	0	0.131	0	419	0	0.131	
Sb Thru [3]	17	3200	0.123	* 0	17	3200	0.123	* 1	18	0.127	*	4	22	3200	0.138	* 0	22	3200	0.138	* 0	22	3200	0.138	*
Sb Right [4]	165	1600	0.000	0	165	1600	0.000	7	172	0.000		1	173	1600	0.000	0	173	1600	0.000	0	173	1600	0.000	
Eb Left	310	2880	0.108	* 0	310	2880	0.108	* 12	322	0.112	*	4	326	2880	0.113	* 0	326	2880	0.113	* 0	326	2880	0.113	*
Eb Thru	1085	3200	0.346	30	1115	3200	0.356	43	1128	0.360		94	1222	3200	0.395	30	1252	3200	0.404	0	1252	3200	0.404	
Eb Right	23	0	-	0	23	0	-	1	24	-		18	42	0	-	0	42	0	-	0	42	0	-	
Wb Left	36	1600	0.023	0	36	1600	0.023	1	37	0.023		14	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032	
Wb Thru	1160	3200	0.363	* 47	1207	3200	0.377	* 46	1206	0.377	*	91	1297	3200	0.405	* 47	1344	3200	0.420	* 0	1344	3200	0.420	*
Wb Right [4]	270	1600	0.052	0	270	1600	0.052	11	281	0.054		36	317	1600	0.067	0	317	1600	0.067	0	317	1600	0.067	
Yellow Allowance:			0.050	*			0.050	*		0.050	*				0.050	*			0.050	*			0.050	*
ICU			0.657				0.672			0.682					0.732				0.747				0.747	
LOS			B				B			B					C				C				C	

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	9	0	0.003	0	9	0	0.003	0	9	0.003	25	34	0	0.011	0	34	0	0.011	0	34	0	0.011
Nb Thru [3]	24	3200	0.030 *	0	24	3200	0.030 *	1	25	0.031 *	5	30	3200	0.047 *	0	30	3200	0.047 *	0	30	3200	0.047 *
Nb Right	63	0	-	0	63	0	-	3	66	-	20	86	0	-	0	86	0	-	0	86	0	-
Sb Left	490	0	0.153	0	490	0	0.153	20	510	0.159	35	545	0	0.170	0	545	0	0.170	0	545	0	0.170
Sb Thru [3]	40	3200	0.166 *	0	40	3200	0.166 *	2	42	0.172 *	5	47	3200	0.185 *	0	47	3200	0.185 *	0	47	3200	0.185 *
Sb Right [4]	381	1600	0.166	0	381	1600	0.166	15	396	0.172	5	401	1600	0.168	0	401	1600	0.168	0	401	1600	0.168
Eb Left	209	2880	0.073 *	0	209	2880	0.073 *	8	217	0.075 *	20	237	2880	0.082 *	0	237	2880	0.082 *	0	237	2880	0.082 *
Eb Thru	1228	3200	0.393	44	1272	3200	0.407	49	1277	0.409	112	1389	3200	0.452	44	1433	3200	0.465	0	1433	3200	0.465
Eb Right	29	0	-	0	29	0	-	1	30	-	26	56	0	-	0	56	0	-	0	56	0	-
Wb Left	39	1600	0.024	0	39	1600	0.024	2	41	0.025	20	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038
Wb Thru	1340	3200	0.419 *	34	1374	3200	0.429 *	54	1394	0.436 *	111	1505	3200	0.470 *	34	1539	3200	0.481 *	0	1539	3200	0.481 *
Wb Right [4]	146	1600	0.000	0	146	1600	0.000	6	152	0.000	62	214	1600	0.000	0	214	1600	0.000	0	214	1600	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.737				0.748			0.764				0.834				0.845				0.845
LOS			C				C			C				D				D				D

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Peak hr: AM
Annual Growth: 1.00%

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	54	1600	0.034	0	54	1600	0.034	2	56	0.035	0	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Nb Thru [3]	46	1600	0.038 *	5	51	1600	0.041 *	2	48	0.039 *	7	55	1600	0.044 *	5	60	1600	0.047 *	0	60	1600	0.047 *
Nb Right	14	0	-	0	14	0	-	1	15	-	1	16	0	-	0	16	0	-	0	16	0	-
Sb Left	75	0	0.023	0	75	0	0.023	3	78	0.024	11	89	0	0.028	0	89	0	0.028	0	89	0	0.028
Sb Thru [3]	60	3200	0.042 *	1	61	3200	0.043 *	2	62	0.044 *	3	65	3200	0.048 *	1	66	3200	0.049 *	0	66	3200	0.049 *
Sb Right [4]	40	1600	0.000	9	49	1600	0.000	2	42	0.000	43	85	1600	0.000	9	94	1600	0.000	0	94	1600	0.000
Eb Left	150	1600	0.094	44	194	1600	0.121 *	6	156	0.098	94	250	1600	0.156 *	44	294	1600	0.184 *	0	294	2880	0.102
Eb Thru	1370	4800	0.285 *	0	1370	4800	0.285	55	1425	0.297 *	14	1439	4800	0.300	0	1439	4800	0.300	0	1439	4800	0.300 *
Eb Right	77	1600	0.048	0	77	1600	0.048	3	80	0.050	0	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
Wb Left	137	1600	0.086 *	0	137	1600	0.086	5	142	0.089 *	1	143	1600	0.090	0	143	1600	0.090	0	143	1600	0.090 *
Wb Thru	804	3200	0.251	0	804	3200	0.251 *	32	836	0.261	14	850	3200	0.266 *	0	850	3200	0.266 *	0	850	3200	0.266
Wb Right [5]	262	1600	0.140	0	262	1600	0.140	10	272	0.146	20	292	1600	0.155	0	292	1600	0.155	0	292	1600	0.155
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.501				0.506			0.519				0.564				0.595				0.535
LOS			A				A			A				A				A				A

04:04 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn
5 *The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
Peak hr: PM
Annual Growth: 1.00%

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	108	1600	0.068 *	0	108	1600	0.068 *	4	112	0.070 *		0	112	1600	0.070 *	0	112	1600	0.070 *	0	112	1600	0.070 *
Nb Thru [3]	70	1600	0.054	5	75	1600	0.058	3	73	0.057		12	85	1600	0.065	5	90	1600	0.068	0	90	1600	0.068
Nb Right	17	0	-	0	17	0	-	1	18	-		1	19	0	-	0	19	0	-	0	19	0	-
Sb Left	118	0	0.037	0	118	0	0.037	5	123	0.038		46	169	0	0.053	0	169	0	0.053	0	169	0	0.053
Sb Thru [3]	56	3200	0.054 *	8	64	3200	0.057 *	2	58	0.057 *		11	69	3200	0.074 *	8	77	3200	0.077 *	0	77	3200	0.077 *
Sb Right [4]	71	1600	0.020	47	118	1600	0.040	3	74	0.021		86	160	1600	0.034	47	207	1600	0.054	0	207	1600	0.054
Eb Left	78	1600	0.049 *	30	108	1600	0.068 *	3	81	0.051 *		129	210	1600	0.131 *	30	240	1600	0.150 *	0	240	2880	0.083 *
Eb Thru	1303	4800	0.271	0	1303	4800	0.271	52	1355	0.282		27	1382	4800	0.288	0	1382	4800	0.288	0	1382	4800	0.288
Eb Right	55	1600	0.034	0	55	1600	0.034	2	57	0.036		0	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036
Wb Left	169	1600	0.106	0	169	1600	0.106	7	176	0.110		1	177	1600	0.110	0	177	1600	0.110	0	177	1600	0.110
Wb Thru	1305	3200	0.408 *	0	1305	3200	0.408 *	52	1357	0.424 *		36	1393	3200	0.435 *	0	1393	3200	0.435 *	0	1393	3200	0.435 *
Wb Right [5]	344	1600	0.178	0	344	1600	0.178	14	358	0.185		35	393	1600	0.193	0	393	1600	0.193	0	393	1600	0.193
Yellow Allowance:			0.050 *				0.050 *			0.050 *					0.050 *				0.050 *				0.050 *
ICU			0.628				0.650			0.652					0.761				0.783				0.716
LOS			B				B			B					C				C				C

04:04 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	114	1600	0.071 *	0	114	1600	0.071 *	5	119	0.074 *	2	121	1600	0.075	0	121	1600	0.075	0	121	1600	0.075
Nb Thru [3]	62	1600	0.065	7	69	1600	0.069	2	64	0.068	15	79	1600	0.078 *	7	86	1600	0.083 *	0	86	1600	0.083 *
Nb Right	42	0	-	0	42	0	-	2	44	-	2	46	0	-	0	46	0	-	0	46	0	-
Sb Left	93	0	0.029	0	93	0	0.029	4	97	0.030	60	157	0	0.049	0	157	0	0.049	0	157	0	0.049
Sb Thru [3]	77	3200	0.053 *	6	83	3200	0.055 *	3	80	0.055 *	11	91	3200	0.077 *	6	97	3200	0.079 *	0	97	3200	0.079 *
Sb Right [4]	63	1600	-0.007	34	97	1600	0.001	3	66	-0.007	108	174	1600	0.009	34	208	1600	0.017	0	208	1600	0.017
Eb Left	147	1600	0.092 *	44	191	1600	0.119 *	6	153	0.096 *	165	318	1600	0.199 *	44	362	1600	0.226 *	0	362	2880	0.126 *
Eb Thru	1352	4800	0.282	0	1352	4800	0.282	54	1406	0.293	45	1451	4800	0.302	0	1451	4800	0.302	0	1451	4800	0.302
Eb Right	90	1600	0.056	0	90	1600	0.056	4	94	0.059	1	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059
Wb Left	171	1600	0.107	0	171	1600	0.107	7	178	0.111	1	179	1600	0.112	0	179	1600	0.112	0	179	1600	0.112
Wb Thru	1355	3200	0.423 *	0	1355	3200	0.423 *	54	1409	0.440 *	77	1486	3200	0.464 *	0	1486	3200	0.464 *	0	1486	3200	0.464 *
Wb Right [5]	167	1600	0.075	0	167	1600	0.075	7	174	0.078	40	214	1600	0.085	0	214	1600	0.085	0	214	1600	0.085
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.690				0.719			0.715				0.869				0.903				0.802
LOS			B				C			C				D				E				D

04:04 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn
5 *The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *
Nb Thru [3]	0	1600	0.002 *	0	0	1600	0.002 *	0	0	0.002 *	0	0	1600	0.002 *	0	0	1600	0.002 *	0	0	1600	0.002 *
Nb Right	1	1600	0.001	0	1	1600	0.001	0	1	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
Sb Left	94	0	0.029 *	15	109	0	0.034 *	4	98	0.031 *	44	142	0	0.044 *	15	157	0	0.049 *	0	157	0	0.049 *
Sb Thru [3]	0	3200	0.029 *	0	0	3200	0.034 *	0	0	0.031 *	0	0	3200	0.044 *	0	0	3200	0.049 *	0	0	3200	0.049 *
Sb Right [4]	67	1600	0.010	0	67	1600	0.010	3	70	0.010	0	70	1600	0.010	0	70	1600	0.010	0	70	1600	0.010
Eb Left	103	1600	0.064 *	0	103	1600	0.064 *	4	107	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067
Eb Thru	1382	3200	0.434	0	1382	3200	0.434	55	1437	0.451	26	1463	3200	0.459	0	1463	3200	0.459	0	1463	3200	0.459 *
Eb Right	6	0	-	0	6	0	-	0	6	-	0	6	0	-	0	6	0	-	0	6	0	-
Wb Left	2	1600	0.001	0	2	1600	0.001	0	2	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001 *
Wb Thru	1121	3200	0.390 *	0	1121	3200	0.406 *	45	1166	0.406 *	35	1201	3200	0.442 *	0	1201	3200	0.458 *	0	1201	3200	0.375
Wb Right	128	0	-	49	177	0	-	5	133	-	82	215	0	-	49	264	0	-	0	264	1600	0.165
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.536				0.556			0.555				0.606				0.626				0.561
LOS			A				A			A				B				B				A

12:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.007	0	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Nb Thru [3]	3	1600	0.009 *	0	3	1600	0.009 *	0	3	0.009 *	0	3	1600	0.009 *	0	3	1600	0.009 *	0	3	1600	0.009 *
Nb Right	13	1600	0.008	0	13	1600	0.008	1	14	0.008	0	14	1600	0.008	0	14	1600	0.008	0	14	1600	0.008
Sb Left	157	0	0.049	79	236	0	0.074	6	163	0.051	95	258	0	0.081	79	337	0	0.105	0	337	0	0.105
Sb Thru [3]	3	3200	0.050 *	0	3	3200	0.075 *	0	3	0.052 *	0	3	3200	0.082 *	0	3	3200	0.106 *	0	3	3200	0.106 *
Sb Right [4]	90	1600	0.034	0	90	1600	0.034	4	94	0.036	0	94	1600	0.036	0	94	1600	0.036	0	94	1600	0.036
Eb Left	70	1600	0.044 *	0	70	1600	0.044 *	3	73	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *
Eb Thru	1586	3200	0.499	0	1586	3200	0.499	63	1649	0.519	75	1724	3200	0.542	0	1724	3200	0.542	0	1724	3200	0.542
Eb Right	11	0	-	0	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Wb Left	13	1600	0.008	0	13	1600	0.008	1	14	0.008	0	14	1600	0.008	0	14	1600	0.008	0	14	1600	0.008
Wb Thru	1666	3200	0.562 *	0	1666	3200	0.578 *	67	1733	0.585 *	73	1806	3200	0.648 *	0	1806	3200	0.664 *	0	1806	3200	0.564 *
Wb Right	133	0	-	51	184	0	-	5	138	-	130	268	0	-	51	319	0	-	0	319	1600	0.200
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.715				0.755			0.741				0.834				0.875				0.775
LOS			C				C			C				D				D				C

12:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	0	0.010	0	16	0	0.010	1	17	0.010	0	17	0	0.010	0	17	0	0.010	0	17	0	0.010
Nb Thru [3]	9	1600	0.016 *	0	9	1600	0.016 *	0	9	0.016 *	0	9	1600	0.016 *	0	9	1600	0.016 *	0	9	1600	0.016 *
Nb Right	21	1600	0.013	0	21	1600	0.013	1	22	0.014	0	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
Sb Left	219	0	0.068	57	276	0	0.086	9	228	0.071	115	343	0	0.107	57	400	0	0.125	0	400	0	0.125
Sb Thru [3]	2	3200	0.069 *	0	2	3200	0.087 *	0	2	0.072 *	0	2	3200	0.108 *	0	2	3200	0.126 *	0	2	3200	0.126 *
Sb Right [4]	134	1600	0.039	0	134	1600	0.039	5	139	0.040	0	139	1600	0.040	0	139	1600	0.040	0	139	1600	0.040
Eb Left	144	1600	0.090 *	0	144	1600	0.090 *	6	150	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *
Eb Thru	1450	3200	0.459	0	1450	3200	0.459	58	1508	0.477	107	1615	3200	0.511	0	1615	3200	0.511	0	1615	3200	0.511
Eb Right	18	0	-	0	18	0	-	1	19	-	0	19	0	-	0	19	0	-	0	19	0	-
Wb Left	20	1600	0.013	0	20	1600	0.013	1	21	0.013	0	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Wb Thru	1517	3200	0.524 *	0	1517	3200	0.547 *	61	1578	0.545 *	118	1696	3200	0.637 *	0	1696	3200	0.659 *	0	1696	3200	0.530 *
Wb Right	161	0	-	73	234	0	-	6	167	-	174	341	0	-	73	414	0	-	0	414	1600	0.259
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.749				0.790			0.777				0.904				0.945				0.815
LOS			C				C			C				E				E				D

12:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	2	0	0.001 *	0	2	0	0.001 *	0	2	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *
Nb Thru	1	1600	0.004	0	1	1600	0.004	0	1	0.005	0	1	1600	0.005	0	1	1600	0.005	0	1	1600	0.005
Nb Right	4	0	-	0	4	0	-	0	4	-	0	4	0	-	0	4	0	-	0	4	0	-
Sb Left	53	0	0.033	0	53	0	0.033	2	55	0.034	1	56	0	0.035	0	56	0	0.035	0	56	0	0.035
Sb Thru	0	1600	0.063 *	0	0	1600	0.064 *	0	0	0.066 *	0	0	1600	0.069 *	0	0	1600	0.070 *	0	0	1600	0.070 *
Sb Right [3]	48	0	-	2	50	0	-	2	50	-	4	54	0	-	2	56	0	-	0	56	0	-
Eb Left	27	1600	0.017	1	28	1600	0.018	1	28	0.018	2	30	1600	0.019	1	31	1600	0.019	0	31	1600	0.019
Eb Thru	1677	3200	0.526 *	10	1687	3200	0.529 *	67	1744	0.547 *	46	1790	3200	0.562 *	10	1800	3200	0.565 *	0	1800	3200	0.565 *
Eb Right	7	0	-	0	7	0	-	0	7	-	0	7	0	-	0	7	0	-	0	7	0	-
Wb Left	4	1600	0.003 *	0	4	1600	0.003 *	0	4	0.003 *	0	4	1600	0.003 *	0	4	1600	0.003 *	0	4	1600	0.003 *
Wb Thru	1176	3200	0.368	34	1210	3200	0.378	47	1223	0.382	75	1298	3200	0.406	34	1332	3200	0.416	0	1332	3200	0.416
Wb Right	31	1600	0.019	0	31	1600	0.019	1	32	0.020	1	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.643				0.648			0.667				0.684				0.689				0.689
LOS			B				B			B				B				B				B

12:49 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	9	0	0.006 *	0	9	0	0.006 *	0	9	0.006 *	0	9	0	0.006 *	0	9	0	0.006 *	0	9	0	0.006 *
Nb Thru	4	1600	0.019	0	4	1600	0.019	0	4	0.020	0	4	1600	0.020	0	4	1600	0.020	0	4	1600	0.020
Nb Right	17	0	-	0	17	0	-	1	18	-	0	18	0	-	0	18	0	-	0	18	0	-
Sb Left	40	0	0.025	0	40	0	0.025	2	42	0.026	1	43	0	0.027	0	43	0	0.027	0	43	0	0.027
Sb Thru	0	1600	0.047 *	0	0	1600	0.048 *	0	0	0.049 *	0	0	1600	0.054 *	0	0	1600	0.055 *	0	0	1600	0.055 *
Sb Right [3]	35	0	-	2	37	0	-	1	36	-	7	43	0	-	2	45	0	-	0	45	0	-
Eb Left	35	1600	0.022	3	38	1600	0.024	1	36	0.023	7	43	1600	0.027	3	46	1600	0.029	0	46	1600	0.029
Eb Thru	1687	3200	0.534 *	55	1742	3200	0.551 *	67	1754	0.555 *	120	1874	3200	0.593 *	55	1929	3200	0.610 *	0	1929	3200	0.610 *
Eb Right	22	0	-	0	22	0	-	1	23	-	0	23	0	-	0	23	0	-	0	23	0	-
Wb Left	19	1600	0.012 *	0	19	1600	0.012 *	1	20	0.012 *	0	20	1600	0.012 *	0	20	1600	0.012 *	0	20	1600	0.012 *
Wb Thru	1632	3200	0.510	35	1667	3200	0.521	65	1697	0.530	136	1833	3200	0.573	35	1868	3200	0.584	0	1868	3200	0.584
Wb Right	42	1600	0.026	0	42	1600	0.026	2	44	0.027	1	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.648				0.667			0.672				0.715				0.733				0.733
LOS			B				B			B				C				C				C

12:49 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	24	0	0.015	0	24	0	0.015	1	25	0.016	0	25	0	0.016 *	0	25	0	0.016 *	0	25	0	0.016 *
Nb Thru	1	1600	0.039 *	0	1	1600	0.039 *	0	1	0.041 *	0	1	1600	0.041	0	1	1600	0.041	0	1	1600	0.041
Nb Right	38	0	-	0	38	0	-	2	40	-	0	40	0	-	0	40	0	-	0	40	0	-
Sb Left	18	0	0.011 *	0	18	0	0.011 *	1	19	0.012 *	2	21	0	0.013	0	21	0	0.013	0	21	0	0.013
Sb Thru	0	1600	0.029	0	0	1600	0.031	0	0	0.031	0	0	1600	0.039 *	0	0	1600	0.041 *	0	0	1600	0.041 *
Sb Right [3]	29	0	-	3	32	0	-	1	30	-	11	41	0	-	3	44	0	-	0	44	0	-
Eb Left	29	1600	0.018 *	2	31	1600	0.019 *	1	30	0.019 *	7	37	1600	0.023 *	2	39	1600	0.024 *	0	39	1600	0.024 *
Eb Thru	1555	3200	0.501	40	1595	3200	0.513	62	1617	0.521	160	1777	3200	0.571	40	1817	3200	0.583	0	1817	3200	0.583
Eb Right	48	0	-	0	48	0	-	2	50	-	0	50	0	-	0	50	0	-	0	50	0	-
Wb Left	69	1600	0.043	0	69	1600	0.043	3	72	0.045	0	72	1600	0.045	0	72	1600	0.045	0	72	1600	0.045
Wb Thru	1834	3200	0.573 *	51	1885	3200	0.589 *	73	1907	0.596 *	200	2107	3200	0.659 *	51	2158	3200	0.674 *	0	2158	3200	0.674 *
Wb Right	45	1600	0.028	0	45	1600	0.028	2	47	0.029	1	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.692				0.709			0.718				0.786				0.805				0.805
LOS			B				C			C				C				D				D

12:49 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	1154	2880	0.401	0	1154	2880	0.401	46	1200	0.417	0	1200	2880	0.417	0	1200	2880	0.417	0	1200	2880	0.417
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	52	1600	0.021	5	57	1600	0.024	2	54	0.022	12	66	1600	0.026	5	71	1600	0.028	0	71	1600	0.028
Eb Left	18	1600	0.011	1	19	1600	0.012	1	19	0.012	6	25	1600	0.015	1	26	1600	0.016	0	26	1600	0.016
Eb Thru	1545	3200	0.483 *	6	1551	3200	0.485 *	62	1607	0.502 *	25	1632	3200	0.510 *	6	1638	3200	0.512 *	0	1638	3200	0.512 *
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1174	4800	0.288	19	1193	4800	0.292	47	1221	0.300	42	1263	4800	0.308	19	1282	4800	0.312	0	1282	4800	0.312
Wb Right	209	0	-	0	209	0	-	8	217	-	0	217	0	-	0	217	0	-	0	217	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.934				0.935			0.969				0.977				0.979				0.979
LOS			E				E			E				E				E				E

12:50 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	234	2880	0.081	0	234	2880	0.081	9	243	0.085	0	243	2880	0.085	0	243	2880	0.085	0	243	2880	0.085
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	70	1600	0.000	5	75	1600	0.000	3	73	0.000	23	96	1600	0.000	5	101	1600	0.000	0	101	1600	0.000
Eb Left	159	1600	0.099 *	8	167	1600	0.104 *	6	165	0.103 *	19	184	1600	0.115 *	8	192	1600	0.120 *	0	192	1600	0.120 *
Eb Thru	1740	3200	0.544	31	1771	3200	0.553	70	1810	0.566	71	1881	3200	0.588	31	1912	3200	0.597	0	1912	3200	0.597
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1693	4800	0.556 *	20	1713	4800	0.560 *	68	1761	0.578 *	72	1833	4800	0.593 *	20	1853	4800	0.597 *	0	1853	4800	0.597 *
Wb Right	976	0	-	0	976	0	-	39	1015	-	0	1015	0	-	0	1015	0	-	0	1015	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.787				0.796			0.816				0.843				0.852				0.852
LOS			C				C			D				D				D				D

12:50 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	465	2880	0.161	0	465	2880	0.161	19	484	0.168	0	484	2880	0.168	0	484	2880	0.168	0	484	2880	0.168
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	196	1600	0.039	7	203	1600	0.039	8	204	0.040	33	237	1600	0.046	7	244	1600	0.047	0	244	1600	0.047
Eb Left	134	1600	0.084 *	6	140	1600	0.088 *	5	139	0.087 *	24	163	1600	0.102 *	6	169	1600	0.106 *	0	169	1600	0.106 *
Eb Thru	1599	3200	0.500	23	1622	3200	0.507	64	1663	0.520	90	1753	3200	0.548	23	1776	3200	0.555	0	1776	3200	0.555
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1882	4800	0.460 *	29	1911	4800	0.466 *	75	1957	0.479 *	113	2070	4800	0.502 *	29	2099	4800	0.508 *	0	2099	4800	0.508 *
Wb Right	327	0	-	0	327	0	-	13	340	-	0	340	0	-	0	340	0	-	0	340	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.755				0.765			0.784				0.822				0.832				0.832
LOS			C				C			C				D				D				D

12:50 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
Peak hr: AM
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	53	1600	0.033 *	0	53	1600	0.033 *	2	55	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *
Nb Thru	288	3200	0.090	0	288	3200	0.090	12	300	0.094	5	305	3200	0.095	0	305	3200	0.095	0	305	3200	0.095
Nb Right [3]	161	16000000	0.000	0	161	16000000	0.000	6	167	0.000	9	176	16000000	0.000	0	176	16000000	0.000	0	176	16000000	0.000
Sb Left [4]	37	1600	0.023	0	37	1600	0.023	1	38	0.024	0	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024
Sb Thru	976	3200	0.305 *	15	991	3200	0.310 *	39	1015	0.317 *	36	1051	3200	0.328 *	15	1066	3200	0.333 *	0	1066	3200	0.333 *
Sb Right [3]	365	16000000	0.000	0	365	16000000	0.000	15	380	0.000	0	380	16000000	0.000	0	380	16000000	0.000	0	380	16000000	0.000
Eb Left	30	0	0.009	0	30	0	0.009	1	31	0.010	0	31	0	0.010	0	31	0	0.010	0	31	0	0.010
Eb Thru	58	3200	0.028 *	0	58	3200	0.028 *	2	60	0.029 *	0	60	3200	0.029 *	0	60	3200	0.029 *	0	60	3200	0.029 *
Eb Right [3]	14	16000000	0.000	0	14	16000000	0.000	1	15	0.000	0	15	16000000	0.000	0	15	16000000	0.000	0	15	16000000	0.000
Wb Left	56	1600	0.035	0	56	1600	0.035	2	58	0.036	0	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Wb Thru	125	1600	0.078 *	0	125	1600	0.078 *	5	130	0.081 *	0	130	1600	0.081 *	0	130	1600	0.081 *	0	130	1600	0.081 *
Wb Right [3	213	16000000	0.000	4	217	16000000	0.000	9	222	0.000	9	231	16000000	0.000	4	235	16000000	0.000	0	235	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.494				0.498			0.512				0.523				0.527				0.527
LOS			A				A			A				A				A				A

04:03 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Freeflow right-turn lane.
4 Southbound left-turns prohibited Monday-Friday, 6-9 AM.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
Peak hr: PM
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	1600	0.017	0	27	1600	0.017	1	28	0.018	0	28	1600	0.018	0	28	1600	0.018	0	28	1600	0.018
Nb Thru	519	3200	0.162 *	0	519	3200	0.162 *	21	540	0.169 *	13	553	3200	0.173 *	0	553	3200	0.173 *	0	553	3200	0.173 *
Nb Right [3]	25	16000000	0.000	0	25	16000000	0.000	1	26	0.000	41	67	16000000	0.000	0	67	16000000	0.000	0	67	16000000	0.000
SB Left	162	1600	0.101 *	15	177	1600	0.111 *	6	168	0.105 *	49	217	1600	0.136 *	15	232	1600	0.145 *	0	232	1600	0.145 *
Sb Thru	521	3200	0.163	0	521	3200	0.163	21	542	0.169	11	553	3200	0.173	0	553	3200	0.173	0	553	3200	0.173
Sb Right [3]	74	16000000	0.000	0	74	16000000	0.000	3	77	0.000	0	77	16000000	0.000	0	77	16000000	0.000	0	77	16000000	0.000
Eb Left	267	0	0.083	0	267	0	0.083	11	278	0.087	0	278	0	0.087	0	278	0	0.087	0	278	0	0.087
Eb Thru	118	3200	0.120 *	0	118	3200	0.120 *	5	123	0.125 *	0	123	3200	0.125 *	0	123	3200	0.125 *	0	123	3200	0.125 *
Eb Right [3]	93	16000000	0.000	0	93	16000000	0.000	4	97	0.000	0	97	16000000	0.000	0	97	16000000	0.000	0	97	16000000	0.000
Wb Left	20	1600	0.013	0	20	1600	0.013	1	21	0.013	1	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
Wb Thru	84	1600	0.053 *	0	84	1600	0.053 *	3	87	0.055 *	0	87	1600	0.055 *	0	87	1600	0.055 *	0	87	1600	0.055 *
Wb Right [3	576	16000000	0.000	24	600	16000000	0.000	23	599	0.000	12	611	16000000	0.000	24	635	16000000	0.000	0	635	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.486				0.496			0.504				0.538				0.548				0.548
LOS			A				A			A				A				A				A

04:03 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green
3 Freeflow right-turn lane.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
Peak hr: SAT
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	30	1600	0.019 *	0	30	1600	0.019 *	1	31	0.020 *	0	31	1600	0.020	0	31	1600	0.020	0	31	1600	0.020
Nb Thru	329	3200	0.103	0	329	3200	0.103	13	342	0.107	25	367	3200	0.115 *	0	367	3200	0.115 *	0	367	3200	0.115 *
Nb Right [3]	79	16000000	0.000	0	79	16000000	0.000	3	82	0.000	67	149	16000000	0.000	0	149	16000000	0.000	0	149	16000000	0.000
SB Left	216	1600	0.135	22	238	1600	0.149	9	225	0.140	64	289	1600	0.180 *	22	311	1600	0.194 *	0	311	1600	0.194 *
Sb Thru	798	3200	0.249 *	0	798	3200	0.249 *	32	830	0.259 *	32	862	3200	0.269	0	862	3200	0.269	0	862	3200	0.269
Sb Right [3]	70	16000000	0.000	0	70	16000000	0.000	3	73	0.000	0	73	16000000	0.000	0	73	16000000	0.000	0	73	16000000	0.000
Eb Left	69	0	0.022	0	69	0	0.022	3	72	0.022	0	72	0	0.022	0	72	0	0.022	0	72	0	0.022
Eb Thru	49	3200	0.037 *	0	49	3200	0.037 *	2	51	0.038 *	0	51	3200	0.038 *	0	51	3200	0.038 *	0	51	3200	0.038 *
Eb Right [3]	50	16000000	0.000	0	50	16000000	0.000	2	52	0.000	0	52	16000000	0.000	0	52	16000000	0.000	0	52	16000000	0.000
Wb Left	54	1600	0.034	0	54	1600	0.034	2	56	0.035	3	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037
Wb Thru	74	1600	0.046 *	0	74	1600	0.046 *	3	77	0.048 *	0	77	1600	0.048 *	0	77	1600	0.048 *	0	77	1600	0.048 *
Wb Right [3	203	16000000	0.000	17	220	16000000	0.000	8	211	0.000	18	229	16000000	0.000	17	246	16000000	0.000	0	246	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.401				0.401			0.415				0.432				0.445				0.445
LOS			A				A			A				A				A				A

04:03 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Freeflow right-turn lane.

APPENDIX E

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
SUMMERTIME CONDITIONS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	192	2880	0.067	5	197	2880	0.068	8	200	0.069	12	212	2880	0.074	5	217	2880	0.075	0	217	2880	0.075
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	340	1600	0.101 *	0	340	1600	0.101 *	14	354	0.105 *	0	354	1600	0.105 *	0	354	1600	0.105 *	0	354	1600	0.105 *
Eb Left	178	1600	0.111 *	0	178	1600	0.111 *	7	185	0.116 *	0	185	1600	0.116 *	0	185	1600	0.116 *	0	185	1600	0.116 *
Eb Thru	768	3200	0.240	19	787	3200	0.246	31	799	0.250	47	846	3200	0.264	19	865	3200	0.270	0	865	3200	0.270
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	567	3200	0.177 *	6	573	3200	0.179 *	23	590	0.184 *	26	616	3200	0.192 *	6	622	3200	0.194 *	0	622	3200	0.194 *
Wb Right	125	1600	0.078	1	126	1600	0.079	5	130	0.081	8	138	1600	0.086	1	139	1600	0.087	0	139	1600	0.087
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.440				0.442			0.455				0.463				0.465				0.465
LOS			A				A			A				A				A				A

01:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	164	2880	0.057	5	169	2880	0.059	7	171	0.059	29	200	2880	0.069	5	205	2880	0.071	0	205	2880	0.071
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	287	1600	0.000	0	287	1600	0.000	11	298	0.000	0	298	1600	0.000	0	298	1600	0.000	0	298	1600	0.000
Eb Left	417	1600	0.261 *	0	417	1600	0.261 *	17	434	0.271 *	0	434	1600	0.271 *	0	434	1600	0.271 *	0	434	1600	0.271 *
Eb Thru	974	3200	0.304	20	994	3200	0.311	39	1013	0.317	80	1093	3200	0.342	20	1113	3200	0.348	0	1113	3200	0.348
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1127	3200	0.352 *	31	1158	3200	0.362 *	45	1172	0.366 *	69	1241	3200	0.388 *	31	1272	3200	0.398 *	0	1272	3200	0.398 *
Wb Right	211	1600	0.132	8	219	1600	0.137	8	219	0.137	25	244	1600	0.153	8	252	1600	0.158	0	252	1600	0.158
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.720				0.731			0.747				0.778				0.790				0.790
LOS			C				C			C				C				C				C

01:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

N-S St: Kanan Dume Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-1

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	258	2880	0.090	7	265	2880	0.092	10	268	0.093	43	311	2880	0.108	7	318	2880	0.111	0	318	2880	0.111
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	685	1600	0.171 *	0	685	1600	0.171 *	27	712	0.177 *	0	712	1600	0.177 *	0	712	1600	0.177 *	0	712	1600	0.177 *
Eb Left	412	1600	0.258 *	0	412	1600	0.258 *	16	428	0.268 *	0	428	1600	0.268 *	0	428	1600	0.268 *	0	428	1600	0.268 *
Eb Thru	961	3200	0.300	29	990	3200	0.309	38	999	0.312	116	1115	3200	0.349	29	1144	3200	0.358	0	1144	3200	0.358
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1177	3200	0.368 *	23	1200	3200	0.375 *	47	1224	0.383 *	85	1309	3200	0.409 *	23	1332	3200	0.416 *	0	1332	3200	0.416 *
Wb Right	165	1600	0.103	6	171	1600	0.107	7	172	0.107	34	206	1600	0.129	6	212	1600	0.132	0	212	1600	0.132
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.846				0.853			0.878				0.904				0.912				0.912
LOS			D				D			D				E				E				E

01:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
Peak hr: AM
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.003	0	11	0	0.003	0	11	0.004	3	14	0	0.005	0	14	0	0.005	0	14	0	0.005
Nb Thru [3]	13	3200	0.014 *	0	13	3200	0.014 *	1	14	0.015 *	1	15	3200	0.017 *	0	15	3200	0.017 *	0	15	3200	0.017 *
Nb Right	22	0	-	0	22	0	-	1	23	-	2	25	0	-	0	25	0	-	0	25	0	-
Sb Left	839	0	0.262	15	854	0	0.267	34	873	0.273	33	906	0	0.283	15	921	0	0.288	0	921	0	0.288
Sb Thru [3]	12	3200	0.266 *	0	12	3200	0.271 *	0	12	0.277 *	0	12	3200	0.287 *	0	12	3200	0.292 *	0	12	3200	0.292 *
Sb Right [4]	219	1600	0.093	0	219	1600	0.093	9	228	0.097	1	229	1600	0.097	0	229	1600	0.097	0	229	1600	0.097
Eb Left	125	2880	0.043	0	125	2880	0.043	5	130	0.045	3	133	2880	0.046	0	133	2880	0.046	0	133	2880	0.046
Eb Thru	862	3200	0.275 *	29	891	3200	0.284 *	34	896	0.286 *	69	965	3200	0.308 *	29	994	3200	0.317 *	0	994	3200	0.317 *
Eb Right	18	0	-	0	18	0	-	1	19	-	1	20	0	-	0	20	0	-	0	20	0	-
Wb Left	8	1600	0.005 *	0	8	1600	0.005 *	0	8	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
Wb Thru	686	3200	0.214	9	695	3200	0.217	27	713	0.223	39	752	3200	0.235	9	761	3200	0.238	0	761	3200	0.238
Wb Right [4	186	1600	0.000	0	186	1600	0.000	7	193	0.000	11	204	1600	0.000	0	204	1600	0.000	0	204	1600	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.610				0.624			0.633				0.667				0.681				0.681
LOS			B				B			B				B				B				B

11:42 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
Peak hr: PM
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.003	0	11	0	0.003	0	11	0.004	17	28	0	0.009	0	28	0	0.009	0	28	0	0.009
Nb Thru [3]	19	3200	0.014 *	0	19	3200	0.014 *	1	20	0.014 *	3	23	3200	0.025 *	0	23	3200	0.025 *	0	23	3200	0.025 *
Nb Right	14	0	-	0	14	0	-	1	15	-	13	28	0	-	0	28	0	-	0	28	0	-
Sb Left	405	0	0.127	0	405	0	0.127	16	421	0.132	29	450	0	0.141	0	450	0	0.141	0	450	0	0.141
Sb Thru [3]	12	3200	0.130 *	0	12	3200	0.130 *	0	12	0.136 *	4	16	3200	0.146 *	0	16	3200	0.146 *	0	16	3200	0.146 *
Sb Right [4]	172	1600	0.000	0	172	1600	0.000	7	179	0.000	1	180	1600	0.000	0	180	1600	0.000	0	180	1600	0.000
Eb Left	356	2880	0.124 *	0	356	2880	0.124 *	14	370	0.129 *	4	374	2880	0.130 *	0	374	2880	0.130 *	0	374	2880	0.130 *
Eb Thru	1169	3200	0.371	30	1199	3200	0.381	47	1216	0.386	94	1310	3200	0.421	30	1340	3200	0.430	0	1340	3200	0.430
Eb Right	19	0	-	0	19	0	-	1	20	-	18	38	0	-	0	38	0	-	0	38	0	-
Wb Left	14	1600	0.009	0	14	1600	0.009	1	15	0.009	14	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Wb Thru	1270	3200	0.397 *	47	1317	3200	0.412 *	51	1321	0.413 *	91	1412	3200	0.441 *	47	1459	3200	0.456 *	0	1459	3200	0.456 *
Wb Right [4	238	1600	0.022	0	238	1600	0.022	10	248	0.023	36	284	1600	0.037	0	284	1600	0.037	0	284	1600	0.037
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.715				0.729			0.741				0.792				0.806				0.806
LOS			C				C			C				C				D				D

11:42 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
Peak hr: SAT
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-2

Date: 04/26/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	8	0	0.003	0	8	0	0.003	0	8	0.003	25	33	0	0.010	0	33	0	0.010	0	33	0	0.010
Nb Thru [3]	15	3200	0.020 *	0	15	3200	0.020 *	1	16	0.020 *	5	21	3200	0.036 *	0	21	3200	0.036 *	0	21	3200	0.036 *
Nb Right	40	0	-	0	40	0	-	2	42	-	20	62	0	-	0	62	0	-	0	62	0	-
Sb Left	311	0	0.097	0	311	0	0.097	12	323	0.101	35	358	0	0.112	0	358	0	0.112	0	358	0	0.112
Sb Thru [3]	20	3200	0.103	0	20	3200	0.103	1	21	0.108	5	26	3200	0.120	0	26	3200	0.120	0	26	3200	0.120
Sb Right [4]	381	1600	0.158 *	0	381	1600	0.158 *	15	396	0.165 *	5	401	1600	0.161 *	0	401	1600	0.161 *	0	401	1600	0.161 *
Eb Left	230	2880	0.080 *	0	230	2880	0.080 *	9	239	0.083 *	20	259	2880	0.090 *	0	259	2880	0.090 *	0	259	2880	0.090 *
Eb Thru	1121	3200	0.356	44	1165	3200	0.370	45	1166	0.370	112	1278	3200	0.413	44	1322	3200	0.427	0	1322	3200	0.427
Eb Right	18	0	-	0	18	0	-	1	19	-	26	45	0	-	0	45	0	-	0	45	0	-
Wb Left	27	1600	0.017	0	27	1600	0.017	1	28	0.018	20	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
Wb Thru	1374	3200	0.429 *	34	1408	3200	0.440 *	55	1429	0.447 *	111	1540	3200	0.481 *	34	1574	3200	0.492 *	0	1574	3200	0.492 *
Wb Right [4	187	1600	0.020	0	187	1600	0.020	7	194	0.020	62	256	1600	0.048	0	256	1600	0.048	0	256	1600	0.048
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.737				0.748			0.765				0.818				0.829				0.829
LOS			C				C			C				D				D				D

11:42 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Peak hr: AM
Annual Growth: 1.00%

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	32	1600	0.020	0	32	1600	0.020	1	33	0.021	0	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021
Nb Thru [3]	33	1600	0.028 *	5	38	1600	0.031 *	1	34	0.029 *	7	41	1600	0.034 *	5	46	1600	0.037 *	0	46	1600	0.037 *
Nb Right	11	0	-	0	11	0	-	0	11	-	1	12	0	-	0	12	0	-	0	12	0	-
Sb Left	25	0	0.008	0	25	0	0.008	1	26	0.008	11	37	0	0.012	0	37	0	0.012	0	37	0	0.012
Sb Thru [3]	33	3200	0.018 *	1	34	3200	0.018 *	1	34	0.019 *	3	37	3200	0.023 *	1	38	3200	0.024 *	0	38	3200	0.024 *
Sb Right [4]	51	1600	0.000	9	60	1600	0.000	2	53	0.000	43	96	1600	0.000	9	105	1600	0.000	0	105	1600	0.000
Eb Left	117	1600	0.073	44	161	1600	0.101	5	122	0.076	94	216	1600	0.135 *	44	260	1600	0.162 *	0	260	2880	0.090
Eb Thru	1499	4800	0.312 *	0	1499	4800	0.312 *	60	1559	0.325 *	14	1573	4800	0.328	0	1573	4800	0.328	0	1573	4800	0.328 *
Eb Right	80	1600	0.050	0	80	1600	0.050	3	83	0.052	0	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052
Wb Left	105	1600	0.066 *	0	105	1600	0.066 *	4	109	0.068 *	1	110	1600	0.069	0	110	1600	0.069	0	110	1600	0.069 *
Wb Thru	814	3200	0.254	0	814	3200	0.254	33	847	0.265	14	861	3200	0.269 *	0	861	3200	0.269 *	0	861	3200	0.269
Wb Right [5]	199	1600	0.117	0	199	1600	0.117	8	207	0.121	20	227	1600	0.130	0	227	1600	0.130	0	227	1600	0.130
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.474				0.477			0.490				0.511				0.541				0.507
LOS			A				A			A				A				A				A

04:06 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn
5 *The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Peak hr: PM
Annual Growth: 1.00%

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	119	1600	0.074 *	0	119	1600	0.074	5	124	0.077 *		0	124	1600	0.077	0	124	1600	0.077	0	124	1600	0.077
Nb Thru [3]	80	1600	0.073	5	85	1600	0.076 *	3	83	0.075		12	95	1600	0.084 *	5	100	1600	0.087 *	0	100	1600	0.087 *
Nb Right	36	0	-	0	36	0	-	1	37	-		1	38	0	-	0	38	0	-	0	38	0	-
Sb Left	122	0	0.038	0	122	0	0.038	5	127	0.040		46	173	0	0.054	0	173	0	0.054	0	173	0	0.054
Sb Thru [3]	76	3200	0.062 *	8	84	3200	0.064 *	3	79	0.064 *		11	90	3200	0.082 *	8	98	3200	0.085 *	0	98	3200	0.085 *
Sb Right [4]	76	1600	0.017	47	123	1600	0.037	3	79	0.018		86	165	1600	0.031	47	212	1600	0.051	0	212	1600	0.051
Eb Left	98	1600	0.061 *	30	128	1600	0.080 *	4	102	0.064 *		129	231	1600	0.144 *	30	261	1600	0.163 *	0	261	2880	0.091 *
Eb Thru	1371	4800	0.286	0	1371	4800	0.286	55	1426	0.297		27	1453	4800	0.303	0	1453	4800	0.303	0	1453	4800	0.303
Eb Right	63	1600	0.039	0	63	1600	0.039	3	66	0.041		0	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041
Wb Left	188	1600	0.118	0	188	1600	0.118	8	196	0.122		1	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123
Wb Thru	1277	3200	0.399 *	0	1277	3200	0.399 *	51	1328	0.415 *		36	1364	3200	0.426 *	0	1364	3200	0.426 *	0	1364	3200	0.426 *
Wb Right [5]	325	1600	0.165	0	325	1600	0.165	13	338	0.172		35	373	1600	0.179	0	373	1600	0.179	0	373	1600	0.179
Yellow Allowance:			0.050 *				0.050 *			0.050 *					0.050 *				0.050 *				0.050 *
ICU			0.647				0.669			0.670					0.786				0.811				0.738
LOS			B				B			B					C				D				C

04:06 PM

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3 Northbound and southbound operate with split phasing.
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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

N-S St: Webb Way
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-3

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/29/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	138	1600	0.086 *	0	138	1600	0.086 *	6	144	0.090 *		2	146	1600	0.091 *	0	146	1600	0.091 *	0	146	1600	0.091 *
Nb Thru [3]	72	1600	0.064	7	79	1600	0.068	3	75	0.066		15	90	1600	0.077	7	97	1600	0.081	0	97	1600	0.081
Nb Right	30	0	-	0	30	0	-	1	31	-		2	33	0	-	0	33	0	-	0	33	0	-
Sb Left	93	0	0.029	0	93	0	0.029	4	97	0.030		60	157	0	0.049	0	157	0	0.049	0	157	0	0.049
Sb Thru [3]	61	3200	0.048 *	6	67	3200	0.050 *	2	63	0.050 *		11	74	3200	0.072 *	6	80	3200	0.074 *	0	80	3200	0.074 *
Sb Right [4]	65	1600	0.002	34	99	1600	0.009	3	68	0.002		108	176	1600	0.018	34	210	1600	0.025	0	210	1600	0.025
Eb Left	124	1600	0.078 *	44	168	1600	0.105 *	5	129	0.081 *		165	294	1600	0.184 *	44	338	1600	0.211 *	0	338	2880	0.117 *
Eb Thru	1235	4800	0.257	0	1235	4800	0.257	49	1284	0.268		45	1329	4800	0.277	0	1329	4800	0.277	0	1329	4800	0.277
Eb Right	99	1600	0.062	0	99	1600	0.062	4	103	0.064		1	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065
Wb Left	243	1600	0.152	0	243	1600	0.152	10	253	0.158		1	254	1600	0.159	0	254	1600	0.159	0	254	1600	0.159
Wb Thru	1269	3200	0.397 *	0	1269	3200	0.397 *	51	1320	0.412 *		77	1397	3200	0.436 *	0	1397	3200	0.436 *	0	1397	3200	0.436 *
Wb Right [5]	116	1600	0.043	0	116	1600	0.043	5	121	0.045		40	161	1600	0.051	0	161	1600	0.051	0	161	1600	0.051
Yellow Allowance:			0.050 *				0.050 *			0.050 *					0.050 *				0.050 *				0.050 *
ICU			0.658				0.688			0.683					0.833				0.863				0.769
LOS			B				B			B					D				D				C

04:06 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	1	0	0.001	0	1	0	0.001	0	1	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001
Nb Thru [3]	0	1600	0.001	0	0	1600	0.001	0	0	0.001	0	0	1600	0.001	0	0	1600	0.001	0	0	1600	0.001
Nb Right	2	1600	0.001 *	0	2	1600	0.001 *	0	2	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *
Sb Left	79	0	0.025	15	94	0	0.029	3	82	0.026	44	126	0	0.039	15	141	0	0.044	0	141	0	0.044
Sb Thru [3]	2	3200	0.025 *	0	2	3200	0.030 *	0	2	0.026 *	0	2	3200	0.040 *	0	2	3200	0.045 *	0	2	3200	0.045 *
Sb Right [4]	55	1600	0.009	0	55	1600	0.009	2	57	0.010	0	57	1600	0.010	0	57	1600	0.010	0	57	1600	0.010
Eb Left	80	1600	0.050	0	80	1600	0.050	3	83	0.052	0	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052
Eb Thru	1529	3200	0.479 *	0	1529	3200	0.479 *	61	1590	0.499 *	26	1616	3200	0.507 *	0	1616	3200	0.507 *	0	1616	3200	0.507 *
Eb Right	5	0	-	0	5	0	-	0	5	-	0	5	0	-	0	5	0	-	0	5	0	-
Wb Left	0	1600	0.000 *	0	0	1600	0.000 *	0	0	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *
Wb Thru	1040	3200	0.358	0	1040	3200	0.374	42	1082	0.373	35	1117	3200	0.409	0	1117	3200	0.425	0	1117	3200	0.349
Wb Right	107	0	-	49	156	0	-	4	111	-	82	193	0	-	49	242	0	-	0	242	1600	0.151
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.556				0.561			0.576				0.598				0.603				0.603
LOS			A				A			A				A				B				B

03:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	14	0	0.009	0	14	0	0.009	1	15	0.009	0	15	0	0.009	0	15	0	0.009	0	15	0	0.009
Nb Thru [3]	5	1600	0.012	0	5	1600	0.012	0	5	0.012	0	5	1600	0.012	0	5	1600	0.012	0	5	1600	0.012
Nb Right	25	1600	0.016 *	0	25	1600	0.016 *	1	26	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
Sb Left	194	0	0.061 *	79	273	0	0.085 *	8	202	0.063 *	95	297	0	0.093 *	79	376	0	0.117 *	0	376	0	0.117 *
Sb Thru [3]	0	3200	0.061 *	0	0	3200	0.085 *	0	0	0.063 *	0	0	3200	0.093 *	0	0	3200	0.117 *	0	0	3200	0.117 *
Sb Right [4]	110	1600	0.036	0	110	1600	0.036	4	114	0.038	0	114	1600	0.038	0	114	1600	0.038	0	114	1600	0.038
Eb Left	104	1600	0.065 *	0	104	1600	0.065 *	4	108	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *
Eb Thru	1557	3200	0.490	0	1557	3200	0.490	62	1619	0.510	75	1694	3200	0.533	0	1694	3200	0.533	0	1694	3200	0.533
Eb Right	11	0	-	0	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Wb Left	19	1600	0.012	0	19	1600	0.012	1	20	0.012	0	20	1600	0.012	0	20	1600	0.012	0	20	1600	0.012
Wb Thru	1643	3200	0.560 *	0	1643	3200	0.576 *	66	1709	0.582 *	73	1782	3200	0.646 *	0	1782	3200	0.661 *	0	1782	3200	0.557 *
Wb Right	148	0	-	51	199	0	-	6	154	-	130	284	0	-	51	335	0	-	0	335	1600	0.209
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.751				0.792			0.779				0.872				0.913				0.808
LOS			C				C			C				D				E				D

03:48 PM

** Key conflicting movement as a part of ICU*
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4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

N-S St: Cross Creek Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-18-0246-1
File: ICU-4

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	18	0	0.011	0	18	0	0.011	1	19	0.012	0	19	0	0.012	0	19	0	0.012	0	19	0	0.012
Nb Thru [3]	10	1600	0.018	0	10	1600	0.018	0	10	0.018	0	10	1600	0.018	0	10	1600	0.018	0	10	1600	0.018
Nb Right	40	1600	0.025 *	0	40	1600	0.025 *	2	42	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
Sb Left	207	0	0.065	57	264	0	0.083	8	215	0.067	115	330	0	0.103	57	387	0	0.121	0	387	0	0.121
Sb Thru [3]	4	3200	0.066 *	0	4	3200	0.084 *	0	4	0.069 *	0	4	3200	0.105 *	0	4	3200	0.122 *	0	4	3200	0.122 *
Sb Right [4]	120	1600	0.035	0	120	1600	0.035	5	125	0.037	0	125	1600	0.037	0	125	1600	0.037	0	125	1600	0.037
Eb Left	127	1600	0.079 *	0	127	1600	0.079 *	5	132	0.083 *	0	132	1600	0.083 *	0	132	1600	0.083 *	0	132	1600	0.083 *
Eb Thru	1460	3200	0.460	0	1460	3200	0.460	58	1518	0.478	107	1625	3200	0.512	0	1625	3200	0.512	0	1625	3200	0.512
Eb Right	12	0	-	0	12	0	-	0	12	-	0	12	0	-	0	12	0	-	0	12	0	-
Wb Left	63	1600	0.039	0	63	1600	0.039	3	66	0.041	0	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041
Wb Thru	1454	3200	0.527 *	0	1454	3200	0.549 *	58	1512	0.548 *	118	1630	3200	0.639 *	0	1630	3200	0.662 *	0	1630	3200	0.509 *
Wb Right	231	0	-	73	304	0	-	9	240	-	174	414	0	-	73	487	0	-	0	487	1600	0.305
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.747				0.788			0.775				0.902				0.943				0.790
LOS			C				C			C				E				E				C

03:48 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Northbound and southbound operate with split phasing.
4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *
Nb Thru	0	1600	0.003	0	0	1600	0.003	0	0	0.003	0	0	1600	0.003	0	0	1600	0.003	0	0	1600	0.003
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Sb Left	33	0	0.021	0	33	0	0.021	1	34	0.021	1	35	0	0.022	0	35	0	0.022	0	35	0	0.022
Sb Thru	1	1600	0.035 *	0	1	1600	0.036 *	0	1	0.036 *	0	1	1600	0.040 *	0	1	1600	0.041 *	0	1	1600	0.041 *
Sb Right [3]	22	0	-	2	24	0	-	1	23	-	4	27	0	-	2	29	0	-	0	29	0	-
Eb Left	21	1600	0.013	1	22	1600	0.014	1	22	0.014	2	24	1600	0.015	1	25	1600	0.016	0	25	1600	0.016
Eb Thru	1526	3200	0.478 *	10	1536	3200	0.481 *	61	1587	0.497 *	46	1633	3200	0.511 *	10	1643	3200	0.514 *	0	1643	3200	0.514 *
Eb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Wb Left	5	1600	0.003 *	0	5	1600	0.003 *	0	5	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
Wb Thru	1265	3200	0.395	34	1299	3200	0.406	51	1316	0.411	75	1391	3200	0.435	34	1425	3200	0.445	0	1425	3200	0.445
Wb Right	27	1600	0.017	0	27	1600	0.017	1	28	0.018	1	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.568				0.572			0.588				0.606				0.610				0.610
LOS			A				A			A				B				B				B

01:56 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.007	0	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Nb Thru	4	1600	0.030 *	0	4	1600	0.030 *	0	4	0.031 *	0	4	1600	0.031 *	0	4	1600	0.031 *	0	4	1600	0.031 *
Nb Right	33	0	-	0	33	0	-	1	34	-	0	34	0	-	0	34	0	-	0	34	0	-
Sb Left	43	0	0.027 *	0	43	0	0.027 *	2	45	0.028 *	1	46	0	0.029 *	0	46	0	0.029 *	0	46	0	0.029 *
Sb Thru	2	1600	0.044	0	2	1600	0.045	0	2	0.046	0	2	1600	0.051	0	2	1600	0.052	0	2	1600	0.052
Sb Right [3]	25	0	-	2	27	0	-	1	26	-	7	33	0	-	2	35	0	-	0	35	0	-
Eb Left	31	1600	0.019	3	34	1600	0.021	1	32	0.020	7	39	1600	0.025	3	42	1600	0.026	0	42	1600	0.026
Eb Thru	1801	3200	0.571 *	55	1856	3200	0.588 *	72	1873	0.594 *	120	1993	3200	0.631 *	55	2048	3200	0.648 *	0	2048	3200	0.648 *
Eb Right	26	0	-	0	26	0	-	1	27	-	0	27	0	-	0	27	0	-	0	27	0	-
Wb Left	31	1600	0.019 *	0	31	1600	0.019 *	1	32	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *
Wb Thru	1652	3200	0.516	35	1687	3200	0.527	66	1718	0.537	136	1854	3200	0.579	35	1889	3200	0.590	0	1889	3200	0.590
Wb Right	31	1600	0.019	0	31	1600	0.019	1	32	0.020	1	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.697				0.714			0.723				0.761				0.778				0.778
LOS			B				C			C				C				C				C

01:56 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

N-S St: Las Flores Canyon Road
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-5

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	20	0	0.013	0	20	0	0.013	1	21	0.013	0	21	0	0.013	0	21	0	0.013 *	0	21	0	0.013 *
Nb Thru	1	1600	0.041 *	0	1	1600	0.041 *	0	1	0.042 *	0	1	1600	0.042 *	0	1	1600	0.042	0	1	1600	0.042
Nb Right	44	0	-	0	44	0	-	2	46	-	0	46	0	-	0	46	0	-	0	46	0	-
Sb Left	37	0	0.023 *	0	37	0	0.023 *	1	38	0.024 *	2	40	0	0.025 *	0	40	0	0.025	0	40	0	0.025
Sb Thru	3	1600	0.044	0	3	1600	0.046	0	3	0.046	0	3	1600	0.054	0	3	1600	0.056 *	0	3	1600	0.056 *
Sb Right [3]	30	0	-	3	33	0	-	1	31	-	11	42	0	-	3	45	0	-	0	45	0	-
Eb Left	44	1600	0.028 *	2	46	1600	0.029 *	2	46	0.029 *	7	53	1600	0.033 *	2	55	1600	0.034 *	0	55	1600	0.034 *
Eb Thru	1427	3200	0.465	40	1467	3200	0.478	57	1484	0.484	160	1644	3200	0.534	40	1684	3200	0.546	0	1684	3200	0.546
Eb Right	61	0	-	0	61	0	-	2	63	-	0	63	0	-	0	63	0	-	0	63	0	-
Wb Left	52	1600	0.033	0	52	1600	0.033	2	54	0.034	0	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
Wb Thru	1832	3200	0.573 *	51	1883	3200	0.588 *	73	1905	0.595 *	200	2105	3200	0.658 *	51	2156	3200	0.674 *	0	2156	3200	0.674 *
Wb Right	30	1600	0.019	0	30	1600	0.019	1	31	0.020	1	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.714				0.731			0.740				0.808				0.827				0.827
LOS			C				C			C				D				D				D

01:56 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	1079	2880	0.375	0	1079	2880	0.375	43	1122	0.390	0	1122	2880	0.390	0	1122	2880	0.390	0	1122	2880	0.390
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	45	1600	0.011	5	50	1600	0.014	2	47	0.012	12	59	1600	0.015	5	64	1600	0.018	0	64	1600	0.018
Eb Left	27	1600	0.017	1	28	1600	0.018	1	28	0.018	6	34	1600	0.021	1	35	1600	0.022	0	35	1600	0.022
Eb Thru	1560	3200	0.488 *	6	1566	3200	0.489 *	62	1622	0.507 *	25	1647	3200	0.515 *	6	1653	3200	0.517 *	0	1653	3200	0.517 *
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1283	4800	0.307	19	1302	4800	0.311	51	1334	0.320	42	1376	4800	0.328	19	1395	4800	0.332	0	1395	4800	0.332
Wb Right	192	0	-	0	192	0	-	8	200	-	0	200	0	-	0	200	0	-	0	200	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.912				0.914			0.947				0.954				0.956				0.956
LOS			E				E			E				E				E				E

04:09 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	266	2880	0.092	0	266	2880	0.092	11	277	0.096	0	277	2880	0.096	0	277	2880	0.096	0	277	2880	0.096
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	64	1600	0.000	5	69	1600	0.000	3	67	0.000	23	90	1600	0.000	5	95	1600	0.000	0	95	1600	0.000
Eb Left	167	1600	0.104 *	8	175	1600	0.109 *	7	174	0.109 *	19	193	1600	0.120 *	8	201	1600	0.125 *	0	201	1600	0.125 *
Eb Thru	1812	3200	0.566	31	1843	3200	0.576	72	1884	0.589	71	1955	3200	0.611	31	1986	3200	0.621	0	1986	3200	0.621
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1680	4800	0.562 *	20	1700	4800	0.566 *	67	1747	0.585 *	72	1819	4800	0.600 *	20	1839	4800	0.604 *	0	1839	4800	0.604 *
Wb Right	1019	0	-	0	1019	0	-	41	1060	-	0	1060	0	-	0	1060	0	-	0	1060	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.809				0.818			0.839				0.866				0.875				0.875
LOS			D				D			D				D				D				D

04:09 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

N-S St: Topanga Canyon Road (SR-27)
E-W St: Pacific Coast Highway (SR-1)
Project: La Paz Ranch/5-16-0246-1
File: ICU-6

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	501	2880	0.174	0	501	2880	0.174	20	521	0.181	0	521	2880	0.181	0	521	2880	0.181	0	521	2880	0.181
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right [3]	196	1600	0.055	7	203	1600	0.056	8	204	0.057	33	237	1600	0.063	7	244	1600	0.063	0	244	1600	0.063
Eb Left	108	1600	0.068 *	6	114	1600	0.071 *	4	112	0.070 *	24	136	1600	0.085 *	6	142	1600	0.089 *	0	142	1600	0.089 *
Eb Thru	1476	3200	0.461	23	1499	3200	0.468	59	1535	0.480	90	1625	3200	0.508	23	1648	3200	0.515	0	1648	3200	0.515
Eb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1917	4800	0.459 *	29	1946	4800	0.465 *	77	1994	0.477 *	113	2107	4800	0.501 *	29	2136	4800	0.507 *	0	2136	4800	0.507 *
Wb Right	286	0	-	0	286	0	-	11	297	-	0	297	0	-	0	297	0	-	0	297	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.750				0.760			0.778				0.817				0.827				0.827
LOS			C				C			C				D				D				D

04:09 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	36	1600	0.023 *	0	36	1600	0.023 *	1	37	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *
Nb Thru	225	3200	0.070	0	225	3200	0.070	9	234	0.073	5	239	3200	0.075	0	239	3200	0.075	0	239	3200	0.075
Nb Right [3]	56	16000000	0.000	0	56	16000000	0.000	2	58	0.000	9	67	16000000	0.000	0	67	16000000	0.000	0	67	16000000	0.000
Sb Left [4]	31	1600	0.019	0	31	1600	0.019	1	32	0.020	0	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Sb Thru	1050	3200	0.328 *	15	1065	3200	0.333 *	42	1092	0.341 *	36	1128	3200	0.353 *	15	1143	3200	0.357 *	0	1143	3200	0.357 *
Sb Right [3]	242	16000000	0.000	0	242	16000000	0.000	10	252	0.000	0	252	16000000	0.000	0	252	16000000	0.000	0	252	16000000	0.000
Eb Left	24	0	0.008	0	24	0	0.008	1	25	0.008	0	25	0	0.008	0	25	0	0.008	0	25	0	0.008
Eb Thru	22	3200	0.014 *	0	22	3200	0.014 *	1	23	0.015 *	0	23	3200	0.015 *	0	23	3200	0.015 *	0	23	3200	0.015 *
Eb Right [3]	11	16000000	0.000	0	11	16000000	0.000	0	11	0.000	0	11	16000000	0.000	0	11	16000000	0.000	0	11	16000000	0.000
Wb Left	19	1600	0.012	0	19	1600	0.012	1	20	0.012	0	20	1600	0.012	0	20	1600	0.012	0	20	1600	0.012
Wb Thru	52	1600	0.033 *	0	52	1600	0.033 *	2	54	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *
Wb Right [3	200	16000000	0.000	4	204	16000000	0.000	8	208	0.000	9	217	16000000	0.000	4	221	16000000	0.000	0	221	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.448				0.452			0.463				0.475				0.479				0.479
LOS			A				A			A				A				A				A

02:00 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Free-flow right-turn lane.
4 Southbound left-turns prohibited Monday-Friday, 6-9 AM.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
Peak hr: PM
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	12	1600	0.008	0	12	1600	0.008	0	12	0.008	0	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008
Nb Thru	562	3200	0.176 *	0	562	3200	0.176 *	22	584	0.183 *	13	597	3200	0.187 *	0	597	3200	0.187 *	0	597	3200	0.187 *
Nb Right [3]	20	16000000	0.000	0	20	16000000	0.000	1	21	0.000	41	62	16000000	0.000	0	62	16000000	0.000	0	62	16000000	0.000
SB Left	151	1600	0.094 *	15	166	1600	0.104 *	6	157	0.098 *	49	206	1600	0.129 *	15	221	1600	0.138 *	0	221	1600	0.138 *
Sb Thru	526	3200	0.164	0	526	3200	0.164	21	547	0.171	11	558	3200	0.174	0	558	3200	0.174	0	558	3200	0.174
Sb Right [3]	29	16000000	0.000	0	29	16000000	0.000	1	30	0.000	0	30	16000000	0.000	0	30	16000000	0.000	0	30	16000000	0.000
Eb Left	229	0	0.072	0	229	0	0.072	9	238	0.074	0	238	0	0.074	0	238	0	0.074	0	238	0	0.074
Eb Thru	35	3200	0.083 *	0	35	3200	0.083 *	1	36	0.086 *	0	36	3200	0.086 *	0	36	3200	0.086 *	0	36	3200	0.086 *
Eb Right [3]	75	16000000	0.000	0	75	16000000	0.000	3	78	0.000	0	78	16000000	0.000	0	78	16000000	0.000	0	78	16000000	0.000
Wb Left	28	1600	0.018	0	28	1600	0.018	1	29	0.018	1	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019
Wb Thru	29	1600	0.018 *	0	29	1600	0.018 *	1	30	0.019 *	0	30	1600	0.019 *	0	30	1600	0.019 *	0	30	1600	0.019 *
Wb Right [3	574	16000000	0.000	24	598	16000000	0.000	23	597	0.000	12	609	16000000	0.000	24	633	16000000	0.000	0	633	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.421				0.430			0.435				0.470				0.480				0.480
LOS			A				A			A				A				A				A

02:00 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Free-flow right-turn lane.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
Peak hr: SAT
Annual Growth: 1.00%

N-S St: Malibu Canyon Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-7

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	28	1600	0.018	0	28	1600	0.018	1	29	0.018	0	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Nb Thru	366	3200	0.114 *	0	366	3200	0.114 *	15	381	0.119 *	25	406	3200	0.127 *	0	406	3200	0.127 *	0	406	3200	0.127 *
Nb Right [3]	37	16000000	0.000	0	37	16000000	0.000	1	38	0.000	67	105	16000000	0.000	0	105	16000000	0.000	0	105	16000000	0.000
SB Left	206	1600	0.129 *	22	228	1600	0.143 *	8	214	0.134 *	64	278	1600	0.174 *	22	300	1600	0.188 *	0	300	1600	0.188 *
Sb Thru	686	3200	0.214	0	686	3200	0.214	27	713	0.223	32	745	3200	0.233	0	745	3200	0.233	0	745	3200	0.233
Sb Right [3]	30	16000000	0.000	0	30	16000000	0.000	1	31	0.000	0	31	16000000	0.000	0	31	16000000	0.000	0	31	16000000	0.000
Eb Left	41	0	0.013	0	41	0	0.013	2	43	0.013	0	43	0	0.013	0	43	0	0.013	0	43	0	0.013
Eb Thru	18	3200	0.018 *	0	18	3200	0.018 *	1	19	0.019 *	0	19	3200	0.019 *	0	19	3200	0.019 *	0	19	3200	0.019 *
Eb Right [3]	16	16000000	0.000	0	16	16000000	0.000	1	17	0.000	0	17	16000000	0.000	0	17	16000000	0.000	0	17	16000000	0.000
Wb Left	23	1600	0.014	0	23	1600	0.014	1	24	0.015	3	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Wb Thru	27	1600	0.017 *	0	27	1600	0.017 *	1	28	0.018 *	0	28	1600	0.018 *	0	28	1600	0.018 *	0	28	1600	0.018 *
Wb Right [3	234	16000000	0.000	17	251	16000000	0.000	9	243	0.000	18	261	16000000	0.000	17	278	16000000	0.000	0	278	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.328				0.342			0.340				0.387				0.401				0.401
LOS			A				A			A				A				A				A

02:00 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green
3 Free-flow right-turn lane.

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way

N-S St: Stuart Ranch Road-Webb Way
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-8

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	195	0	0.122	0	195	0	0.122	8	203	0.127	0	203	0	0.127	0	203	0	0.127	0	203	0	0.127
Nb Thru	57	1600	0.158 *	0	57	1600	0.158 *	2	59	0.164 *	0	59	1600	0.164 *	0	59	1600	0.164	0	59	1600	0.164
Nb Right	103	1600	0.064	49	152	1600	0.095	4	107	0.067	121	228	1600	0.143	49	277	1600	0.173 *	0	277	1600	0.173 *
Sb Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *
Sb Thru	14	1600	0.014	0	14	1600	0.014	1	15	0.014	0	15	1600	0.014	0	15	1600	0.014	0	15	1600	0.014
Sb Right	5	0	-	0	5	0	-	0	5	-	0	5	0	-	0	5	0	-	0	5	0	-
Eb Left	16	0	0.010	0	16	0	0.010	1	17	0.010	0	17	0	0.010	0	17	0	0.010	0	17	0	0.010
Eb Thru	76	1600	0.058 *	0	76	1600	0.058 *	3	79	0.060 *	0	79	1600	0.060 *	0	79	1600	0.060 *	0	79	1600	0.060 *
Eb Right	39	1600	0.024	0	39	1600	0.024	2	41	0.025	4	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Wb Left	59	1600	0.037 *	10	69	1600	0.043 *	2	61	0.038 *	45	106	1600	0.066 *	10	116	1600	0.073 *	0	116	1600	0.073 *
Wb Thru	50	1600	0.038	4	54	1600	0.041	2	52	0.040	15	67	1600	0.049	4	71	1600	0.052	0	71	1600	0.052
Wb Right	11	0	-	0	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.304				0.310			0.314				0.342				0.358				0.358
LOS			A				A			A				A				A				A

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way

N-S St: Stuart Ranch Road-Webb Way
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-8

Peak hr: PM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	421	0	0.263 *	0	421	0	0.263 *	17	438	0.274 *	0	438	0	0.274 *	0	438	0	0.274 *	0	438	0	0.274 *
Nb Thru	11	1600	0.270	0	11	1600	0.270	0	11	0.281	0	11	1600	0.281	0	11	1600	0.281	0	11	1600	0.281
Nb Right	80	1600	0.050	35	115	1600	0.072	3	83	0.052	150	233	1600	0.146	35	268	1600	0.168	0	268	1600	0.168
Sb Left	11	0	0.007	0	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Sb Thru	47	1600	0.068 *	0	47	1600	0.068 *	2	49	0.070 *	0	49	1600	0.070 *	0	49	1600	0.070 *	0	49	1600	0.070 *
Sb Right	50	0	-	0	50	0	-	2	52	-	0	52	0	-	0	52	0	-	0	52	0	-
Eb Left	7	0	0.004	0	7	0	0.004	0	7	0.005	0	7	0	0.005	0	7	0	0.005	0	7	0	0.005
Eb Thru	83	1600	0.056	15	98	1600	0.066	3	86	0.059	50	136	1600	0.090 *	15	151	1600	0.099 *	0	151	1600	0.099 *
Eb Right	129	1600	0.081 *	0	129	1600	0.081 *	5	134	0.084 *	7	141	1600	0.088	0	141	1600	0.088	0	141	1600	0.088
Wb Left	89	1600	0.056 *	55	144	1600	0.090 *	4	93	0.058 *	129	222	1600	0.138 *	55	277	1600	0.173 *	0	277	1600	0.173 *
Wb Thru	175	1600	0.113	24	199	1600	0.128	7	182	0.118	40	222	1600	0.143	24	246	1600	0.158	0	246	1600	0.158
Wb Right	6	0	-	0	6	0	-	0	6	-	0	6	0	-	0	6	0	-	0	6	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.517				0.551			0.536				0.622				0.666				0.666
LOS			A				A			A				B				B				B

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way

N-S St: Stuart Ranch Road-Webb Way
E-W St: Civic Center Way
Project: La Paz Ranch/5-16-0246-1
File: ICU-8

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	179	0	0.112 *	0	179	0	0.112 *	7	186	0.116 *	0	186	0	0.116	0	186	0	0.116	0	186	0	0.116
Nb Thru	13	1600	0.120	0	13	1600	0.120	1	14	0.125	0	14	1600	0.125	0	14	1600	0.125	0	14	1600	0.125
Nb Right	137	1600	0.086	51	188	1600	0.118	5	142	0.089	189	331	1600	0.207 *	51	382	1600	0.239 *	0	382	1600	0.239 *
Sb Left	8	0	0.005	0	8	0	0.005	0	8	0.005	0	8	0	0.005 *	0	8	0	0.005 *	0	8	0	0.005 *
Sb Thru	24	1600	0.026 *	0	24	1600	0.026 *	1	25	0.027 *	0	25	1600	0.027	0	25	1600	0.027	0	25	1600	0.027
Sb Right	10	0	-	0	10	0	-	0	10	-	0	10	0	-	0	10	0	-	0	10	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru	160	1600	0.103 *	22	182	1600	0.117 *	6	166	0.107 *	67	233	1600	0.149 *	22	255	1600	0.163 *	0	255	1600	0.163 *
Eb Right	105	1600	0.066	0	105	1600	0.066	4	109	0.068	47	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098
Wb Left	119	1600	0.074 *	40	159	1600	0.099 *	5	124	0.077 *	144	268	1600	0.167 *	40	308	1600	0.192 *	0	308	1600	0.192 *
Wb Thru	108	1600	0.074	17	125	1600	0.084	4	112	0.077	49	161	1600	0.107	17	178	1600	0.118	0	178	1600	0.118
Wb Right	10	0	-	0	10	0	-	0	10	-	0	10	0	-	0	10	0	-	0	10	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.366				0.404			0.378				0.579				0.649				0.649
LOS			A				A			A				A				B				B

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way

N-S St: Cross Creek Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-18-0246-1
File: ICU-9

Peak hr: AM
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	0	0.048 *	49	126	0	0.079 *	3	80	0.050 *	61	141	0	0.088 *	49	190	0	0.119 *	0	190	0	0.119 *
Nb Thru	49	1600	0.081	0	49	1600	0.111	2	51	0.084	21	72	1600	0.135	0	72	1600	0.166	0	72	1600	0.166
Nb Right	3	0	-	0	3	0	-	0	3	-	0	3	0	-	0	3	0	-	0	3	0	-
Sb Left	1	0	0.001	0	1	0	0.001	0	1	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001
Sb Thru	52	1600	0.066 *	0	52	1600	0.066 *	2	54	0.069 *	12	66	1600	0.076 *	0	66	1600	0.076 *	0	66	1600	0.076 *
Sb Right	53	0	-	0	53	0	-	2	55	-	0	55	0	-	0	55	0	-	0	55	0	-
Eb Left	60	1600	0.038	0	60	1600	0.038	2	62	0.039	0	62	1600	0.039	0	62	1600	0.039	0	62	1600	0.039
Eb Thru	3	1600	0.053 *	0	3	1600	0.063 *	0	3	0.055 *	0	3	1600	0.075 *	0	3	1600	0.084 *	0	3	1600	0.084 *
Eb Right	82	0	-	15	97	0	-	3	85	-	31	116	0	-	15	131	0	-	0	131	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1	1600	0.002	0	1	1600	0.002	0	1	0.002	0	1	1600	0.002	0	1	1600	0.002	0	1	1600	0.002
Wb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.218				0.258			0.224				0.289				0.329				0.329
LOS			A				A			A				A				A				A

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
(818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
Peak hr: PM
Annual Growth: 1.00%

N-S St: Cross Creek Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-18-0246-1
File: ICU-9

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH				2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio		Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	178	0	0.111 *	51	229	0	0.143 *	7	185	0.116 *		99	284	0	0.178 *	51	335	0	0.209 *	0	335	0	0.209 *
Nb Thru	29	1600	0.133	0	29	1600	0.164	1	30	0.138		31	61	1600	0.219	0	61	1600	0.251	0	61	1600	0.251
Nb Right	5	0	-	0	5	0	-	0	5	-		0	5	0	-	0	5	0	-	0	5	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000		0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	52	1600	0.074 *	0	52	1600	0.074 *	2	54	0.077 *		16	70	1600	0.088 *	0	70	1600	0.088 *	0	70	1600	0.088 *
Sb Right	67	0	-	0	67	0	-	3	70	-		1	71	0	-	0	71	0	-	0	71	0	-
Eb Left	34	1600	0.021	0	34	1600	0.021	1	35	0.022		1	36	1600	0.023	0	36	1600	0.023	0	36	1600	0.023
Eb Thru	2	1600	0.096 *	0	2	1600	0.145 *	0	2	0.099 *		0	2	1600	0.149 *	0	2	1600	0.198 *	0	2	1600	0.198 *
Eb Right	151	0	-	79	230	0	-	6	157	-		79	236	0	-	79	315	0	-	0	315	0	-
Wb Left	7	0	0.004 *	0	7	0	0.004 *	0	7	0.005 *		0	7	0	0.005 *	0	7	0	0.005 *	0	7	0	0.005 *
Wb Thru	5	1600	0.008	0	5	1600	0.008	0	5	0.008		0	5	1600	0.008	0	5	1600	0.008	0	5	1600	0.008
Wb Right	0	0	-	0	0	0	-	0	0	-		0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *					0.050 *				0.050 *				0.050 *
ICU			0.336				0.417			0.347					0.469				0.550				0.550
LOS			A				A			A					A				A				A

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way

N-S St: Cross Creek Road
E-W St: Civic Center Way
Project: La Paz Ranch/5-18-0246-1
File: ICU-9

Peak hr: SAT
Annual Growth: 1.00%

Date: 04/25/2019
Date of Count: 2018
Projection Year: 2022

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2022 W/AMBIENT GROWTH			2022 W/RELATED PROJECTS				2022 W/PROJECT SITE TRAFFIC				2022 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	214	0	0.134 *	73	287	0	0.179 *	9	223	0.139 *	128	351	0	0.219 *	73	424	0	0.265 *	0	424	0	0.265 *
Nb Thru	35	1600	0.164	0	35	1600	0.210	1	36	0.171	46	82	1600	0.280	0	82	1600	0.325	0	82	1600	0.325
Nb Right	14	0	-	0	14	0	-	1	15	-	0	15	0	-	0	15	0	-	0	15	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	39	1600	0.052 *	0	39	1600	0.052 *	2	41	0.054 *	23	64	1600	0.070 *	0	64	1600	0.070 *	0	64	1600	0.070 *
Sb Right	44	0	-	0	44	0	-	2	46	-	3	49	0	-	0	49	0	-	0	49	0	-
Eb Left	38	1600	0.024	0	38	1600	0.024	2	40	0.025	3	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
Eb Thru	13	1600	0.161 *	0	13	1600	0.196 *	1	14	0.167 *	0	14	1600	0.224 *	0	14	1600	0.260 *	0	14	1600	0.260 *
Eb Right	244	0	-	57	301	0	-	10	254	-	91	345	0	-	57	402	0	-	0	402	0	-
Wb Left	5	0	0.003 *	0	5	0	0.003 *	0	5	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *
Wb Thru	8	1600	0.009	0	8	1600	0.009	0	8	0.009	0	8	1600	0.009	0	8	1600	0.009	0	8	1600	0.009
Wb Right	1	0	-	0	1	0	-	0	1	-	0	1	0	-	0	1	0	-	0	1	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.399				0.481			0.413				0.566				0.648				0.648
LOS			A				A			A				A				B				B

12:59 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. NDS
2 Capacity expressed in veh/hour of green

APPENDIX F

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
SCHOOL TIME CONDITIONS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*8/15/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*14*	*95*	*123*	*57*	*59*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*297*	*39*	*109*	*6*	*2*	*11*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*109*	*123*	*57*	*65*	*336*	*109*	*19*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.3*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.6*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.10*	*0.11*	*0.05*	*0.06*	*0.30*	*0.10*	*0.02*	
hd, final value (s)	*6.05*	*5.28*	*6.62*	*6.05*	*5.92*	*4.78*	*5.78*	
x, final value	*0.18*	*0.18*	*0.10*	*0.11*	*0.55*	*0.14*	*0.03*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.7*	*3.0*	*4.3*	*3.7*	*3.6*	*2.5*	*3.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*359*	*373*	*307*	*315*	*586*	*359*	*269*	
Delay (s/veh)	*10.10*	*9.13*	*10.09*	*9.49*	*15.71*	*8.29*	*8.66*	
LOS	*B*	*A*	*B*	*A*	*C*	*A*	*A*	
Approach: Delay (s/veh)	*9.59*		*9.77*		*13.89*		*8.66*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*11.93*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/30/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*14*	*95*	*123*	*67*	*63*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*297*	*39*	*158*	*6*	*2*	*11*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*109*	*123*	*67*	*69*	*336*	*158*	*19*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.3*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.6*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.10*	*0.11*	*0.06*	*0.06*	*0.30*	*0.14*	*0.02*	
hd, final value (s)	*6.17*	*5.40*	*6.72*	*6.15*	*5.98*	*4.84*	*5.88*	
x, final value	*0.19*	*0.18*	*0.13*	*0.12*	*0.56*	*0.21*	*0.03*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.9*	*3.1*	*4.4*	*3.9*	*3.7*	*2.5*	*3.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*359*	*373*	*317*	*319*	*586*	*408*	*269*	
Delay (s/veh)	*10.28*	*9.31*	*10.38*	*9.68*	*15.97*	*8.84*	*8.76*	
LOS	*B*	*A*	*B*	*A*	*C*	*A*	*A*	
Approach: Delay (s/veh)	*9.77*		*10.02*		*13.69*		*8.76*	
LOS	*A*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*11.99*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/30/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*15*	*99*	*132*	*104*	*76*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*309*	*41*	*234*	*6*	*12*	*11*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*114*	*132*	*104*	*82*	*350*	*234*	*29*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.10*	*0.12*	*0.09*	*0.07*	*0.31*	*0.21*	*0.03*	
hd, final value (s)	*6.52*	*5.75*	*7.02*	*6.47*	*6.23*	*5.09*	*6.32*	
x, final value	*0.21*	*0.21*	*0.20*	*0.15*	*0.61*	*0.33*	*0.05*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.2*	*3.4*	*4.7*	*4.2*	*3.9*	*2.8*	*4.0*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*364*	*382*	*354*	*332*	*568*	*484*	*279*	
Delay (s/veh)	*10.91*	*9.98*	*11.50*	*10.28*	*18.02*	*10.28*	*9.36*	
LOS	*B*	*A*	*B*	*B*	*C*	*B*	*A*	
Approach: Delay (s/veh)	*10.41*		*10.96*		*14.92*		*9.36*	
LOS	*B*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*13.00*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/30/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*15*	*99*	*132*	*114*	*80*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*309*	*41*	*283*	*6*	*12*	*11*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*114*	*132*	*114*	*86*	*350*	*283*	*29*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.0*	*0.4*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.10*	*0.12*	*0.10*	*0.08*	*0.31*	*0.25*	*0.03*	
hd, final value (s)	*6.65*	*5.88*	*7.13*	*6.57*	*6.29*	*5.15*	*6.43*	
x, final value	*0.21*	*0.22*	*0.23*	*0.16*	*0.61*	*0.40*	*0.05*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.4*	*3.6*	*4.8*	*4.3*	*4.0*	*2.8*	*4.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*364*	*382*	*364*	*336*	*563*	*533*	*279*	
Delay (s/veh)	*11.12*	*10.18*	*11.90*	*10.49*	*18.38*	*11.30*	*9.48*	
LOS	*B*	*B*	*B*	*B*	*C*	*B*	*A*	
Approach: Delay (s/veh)	*10.62*		*11.29*		*15.21*		*9.48*	
LOS	*B*		*B*		*C*		*A*	
Intersection Delay (s/veh)	*13.34*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*8/15/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*3*	*75*	*145*	*89*	*187*	*3*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*405*	*5*	*75*	*4*	*30*	*21*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*78*	*145*	*89*	*190*	*410*	*75*	*55*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.07*	*0.13*	*0.08*	*0.17*	*0.36*	*0.07*	*0.05*	
hd, final value (s)	*6.73*	*6.00*	*7.09*	*6.57*	*6.54*	*5.35*	*6.58*	
x, final value	*0.15*	*0.24*	*0.18*	*0.35*	*0.75*	*0.11*	*0.10*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.4*	*3.7*	*4.8*	*4.3*	*4.2*	*3.1*	*4.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*328*	*395*	*339*	*440*	*541*	*325*	*305*	
Delay (s/veh)	*10.58*	*10.61*	*11.29*	*12.72*	*25.96*	*8.72*	*10.02*	
LOS	*B*	*B*	*B*	*B*	*D*	*A*	*B*	
Approach: Delay (s/veh)	*10.60*		*12.26*		*23.30*		*10.02*	
LOS	*B*		*B*		*C*		*B*	
Intersection Delay (s/veh)	*16.92*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*3*	*90*	*145*	*144*	*211*	*3*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*405*	*5*	*110*	*4*	*30*	*21*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*93*	*145*	*144*	*214*	*410*	*110*	*55*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.08*	*0.13*	*0.13*	*0.19*	*0.36*	*0.10*	*0.05*	
hd, final value (s)	*7.01*	*6.28*	*7.26*	*6.74*	*6.83*	*5.64*	*6.94*	
x, final value	*0.18*	*0.25*	*0.29*	*0.40*	*0.78*	*0.17*	*0.11*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.7*	*4.0*	*5.0*	*4.4*	*4.5*	*3.3*	*4.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*343*	*395*	*394*	*464*	*519*	*360*	*305*	
Delay (s/veh)	*11.25*	*11.09*	*12.90*	*13.88*	*29.52*	*9.51*	*10.47*	
LOS	*B*	*B*	*B*	*B*	*D*	*A*	*B*	
Approach: Delay (s/veh)	*11.16*		*13.49*		*25.29*		*10.47*	
LOS	*B*		*B*		*D*		*B*	
Intersection Delay (s/veh)	*18.11*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/30/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*3*	*128*	*158*	*222*	*234*	*3*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*421*	*5*	*228*	*4*	*31*	*22*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*131*	*158*	*222*	*237*	*426*	*228*	*57*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.12*	*0.14*	*0.20*	*0.21*	*0.38*	*0.20*	*0.05*	
hd, final value (s)	*7.59*	*6.86*	*7.75*	*7.23*	*7.34*	*6.14*	*7.63*	
x, final value	*0.28*	*0.30*	*0.48*	*0.48*	*0.87*	*0.39*	*0.12*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.3*	*4.6*	*5.5*	*4.9*	*5.0*	*3.8*	*5.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*381*	*408*	*453*	*485*	*487*	*478*	*307*	
Delay (s/veh)	*13.15*	*12.49*	*17.34*	*16.33*	*41.59*	*12.69*	*11.37*	
LOS	*B*	*B*	*C*	*C*	*E*	*B*	*B*	
Approach: Delay (s/veh)	*12.79*		*16.82*		*31.51*		*11.37*	
LOS	*B*		*C*		*D*		*B*	
Intersection Delay (s/veh)	*22.40*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* | North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*3*	*143*	*158*	*277*	*258*	*3*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*421*	*5*	*263*	*4*	*31*	*22*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*146*	*158*	*277*	*261*	*426*	*263*	*57*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.13*	*0.14*	*0.25*	*0.23*	*0.38*	*0.23*	*0.05*	
hd, final value (s)	*7.86*	*7.13*	*7.91*	*7.39*	*7.60*	*6.40*	*7.95*	
x, final value	*0.32*	*0.31*	*0.61*	*0.54*	*0.90*	*0.47*	*0.13*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.6*	*4.8*	*5.6*	*5.1*	*5.3*	*4.1*	*5.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*396*	*408*	*448*	*478*	*471*	*513*	*307*	
Delay (s/veh)	*14.19*	*13.04*	*22.16*	*18.31*	*47.62*	*14.60*	*11.79*	
LOS	*B*	*B*	*C*	*C*	*E*	*B*	*B*	
Approach: Delay (s/veh)	*13.59*		*20.29*		*35.02*		*11.79*	
LOS	*B*		*C*		*E*		*B*	
Intersection Delay (s/veh)	*25.09*							
Intersection LOS	*D*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*8/15/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*6*	*99*	*106*	*101*	*114*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*215*	*17*	*97*	*2*	*20*	*3*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*105*	*106*	*101*	*120*	*232*	*97*	*25*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.1*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.09*	*0.09*	*0.09*	*0.11*	*0.21*	*0.09*	*0.02*	
hd, final value (s)	*5.85*	*5.12*	*6.29*	*5.75*	*6.13*	*4.96*	*6.04*	
x, final value	*0.17*	*0.15*	*0.18*	*0.19*	*0.39*	*0.13*	*0.04*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.6*	*2.8*	*4.0*	*3.4*	*3.8*	*2.7*	*3.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*355*	*356*	*351*	*370*	*482*	*347*	*275*	
Delay (s/veh)	*9.75*	*8.72*	*10.33*	*9.81*	*12.76*	*8.43*	*9.01*	
LOS	*A*	*A*	*B*	*A*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*9.23*		*10.05*		*11.49*		*9.01*	
LOS	*A*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*10.40*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* | North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*6*	*121*	*106*	*141*	*131*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*215*	*17*	*148*	*2*	*20*	*3*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*127*	*106*	*141*	*137*	*232*	*148*	*25*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.1*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.11*	*0.09*	*0.13*	*0.12*	*0.21*	*0.13*	*0.02*	
hd, final value (s)	*6.09*	*5.36*	*6.48*	*5.95*	*6.36*	*5.20*	*6.36*	
x, final value	*0.21*	*0.16*	*0.25*	*0.23*	*0.41*	*0.21*	*0.04*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.8*	*3.1*	*4.2*	*3.6*	*4.1*	*2.9*	*4.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*377*	*356*	*391*	*387*	*482*	*398*	*275*	
Delay (s/veh)	*10.45*	*9.06*	*11.37*	*10.38*	*13.41*	*9.31*	*9.35*	
LOS	*B*	*A*	*B*	*B*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*9.82*		*10.88*		*11.82*		*9.35*	
LOS	*A*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*10.96*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/30/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*6*	*170*	*157*	*249*	*168*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*224*	*18*	*290*	*2*	*21*	*3*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*176*	*157*	*249*	*174*	*242*	*290*	*26*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.1*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.16*	*0.14*	*0.22*	*0.15*	*0.22*	*0.26*	*0.02*	
hd, final value (s)	*6.88*	*6.15*	*7.19*	*6.66*	*7.10*	*5.94*	*7.41*	
x, final value	*0.34*	*0.27*	*0.50*	*0.32*	*0.48*	*0.48*	*0.05*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.6*	*3.9*	*4.9*	*4.4*	*4.8*	*3.6*	*5.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*426*	*407*	*488*	*424*	*492*	*540*	*276*	
Delay (s/veh)	*13.03*	*11.09*	*16.79*	*12.48*	*16.12*	*13.96*	*10.53*	
LOS	*B*	*B*	*C*	*B*	*C*	*B*	*B*	
Approach: Delay (s/veh)	*12.12*		*15.02*		*14.94*		*10.53*	
LOS	*B*		*C*		*B*		*B*	
Intersection Delay (s/veh)	*14.16*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* | North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*6*	*192*	*157*	*289*	*185*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*224*	*18*	*341*	*2*	*21*	*3*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*198*	*157*	*289*	*191*	*242*	*341*	*26*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.1*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.18*	*0.14*	*0.26*	*0.17*	*0.22*	*0.30*	*0.02*	
hd, final value (s)	*7.17*	*6.45*	*7.42*	*6.89*	*7.35*	*6.18*	*7.78*	
x, final value	*0.39*	*0.28*	*0.60*	*0.37*	*0.49*	*0.59*	*0.06*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.9*	*4.1*	*5.1*	*4.6*	*5.0*	*3.9*	*5.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*448*	*407*	*475*	*441*	*479*	*568*	*276*	
Delay (s/veh)	*14.47*	*11.65*	*20.49*	*13.52*	*17.00*	*17.23*	*10.94*	
LOS	*B*	*B*	*C*	*B*	*C*	*C*	*B*	
Approach: Delay (s/veh)	*13.22*		*17.71*		*17.13*		*10.94*	
LOS	*B*		*C*		*C*		*B*	
Intersection Delay (s/veh)	*16.25*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*48*	*3*	*80*	*1*	*1*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*95*	*53*	*1*	*0*	*50*	*54*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*48*	*83*	*2*		*149*		*104*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.5*		*0.6*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.07*	*0.00*		*0.13*		*0.09*	
hd, final value (s)	*5.58*	*4.40*	*4.84*		*4.45*		*4.07*	
x, final value	*0.07*	*0.10*	*0.00*		*0.18*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.3*	*2.1*	*2.8*		*2.5*		*2.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*298*	*333*	*252*		*399*		*354*	
Delay (s/veh)	*8.72*	*7.59*	*7.85*		*8.45*		*7.62*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.01*		*7.85*		*8.45*		*7.62*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.07*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*48*	*3*	*95*	*1*	*1*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*144*	*53*	*1*	*0*	*50*	*54*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*48*	*98*	*2*		*198*		*104*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.5*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.09*	*0.00*		*0.18*		*0.09*	
hd, final value (s)	*5.70*	*4.52*	*4.99*		*4.51*		*4.18*	
x, final value	*0.08*	*0.12*	*0.00*		*0.25*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.4*	*2.2*	*3.0*		*2.5*		*2.2*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*298*	*348*	*252*		*448*		*354*	
Delay (s/veh)	*8.87*	*7.85*	*8.01*		*9.00*		*7.75*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.19*		*8.01*		*9.00*		*7.75*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.44*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*50*	*3*	*114*	*1*	*1*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*160*	*76*	*1*	*0*	*64*	*56*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*50*	*117*	*2*		*237*		*120*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.5*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.10*	*0.00*		*0.21*		*0.11*	
hd, final value (s)	*5.84*	*4.65*	*5.18*		*4.58*		*4.32*	
x, final value	*0.08*	*0.15*	*0.00*		*0.30*		*0.14*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.5*	*2.4*	*3.2*		*2.6*		*2.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*300*	*367*	*252*		*487*		*370*	
Delay (s/veh)	*9.06*	*8.18*	*8.19*		*9.55*		*8.04*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.44*		*8.19*		*9.55*		*8.04*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.85*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*50*	*3*	*129*	*1*	*1*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*209*	*76*	*1*	*0*	*64*	*56*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*50*	*132*	*2*		*286*		*120*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.5*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.12*	*0.00*		*0.25*		*0.11*	
hd, final value (s)	*5.97*	*4.78*	*5.34*		*4.65*		*4.43*	
x, final value	*0.08*	*0.18*	*0.00*		*0.37*		*0.15*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.7*	*2.5*	*3.3*		*2.6*		*2.4*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*300*	*382*	*252*		*536*		*370*	
Delay (s/veh)	*9.21*	*8.49*	*8.36*		*10.34*		*8.19*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*8.69*		*8.36*		*10.34*		*8.19*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.39*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*29*	*0*	*134*	*4*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*171*	*37*	*4*	*0*	*51*	*42*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*29*	*134*	*9*		*212*		*93*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.12*	*0.01*		*0.19*		*0.08*	
hd, final value (s)	*5.73*	*4.52*	*5.02*		*4.56*		*4.29*	
x, final value	*0.05*	*0.17*	*0.01*		*0.27*		*0.11*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.4*	*2.2*	*3.0*		*2.6*		*2.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*279*	*384*	*259*		*462*		*343*	
Delay (s/veh)	*8.71*	*8.14*	*8.09*		*9.23*		*7.82*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.24*		*8.09*		*9.23*		*7.82*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.60*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*29*	*0*	*213*	*4*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*222*	*37*	*4*	*0*	*51*	*42*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*29*	*213*	*9*		*263*		*93*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.19*	*0.01*		*0.23*		*0.08*	
hd, final value (s)	*5.90*	*4.69*	*5.31*		*4.78*		*4.58*	
x, final value	*0.05*	*0.28*	*0.01*		*0.35*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.6*	*2.4*	*3.3*		*2.8*		*2.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*279*	*463*	*259*		*513*		*343*	
Delay (s/veh)	*8.89*	*9.18*	*8.38*		*10.33*		*8.19*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*9.14*		*8.38*		*10.33*		*8.19*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.50*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*31*	*0*	*218*	*4*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*277*	*69*	*4*	*0*	*69*	*45*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*31*	*218*	*9*		*350*		*114*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.19*	*0.01*		*0.31*		*0.10*	
hd, final value (s)	*6.19*	*4.97*	*5.66*		*4.86*		*4.79*	
x, final value	*0.05*	*0.30*	*0.01*		*0.47*		*0.15*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.9*	*2.7*	*3.7*		*2.9*		*2.8*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*281*	*468*	*259*		*600*		*364*	
Delay (s/veh)	*9.23*	*9.80*	*8.74*		*12.14*		*8.65*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*9.73*		*8.74*		*12.14*		*8.65*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*10.72*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*31*	*0*	*297*	*4*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*328*	*69*	*4*	*0*	*69*	*45*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*31*	*297*	*9*		*401*		*114*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.26*	*0.01*		*0.36*		*0.10*	
hd, final value (s)	*6.38*	*5.17*	*6.03*		*5.11*		*5.14*	
x, final value	*0.05*	*0.43*	*0.02*		*0.57*		*0.16*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.1*	*2.9*	*4.0*		*3.1*		*3.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*281*	*547*	*259*		*651*		*364*	
Delay (s/veh)	*9.45*	*11.66*	*9.12*		*14.66*		*9.14*	
LOS	*A*	*B*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*11.45*		*9.12*		*14.66*		*9.14*	
LOS	*B*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*12.63*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*26*	*2*	*168*	*7*	*2*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*165*	*23*	*9*	*0*	*32*	*31*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*26*	*170*	*9*		*197*		*63*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.8*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.2*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.02*	*0.15*	*0.01*		*0.18*		*0.06*	
hd, final value (s)	*5.63*	*4.44*	*5.02*		*4.59*		*4.32*	
x, final value	*0.04*	*0.21*	*0.01*		*0.25*		*0.08*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.3*	*2.1*	*3.0*		*2.6*		*2.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*276*	*420*	*259*		*447*		*313*	
Delay (s/veh)	*8.57*	*8.31*	*8.08*		*9.12*		*7.67*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.34*		*8.08*		*9.12*		*7.67*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.58*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*26*	*2*	*225*	*7*	*2*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*238*	*23*	*9*	*0*	*32*	*31*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*26*	*227*	*9*		*270*		*63*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.8*		*0.9*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.2*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.02*	*0.20*	*0.01*		*0.24*		*0.06*	
hd, final value (s)	*5.84*	*4.64*	*5.33*		*4.76*		*4.58*	
x, final value	*0.04*	*0.29*	*0.01*		*0.36*		*0.08*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.5*	*2.3*	*3.3*		*2.8*		*2.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*276*	*477*	*259*		*520*		*313*	
Delay (s/veh)	*8.80*	*9.25*	*8.40*		*10.39*		*7.98*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*9.21*		*8.40*		*10.39*		*7.98*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.60*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*30*	*2*	*266*	*7*	*2*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*300*	*70*	*9*	*0*	*56*	*35*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*30*	*268*	*9*		*379*		*91*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.8*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.2*		*0.1*		*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.24*	*0.01*		*0.34*		*0.08*	
hd, final value (s)	*6.24*	*5.03*	*5.86*		*4.96*		*4.99*	
x, final value	*0.05*	*0.37*	*0.01*		*0.52*		*0.13*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.9*	*2.7*	*3.9*		*3.0*		*3.0*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*280*	*518*	*259*		*629*		*341*	
Delay (s/veh)	*9.28*	*10.71*	*8.95*		*13.26*		*8.71*	
LOS	*A*	*B*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*10.57*		*8.95*		*13.26*		*8.71*	
LOS	*B*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*11.64*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*30*	*2*	*323*	*7*	*2*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*373*	*70*	*9*	*0*	*56*	*35*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*30*	*325*	*9*		*452*		*91*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.8*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.2*		*0.2*		*-0.2*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.29*	*0.01*		*0.40*		*0.08*	
hd, final value (s)	*6.49*	*5.28*	*6.27*		*5.17*		*5.34*	
x, final value	*0.05*	*0.48*	*0.02*		*0.65*		*0.13*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.2*	*3.0*	*4.3*		*3.2*		*3.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*280*	*575*	*259*		*679*		*341*	
Delay (s/veh)	*9.56*	*12.70*	*9.37*		*17.23*		*9.17*	
LOS	*A*	*B*	*A*		*C*		*A*	
Approach: Delay (s/veh)	*12.43*		*9.37*		*17.23*		*9.17*	
LOS	*B*		*A*		*C*		*A*	
Intersection Delay (s/veh)	*14.47*							
Intersection LOS	*B*							

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APPENDIX G

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
SUMMERTIME CONDITIONS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*16*	*76*	*39*	*59*	*50*	*11*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*195*	*57*	*103*	*3*	*14*	*5*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*92*	*39*	*59*	*61*	*252*	*103*	*22*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.2*	*0.0*	*1.0*	*0.0*	*0.8*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.2*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.08*	*0.03*	*0.05*	*0.05*	*0.22*	*0.09*	*0.02*	
hd, final value (s)	*5.74*	*4.95*	*6.16*	*5.53*	*5.59*	*4.50*	*5.50*	
x, final value	*0.15*	*0.05*	*0.10*	*0.09*	*0.39*	*0.13*	*0.03*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.4*	*2.6*	*3.9*	*3.2*	*3.3*	*2.2*	*3.2*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*342*	*289*	*309*	*311*	*502*	*353*	*272*	
Delay (s/veh)	*9.42*	*7.93*	*9.55*	*8.80*	*11.83*	*7.87*	*8.39*	
LOS	*A*	*A*	*A*	*A*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*8.98*		*9.17*		*10.68*		*8.39*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.96*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*16*	*76*	*39*	*69*	*54*	*11*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*195*	*57*	*152*	*3*	*14*	*5*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*92*	*39*	*69*	*65*	*252*	*152*	*22*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.2*	*0.0*	*1.0*	*0.0*	*0.8*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.2*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.08*	*0.03*	*0.06*	*0.06*	*0.22*	*0.14*	*0.02*	
hd, final value (s)	*5.86*	*5.07*	*6.27*	*5.64*	*5.64*	*4.55*	*5.60*	
x, final value	*0.15*	*0.05*	*0.12*	*0.10*	*0.39*	*0.19*	*0.03*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.6*	*2.8*	*4.0*	*3.3*	*3.3*	*2.3*	*3.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*342*	*289*	*319*	*315*	*502*	*402*	*272*	
Delay (s/veh)	*9.59*	*8.07*	*9.82*	*8.98*	*11.97*	*8.34*	*8.50*	
LOS	*A*	*A*	*A*	*A*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*9.14*		*9.41*		*10.60*		*8.50*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*10.03*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*17*	*79*	*45*	*106*	*67*	*11*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*203*	*59*	*228*	*3*	*15*	*5*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*96*	*45*	*106*	*78*	*262*	*228*	*23*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.2*	*0.0*	*1.0*	*0.0*	*0.8*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.09*	*0.04*	*0.09*	*0.07*	*0.23*	*0.20*	*0.02*	
hd, final value (s)	*6.17*	*5.37*	*6.51*	*5.90*	*5.84*	*4.75*	*5.90*	
x, final value	*0.16*	*0.07*	*0.19*	*0.13*	*0.43*	*0.30*	*0.04*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.9*	*3.1*	*4.2*	*3.6*	*3.5*	*2.5*	*3.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*346*	*295*	*356*	*328*	*512*	*478*	*273*	
Delay (s/veh)	*10.08*	*8.46*	*10.74*	*9.47*	*12.79*	*9.49*	*8.83*	
LOS	*B*	*A*	*B*	*A*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*9.56*		*10.20*		*11.25*		*8.83*	
LOS	*A*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*10.67*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*17*	*79*	*45*	*116*	*71*	*11*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*203*	*59*	*277*	*3*	*15*	*5*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*96*	*45*	*116*	*82*	*262*	*277*	*23*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.2*	*0.0*	*1.0*	*0.0*	*0.8*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.1*	*-0.7*	*0.5*	*-0.1*	*0.4*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.09*	*0.04*	*0.10*	*0.07*	*0.23*	*0.25*	*0.02*	
hd, final value (s)	*6.30*	*5.50*	*6.62*	*6.02*	*5.90*	*4.81*	*6.01*	
x, final value	*0.17*	*0.07*	*0.21*	*0.14*	*0.43*	*0.37*	*0.04*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.0*	*3.2*	*4.3*	*3.7*	*3.6*	*2.5*	*3.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*346*	*295*	*366*	*332*	*512*	*527*	*273*	
Delay (s/veh)	*10.27*	*8.61*	*11.10*	*9.67*	*12.96*	*10.31*	*8.95*	
LOS	*B*	*A*	*B*	*A*	*B*	*B*	*A*	
Approach: Delay (s/veh)	*9.74*		*10.51*		*11.60*		*8.95*	
LOS	*A*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*11.00*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*8/15/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*7*	*83*	*129*	*89*	*175*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*421*	*11*	*80*	*11*	*47*	*50*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*90*	*129*	*89*	*181*	*432*	*80*	*108*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.08*	*0.11*	*0.08*	*0.16*	*0.38*	*0.07*	*0.10*	
hd, final value (s)	*7.04*	*6.29*	*7.37*	*6.84*	*6.67*	*5.48*	*6.62*	
x, final value	*0.18*	*0.23*	*0.18*	*0.34*	*0.80*	*0.12*	*0.20*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.7*	*4.0*	*5.1*	*4.5*	*4.4*	*3.2*	*4.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*340*	*379*	*339*	*431*	*533*	*330*	*358*	
Delay (s/veh)	*11.24*	*10.81*	*11.71*	*13.09*	*30.95*	*8.94*	*10.96*	
LOS	*B*	*B*	*B*	*B*	*D*	*A*	*B*	
Approach: Delay (s/veh)	*10.99*		*12.64*		*27.52*		*10.96*	
LOS	*B*		*B*		*D*		*B*	
Intersection Delay (s/veh)	*19.02*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*7*	*98*	*129*	*144*	*199*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*421*	*11*	*115*	*11*	*47*	*50*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*105*	*129*	*144*	*205*	*432*	*115*	*108*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.09*	*0.11*	*0.13*	*0.18*	*0.38*	*0.10*	*0.10*	
hd, final value (s)	*7.35*	*6.60*	*7.57*	*7.04*	*6.99*	*5.80*	*7.01*	
x, final value	*0.21*	*0.24*	*0.30*	*0.40*	*0.84*	*0.19*	*0.21*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.0*	*4.3*	*5.3*	*4.7*	*4.7*	*3.5*	*4.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*355*	*379*	*394*	*455*	*510*	*365*	*358*	
Delay (s/veh)	*12.04*	*11.33*	*13.52*	*14.36*	*36.34*	*9.81*	*11.57*	
LOS	*B*	*B*	*B*	*B*	*E*	*A*	*B*	
Approach: Delay (s/veh)	*11.65*		*14.01*		*30.76*		*11.57*	
LOS	*B*		*B*		*D*		*B*	
Intersection Delay (s/veh)	*20.75*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*7*	*136*	*141*	*222*	*222*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*438*	*11*	*233*	*11*	*49*	*52*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*143*	*141*	*222*	*228*	*449*	*233*	*112*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.13*	*0.13*	*0.20*	*0.20*	*0.40*	*0.21*	*0.10*	
hd, final value (s)	*7.95*	*7.21*	*8.08*	*7.55*	*7.55*	*6.35*	*7.71*	
x, final value	*0.32*	*0.28*	*0.50*	*0.48*	*0.94*	*0.41*	*0.24*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.7*	*4.9*	*5.8*	*5.2*	*5.2*	*4.0*	*5.4*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*393*	*391*	*436*	*466*	*476*	*483*	*362*	
Delay (s/veh)	*14.28*	*12.72*	*18.54*	*16.97*	*55.05*	*13.41*	*12.83*	
LOS	*B*	*B*	*C*	*C*	*F*	*B*	*B*	
Approach: Delay (s/veh)	*13.50*		*17.74*		*40.82*		*12.83*	
LOS	*B*		*C*		*E*		*B*	
Intersection Delay (s/veh)	*26.90*							
Intersection LOS	*D*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*7*	*151*	*141*	*277*	*246*	*6*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*438*	*11*	*268*	*11*	*49*	*52*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*158*	*141*	*277*	*252*	*449*	*268*	*112*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*0.1*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.14*	*0.13*	*0.25*	*0.22*	*0.40*	*0.24*	*0.10*	
hd, final value (s)	*8.23*	*7.49*	*8.25*	*7.72*	*7.83*	*6.64*	*8.04*	
x, final value	*0.36*	*0.29*	*0.63*	*0.54*	*0.98*	*0.49*	*0.25*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.9*	*5.2*	*5.9*	*5.4*	*5.5*	*4.3*	*5.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*408*	*391*	*432*	*461*	*459*	*518*	*362*	
Delay (s/veh)	*15.52*	*13.27*	*24.20*	*19.12*	*64.29*	*15.64*	*13.41*	
LOS	*C*	*B*	*C*	*C*	*F*	*C*	*B*	
Approach: Delay (s/veh)	*14.46*		*21.78*		*46.10*		*13.41*	
LOS	*B*		*C*		*E*		*B*	
Intersection Delay (s/veh)	*30.42*							
Intersection LOS	*D*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*8/15/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*5*	*160*	*105*	*119*	*108*	*10*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*179*	*13*	*137*	*8*	*24*	*10*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*165*	*105*	*119*	*118*	*192*	*137*	*42*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.1*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.15*	*0.09*	*0.11*	*0.10*	*0.17*	*0.12*	*0.04*	
hd, final value (s)	*5.92*	*5.20*	*6.42*	*5.86*	*6.36*	*5.20*	*6.21*	
x, final value	*0.27*	*0.15*	*0.21*	*0.19*	*0.34*	*0.20*	*0.07*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.6*	*2.9*	*4.1*	*3.6*	*4.1*	*2.9*	*3.9*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*415*	*355*	*369*	*368*	*442*	*387*	*292*	
Delay (s/veh)	*10.81*	*8.83*	*10.85*	*9.95*	*12.30*	*9.17*	*9.39*	
LOS	*B*	*A*	*B*	*A*	*B*	*A*	*A*	
Approach: Delay (s/veh)	*10.04*		*10.40*		*11.00*		*9.39*	
LOS	*B*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*10.46*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*5*	*182*	*105*	*159*	*125*	*10*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*179*	*13*	*188*	*8*	*24*	*10*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*187*	*105*	*159*	*135*	*192*	*188*	*42*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.1*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.17*	*0.09*	*0.14*	*0.12*	*0.17*	*0.17*	*0.04*	
hd, final value (s)	*6.18*	*5.46*	*6.64*	*6.09*	*6.61*	*5.45*	*6.55*	
x, final value	*0.32*	*0.16*	*0.29*	*0.23*	*0.35*	*0.28*	*0.08*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*3.9*	*3.2*	*4.3*	*3.8*	*4.3*	*3.1*	*4.2*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*437*	*355*	*409*	*385*	*442*	*438*	*292*	
Delay (s/veh)	*11.78*	*9.20*	*12.08*	*10.58*	*12.88*	*10.30*	*9.79*	
LOS	*B*	*A*	*B*	*B*	*B*	*B*	*A*	
Approach: Delay (s/veh)	*10.85*		*11.39*		*11.60*		*9.79*	
LOS	*B*		*B*		*B*		*A*	
Intersection Delay (s/veh)	*11.25*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*10/31/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* | North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*5*	*233*	*156*	*268*	*161*	*10*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*186*	*14*	*331*	*8*	*25*	*10*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*238*	*156*	*268*	*171*	*200*	*331*	*43*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.21*	*0.14*	*0.24*	*0.15*	*0.18*	*0.29*	*0.04*	
hd, final value (s)	*7.05*	*6.32*	*7.42*	*6.87*	*7.39*	*6.22*	*7.67*	
x, final value	*0.47*	*0.27*	*0.55*	*0.33*	*0.41*	*0.57*	*0.09*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.7*	*4.0*	*5.1*	*4.6*	*5.1*	*3.9*	*5.4*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*488*	*406*	*473*	*421*	*450*	*562*	*293*	
Delay (s/veh)	*15.74*	*11.39*	*18.91*	*12.87*	*15.14*	*16.89*	*11.14*	
LOS	*C*	*B*	*C*	*B*	*C*	*C*	*B*	
Approach: Delay (s/veh)	*14.02*		*16.56*		*16.23*		*11.14*	
LOS	*B*		*C*		*C*		*B*	
Intersection Delay (s/veh)	*15.56*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*11/6/2018*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #8*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* | North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*5*	*255*	*156*	*308*	*178*	*10*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*186*	*14*	*382*	*8*	*25*	*10*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LT*	*R*	*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate (veh/h)	*260*	*156*	*308*	*188*	*200*	*382*	*43*	
% Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
No. Lanes	*2*		*2*		*2*		*1*	
Geometry Group	*5*		*5*		*5*		*4b*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*	*0.0*	*1.0*	*0.0*	*0.9*	*0.0*	*0.2*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*	*0.1*	*0.0*	*1.0*	*0.2*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
hLT-adj	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.0*	*-0.7*	*0.5*	*-0.0*	*0.5*	*-0.7*	*-0.1*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.23*	*0.14*	*0.27*	*0.17*	*0.18*	*0.34*	*0.04*	
hd, final value (s)	*7.37*	*6.65*	*7.69*	*7.15*	*7.65*	*6.47*	*8.08*	
x, final value	*0.53*	*0.29*	*0.66*	*0.37*	*0.42*	*0.69*	*0.10*	
Move-up time, m (s)	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time, t_s (s)	*5.1*	*4.3*	*5.4*	*4.8*	*5.3*	*4.2*	*5.8*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*475*	*406*	*460*	*438*	*450*	*545*	*293*	
Delay (s/veh)	*18.15*	*12.01*	*24.00*	*14.04*	*15.87*	*22.18*	*11.64*	
LOS	*C*	*B*	*C*	*B*	*C*	*C*	*B*	
Approach: Delay (s/veh)	*15.85*		*20.22*		*20.01*		*11.64*	
LOS	*C*		*C*		*C*		*B*	
Intersection Delay (s/veh)	*18.72*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*60*	*3*	*82*	*0*	*1*	*2*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*77*	*49*	*3*	*1*	*52*	*53*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*60*	*85*	*3*		*129*		*106*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.0*		*0.6*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.7*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*-0.4*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.05*	*0.08*	*0.00*		*0.11*		*0.09*	
hd, final value (s)	*5.54*	*4.36*	*4.31*		*4.47*		*4.10*	
x, final value	*0.09*	*0.10*	*0.00*		*0.16*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.2*	*2.1*	*2.3*		*2.5*		*2.1*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*310*	*335*	*253*		*379*		*356*	
Delay (s/veh)	*8.80*	*7.56*	*7.33*		*8.32*		*7.67*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.07*		*7.33*		*8.32*		*7.67*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.04*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*60*	*3*	*97*	*0*	*1*	*2*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*126*	*49*	*3*	*1*	*52*	*53*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*60*	*100*	*3*		*178*		*106*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.0*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.7*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*-0.4*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.05*	*0.09*	*0.00*		*0.16*		*0.09*	
hd, final value (s)	*5.66*	*4.48*	*4.47*		*4.54*		*4.20*	
x, final value	*0.09*	*0.12*	*0.00*		*0.22*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.4*	*2.2*	*2.5*		*2.5*		*2.2*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*310*	*350*	*253*		*428*		*356*	
Delay (s/veh)	*8.95*	*7.81*	*7.48*		*8.85*		*7.80*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.24*		*7.48*		*8.85*		*7.80*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.37*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*62*	*3*	*116*	*0*	*1*	*2*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*141*	*72*	*3*	*1*	*66*	*55*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*62*	*119*	*3*		*216*		*122*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.0*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.7*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*-0.4*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.06*	*0.11*	*0.00*		*0.19*		*0.11*	
hd, final value (s)	*5.80*	*4.61*	*4.64*		*4.61*		*4.34*	
x, final value	*0.10*	*0.15*	*0.00*		*0.28*		*0.15*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.5*	*2.3*	*2.6*		*2.6*		*2.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*312*	*369*	*253*		*466*		*372*	
Delay (s/veh)	*9.15*	*8.14*	*7.66*		*9.37*		*8.09*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.49*		*7.66*		*9.37*		*8.09*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.75*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday AM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*62*	*3*	*131*	*0*	*1*	*2*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*190*	*72*	*3*	*1*	*66*	*55*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*62*	*134*	*3*		*265*		*122*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.0*		*0.7*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.7*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*-0.4*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.06*	*0.12*	*0.00*		*0.24*		*0.11*	
hd, final value (s)	*5.93*	*4.74*	*4.81*		*4.68*		*4.45*	
x, final value	*0.10*	*0.18*	*0.00*		*0.34*		*0.15*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.6*	*2.4*	*2.8*		*2.7*		*2.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*312*	*384*	*253*		*515*		*372*	
Delay (s/veh)	*9.31*	*8.46*	*7.83*		*10.11*		*8.24*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*8.73*		*7.83*		*10.11*		*8.24*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.25*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*34*	*2*	*151*	*7*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*178*	*29*	*5*	*0*	*52*	*67*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*34*	*153*	*12*		*212*		*119*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.6*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.6*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.14*	*0.01*		*0.19*		*0.11*	
hd, final value (s)	*5.80*	*4.60*	*5.16*		*4.67*		*4.30*	
x, final value	*0.05*	*0.20*	*0.02*		*0.27*		*0.14*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.5*	*2.3*	*3.2*		*2.7*		*2.3*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*284*	*403*	*262*		*462*		*369*	
Delay (s/veh)	*8.84*	*8.42*	*8.25*		*9.43*		*8.01*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach: Delay (s/veh)	*8.50*		*8.25*		*9.43*		*8.01*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay (s/veh)	*8.76*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*34*	*2*	*230*	*7*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*229*	*29*	*5*	*0*	*52*	*67*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*34*	*232*	*12*		*263*		*119*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.6*		*0.9*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.6*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.21*	*0.01*		*0.23*		*0.11*	
hd, final value (s)	*5.98*	*4.77*	*5.46*		*4.90*		*4.60*	
x, final value	*0.06*	*0.31*	*0.02*		*0.36*		*0.15*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.7*	*2.5*	*3.5*		*2.9*		*2.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*284*	*482*	*262*		*513*		*369*	
Delay (s/veh)	*9.03*	*9.58*	*8.56*		*10.60*		*8.42*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*9.51*		*8.56*		*10.60*		*8.42*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.73*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*36*	*2*	*236*	*7*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*284*	*61*	*5*	*0*	*70*	*71*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*36*	*238*	*12*		*350*		*141*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.6*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.21*	*0.01*		*0.31*		*0.13*	
hd, final value (s)	*6.27*	*5.07*	*5.83*		*4.99*		*4.83*	
x, final value	*0.06*	*0.34*	*0.02*		*0.48*		*0.19*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.0*	*2.8*	*3.8*		*3.0*		*2.8*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*286*	*488*	*262*		*600*		*391*	
Delay (s/veh)	*9.39*	*10.30*	*8.95*		*12.59*		*8.95*	
LOS	*A*	*B*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*10.18*		*8.95*		*12.59*		*8.95*	
LOS	*B*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*11.02*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekday PM Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*36*	*2*	*315*	*7*	*5*	*0*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*335*	*61*	*5*	*0*	*70*	*71*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*36*	*317*	*12*		*401*		*141*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.6*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.0*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.1*		*0.2*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.28*	*0.01*		*0.36*		*0.13*	
hd, final value (s)	*6.48*	*5.27*	*6.22*		*5.25*		*5.20*	
x, final value	*0.06*	*0.46*	*0.02*		*0.58*		*0.20*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.2*	*3.0*	*4.2*		*3.3*		*3.2*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*286*	*567*	*262*		*651*		*391*	
Delay (s/veh)	*9.63*	*12.46*	*9.36*		*15.37*		*9.52*	
LOS	*A*	*B*	*A*		*C*		*A*	
Approach: Delay (s/veh)	*12.18*		*9.36*		*15.37*		*9.52*	
LOS	*B*		*A*		*C*		*A*	
Intersection Delay (s/veh)	*13.14*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*38*	*13*	*244*	*5*	*8*	*1*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*214*	*35*	*14*	*0*	*39*	*44*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*38*	*257*	*14*		*263*		*83*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*0.9*	*0.1*		*0.1*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.0*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.23*	*0.01*		*0.23*		*0.07*	
hd, final value (s)	*5.90*	*4.73*	*5.31*		*4.89*		*4.69*	
x, final value	*0.06*	*0.34*	*0.02*		*0.36*		*0.11*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.6*	*2.4*	*3.3*		*2.9*		*2.7*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*288*	*507*	*264*		*513*		*333*	
Delay (s/veh)	*8.99*	*9.82*	*8.43*		*10.58*		*8.26*	
LOS	*A*	*A*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*9.71*		*8.43*		*10.58*		*8.26*	
LOS	*A*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*9.85*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2018 (Existing + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*38*	*13*	*301*	*5*	*8*	*1*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*287*	*35*	*14*	*0*	*39*	*44*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*38*	*314*	*14*		*336*		*83*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.9*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.1*		*0.0*		*0.5*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.0*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.03*	*0.28*	*0.01*		*0.30*		*0.07*	
hd, final value (s)	*6.14*	*4.95*	*5.68*		*5.08*		*5.00*	
x, final value	*0.06*	*0.43*	*0.02*		*0.47*		*0.12*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*3.8*	*2.7*	*3.7*		*3.1*		*3.0*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*288*	*564*	*264*		*586*		*333*	
Delay (s/veh)	*9.26*	*11.37*	*8.80*		*12.59*		*8.65*	
LOS	*A*	*B*	*A*		*B*		*A*	
Approach: Delay (s/veh)	*11.14*		*8.80*		*12.59*		*8.65*	
LOS	*B*		*A*		*B*		*A*	
Intersection Delay (s/veh)	*11.46*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*43*	*14*	*345*	*5*	*8*	*1*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*351*	*82*	*15*	*0*	*64*	*49*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*43*	*359*	*14*		*448*		*113*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.1*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.0*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.32*	*0.01*		*0.40*		*0.10*	
hd, final value (s)	*6.59*	*5.40*	*6.34*		*5.35*		*5.50*	
x, final value	*0.08*	*0.54*	*0.02*		*0.67*		*0.17*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.3*	*3.1*	*4.3*		*3.3*		*3.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*293*	*609*	*264*		*656*		*363*	
Delay (s/veh)	*9.85*	*14.23*	*9.50*		*18.33*		*9.64*	
LOS	*A*	*B*	*A*		*C*		*A*	
Approach: Delay (s/veh)	*13.76*		*9.50*		*18.33*		*9.64*	
LOS	*B*		*A*		*C*		*A*	
Intersection Delay (s/veh)	*15.32*							
Intersection LOS	*C*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*JAS*
Agency/Co.	*LLG*
Date Performed	*5/13/2019*
Analysis Time Period	*Weekend Midday Peak Hour*

Site Information

Intersection	*Intersection #9*
Jurisdiction	*City of Malibu*
Analysis Year	*2022 (Future + Project)*

Project ID *La Paz Ranch - 5-16-0246-1*

East/West Street: *Civic Center Way* North/South Street: *Cross Creek Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*43*	*14*	*402*	*5*	*8*	*1*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*424*	*82*	*15*	*0*	*64*	*49*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*L*	*TR*	*LTR*		*LTR*		*LTR*	
PHF	*1.00*	*1.00*	*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*43*	*416*	*14*		*521*		*113*	
% Heavy Vehicles	*0*	*0*	*0*		*0*		*0*	
No. Lanes	*2*		*1*		*1*		*1*	
Geometry Group	*5*		*4a*		*2*		*2*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*	*0.0*	*0.4*		*0.8*		*0.0*	
Prop. Right-Turns	*0.0*	*1.0*	*0.1*		*0.0*		*0.4*	
Prop. Heavy Vehicle	*0.0*	*0.0*	*0.0*		*0.0*		*0.0*	
hLT-adj	*0.5*	*0.5*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.7*	*-0.7*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*0.5*	*-0.7*	*0.0*		*0.1*		*-0.3*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*	*3.20*	*3.20*		*3.20*		*3.20*	
x, initial	*0.04*	*0.37*	*0.01*		*0.46*		*0.10*	
hd, final value (s)	*6.88*	*5.68*	*6.84*		*5.59*		*5.91*	
x, final value	*0.08*	*0.66*	*0.03*		*0.81*		*0.19*	
Move-up time, m (s)	*2.3*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*4.6*	*3.4*	*4.8*		*3.6*		*3.9*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*293*	*611*	*264*		*634*		*363*	
Delay (s/veh)	*10.19*	*18.57*	*10.03*		*27.91*		*10.26*	
LOS	*B*	*C*	*B*		*D*		*B*	
Approach: Delay (s/veh)	*17.79*		*10.03*		*27.91*		*10.26*	
LOS	*C*		*B*		*D*		*B*	
Intersection Delay (s/veh)	*21.68*							
Intersection LOS	*C*							

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APPENDIX H

UNSIGNALIZED INTERSECTION ANALYSIS SUPPLEMENTAL STUDY

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October 22, 2019

LLG Reference: 5-16-0246-1

Subject: **La Paz Malibu: Supplemental Review of the Calculated Motorist Delay Values and Levels of Service at the Cross Creek Road / Civic Center Way Intersection, City of Malibu**

Overview of 2008 Approved Project and 2019 Project Modifications

I. In 2008, the City of Malibu approved the La Paz Ranch Project located at 23465 Civic Center Way in the City of Malibu (the "2008 Approved Project"). The 2008 Approved Project consists of 112,058 square feet of retail, restaurant, and office space comprised of 69,502 square feet of retail and restaurant and 42,556 square feet of office space. The 2008 Approved Project also included 20,000 square feet of municipal uses to be developed by the City.

II. In the process of preparing to develop the 2008 Approved Project, Malibu Development Company LLC ("MDC"), the owner of La Paz Ranch, identified improvements to the 2008 Approved Project (which seek to enhance the pedestrian experience, including an upgraded design, improved pedestrian walkways, plazas and courtyards, and better pedestrian access; provide improved vehicular access and parking that increases pedestrian and vehicular safety; and provide for a balanced mix of uses (the "2019 Project Modifications"). On September 26, 2017, MDC submitted applications for the 2019 Project Modifications.

III. The 2019 Project Modifications do not change the square footages approved by the City as part of the 2008 Approved Project. Accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications.

Addendum Traffic Study for 2019 Project Modifications

IV. Linscott, Law & Greenspan, Engineers (LLG) prepared an addendum traffic study (the "Addendum Traffic Study") for the Project Modifications.

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An LG2WB Company Founded 1966

a. The Addendum Traffic Study was prepared in compliance with the current City of Malibu Traffic Impact Analysis Guidelines[1] (the "Guidelines").

b. Section 3.e.ii of the Guidelines state that Levels of Service at unsignalized intersections under all-way stop control (AWSC) shall be determined using the average intersection control delay as determined by the methodology provided in the *Highway Capacity Manual* (HCM).

c. While there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications, for informational purposes, the Addendum Traffic Study provides an update to the 2008 Approved Project to reflect current intersection traffic counts, updated information regarding related projects, and changes to the travel lane configurations, as well as use of the Guidelines, the current version of the *Trip Generation Manual*, and the current version of the HCM software.

Prior Traffic Study

V. A prior traffic study[2] ("Traffic Study") was prepared and incorporated into the Environmental Impact Report certified by the City for the Project. The Traffic Study evaluated a proposed development consisting of 130,935 square feet of retail, restaurant, and office space, comprised of 77,110 square feet of retail and restaurant and 53,825 square feet of office space (the "2005 Analyzed Project"). It is noted that 20,000 square feet of the analyzed 53,825 square feet of office space was assumed to be the municipal use developed by the City.

a. The current City's Guidelines had not been adopted when the Traffic Study was prepared.

b. The Traffic Study evaluated operations at the study intersections during the weekday AM, weekday PM, and Saturday MD peak hours based on traffic counts conducted in April and May 2003, which reflected school-time traffic conditions. The Traffic Study did not include summertime traffic counts or analyze the study intersections to reflect summertime conditions.

[1] *Traffic Impact Analysis Guidelines*, City of Malibu, August 2012.
[2] *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

LINSCOTT LAW & GREENSPAN engineers

2008 Approved Project

VI. While slightly different than what was evaluated in the Traffic Study, the City of Malibu approved the 2008 Approved Project consisting of 132,058 square feet of retail, restaurant, and office space comprised of 69,502 square feet of retail and restaurant and 62,556 square feet of office space. The 62,556 square feet of office in the 2008 Approved Project included the 20,000 square feet of municipal uses to be developed by the City.

Unsignalized Intersection at Cross Creek Road / Civic Center Way

VII. While there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications, for informational purposes, the Addendum Traffic Study's evaluation of operations at the study intersections included analysis of the calculated average motorist delay and corresponding Levels of Service at the Cross Creek Cross Road / Civic Center Way intersection during the analyzed peak hours.

Traffic Study / 2005 Analyzed Project

VIII. The Cross Creek Road / Civic Center Way intersection was evaluated in the Traffic Study based on the roadway configurations that existed at the time the Traffic Study was prepared.

a. Continuous traffic movements were provided between the south leg of Cross Creek Road and west leg of Civic Center Way.

b. Southbound Cross Creek Road traffic approaching the intersection, as well as traffic from the commercial center on the east leg of the current intersection was required to stop.

c. The Traffic Study utilized the Intersection Capacity Utilization (ICU) method for purposes of determining changes in operation at the intersection and assessing the relative significance of the traffic impacts due to the 2005 Analyzed Project.

d. For informational purposes, the Traffic Study also provides average motorist delay as calculated at the intersection based on methodologies provided in the *Highway Capacity Manual* (HCM). As LLG does not have copies of the traffic analysis worksheets, it is estimated that the Traffic Study would have utilized the HCM2000 software for purposes of calculating intersection delay, as it was available at the time the Traffic Study was prepared.

IX. The following ***Table A*** provides Existing and Cumulative + Project delay and Level of Service for the Cross Creek Road / Civic Center Way intersection as reported in the Traffic Study.

TABLE A
TRAFFIC STUDY - 2005 ANALYZED PROJECT
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	CERTIFIED EIR [1] (SCHOOL-TIME COUNTS) ANALYZED PROJECT Delay [2]	LOS
Weekday AM	Existing	9.5	A
	Cumulative	--	--
	Cumulative + Project	18.0	C
	Delay Due to Project	--	--
Weekday PM	Existing	10.9	B
	Cumulative	--	--
	Cumulative + Project	39.8	E
	Delay Due to Project	--	--
Saturday MD	Existing	9.3	A
	Cumulative	--	--
	Cumulative + Project	22.3	C
	Delay Due to Project	--	--

[1] Certified EIR, Tables V.K-3 and V.K-4 (Existing) and Tables V.K-9 and V.K-10 (Cumulative + Project). Certified EIR does not provide delay values for Cumulative scenario, and therefore does not provide values for changes in intersection delay due to the Analyzed Project (53,825 s.f. of office and 77,110 s.f. of retail/restaurant).

[2] Average delay reported in seconds.

X. The Traffic Study did not provide delay and Level of Service values for the Cumulative condition and, accordingly, did not provide change in delay values due to the 2005 Analyzed Project.[3]

XI. For the Cross Creek Road / Civic Center Way intersection, the Certified EIR concluded that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour. This is because, per the ICU method, traffic from the 2005 Analyzed Project caused a change in the intersection volume-to-capacity (v/c) ratio increase by 0.020 or more, with the final v/c ratio at 0.800 or greater (i.e., LOS D, E or F).

XII. As noted in VIII.d. above, the delay values provided in the Traffic Study for the Cross Creek Road / Civic Center Way intersection were provided for information purposes only, and were not used for purposes of assessing the relative significance of the traffic impacts associated with the 2005 Analyzed Project.

2005 Analyzed Project with the Cumulative Condition and Change in Delay Values Incorporated

XIII. As noted above, the Traffic Study did not provide delay and Level of Service values for the Cumulative condition and, accordingly, did not provide change in delay values due to the 2005 Analyzed Project.

XIV. To provide the calculated changes in delay at the intersection due to the 2005 Analyzed Project, LLG modeled the traffic volume forecasts provided in the Traffic Study for the Cumulative and Cumulative + Project conditions.

a. LLG utilized the HCM2000 software in an attempt to replicate the traffic analysis methodology available at the time the Traffic Study was prepared. LLG also considered the travel lane configurations at the intersection provided at the time the Traffic Study was prepared.

b. The change in delay values due to the 2005 Analyzed Project as modeled by LLG were applied to the Cumulative + Project delay values reported in the Traffic Study. The resultant Cumulative delay values as calculated by LLG (which were not provided in the Traffic Study), are shown in the following ***Table B***.

[3] The Traffic Study did not evaluate an Existing + Project condition. The Addendum Traffic Study provides the Existing + Project analysis (in addition to the Cumulative + Project analysis) as required in the current Guidelines.

TABLE B
2005 ANALYZED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1]	
		Delay [2]	LOS
Weekday AM	Existing	9.5	A
	Cumulative	14.38	B
	Cumulative + Project	18.0	C
	Delay Due to Project	3.62	--
Weekday PM	Existing	10.9	B
	Cumulative	27.03	D
	Cumulative + Project	39.8	E
	Delay Due to Project	12.77	--
Saturday MD	Existing	9.3	A
	Cumulative	17.49	C
	Cumulative + Project	22.3	C
	Delay Due to Project	4.81	--

[1] Intersection delay due to Analyzed Project calculated by LLG using Cumulative and Cumulative + Analyzed Project traffic volume data provided in Certified EIR (Figures V.K-4 and V.K-5 for Cumulative and Figures V.K-8 and V.K-9 for Cumulative + Project).

[2] Average delay reported in seconds.

2008 Approved Project

XV. As stated above, the 2008 Approved Project provides slightly different retail and restaurant, and office space square footage than the 2005 Analyzed Project in the Traffic Study. LLG modeled the 2008 Approved Project and the results of this analysis are provided in ***Table C*** below.

a. LLG estimated vehicle trip generation for the 2008 Approved Project during the peak hours.[4] The peak hour trips for the 2008 Approved Project were assigned to the Cross Creek Road / Civic Center Way intersection following the methodology provided in the Traffic Study for the 2005 Analyzed Project.

b. Similar to the analysis provided for the 2005 Analyzed Project in *Table B*, LLG modeled changes in delay values due to the 2008 Approved Project by comparing calculated Cumulative and Cumulative + 2008 Approved Project delay values during the three peak hours.

Addendum Traffic Study - 2019 Approved Project Update

XVI. For informational purposes, the Addendum Traffic Study provides an update to the 2008 Approved Project to reflect current intersection traffic counts, updated information regarding related projects, and changes to the travel lane configurations, as well as use of the Guidelines, the current version of the *Trip Generation Manual*, and the current version of the HCM software (the "2019 Approved Project Update"). In addition to a school-time update, the City required summertime analysis, which was not done as part of the Traffic Study.

XVII. The Cross Creek Road / Civic Center Way intersection was evaluated in the Addendum Traffic Study based on the roadway configurations which existed at the time the Addendum Traffic Study was prepared.

a. Unlike conditions when the Traffic Study was prepared, the configuration is now a more traditional four-way intersection, with each leg under stop sign control (i.e., all-way stop control).

[4] See Appendix B of the Addendum Traffic Study which provides a trip generation calculation for the 2008 Approved Project based on the methodology used in the Traffic Study for the 2005 Analyzed Project.

TABLE C
2008 APPROVED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1]	
		Delay [2]	LOS
Weekday AM	Existing	9.5	A
	Cumulative	14.38	B
	Cumulative + Project	17.79	C
	Delay Due to Project	3.41	--
Weekday PM	Existing	10.9	B
	Cumulative	27.03	D
	Cumulative + Project	34.90	D
	Delay Due to Project	7.87	--
Saturday MD	Existing	9.3	A
	Cumulative	17.49	C
	Cumulative + Project	20.13	C
	Delay Due to Project	2.64	--

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG based on Cumulative intersection delay provided in Table B, and determining added intersection delay caused by peak hour trips due to Approved Project at the Cross Creek Road / Civic Center Way intersection utilizing trip generation forecast and Project trip assignment methodolody provided in Certified EIR.

[2] Average delay reported in seconds.

b. Based on the requirements for analysis of stop-controlled intersections as provided in the Guidelines, the Addendum Traffic Study reports average motorist delay as calculated at the intersection based on more current HCS+ software used to replicate the methodologies provided in the HCM.

c. As the basis for determining significant impacts at unsignalized intersections per the Guidelines rely solely on the HCM methodology, the Cross Creek Road / Civic Center Way intersection was not evaluated under the ICU method in the Addendum Traffic Study.

XVIII. ***Table D*** shows the 2019 Approved Project Update for Existing, Cumulative, and Cumulative + Project delay values based on the school-time traffic counts.

XIX. ***Table E*** shows the 2019 Approved Project Update for Existing, Cumulative, and Cumulative + Project delay values based on the summertime traffic counts.

XX. The 2019 Approved Project Update in the Addendum Traffic Study concluded the intersection is calculated to operate at good Levels of Service (LOS A, B or C) based on the analysis using the summertime counts. However, traffic related to the 2019 Approved Project Update is calculated to cause a change in delay that exceeds 5 seconds during the Saturday MD peak hour (i.e., 6.36 seconds). Therefore, a finding of a significant impact is shown on *Table E* due to the change in delay.

TABLE D
2019 APPROVED PROJECT UPDATE
SCHOOL-TIME COUNTS
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	ADDENDUM TRAFFIC STUDY [1] (SCHOOL-TIME COUNTS) Delay [2]	LOS
Weekday AM	Existing	8.07	A
	Cumulative	8.85	A
	Cumulative + Project	9.39	A
	Delay Due to Project	0.54	--
Weekday PM	Existing	8.60	A
	Cumulative	10.72	B
	Cumulative + Project	12.63	B
	Delay Due to Project	1.91	--
Saturday MD	Existing	8.58	A
	Cumulative	11.64	B
	Cumulative + Project	14.47	B
	Delay Due to Project	2.83	--

[1] Addendum Traffic Impact Study, Table 9-1.
[2] Average delay reported in seconds.

TABLE E
2019 APPROVED PROJECT UPDATE
SUMMERTIME COUNTS
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	ADDENDUM TRAFFIC STUDY [1] (SUMMERTIME COUNTS) Delay [2]	LOS
Weekday AM	Existing	8.04	A
	Cumulative	8.75	A
	Cumulative + Project	9.25	A
	Delay Due to Project	0.50	--
Weekday PM	Existing	8.76	A
	Cumulative	11.02	B
	Cumulative + Project	13.14	B
	Delay Due to Project	2.12	--
Saturday MD	Existing	9.85	A
	Cumulative	15.32	C
	Cumulative + Project	21.68	C
	Delay Due to Project	6.36	--

[1] Addendum Traffic Impact Study, Table 9-2.
[2] Average delay reported in seconds.

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Comparison of 2005 Analyzed Project and the 2019 Approved Project Update

XXI. ***Table F*** provides a comparison between the 2005 Analyzed Project (*Table B***)** and the 2019 Approved Project Update (for school-time, *Table D*).

XXII. As shown in *Table F*, the relative comparison of the change in delay due to the 2019 Approved Project Update as compared to the 2005 Analyzed Project is as follows:

a. A reduction of 3.08 seconds in the weekday AM peak hour;
b. A reduction of 10.86 seconds in the weekday PM peak hour; and
c. A reduction of 1.98 seconds in the Saturday MD peak hour.

XXIII. ***Table G*** provides a comparison between the 2008 Approved Project (*Table C***)** and the 2019 Approved Project Update (for school-time, *Table D*).

TABLE F
DELAY COMPARISON: 2005 ANALYZED PROJECT AND 2019 APPROVED PROJECT UPDATE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	[A] CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1]		[B] ADDENDUM TRAFFIC STUDY [2] (SCHOOL-TIME COUNTS)		CHANGE IN DELAY [B]-[A]
		Delay [3]	LOS	Delay [3]	LOS	
Weekday AM	Existing	9.5	A	8.07	A	--
	Cumulative	14.38	B	8.85	A	--
	Cumulative + Project	18.0	C	9.39	A	--
	Delay Due to Project	3.62	--	0.54	--	-3.08
Weekday PM	Existing	10.9	B	8.60	A	--
	Cumulative	27.03	D	10.72	B	--
	Cumulative + Project	39.8	E	12.63	B	--
	Delay Due to Project	12.77	--	1.91	--	-10.86
Saturday MD	Existing	9.3	A	8.58	A	--
	Cumulative	17.49	C	11.64	B	--
	Cumulative + Project	22.3	C	14.47	B	--
	Delay Due to Project	4.81	--	2.83	--	-1.98

[1] Intersection delay due to Analyzed Project calculated by LLG using Cumulative and Cumulative + Analyzed Project traffic volume data provided in Certified EIR (Figures V.K-4 and V.K-5 for Cumulative and Figures V.K-8 and V.K-9 for Cumulative + Project).
[2] Addendum Traffic Impact Study, Table 9-1.
[3] Average delay reported in seconds.

TABLE G
DELAY COMPARISON: 2008 APPROVED PROJECT AND 2019 APPROVED PROJECT UPDATE
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	[A] CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO APPROVED PROJECT [1]		[B] ADDENDUM TRAFFIC STUDY [2] (SCHOOL-TIME COUNTS)		CHANGE IN DELAY [B]-[A]
		Delay [3]	LOS	Delay [3]	LOS	
Weekday AM	Existing	9.5	A	8.07	A	--
	Cumulative	14.38	B	8.85	A	--
	Cumulative + Project	17.79	C	9.39	A	--
	Delay Due to Project	3.41	--	0.54	--	-2.87
Weekday PM	Existing	10.9	B	8.60	A	--
	Cumulative	27.03	D	10.72	B	--
	Cumulative + Project	34.90	D	12.63	B	--
	Delay Due to Project	7.87	--	1.91	--	-5.96
Saturday MD	Existing	9.3	A	8.58	A	--
	Cumulative	17.49	C	11.64	B	--
	Cumulative + Project	20.13	C	14.47	B	--
	Delay Due to Project	2.64	--	2.83	--	+0.19

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG based on Cumulative intersection delay provided in Table B, and determining added intersection delay caused by peak hour trips due to Approved Project.
[2] Addendum Traffic Impact Study, Table 9-1.
[3] Average delay reported in seconds.

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I. As shown in *Table G*, the relative comparison of the change in delay due to the 2019 Approved Project Update as compared to the 2008 Approved Project is as follows:

a. A reduction of 2.87 seconds in the weekday AM peak hour;
b. A reduction of 5.96 seconds in the weekday PM peak hour; and
c. An increase of 0.19 second in the Saturday MD peak hour.

II. The Project Modifications do not change the square footages approved by the City as part of the 2008 Approved Project. Accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications. As shown in *Tables F and G*, however, the LOS and delay does vary between the Traffic Study and Addendum Traffic Study and, the delay was decreased in all comparisons except for a slight increase of 0.19 second in the Saturday MD peak hour for the 2019 Project Modifications as compared to the 2008 Approved Project. The variations are likely due to several factors, including:

a. The slight change in square footage between the 2005 Analyzed Project and the 2008 Approved Project;

b. Updated intersection traffic counts (i.e., the Traffic Study utilized counts from 2003, while the Addendum Traffic Study utilized counts from 2018);

c. Updated information regarding related projects analyzed in the Traffic Study and Addendum Traffic Study;

d. The Traffic Study utilized the 6th Edition and the Addendum Traffic Study used the updated 10th Edition of the *Trip Generation Manual* for forecasting peak hour vehicle trips generated by the Project and related projects;

e. Changes to the travel lane configurations at the Cross Creek Road / Civic Center Way intersection; and

f. Use of current version of the HCM software to calculate intersection delay values.

III. The Traffic Study in the Certified EIR only evaluated traffic operations based on school-time traffic counts. However, a comparison of the delay values and Levels of Service related to the 2005 Analyzed Project (*Table B*) or the 2008 Approved Project (*Table C*) to the delay values and Levels of Service provided in the Addendum Traffic Study for the analysis based on summertime counts (*Table E*) was prepared by:

a. Comparing the school-time and summertime Existing and Cumulative baseline traffic volumes at the Cross Creek Road / Civic Center Way intersection as provided in the LLG Addendum Traffic Study and determining the relative differences in the turning movement data in each peak hour;

b. Applying the factored differences between the school-time and summertime volumes in the Addendum traffic study to the school-time traffic data provided in the Traffic Study for the Existing and Cumulative baseline conditions to derive estimated summertime peak hour volumes at the Cross Creek Road / Civic Center Way intersection;

c. Adding the peak hour traffic volumes forecast to be generated by the 2005 Analyzed Project and 2008 Approved Project to the derived summertime Cumulative baseline traffic volumes at the Cross Creek Road / Civic Center Way intersection to arrive at Cumulative + Project volumes for purposes of preparing the Level of Service calculations; and

d. Preparing Level of Service calculations for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours for both the 2005 Analyzed Project and 2008 Approved Project using the *Highway Capacity Manual* software likely used in the Traffic Study and considering the geometric alignment of the Cross Creek Road / Civic Center Way intersection in effect at the time the Traffic Study was prepared.

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IV. The following tables related to the summertime analysis of the Cross Creek Road / Civic Center Way intersection:

a. ***Table H***: Provides the Existing and Cumulative baseline delay values and Levels of Service derived for summertime conditions if provided in the Traffic Study, as well as the resultant Cumulative + 2005 Analyzed Project results and changes in delay.

b. ***Table I***: Same as *Table H*, with the resultant Cumulative + 2008 Approved Project results and changes in delay.

c. ***Table J***: Compares the delay values and Levels of Service from *Table H* (2005 Analyzed Project) to those provided in the Addendum Traffic Study. Note the relative change in delay values for the 2019 Approved Project Update are less in all peak hours as compared to the calculated change in the delay for the 2005 Analyzed Project.

d. ***Table K***: Compares the delay values and Levels of Service from *Table I* (Approved Project) to those provided in the Addendum Traffic Study. Note the relative change in delay values for the 2019 Approved Project Update are less in all peak hours as compared to the calculated change in the delay for the 2008 Approved Project.

TABLE H
2005 ANALYZED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1]	
		Delay [2]	LOS
Weekday AM	Existing	9.28	A
	Cumulative	12.48	B
	Cumulative + Project	15.07	C
	Delay Due to Project	2.59	--
Weekday PM	Existing	11.53	B
	Cumulative	22.35	C
	Cumulative + Project	41.90	E
	Delay Due to Project	19.55	--
Saturday MD	Existing	11.49	B
	Cumulative	20.24	C
	Cumulative + Project	31.97	D
	Delay Due to Project	11.73	--

[1] Intersection delay due to Analyzed Project calculated by LLG.
[2] Average delay reported in seconds.

TABLE I
2008 APPROVED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO APPROVED PROJECT [1]	
		Delay [2]	LOS
Weekday AM	Existing	9.28	A
	Cumulative	12.48	B
	Cumulative + Project	15.29	C
	Delay Due to Project	2.81	--
Weekday PM	Existing	11.53	B
	Cumulative	22.35	C
	Cumulative + Project	41.35	E
	Delay Due to Project	19.00	--
Saturday MD	Existing	11.49	B
	Cumulative	20.24	C
	Cumulative + Project	30.51	D
	Delay Due to Project	10.27	--

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG.

[2] Average delay reported in seconds.

TABLE J
DELAY COMPARISON: 2005 ANALYZED PROJECT AND 2019 APPROVED PROJECT UPDATE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	[A] CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1]		[B] ADDENDUM TRAFFIC STUDY [2] (SUMMERTIME COUNTS)		CHANGE IN DELAY [B]-[A]
		Delay [3]	LOS	Delay [3]	LOS	
Weekday AM	Existing	9.28	A	8.04	A	--
	Cumulative	12.48	B	8.75	A	--
	Cumulative + Project	15.07	C	9.25	A	--
	Delay Due to Project	2.59	--	0.50	--	-2.09
Weekday PM	Existing	11.53	B	8.76	A	--
	Cumulative	22.35	C	11.02	B	--
	Cumulative + Project	41.90	E	13.14	B	--
	Delay Due to Project	19.55	--	2.12	--	-17.43
Saturday MD	Existing	11.49	B	9.85	A	--
	Cumulative	20.24	C	15.32	C	--
	Cumulative + Project	31.97	D	21.68	C	--
	Delay Due to Project	11.73	--	6.36	--	-5.37

[1] Intersection delay due to Analyzed Project calculated by LLG.
[2] Addendum Traffic Impact Study, Table 9-2.
[3] Average delay reported in seconds.

TABLE K
DELAY COMPARISON: 2008 APPROVED PROJECT AND 2019 APPROVED PROJECT UPDATE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

Peak Hour	Condition	[A] CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO APPROVED PROJECT [1]		[B] ADDENDUM TRAFFIC STUDY [2] (SUMMERTIME COUNTS)		CHANGE IN DELAY [B]-[A]
		Delay [3]	LOS	Delay [3]	LOS	
Weekday AM	Existing	9.28	A	8.04	A	--
	Cumulative	12.48	B	8.75	A	--
	Cumulative + Project	15.29	C	9.25	A	--
	Delay Due to Project	2.81	--	0.50	--	-2.31
Weekday PM	Existing	11.53	B	8.76	A	--
	Cumulative	22.35	C	11.02	B	--
	Cumulative + Project	41.35	E	13.14	B	--
	Delay Due to Project	19.00	--	2.12	--	-16.88
Saturday MD	Existing	11.49	B	9.85	A	--
	Cumulative	20.24	C	15.32	C	--
	Cumulative + Project	30.51	D	21.68	C	--
	Delay Due to Project	10.27	--	6.36	--	-3.91

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG.
[2] Addendum Traffic Impact Study, Table 9-2.
[3] Average delay reported in seconds.

LINSCOTT LAW & GREENSPAN engineers

Summary and Conclusion

V. An Addendum Traffic Study was prepared for the Project Modifications. While the Project Modifications do not change the 2008 Approved Project square footage and, accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications, for informational purposes, the Addendum Traffic Study evaluates 2019 Approved Project Update due to:

a. Changed environmental conditions (e.g., updated traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and

b. Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing evaluating traffic operations (updates to the HCM methodologies and software), and use of the current Guidelines, including thresholds of significance.

VI. As would be expected, there are differences in terms of the findings with respect to motorist delay and Levels of Service at the Cross Creek Road / Civic Center Way intersection for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours when comparing 2005 Analyzed Project, the 2008 Approved Project, and the 2019 Approved Project Update.

a. The Certified EIR concluded that a significant traffic impact would occur due to the 2005 Analyzed Project at Cross Creek Road/Civic Center Way intersection during the weekday PM peak hour based on school-time traffic counts.

b. The Addendum Traffic Study concludes that traffic impacts based on the 2019 Approved Project Update would be less than significant during all analyzed peak hours based on school-time traffic counts. However, a significant traffic impact due to the 2019 Approve Project Update is identified during the Saturday MD peak hour based on summertime traffic counts. Further, good Levels of Service (i.e. LOS C) are calculated for the intersection during the affected hour.

c. In all peak hours, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2005 Analyzed Project.

d. For the school-time analysis, in the weekday AM and PM peak hours, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2008 Approved Project. Only in the Saturday MD peak hour is the 2019 Approved Project Update estimated to result in a slightly greater delay (an increase of 0.19 seconds) than the 2008 Approved Project.

e. For the summertime analysis, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2008 Approved Project in the weekday AM, weekday PM, and Saturday MD peak hours.

APPENDIX I

MINI-ROUNDABOUT SUPPLEMENTAL STUDY

LINSCOTT LAW & GREENSPAN engineers

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October 22, 2019

LLG Reference: 5-16-0246-1

Subject: **Malibu La Paz Ranch**
Feasibility Review of a Potential Mini-Roundabout at the Cross Creek Road/Civic Center Way Intersection

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a feasibility review of a potential mini-roundabout at the existing Cross Creek Road/Civic Center Way intersection in the City of Malibu. City staff requested the feasibility assessment in conjunction with its review of the Addendum Traffic Impact Study prepared by LLG for the La Paz Ranch Project (the "2019 Project Modifications) located at 23465 Civic Center Way (the "Project site").

Existing Intersection Configuration and Operations

Traffic movements at the Cross Creek Road/Civic Center Way intersection are currently controlled by all-way stop signs. It is noted that the easterly leg of the intersection is a driveway providing access to an existing commercial development (e.g., the Urban Outfitters building at 3806 Cross Creek Road). Crosswalks for pedestrians are provided on all four legs of the intersection. The crosswalks accommodate pedestrians walking between the commercial centers adjacent to the intersection, including the new Park at Cross Creek (Whole Foods) center.

Tables 9-1 and 9-2 in the Addendum Traffic Impact Study provide a summary of the calculated existing and forecast future[1] traffic operations at the Cross Creek Road/Civic Center Way intersection during weekday morning (AM), weekday afternoon (PM), and Saturday midday (MD) peak hours for both school time and summertime conditions, respectively. As shown in Tables 9-1 and 9-2, the intersection under the current all-way stop control is calculated to operate at the following Levels of Service (LOS) for existing and future conditions during school time and summertime conditions, respectively:

- School Time Conditions:
  - Weekday AM Peak Hour: LOS A existing and future
  - Weekday PM Peak Hour: LOS A existing, LOS B future
  - Saturday MD Peak Hour: LOS A existing, LOS B future

[1] Forecast future conditions include existing traffic, as well as additional traffic due to regional ambient growth, traffic due to known related projects (such as the Park at Cross Creek center), and forecast traffic due to the 2019 Project Modifications.

Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
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John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
Walter B. Musial, PE
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- Summertime Conditions:
  - Weekday AM Peak Hour: LOS A existing and future
  - Weekday PM Peak Hour: LOS A existing, LOS B future
  - Saturday MD Peak Hour: LOS A existing, LOS C future

As noted above, the Cross Creek Road/Civic Center Way intersection is calculated to operate at very good service levels (LOS A and B) during all time periods under existing and future conditions, with LOS C operations forecast only during the summertime Saturday MD peak hour under future conditions.

Review of Potential Mini-Roundabout

As requested by City staff, a potential mini-roundabout was reviewed for installation at the Cross Creek Road/Civic Center Way intersection to replace the existing all-way stop control. Per direction from City staff, the mini-roundabout configuration was evaluated using a 90-foot diameter for the inscribed circle so as to accommodate turning movements by larger vehicles including trucks, as well as transit buses operated by Los Angeles County Metro.

The attached Exhibit C provides a conceptual plan of a mini-roundabout with the corresponding maneuvering by a WB-40 truck as requested by City staff. The plan provides the 90-foot diameter inscribed circle; a smaller mini-roundabout would likely not sufficiently accommodate the turning movements by large vehicles. Also attached is an LOS calculation worksheet produced by the SIDRA software as requested by City staff for the Saturday MD peak hour in the future summertime scenario. As shown in the worksheet, the roundabout would provide LOS B conditions in this scenario, as compared to LOS C shown in the Addendum Traffic Impact Study for the Cross Creek Road/Civic Center Way intersection.

Briefly, it is concluded that while the mini-roundabout could be constructed at the Cross Creek Road/Civic Center Way intersection, it is not considered feasible due to the street improvements that require taking of private property, including demolition of an existing building. In addition, since the mini-roundabout would also require the removal of landscape/hardscape improvements, as well as street parking spaces within the right-of-way, it would also be considered not desirable due to the adverse effects to pedestrians and parking availability. Removal of such improvements would also eliminate the positive vehicle traffic calming aspects and pedestrian connectivity associated with the existing pedestrian and street parking features at the Cross Creek Road/Civic Center Way intersection.

Additional details are provided below:

- Impacts to Existing Buildings. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would require the demolition of the Urban Outfitters building located at the southeast corner of the Cross Creek Road/Civic Center Way intersection.

- Potential Need for Private Right-of-Way. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would likely require the acquisition of existing private right-of-way on both the east and west sides of Cross Creek Road north of Civic Center Way.

- Impacts to Existing Street Parking. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would require the removal of existing street parking spaces on the south leg of Cross Creek Road and west leg of Civic Center Way. LLG estimates that up to 36 existing street parking spaces may be impacted as follows:

    - South Leg (Cross Creek Road).
        - 13 spaces west side
        - 6 spaces east side

    - West Leg (Civic Center Way)
        - 5 spaces north side
        - 12 spaces south side (2 of which are designated for commercial loading)

- Removal of Existing Landscape and other Hardscape Improvements. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches will require the removal of significant portions of existing landscape and other hardscape improvements. It is reasonable to assume these landscape and hardscape improvements were previously installed by the City to promote vehicle traffic calming and facilitate pedestrian movements. The removal of the landscape and hardscape improvements in conjunction with a mini-roundabout would eliminate these traffic calming features and cause a relatively adverse pedestrian environment.

- Pedestrian Safety Concerns. The construction of a mini-roundabout and associated improvements would cause the following adverse impacts related to pedestrian safety:

- The existing commercial developments at the intersection are designed to facilitate pedestrians at the current corners of the intersection. This includes the recently developed Park at Cross Creek center, which specifically designed its pedestrian path to the northwest corner of the intersection to align with the existing crosswalks, creating the shortest (and safest) routing for pedestrians.

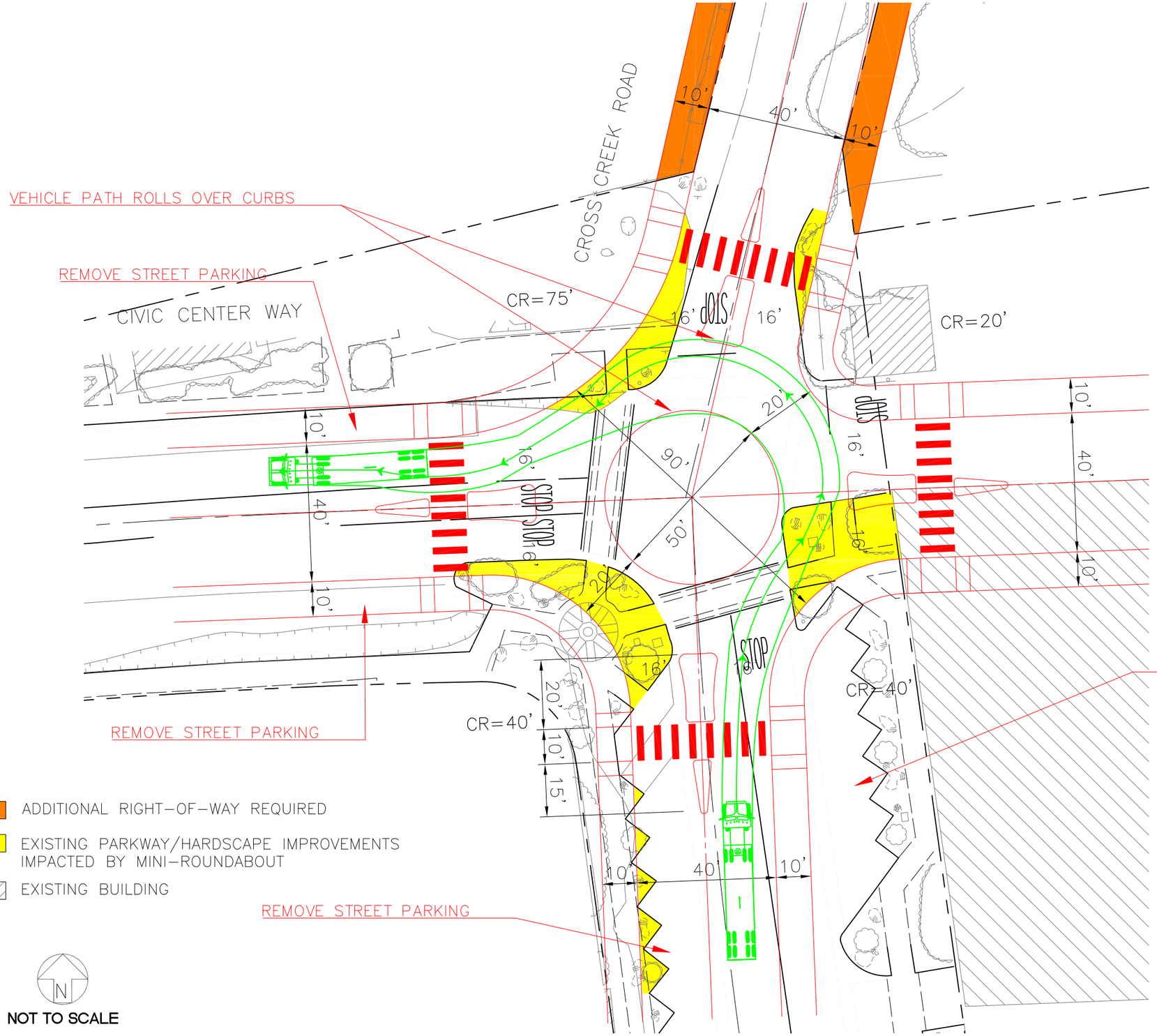
- A mini-roundabout would cause the relocation of the existing crosswalks approximately 40 feet away from their current location. The relocation of the crosswalks in conjunction with a mini-roundabout would result in confusion to pedestrians, as well as potential jaywalking through a mini-roundabout as pedestrians seek the shortest path between the commercial centers when walking across Civic Center Way and/or Cross Creek Road.

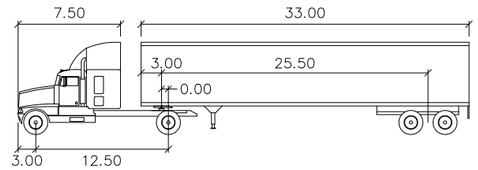
- Under a mini-roundabout operation, vehicles are only required to stop prior to traversing a crosswalk if there is a pedestrian crossing the street (thereby creating a potential safety issue if a motorist enters and travels through the mini-roundabout, but does not see a crossing pedestrian). By contrast, all vehicles are currently required to stop at the all-way stop intersection, whether pedestrians are present or not.

- As vehicles entering and traveling through a mini-roundabout are required to stop for pedestrians, any traffic flow benefits as compared to an all-way stop intersection (where all vehicles are required to stop) are negated.

In summary, in consideration of the existing and forecast future excellent Levels of Service at the Cross Creek Road/Civic Center Way intersection in all peak hours (with moderate LOS C conditions forecast for the future Saturday MD peak hour in summertime conditions) under the current all-way stop control operation, a mini-roundabout is not recommended for implementation due to the need to obtain and demolish an existing commercial building adjacent to the intersection, the potential need to obtain private right-of-way, impacts to existing street parking, removal of existing landscape and other hardscape improvements, and adverse impacts to pedestrian safety and mobility.

cc: File





WB–40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

ADDITIONAL RIGHT–OF–WAY REQUIRED

EXISTING PARKWAY/HARDSCAPE IMPROVEMENTS IMPACTED BY MINI–ROUNDABOUT

EXISTING BUILDING

LINSCOTT LAW & GREENSPAN engineers

N

NOT TO SCALE

EXHIBIT C
WB–40 TRUCK
MINI–ROUNDABOUT MANEUVER

CROSS CREEK ROAD / CIVIC CENTER WAY

LA PAZ RANCH PROJECT

o:\0246\design\autoturn\finals\revised\exhibit c - wb-40 maneuver.dwg 06/11/2019 14:06:49 shankar dot_geo_2005_bw_11x17-autoturn.ctb

MOVEMENT SUMMARY

Site: 101 [Cross Creek Rd / Civic Center Way]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cross Creek Rd											
3	L2	461	3.0	0.586	11.8	LOS B	4.9	125.7	0.41	0.21	29.2
8	T1	89	3.0	0.586	11.8	LOS B	4.9	125.7	0.41	0.21	29.4
18	R2	16	3.0	0.586	11.8	LOS B	4.9	125.7	0.41	0.21	28.9
Approach		566	3.0	0.586	11.8	LOS B	4.9	125.7	0.41	0.21	29.2
East: Civic Center Way											
1	L2	5	3.0	0.033	8.4	LOS A	0.1	3.1	0.61	0.54	31.3
6	T1	9	3.0	0.033	8.4	LOS A	0.1	3.1	0.61	0.54	31.5
16	R2	1	3.0	0.033	8.4	LOS A	0.1	3.1	0.61	0.54	30.9
Approach		15	3.0	0.033	8.4	LOS A	0.1	3.1	0.61	0.54	31.4
North: Cross Creek Rd											
7	L2	1	3.0	0.219	9.2	LOS A	0.9	23.3	0.61	0.61	31.5
4	T1	70	3.0	0.219	9.2	LOS A	0.9	23.3	0.61	0.61	31.7
14	R2	53	3.0	0.219	9.2	LOS A	0.9	23.3	0.61	0.61	31.1
Approach		124	3.0	0.219	9.2	LOS A	0.9	23.3	0.61	0.61	31.4
West: Civic Center Way											
5	L2	47	3.0	0.525	10.5	LOS B	3.9	99.5	0.40	0.22	30.8
2	T1	15	3.0	0.525	10.5	LOS B	3.9	99.5	0.40	0.22	31.0
12	R2	437	3.0	0.525	10.5	LOS B	3.9	99.5	0.40	0.22	30.4
Approach		499	3.0	0.525	10.5	LOS B	3.9	99.5	0.40	0.22	30.5
All Vehicles		1204	3.0	0.586	11.0	LOS B	4.9	125.7	0.43	0.26	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX C

Air Quality and Greenhouse Gas Analysis

MEMORANDUM

TO: Mary Wright, AICP

FROM: Mark Hagmann, P.E.

SUBJECT: Air Quality and Greenhouse Gas Analysis in Support of an Addendum to the La Paz Ranch Revised Final Environmental Impact Report

DATE: May 16, 2019

In 2016, Malibu Development Company LLC ("MDC") acquired the property located at 23465 Civic Center Way in the City of Malibu (the "Property"). In 2008, the City of Malibu approved the La Paz project (the "Approved Project") at the Property.[1] In the process of preparing to develop the Approved Project, MDC identified improvements to the Approved Project (the "Project Modifications"). This memorandum provides analysis of potential air quality and greenhouse gas impacts associated with the proposed modifications to the Approved Project.

Project Description

Project Location

The Project Site is located in Malibu's Civic Center Area, the principal commercial area in the City where the general public and residents visit. The Civic Center Area includes retail shops, restaurants, coffee shops, and other commercial uses. The Project Site is surrounded by a largely undeveloped hillside to the north-northwest, two single-family residences to the northeast, vacant land to the east (currently being developed with the Whole Foods in the Park project), Civic Center Way to the south, and the Los Angeles County–Malibu Civic Center property to the west (proposed to be developed with the Santa Monica College Malibu Campus project). Further to the east across Cross Creek Road are residential, industrial, and commercial uses and the Malibu Legacy Park site.

Approved Project

The Approved Project consists of re-dividing the Property's two existing parcels into three parcels in order to accommodate the conveyance of a 2.3-acre area of the site

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[1] *Revised Final EIR for the La Paz Development Agreement (SCH No. 2003011131), July 2008, www.malibucity.org/376/La-Paz-Ranch-Project.*

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(Parcel C) to the City. The Approved Project provides for 20,000 square feet of municipal uses to be developed on Parcel C. The remaining two parcels (Parcels A and B), or 12.9 acres of the Property, are approved to be developed with 112,058 square feet of retail, restaurant, and office space.

Modified Project

In the process of preparing to develop the Approved Project, MDC identified improvements to the Approved Project ("Modified Project"). The Modified Project proposes to enhance the pedestrian experience and includes an upgraded design; improved pedestrian walkways, plazas, and courtyards; better pedestrian access; improved vehicular access and parking that increases pedestrian and vehicular safety; a balanced mix of uses; and local serving dining options by converting 10,000 square feet of approved retail uses to restaurant uses. The Modified Project does not include any changes to the total square footage or maximum building heights proposed under the Approved Project and would maintain compliance with all setbacks, landscaping, and open space requirements. The Modified Project would commence in 2019 with opening in Spring 2021.

Comparative Analysis of Modified Project

The analyses provided below address potential impacts related to air quality and greenhouse gas emissions from the Modified Project, as compared to the Certified Revised Final Environmental Impact Report for the Approved Project ("Revised Final EIR"). The analysis considers whether the Modified Project results in any air quality or greenhouse gas emissions beyond what was already analyzed in the Revised Final EIR and, if so, whether the incremental increase in emissions is significant. Based on the analyses below, the Modified Project would not result in any new significant air quality and greenhouse gas impacts or substantially increase in the severity of any previously identified significant impacts in the Revised Final EIR.

Subsequent to preparation of the Draft Environmental Impact Report for the Approved Project ("Draft EIR"), localized significance thresholds ("LSTs") were developed by SCAQMD. The LST methodology was approved by SCAQMD in February 2005. On October 6, 2006, the SCAQMD also adopted a methodology to calculate $PM_{2.5}$ emissions and provided $PM_{2.5}$ significance thresholds.[2] In addition, subsequent to certification of the

---

[2] *SCAQMD, Final—Methodology to Calculate Particulate Matter (P.M.) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.*

Revised Final EIR, the SCAQMD now recommends use of the California Emissions Estimator Model ("CalEEMod") instead of the previously SCAQMD recommended Urban Emissions Model ("URBEMIS"), which was used for analyzing air quality impacts for the Approved Project. Although these methodological changes are not Project modification, for informational purposes, additional analysis accounting for these methodology changes is provided below.

Air Quality

Approved Project Impacts

Construction

Construction of the Approved Project would generate pollutant emissions from the following activities: (1) grading and excavation; (2) construction workers traveling to and from Project Site; (3) delivery and hauling of construction supplies and debris to and from the Project Site; (4) the fuel combustion by on-site construction equipment; and (5) architectural coating. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. As shown in Table IV.B-6 of the Revised Final EIR, the estimated daily emissions from construction would not exceed any of the South Coast Air Quality Management District ("SCAQMD") regional air pollutant emissions thresholds. Therefore, project-level and cumulative regional construction-related air quality impacts were concluded to be less than significant.

Operation

Motor vehicles would be the predominant source of long-term emissions for the Approved Project. According to the Approved Project Traffic Study (see Table V.K-8 on page V.K-16 of Section V.K, Transportation and Circulation, of the Revised Final EIR), the Approved Project would generate an additional 2,863 daily vehicle weekday and 2,241 daily vehicle trips during the weekend.[3] As shown in Table IV.B-8, of the Revised Final EIR, the estimated daily emissions from operation would not exceed any of the SCAQMD regional air pollutant emissions thresholds. Therefore, project-level and cumulative regional operational-related air quality impacts were concluded to be less than significant. Localized carbon

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[3] *Trip generation estimates were prepared using rates and equations contained in Institute of Transportation Engineers' Trip Generation, 6th Edition (ITE 6th Edition).*

monoxide (CO) impacts at the study intersections were also concluded to be less than significant.

The Approved Project was concluded to be substantially consistent with the underlying zoning and General Plan designations for the Project Site and would not exacerbate any existing violations of the State one- and eight-hour CO concentration standards. Therefore, the Approved Project was determined to be consistent with the AQMP and impacts would be less than significant.

Modified Project Impacts

Construction

The Modified Project would not include any changes to the total square footage of the Approved Project. Furthermore, construction activities (e.g., approximate number of construction workers, heavy-duty construction equipment, and deliveries) would not change based on the Project Modifications. As such, there are no anticipated incremental increases in construction emissions under the Modified Project and impacts would remain less than significant.

SCAQMD developed localized significance thresholds ("LSTs") and approved the LST methodology in February 2005. On October 6, 2006, the SCAQMD also adopted a methodology to calculate $PM_{2.5}$ emissions and provided $PM_{2.5}$ significance thresholds.[4] Although the Modified Project does not result in an increase in the intensity of proposed construction activities under the Approved Project and localized emissions would not incrementally change under the Modified Project, an evaluation of the Modified Project's localized air quality impacts is provided below for informational purposes.

When quantifying emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD LST methodology guidelines[5], emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. While the Project Site exceeds 5 acres, the 5-acre LST look-up values can be used as a screening tool to determine which pollutants require detailed

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[4] *SCAQMD, Final—Methodology to Calculate Particulate Matter (P.M.) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.*

[5] *SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.*

analysis.[6] This approach is conservative as it assumes that all on-site emissions would occur within a 5-acre area and would over predict potential localized impacts (i.e., more pollutant emissions occurring within a smaller area and within closer proximity to potential sensitive receptors). If the project exceeds the LST look-up values, then the SCAQMD recommends that project specific air quality modeling must be performed.

With respect to construction air toxics, diesel particulate emissions represent the greatest potential for toxic air contaminant (TAC) emissions. The Modified Project does not result in an increase in the intensity of proposed construction activities under the Approved Project and release of TAC emissions would not incrementally change under the Modified Project. As with the Approved Project, construction of the Modified Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. Construction-related toxic emission impacts during construction of the Modified Project would be less than significant.

Operation

Similar to the Approved Project, air pollutant emissions associated with occupancy and operation of the Modified Project would primarily be generated by the operation of on-road vehicles. As discussed above, the daily trip generation rate used in the Revised Final EIR were calculated based on ITE's 6th Edition. As such, retail uses were analyzed as "specialty retail". Based on the City's direction, the analysis for the Modified Project includes the trip generation rates from the most recent version of ITE (ITE's 10th Edition) and are provided in Attachment A of this memorandum.[7] The "specialty retail" land use is no longer provided in ITE's 10th Edition. The applicable land use category in ITE's 10th Edition is "shopping center" and would include both retail and restaurant uses under this category. Therefore, the Modified Project impacts were calculated using the updated daily trips (ITE's 10th Edition) and re-evaluted using the SCAQMD's recommended CalEEMod model. The regional pollutant emissions from the Approved Project, provided in Table V.B-8, Proposed Project Daily Emissions, of the Revised Final EIR, were then subtracted from the Modified Project to determine the incremental change in regional emissions that would occur as a result of the Modified Project. The results of the regional operational analysis are shown in Table 1 on page 6. As shown in Table 1, incremental emissions associated with the Modified

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[6] *Telephone Conversation, Ian MacMillan, SCAQMD CEQA Program Supervisor, November 10, 2011.*

[7] *Linscott, Law, & Greenspan, Engineers, Table 1, Modified Project Trip Generation, January 10, 2019.*

Table 1
Modified Project (Total Construction) Unmitigated Localized Construction Emissions
(Pounds per Day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Modified Project (Total Construction)				
2019	27	12	6	4
2020	10	6	1	1
Maximum Peak Daily Emissions	**27**	**12**	**6**	**4**
Comparison to SCAQMD LSTs				
Modified Project Emissions[a]	**27**	**12**	**6**	**4**
SCAQMD Significance Threshold[b]	221	1,531	13	6
Over/(Under)	(194)	(1,519)	(7)	(2)

[a] *The "Modified Project Emissions" provided in this table represent the full localized emissions associated with Modified Project for informational purposes. The incremental change in localized emissions associated with the Modified Project, as compared to the Approved Project, would be substantially lower than the emissions presented here.*

[b] *SCAQMD LSTs based on SRA 2, 5-acre active site area, and 25-meter receptor distance (single-family residences to the northeast of Parcel B of the Project Site).*

Source: Eyestone Environmental, 2019.

Project would not exceed any SCAQMD regional operational significance thresholds. Please note that the change in pollutant emissions under the Modified Project is primarily a function of using the current SCAQMD recommended CalEEMod instead of URBEMIS and the change in the future buildout year (equipment and vehicle emissions decrease (i.e., emissions and vehicles become cleaner over time) in future years as emission control regulations are phased in over time with adoption of more stringent standards for future years).[8] Based on the above, the Modified Project would not result in any new impacts with respect to regional air quality during operation or increase the severity of any previously identified impacts identified in the Revised Final EIR. Therefore, impacts related to regional air quality during operation of the Modified Project would be less than significant. As discussed above, subsequent to preparation of the Draft EIR, the SCAQMD now recommends use of LSTs for evaluation of project impacts. An evaluation of the Modified Project's localized air quality impacts is provided below for informational purposes. The

[8] *California Air Resources Board. EMFAC2017 Volume III—Technical documentation, Chapter 5.1.3. July 20, 2018.*

Table 2
Modified Project Unmitigated Operational Regional Emissions (Buildout 2021)[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Modified Project (Incremental Regional Emissions)						
Modified Project Regional Emissions (Total Project Site)	9	27	64	<1	17	5
On-Site (Area and Energy)	3	<1	<1	<1	<1	<1
Off-Site (Mobile)	6	27	64	<1	17	5
Total	**9**	**27**	**64**	**<1**	**17**	**5**
Approved Project (Total Project Site)[b]	24	46	214	<1	2	NA[c]
Modified Project Increment	**(15)**	**(19)**	**(148)**	**0**	**15**	**5[c]**
SCAQMD Significance Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

[a] *Compiled using the CalEEMod emissions inventory model. The operational emission assumptions are provided in Attachment A of this memorandum.*

[b] *Table V.B-8 on page V.B-17, Section V.B, Air Quality, of the Revised Final EIR.*

[c] *The Revised Final EIR did not evaluate $PM_{2.5}$ impacts.*

Source: Eyestone Environmental, 2019.

results of the localized operational analysis are shown in Table 2 on page 7. As shown in Table 3 on page 8, the Modified Project would not exceed any SCAQMD localized operational significance thresholds.

With regard to traffic-related localized air quality impacts, the incremental change in peak-hour trips under the Modified Project would result in a decrease of 16 percent in peak-hour weekday A.M. trips, an increase of 4 percent peak-hour weekday P.M. trips, and an increase of 32 percent peak-hour weekend trips as compared to the Approved Project.[9] The traffic-related air quality impact analysis for the Approved Project was provided on Tables V.B-9 (Weekday) and V.B-10 (Weekend) on page V.B-19, Section V.B, Air Quality, of the Revised Final EIR. As shown therein, the maximum incremental change as a result of project-generated traffic was 0.3 ppm for the 1-hour CO concentration and 0.2 ppm for the

[9] *Linscott, Law, & Greenspan, Engineers, Table 1, Modified Project Trip Generation, January 10, 2019.*

Table 3
Modified Project Unmitigated Operational Localized Emissions (Buildout 2021)[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Comparison to SCAQMD Thresholds (Localized)						
Modified Project Localized Emissions (Total Project Site)	3	<1	<1	<1	<1	<1
SCAQMD Significance Threshold[b]	—	221	1,531	—	3	2
Over/(Under)	—	(221)	(1,531)	—	(3)	(2)

[a] *Compiled using the CalEEMod emissions inventory model. The operational emission assumptions are provided in Attachment A of this memorandum.*

The "Modified Project Emissions" provided in this table represent the full localized emissions associated with Modified Project for informational purposes. The incremental change in localized emissions associated with the Modified Project, as compared to the Approved Project, would be substantially lower than the emissions presented here.

[b] *SCAQMD LSTs based on SRA 2, 5-acre active site area, and 25-meter receptor distance.*

Source: Eyestone Environmental, 2019.

8-hour CO concentration. Assuming a maximum 32 percent increase in the incremental change of peak-hour trips as the result of the Modified Project would result in an incremental increase of 0.1 ppm for the 1-hour and 8-hour CO concentrations. This incremental increase in CO concentrations would result in a maximum 1-hour CO concentration of 7.2 ppm (threshold is 20 ppm) and an 8-hour CO concentration of 4.4 ppm (threshold is 9.0 ppm) under the Modified Project. Therefore, the incremental changes in traffic-related localized air quality impacts would be slightly more (i.e., 0.1 ppm) for the Modified Project than for the Approved Project. In addition, ambient CO concentrations within the Air Basin have decreased subsequently to completion of the Revised Final EIR. The CO background concentration at the closest monitoring station to the Project Site (Northwest Coastal Los Angeles County) shows that the 1-hour CO concentration has decreased from 4.3 ppm in 2003 to 1.9 in 2017 and 8-hour CO concentration has decreased from 2.7 ppm in 2003 to 1.2 ppm in 2017. The 0.1 ppm CO concentration increase as the result of the increase in peak-hour trips under the Modified Project would be more than offset by the decrease in overall background CO concentrations. Since the localized CO hotspot analysis for the Approved Project did not result in any significant impacts, the Modified Project would likewise not have any localized significant impacts.

An analysis was conducted to determine whether the incremental changes in emissions associated with the Modified Project would result in the siting of substantial sources of toxic air contaminants near any off-site sensitive receptors that would result in a significant health impact. The number of delivery trucks that would occur under the Modified Project would be substantially similar to the number of delivery trucks under the Original Project. Any increase in estimated emissions associated with a relatively minor increase in delivery trucks for retail uses would be more than offset by the decrease in estimated emissions resulting from improved vehicle emission factors for the Modified Project as compared to the Original Project analysis (i.e., vehicles become cleaner over time). As a result, the Modified Project would not result in any new impacts with respect to toxic air contaminants or any increase in the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Revised Final EIR. Therefore, impacts related to toxic air contaminants under the Modified Project would be less than significant.

Mitigation Measures

The mitigation measures set forth in the Mitigation and Monitoring Program (MMRP) included in the Revised Final EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

The following mitigation measures, as recommended by the SCAQMD, shall be implemented for all areas (both on-site and off-site) where construction would occur in order to reduce PM_{10} emissions to a less-than-significant level.

B-1. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily.

B-2. All unpaved roads, parking and staging areas shall be watered at least once every two hours of active operations.

B-3. Site access points shall be swept/washed of visible dirt deposition at the end of each workday.

B-4. On-site stockpiles of debris, dirt or rusty material shall be covered or watered at least twice daily.

B-5. All haul trucks hauling soil, sand, and other loos materials shall either be covered or maintain two feet of freeboard.

B-6. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yard.

B-7. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.

B-8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

B-9. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

B-10. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.

Impacts After Mitigation

As with the Approved Project, implementation of the above mitigation measures would ensure that fugitive dust emissions from the Modified Project would be reduced, consistent with SCAQMD Rule 403 requirements.

Greenhouse Gas Emissions

Approved Project

Greenhouse Gas ("GHG") impacts were added to the required list of issues to be evaluated under CEQA in 2008, subsequent to certification of the Revised Final EIR. As a result, analysis of GHG impacts associated with the Approved Project were not included in the Revised Final EIR.

Modified Project

As shown above in Table 1 on page 6, incremental regional air pollutant emissions are expected to decrease under the Modified Project. The reduction in incremental emissions under the Modified Project is primarily a function of using the current SCAQMD recommended CalEEMod instead of URBEMIS and the change in the future buildout year (equipment and vehicle emissions decrease (cleaner) in future years as emission control regulations are phased in over time with adoption of more stringent standards for future years). Incremental GHG emissions would similarly decrease under the Modified Project for the same reasons discussed above. Because GHG emissions associated with the Modified Project would be no greater than the Approved Project, there would be no incremental increase in GHG emissions from the Project Modifications and, therefore, the Modified Project would be less than significant with respect to GHG emissions.

For informational purposes, the following provides additional information about the environmental and regulatory setting for GHG emissions and evaluates the consistency of the Modified Project with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Regulatory Updates

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, into law. AB 32 commits the State to the following:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 levels; and
- By 2050, reduce to 80 percent below 1990 levels.

AB 32 requires that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. Executive Order (EO) B-30-15, which was issued in April 2015 by Governor Brown, requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in EO B-30-15. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

Scoping Plan

CARB approved a Climate Change Scoping Plan (2008 Scoping Plan) required by AB 32 in 2008.[10] The 2008 Scoping Plan proposes a "comprehensive set of actions designed

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[10] *Climate Change Proposed Scoping Plan was approved by the California Air Resources Board on December 11, 2008.*

to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."[11] The First Update to the AB 32 Scoping Plan (First Update), released on May 22, 2014, found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.[12]

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Update). The 2017 Update builds upon the successful framework established by the 2008 Scoping Plan and the First Update while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2017 Update includes policies to require direct GHG reductions at some of the state's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constraints and reduces emissions at covered sources.[13]

The California Attorney General's Office has taken an active role in addressing climate change in CEQA documents. The Attorney General's Office has created and routinely updates a Fact Sheet listing project design features to reduce greenhouse gas emissions.[14] The Attorney General's Office created the Fact Sheet primarily for the benefit of local agencies processing CEQA documents, noting that "local agencies will help to move the State away from 'business-as-usual' and toward a low-carbon future." The Fact Sheet explains that the listed "measures can be included as design features of a project," but emphasizes that they "should not be considered in isolation, but as part of a larger set of

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[11] *Climate Change Scoping Plan, CARB, December 2008, www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm, last reviewed April 3, 2013.*

[12] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014, p. 34.*

[13] *CARB, 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target, November 2017, p. 6.*

[14] *California Attorney General's Office Fact Sheet, The CEQA—Addressing Global Warming Impacts at the Local Agency Level, revised January 6, 2010.*

measures that, working together, will reduce greenhouse gas emissions and the effects of global warming."

Southern California Association of Governments

SCAG recently adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) on April 7, 2016.[15, 16] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012–2035 RTP/SCS. These foundational policies, which guided the development of the 2016–2040 RTP/SCS's strategies for land use, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[17]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility,

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15 *SCAG, Final 2016–2040 RTP/SCS.*

16 *CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.*

17 *Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pp. 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.*

and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region is home to about 18.3 million people in 2012 and currently includes approximately 5.9 million homes and 7.4 million jobs. By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas[18] (HQTAs) will account for 3 percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040. The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2016–2040 RTP/SCS is expected to reduce per capita transportation emissions by 8 percent by 2020 and 18 percent by 2035. This level of reduction would meet and exceed the region's GHG targets set by CARB of 8 percent per capita by 2020 and 13 percent per capita by 2035.[19] Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.[20] The 2016–2040 RTP/SCS would result in an estimated 21 percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and

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[18] *Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours*

[19] *SCAG, Final 2016–2040, RTP/SCS, Executive Summary, p. 8, April 2016.*

[20] *SCAG, Final Program Environmental Impact Report for 2016–2040, RTP/SCS, April 2016, Figure 3.8.4-1.*

exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

Significance Thresholds

The Governor's Office of Planning and Research (OPR) recommended Amendments to the CEQA Guidelines for GHGs which were adopted on December 30, 2009. CEQA Guidelines Section 15064.4 was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with the developing practice, this section of the CEQA Guidelines urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, CEQA Guidelines Section 15064.4 recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., the extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to reduce or mitigate GHGs).

CEQA Guidelines Section 15064.4 does not establish a threshold of significance; instead lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer's Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence.[21] The CEQA Guidelines Amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analyses.[22]

Lead agencies must either establish significance thresholds for their respective jurisdictions or determine significance on a case-by-case basis. The lead agency should use its "careful judgment" in making a determination of significance, and should make a "good-faith" effort to "describe, calculate or estimate" the amount of GHGs that will result from a project.[23,24] The lead agency is given the discretion to select a reasonable model and

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[21] *CEQA Guidelines Section 15064.7(c).*

[22] *CEQA Guidelines Section 15130 (f).*

[23] *CEQA Guidelines Section 15064.4(a).*

[24] *CEQA Guidelines Section 15064.4(a).*

methodology to quantify GHGs and to rely on a qualitative analysis or performance based standards for its determination.[25] A lead agency should also consider the following factors, among others, when assessing the significance of impacts from GHGs: (1) the extent to which the project may increase or reduce GHGs; (2) whether the GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, local plan for the reduction or mitigation of GHG emissions.[26]

The California Supreme Court's decision published on November 30, 2015, in the *Center for Biological Diversity v. California Department of Fish and Wildlife* (62 Cal.4th 204) (also known as the Newhall Ranch Case) reviewed the methodology used to analyze GHG emissions in CEQA. The California Supreme Court suggested regulatory consistency as one pathway to compliance, by stating that a lead agency might assess consistency with AB 32's goal in whole or in part by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities. This approach is consistent with CEQA Guidelines Section 15064, which provides that a determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions. Importantly, the Court also suggested: "A lead agency may rely on existing numerical thresholds of significance for greenhouse gas emissions" (bright line threshold approach) if supported by substantial evidence.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[27] Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of GHGs measured as an equivalent mass of carbon dioxide ("$MTCO_2e$") per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g.,

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[25] *CEQA Guidelines Section 15064.4(a)(1)-(2).*

[26] *CEQA Guidelines Section 15064.4(b).*

[27] *SCAQMD, Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008, Attachment E.*

residential/commercial projects); therefore, the commercial/residential thresholds were not formally adopted.[28]

For the Modified Project, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Malibu. Although state, regional, and local plans and policies have been adopted to help address climate change (see discussions above), no current law or regulation would regulate all aspects of the Modified Project's GHG emissions.

As indicated above, the Modified Project would not result in an incremental increase in GHG emissions; therefore, the Modified Project would have a less than significant impact with respect to GHG emissions. For informational purposes, in the absence of any adopted numeric threshold, the Modified Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Modified Project is consistent with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Modified Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions are CARB's Scoping Plan, SCAG's 2016–2040 RTP/SCS, , and City of Malibu General Plan.

Modified Project Design Features

The following project design features are proposed conservation measures that meet or go beyond the minimum requirements of the California Green Building Code, the California Code, and local ordinances that would serve to reduce GHG emissions:

GHG-PDF-1: The design of the new building shall incorporate the following sustainability features:

- Exceed Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency by an average of 14 percent, based on the 2016 Building Energy Efficiency Standards requirements.
- Use high-efficiency Energy Star HVAC equipment and appliances.

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[28] *SCAQMD, Greenhouse Gases (GHG) CEQA Significance Thresholds.*

- Use energy-efficient light-emitting diode (LED) lighting fixtures, occupancy sensors, dimming controls, and other lighting control strategies to reduce electricity use.
- The design makes provisions to allow for future installation of photovoltaic panels to reduce utility provided power.
- Use of water-efficient plantings with drought-tolerant species.
- Allocate eight percent of the code-required parking spaces as preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and carpool/van pool vehicles.

GHG-PDF-2: A minimum of six percent of the total code-required parking spaces shall be equipped with EV charging stations. Project plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity.

GHG Emissions Inventory

Construction

As indicated above, the Modified Project will not result in an incremental increase in GHG emissions during construction as compared to the Approved Project. However, for informational purposes, the full GHG emissions of the Modified Project is presented in this subsection.

GHG emissions from construction activities were forecasted using a reasonable estimate of construction schedule and phasing and applying published GHG emission factors. Construction emissions were calculated using the CalEEMod model. The output values used in this analysis were adjusted to be project-specific, based on usage rates, type of fuel, and construction schedule. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis (discussed above) to generate GHG emissions values for each construction year (refer to Attachment B of this memorandum).

As presented in Table 4 on page 19, construction of the Modified Project is estimated to generate a total of 398 $MTCO_2e$. As recommended by SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Modified Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction

Table 4
Construction-Related GHG Emissions
($MTCO_2e$)

Year	$MTCO_2e$[a]
2019	272
2020	126
Total	**398**[c]
Amortized Over 30 Years[b]	**13**

[a] *$MTCO_2e$ = metric tons of an equivalent mass of carbon dioxide. CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file within Attachment B of this memorandum.*

[b] *As recommended by SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Modified Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Modified Project's operational emissions) in order to determine the Modified Project's annual GHG emissions inventory.*

[c] *The total GHG emissions of the Modified Project during construction are presented here for informational purposes and do not represent an incremental increase relative to the Approved Project.*

Source: Eyestone Environmental, 2019.

emissions estimate that can be added to the Modified Project's operational emissions) in order to determine the Modified Project's annual GHG emissions inventory.[29] A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Attachment B of this memorandum.

Operation

As indicated above, the Modified Project will not result in an incremental increase in GHG emissions during operations as compared to the Approved Project. However, for informational purposes, the full GHG emissions of the Modified Project during operations is presented in this subsection.

[29] *SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, 2008.*

The Modified Project would result in direct and indirect GHG emissions in comparison to the existing condition generated by the increase in vehicular trips as well as operations associated with the proposed building, including: (1) building operations: emissions associated with space heating and cooling, water heating, and lighting; (2) water: emissions associated with energy used to pump, convey, treat, deliver, and re-treat water; and (3) solid waste: emissions associated with waste streams (embodied energy of materials). Operational emissions from the sources described above were estimated using CalEEMod for the Modified Project in order to determine the increase in GHG emissions as a result of implementation of the Modified Project. Mobile source emissions are based on the vehicle emission factors from EMFAC and the trip length values for the project land uses in CalEEMod, which are South Coast Air Basin-wide average trip distance values. To estimate the total vehicle miles traveled (VMT) generated by Modified Project trips, trip generation rates provided in the Modified Project's Traffic Memo included in Attachment A of this memorandum were used.[30] CalEEMod calculates reductions in VMT relative to the standard VMT rates in CalEEMod based on site-specific characteristics, such as increased job density and diversity of land uses on the site, using the equations and methods prescribed in the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*.[31]

As noted above, the SCAQMD identified a screening criteria of 3,000 $MTCO_2e$/yr for mixed-use projects to determine whether a land use project could presumptively have less than significant GHG impacts if it produced less GHGs than the screening criteria. As shown in Table 5 on page 21, the Modified Project would result in 2,903 $MTCO_2e$/yr for combined construction and operational GHGs with implementation of project design features. As a result, the net Modified Project GHG emissions of 2,903 $MTCO_2e$/yr would be less than the 2008 SCAQMD draft 3,000 $MTCO_2e$/yr screening level.

Consistency with Applicable Plans and Policies

The analysis below describes the extent to which the Modified Project complies with or exceeds the performance-based standards included in the regulations outlined in CARB's Scoping Plan and subsequent updates, SCAG's 2016–2040 RTP/SCS, and City of Malibu General Plan. As shown herein, the Modified Project would be consistent with the applicable GHG reduction plans and policies.

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[30] *Linscott, Law, & Greenspan, Engineers, Table 1, Modified Project Trip Generation, January 10, 2019.*

[31] *CAPCOA, Quantifying Greenhouse Gas Mitigation Measures (2010).*

Table 5
Operational Greenhouse Gas Emissions

Emission Source	Modified Project With Project Design Features CO_2e (metric tons)
Area[b]	<1
Energy[c]	487
Mobile[d]	2,308
Solid Waste[e]	17
Water/Wastewater[f]	78
Construction	13
Total Emissions	**2,903[g]**

[a] *CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Attachment B of this memorandum.*

[b] *Area source emissions are from landscape equipment.*

[c] *Energy source emissions are based on CalEEMod default electricity and natural gas usage rates and includes reductions associated with GHG-PDF-1 (Exceed Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency by an average of 14 percent and a 25% reduction for use of energy-efficient LED lighting fixtures, occupancy sensors, dimming controls, and other lighting control strategies.*

[d] *Mobile source emission reductions account for internal capture from retail uses and applicable CAPCOA Measures (See Attachment B of this memorandum).*

[e] *Solid waste emissions are calculated based on CalEEMod default solid waste generation rates with a 75 percent diversion rate (Los Angeles County Integrated Waste Management Plan, 2016).*

[f] *Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates and includes reductions associated with applicable provisions of the municipal code (Chapters 9.22 and 15.24).*

[g] *The total GHG emissions of the Modified Project during operations are presented here for informational purposes and do not represent an incremental increase relative to the Approved Project.*

Source: Eyestone Environmental, 2019.

CARB's Climate Change Scoping Plan

The Scoping Plan includes a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 and SB 32 implementation fee to fund the program. Provided in Table 6 on page 22 is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Modified Project would be consistent with or exceed the reduction

Table 6
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
Area Sources		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**Consistent.** The Modified Project would not include wood burning devices or stoves. Accordingly, the Modified Project would be consistent with this regulation.
Energy Usage		
California Renewables Portfolio Standard (RPS) program: SB 2X modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. SB 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.	SCE	**Consistent.** SCE's commitment to achieve 33 percent renewables by 2020 would meet the requirement under the RPS program of 33 percent renewables by 2020. In 2017, SCE indicated that 28 percent of its electricity came from renewable resources in Year 2016.[a] As SCE would provide electricity service to the Project Site, the Modified Project would use electricity that is produced consistent with this performance-based standard.
SB 350: SB 350, the Clean Energy and Pollution Reduction Act of 2015 requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Required measures include: • Increase RPS to 50 percent of retail sales by 2030. • Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. • Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs. and also requires the	State Energy Resources Conserva-tion and Develop-ment Commission and SCE	**Consistent.** SCE would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. As SCE would provide electricity service to the Project Site, by 2030, the Modified Project would use electricity consistent with the requirements of SB 350. As required under SB 350, doubling of the energy efficiency savings from final end users of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the CCR, Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, heating ventilation and air-conditioning (HVAC) systems and insulation. This regulation does not directly apply to the project but GHG emissions from project-related electricity use would benefit from this regulation. The project would not conflict with implementation of SB 350.

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.		
SB 1368: SB 1368 establishes the GHG Emissions Standard for Baseload Generation which prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and SCE	**Consistent.** SCE meets the requirements of SB 1368. As SCE would provide electricity service to the Project Site, the Modified Project would use electricity that meets the requirements under SB 1368.
CCR, Title 20: The 2016 Appliance Efficiency Regulations, adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.	State and CEC	**Consistent.** The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California. The Modified Project would be outfitted with appliances and lighting that comply with CEC standards. In addition, the Modified Project would implement other sustainability features such as Energy Star appliances and efficient lighting, thus reducing overall energy usage compared to baseline conditions.
CCR Title 24, Building Standards Code: The 2016 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	**Consistent.** The California Green Building Standards offer builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. As discussed above in PDF GHG-1, the Modified Project would exceed Title 24 energy efficiency requirements by 14 percent and implement other sustainability features, thus reducing overall energy usage compared to baseline conditions. Thus, the Modified Project has incorporated energy efficiency standards that are substantially more effective than the measures identified in the Scoping Plan to reduce GHG emissions.

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the United States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/ Manufactur-ers	**Consistent.** The Energy Independence and Security Act of 2007 (EISA) reduces the use of incandescent light bulbs, including within the Modified Project and, thus, reduces energy usage associated with lighting.
Cap-and-Trade Program: The program establishes an overall limit on GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, and cement production). Facilities subject to the cap are able to trade permits to emit GHGs within the overall limit.	State	**Consistent.** As required by AB 32 and SB 32 and the Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electric service providers and not directly to land use development. The current Cap-and-Trade Program would end on December 31, 2020. AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade Program to establish updated protocols and allocation of proceeds to reduce GHG emissions. The Modified Project would benefit from this regulatory program in that the GHG emissions associated with the Modified Project's electricity usage would indirectly be covered by the Cap-and-Trade Program. Furthermore, the Cap-and-Trade Program also covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.
Million Solar Roofs Program: The program is implemented through SB 1 (Murray, 2006), which provides up to $3.3 billion in financial incentives for the installation of residential, commercial and institutional solar PV programs.		**Not Applicable.** The Modified Project would exceed Title 24 energy efficiency requirements by 14 percent and incorporate energy-efficient design methods and technologies, such as high-performance window glazing; undergrounding parking to reduce heat island effects; and enhanced insulation to minimize solar heat gain. The Modified Project is not currently anticipated to include solar roofing materials or photovoltaic cells; thus, the

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
		Modified Project would not be eligible for the financial incentives offered by this program. However, the Modified Project would make design provisions to allow for future installation of photovoltaic panels to reduce utility provided power. Thus, the Modified Project would be considered "solar-ready."
Mobile Sources		
Low Carbon Fuel Standard: Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.	State, CARB	**Consistent. Consistent.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Modified Project would benefit from this regulation through reduced GHG emissions as this program is implemented over time. The Modified Project would not conflict with or impede implementation of the program. The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. The CARB has proposed an amendment to the LCFS regulation to target a 20-percent reduction in CI from a 2010 baseline by 2030. The amendments were released in March 2018 with the public comment period ending in April 2018. The proposed amendments were adopted in September 2018 with a Board hearing and vote.[b]
Implement Mobile Source Strategy (Cleaner Technology and Fuels) • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations.	CARB, CalSTA, SGC, Caltrans CEC, OPR, Local agencies	**Consistent.** CARB approved the Advanced Clean Cars Program in 2012 which establishes an emissions control program for model year 2017 through 2025. Standards under the Advanced Clean Cars Program will apply to all passenger and light duty trucks used by employees and deliveries to the Modified Project. The Program also requires auto manufacturers to produce an increasing number of zero emission vehicles in the 2018 through 2025 model years. Extension of the Advanced Clean Cars Program has not yet

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
• Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard. • Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		been adopted, but it is expected that measures will be introduced to increase GHG stringency on light duty autos and continue adding zero emission and plug in vehicles through 2030. CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.[c,d] GHG emissions generated by project-related vehicular travel would benefit from this regulation, and mobile source emissions generated by the Modified Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32 and SB 32. The Modified Project would not conflict with implementation of the Advanced Clean Cars Program. Mobile source GHG emissions conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Modified Project would also benefit from these measures once adopted. SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Modified Project represents an infill development within an existing urbanized area. The 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040.

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
		The Modified Project results in a mobile GHG emissions reduction of approximately 27 percent compared to the standard VMT rates in CalEEMod for a project within the air basin (see Attachment B of this memorandum) and, therefore, the Modified Project would be consistent with SB 375, the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS.
SB 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each MPO would be required to adopt an SCS to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB Regional, SCAG	**Consistent.** Under SB 375, CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each region. As required under SB 375, CARB is required to update regional GHG emissions targets every eight years, which was last updated in March 2018. As part of the 2018 updates, CARB has adopted a passenger vehicle related GHG reduction of 19 percent for 2035 for the SCAG region, which is more stringent than the current reduction target of 13 percent for 2035. The Modified Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. Project-related transportation emissions would be reduced by approximately 27 percent relative to the standard VMT rates in CalEEMod for a project within the air basin (see Attachment B of this memorandum) and, therefore, the Modified Project would be consistent with SB 375 and the 2016–2040 RTP/SCS.
By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	**Not Applicable.** The Modified Project would not involve construction of transportation facilities. Therefore, the Modified Project would not interfere or impede the implementation of performance measures used to select and design transportation facilities.
Implement California Sustainable Freight Action Plan:	CARB	**Not Applicable.** The Modified Project land uses would not include freight transportation or

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
• Improve freight system efficiency. Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		warehousing. Therefore, the Modified Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.
Solid Waste		
AB 939: AB 939, the California Integrated Waste Management Act of 1989, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.[e] ***AB 341:*** AB 341 amended AB 939 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.[f]	State	**Consistent.** The Modified Project's solid waste generation would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in turn decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation include a 75-percent reduction in solid waste generation, consistent with AB 341. In addition, the Modified Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. Further, the Modified Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous construction debris.
Water		
CCR, Title 24, Building Standards Code: The CalGreen Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.	State	**Consistent.** The Modified Project would comply with applicable provisions of the CalGreen code (20-percent overall water use reduction). As shown above in Attachment B of this memorandum, implementation of applicable provisions of the municipal code (Chapters 9.22 and 15.24) such as high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping, and reclaimed water for irrigation would result in an overall reduction in GHG emissions from water usage by 38 percent as compared to CalEEMod default water consumption rates.
SB X7-7: SB X7-7, the Water Conservation Act of 2009, sets an overall goal of reducing	State	**Consistent.** As discussed above under Title 24, the Modified Project would incorporate

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This is an implementing measure of the Water Sector of the *Climate Change Scoping Plan*. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.		water conservation features that would contribute towards meeting this performance based standard. The Modified Project thereby includes measures consistent with the GHG reductions sought by SB X7-7 related to water conservation and related GHG emissions.
Construction		
CARB In-Use Off-Road Regulation: CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	**Consistent.** The Applicant would use construction contractors that comply with this regulation.
CARB In-Use On-Road Regulation: CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.[g]	CARB	**Consistent.** The Applicant would use construction contractors that comply with this regulation.
Other		
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: • Protect land from conversion through conservation easements and other incentives. • Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity • Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments	CNRA and departments within, CDFA, CalEPA, CARB	**Not Applicable.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. The Modified Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.

Table 6 (Continued)
Consistency Analysis—CARB's Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
• Establish scenario projections to serve as the foundation for the Implementation Plan		
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Not Applicable.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Modified Project. The Modified Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA	**Not Applicable.** This regulatory program applies to state and federal forest land, not directly related to development of the Modified Project. The Modified Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not Applicable.** Funding and financing mechanisms are the responsibility of the state and local agencies. The Modified Project would not conflict with funding and financing mechanisms to support GHG reductions.

[a] *Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.*
[b] *CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm.*
[c] *CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm.*
[d] *CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), www.arb.ca.gov/msprog/actruck/actruck.htm.*
[e] *California Public Resources Code Section 41780(a).*
[f] *California Public Resources Code Section 41780.01(a).*
[g] *CARB, Truck and Bus Regulation—On-Road Heavy Duty Diesel Vehicles (In-Use) Regulation, www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm, page last reviewed by CARB on December 14, 2017.*

Source: CARB, Climate Change Scoping Plan, December 2008; CARB, First Update to the Climate Change Scoping Plan, 2014; CARB, California's 2017 Climate Change Scoping Plan, 2017.

actions/strategies outlined in the Scoping Plan. As discussed therein, the Modified Project would be consistent with the GHG reduction-related actions and strategies of the Scoping Plan.

SCAG 2016–2040 RTP/SCS

SCAG's 2016–2040 RTP/SCS, adopted on April 7, 2016, presents a long-term transportation vision through the year 2040 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The mission of the 2016–2040 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians." The 2016–2040 RTP/SCS places a greater emphasis on sustainability and integrated planning compared to previous versions of the RTP, and identifies mobility, accessibility, sustainability, and high quality of life, as the principles most critical to the future of the region. The goals and policies of the 2016–2040 RTP/SCS that focus on reducing VMT feature transportation and land use planning that include adopted after the 2016–2040 RTP/SCS (adopted on April 7, 2016), it is expected that the updated targets will be incorporated into the next RTP/SCS. The 2016–2040 RTP/SCS and/or the next RTP/SCS are expected to fulfill and exceed SB 375 compliance with respect to meeting the State's GHG emission reduction goals. The Modified Project supports a reduction in VMT of approximately 27 percent compared to the standard VMT rates in CalEEMod for a project within the air basin (see Attachment B of this memorandum) and, therefore, the Modified Project would be consistent with SB 375, the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS.

In sum, the Modified Project is a land use development that is consistent with the 2016-2040 RTP/SCS to support a reduction in regional VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies.32 By furthering implementation of SB 375, the Modified Project would support regional land use and transportation GHG reductions consistent with state regulatory requirements. Therefore, the Modified Project would be consistent with the GHG reduction-related actions and strategies contained in the 2016–2040 RTP/SCS. Overall, the Modified Project would not conflict with the 2016–2040 RTP/SCS, which is intended to reduce GHG emissions.

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[32] *As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.*

City of Malibu

The City of Malibu General Plan identifies goals and policies relating to the improving of safety and health of the community. The current General Plan does not specifically address emissions of GHGs; however, the City supports the SCAQMD's mission to protect public health and welfare from the adverse effects of air pollution. These are summarized identified sustainability policies within its General Plan Conservation Element. The specific policies that relate to energy conservation, water conservation, and solid waste reduction would all have a GHG emissions reduction co-benefit. Consistency with applicable polices included in the Conservation Element of the City of Malibu General Plan are discussed in Table 7 on page 33.

Summary of Consistency with Applicable Plans and Policies

Given the Modified Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Furthermore, the Modified Project would comply with plans, programs, and regulations that reduce GHG emissions. Therefore, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

MEMORANDUM

Table 7
Consistency with Applicable Conservation Goals of the City of Malibu General Plan

Objective	Policy	Consistency Analysis
Energy Conservation		
Objective 3.1: Use of innovative, energy-efficient techniques and systems.	Policy 3.1.1: The City shall educate the community regarding the importance of and techniques for energy conservation. Policy 3.1.2: The City shall encourage state-of-the-art energy efficiency standards for all new construction design. Policy 3.1.3: The City shall protect solar access. Policy 3.1.4: The City shall encourage uses of solar and other nonpolluting, renewable energy sources.	**Not Applicable.** While this policy applies to the City and not directly to the Modified Project, the Modified Project would comply with applicable portions of the municipal code (Chapter 15.18 incorporates by reference the Title 24 2016 standards) by exceeding Title 24 2016 energy efficiency requirements by 14 percent and incorporating energy-efficient design methods and technologies, such as high-performance window glazing; undergrounding parking to reduce heat island effects; and enhanced insulation to minimize solar heat gain. The Modified Project is not currently anticipated to include solar roofing materials or photovoltaic cells. However, the Modified Project would make design provisions to allow for future installation of photovoltaic panels to reduce utility provided power. Thus, the Modified Project would be considered "solar-ready" and protect solar access.
Water Conservation		
Objective 4.1: Ten percent reduction in the amount of water for residential and commercial uses by 2001 and a three-day emergency water supply in all residential areas.	Policy 4.1.3: The City shall encourage water conservation design measures in residential, commercial, and industrial development. Policy 4.1.4: The City shall promote the use of water-efficient low-flow fixtures. Policy 4.1.5: The City shall encourage the use of drought-resistant landscaping. Policy 4.1.6: The City shall promote the use of reclaimed water that has had pathogens removed for appropriate uses such as landscape irrigation systems. Policy 4.1.7: The City shall promote the use of greywater systems.	**Consistent.** While this policy applies to the City and does not directly apply to the Modified Project, the Modified Project would comply with applicable provisions of the municipal code (Chapters 9.22 and 15.24). As shown in Attachment B of this memorandum, implementation of applicable provisions of the municipal code such as high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping, and reclaimed water for irrigation would result in an overall reduction in GHG emissions from water usage by 38 percent as compared to CalEEMod default water consumption rates
Solid Waste		
Objective 5.1: Fifty percent reduction in the amount of solid waste generated by	Policy 5.1.1: The City shall reduce solid waste. Policy 5.1.2: The City shall encourage recycling.	**Consistent.** While this action applies to the City and does not apply to the Modified Project, the Modified Project would provide adequate storage areas in accordance with the City of

Table 7 (Continued)
Consistency with Applicable Conservation Goals of the City of Malibu General Plan

Objective	Policy	Consistency Analysis
the community and dispose of in landfills by 2000.	Policy 5.1.3: The City shall encourage co-composting.	Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area of specified size on the Project Site. In addition, the Modified Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. **Consistent.** While this policy applies to the City and does not apply to the Modified Project, the Modified Project would help the City reduce solid waste generation by 75-percent consistent with AB 341 by providing recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. Further, the Modified Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous construction debris.

Source: Eyestone Environmental, 2019.

La Paz Modified Project

Attachments for Air Quality and Greenhouse Gas Emissions

- Attachment A: Air Quality Modeling Output Files
- Attachment B: Greenhouse Gas Worksheets and Modeling Output Files

La Paz Modified Project

Attachments for Air Quality and Greenhouse Gas Emissions

Attachment A

Air Quality Modeling Output Files

- Attachment A:
    - CalEEMod Output – Construction
    - CalEEMod Output – Operations

La Paz Ranch Construction

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	62.56	1000sqft	15.20	62,556.00	0
Regional Shopping Center	69.50	1000sqft	0.00	69,502.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Site Specific

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Grading -

Construction Off-road Equipment Mitigation -

Trips and VMT - Export to Calabasas Landfill (10.8 mile one-way distance)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	109.00
tblConstructionPhase	NumDays	230.00	114.00
tblConstructionPhase	NumDays	8.00	70.00
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	3/11/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	1/21/2020	4/30/2020
tblConstructionPhase	PhaseEndDate	3/5/2019	7/5/2019
tblConstructionPhase	PhaseEndDate	2/14/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	2/21/2019	11/22/2019
tblConstructionPhase	PhaseStartDate	2/15/2020	5/1/2020
tblConstructionPhase	PhaseStartDate	3/6/2019	11/23/2019
tblConstructionPhase	PhaseStartDate	2/22/2019	4/1/2019
tblConstructionPhase	PhaseStartDate	1/22/2020	9/1/2020
tblConstructionPhase	PhaseStartDate	2/15/2019	7/6/2019

tblGrading	MaterialExported	0.00	24,843.00
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	21.60
tblTripsAndVMT	HaulingTripNumber	0.00	809.00
tblTripsAndVMT	HaulingTripNumber	3,105.00	1,775.00
tblTripsAndVMT	WorkerTripNumber	5.00	34.00
tblTripsAndVMT	WorkerTripNumber	8.00	34.00
tblTripsAndVMT	WorkerTripNumber	43.00	54.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.9777	35.2747	15.2093	0.0474	12.9431	1.3413	14.2844	6.8586	1.2351	8.0937	0.0000	4,897.3022	4,897.3022	0.8752	0.0000	4,919.1829
2020	12.1163	11.3130	8.7895	0.0220	0.7380	0.4904	1.2285	0.1988	0.4586	0.6573	0.0000	2,156.3304	2,156.3304	0.3412	0.0000	2,164.8613
Maximum	**12.1163**	**35.2747**	**15.2093**	**0.0474**	**12.9431**	**1.3413**	**14.2844**	**6.8586**	**1.2351**	**8.0937**	**0.0000**	**4,897.3022**	**4,897.3022**	**0.8752**	**0.0000**	**4,919.1829**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.9777	35.2747	15.2093	0.0474	5.5717	1.3413	6.9130	2.8164	1.2351	4.0515	0.0000	4,897.3022	4,897.3022	0.8752	0.0000	4,919.1829
2020	12.1163	11.3130	8.7895	0.0220	0.7380	0.4904	1.2285	0.1988	0.4586	0.6573	0.0000	2,156.3304	2,156.3304	0.3412	0.0000	2,164.8613
Maximum	**12.1163**	**35.2747**	**15.2093**	**0.0474**	**5.5717**	**1.3413**	**6.9130**	**2.8164**	**1.2351**	**4.0515**	**0.0000**	**4,897.3022**	**4,897.3022**	**0.8752**	**0.0000**	**4,919.1829**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e

Percent Reduction	0.00	0.00	0.00	0.00	53.88	0.00	47.52	57.28	0.00	46.19	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	4/1/2019	7/5/2019	5	70	
2	Foundation	Site Preparation	7/6/2019	11/22/2019	5	100	
3	Building Construction	Building Construction	11/23/2019	4/30/2020	5	114	
4	Architectural Coating	Architectural Coating	5/1/2020	9/30/2020	5	109	
5	Paving	Paving	9/1/2020	9/30/2020	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 196,410; Non-Residential Outdoor: 65,470; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	2	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Foundation	Welders	1	8.00	46	0.45
Foundation	Pumps	1	8.00	84	0.74
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	6.00	80	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Generator Sets	0	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Paving	Paving Equipment	1	6.00	132	0.36
Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Foundation	2	34.00	0.00	809.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	34.00	0.00	1,775.00	14.70	6.90	21.60	LD_Mix	HDT_Mix	HHDT
Building Construction	4	54.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.0843	0.0000	12.0843	6.6265	0.0000	6.6265			0.0000			0.0000
Off-Road	2.5299	26.8307	11.8314	0.0222		1.3068	1.3068		1.2023	1.2023		2,201.9825	2,201.9825	0.6967		2,219.3996
Total	**2.5299**	**26.8307**	**11.8314**	**0.0222**	**12.0843**	**1.3068**	**13.3911**	**6.6265**	**1.2023**	**7.8288**		**2,201.9825**	**2,201.9825**	**0.6967**		**2,219.3996**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2595	8.3057	1.8734	0.0213	0.4788	0.0312	0.5100	0.1312	0.0298	0.1611		2,306.9952	2,306.9952	0.1652		2,311.1248
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1883	0.1382	1.5044	3.9000e-003	0.3800	3.2800e-003	0.3833	0.1008	3.0200e-003	0.1038		388.3245	388.3245	0.0134		388.6585
Total	**0.4478**	**8.4440**	**3.3779**	**0.0252**	**0.8588**	**0.0345**	**0.8933**	**0.2320**	**0.0329**	**0.2649**		**2,695.3197**	**2,695.3197**	**0.1786**		**2,699.7833**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7129	0.0000	4.7129	2.5844	0.0000	2.5844			0.0000			0.0000
Off-Road	2.5299	26.8307	11.8314	0.0222		1.3068	1.3068		1.2023	1.2023	0.0000	2,201.9825	2,201.9825	0.6967		2,219.3996
Total	**2.5299**	**26.8307**	**11.8314**	**0.0222**	**4.7129**	**1.3068**	**6.0197**	**2.5844**	**1.2023**	**3.7866**	**0.0000**	**2,201.9825**	**2,201.9825**	**0.6967**		**2,219.3996**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2595	8.3057	1.8734	0.0213	0.4788	0.0312	0.5100	0.1312	0.0298	0.1611		2,306.9952	2,306.9952	0.1652		2,311.1248
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1883	0.1382	1.5044	3.9000e-003	0.3800	3.2800e-003	0.3833	0.1008	3.0200e-003	0.1038		388.3245	388.3245	0.0134		388.6585

Total	**0.4478**	**8.4440**	**3.3779**	**0.0252**	**0.8588**	**0.0345**	**0.8933**	**0.2320**	**0.0329**	**0.2649**		**2,695.3197**	**2,695.3197**	**0.1786**		**2,699.7833**

3.3 Foundation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.8555	5.4581	5.5884	9.1300e-003		0.3376	0.3376		0.3376	0.3376		830.5123	830.5123	0.0763		832.4209
Total	**0.8555**	**5.4581**	**5.5884**	**9.1300e-003**	**0.0000**	**0.3376**	**0.3376**	**0.0000**	**0.3376**	**0.3376**		**830.5123**	**830.5123**	**0.0763**		**832.4209**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0779	2.5109	0.5640	6.3500e-003	0.1414	9.2600e-003	0.1507	0.0388	8.8600e-003	0.0476		687.5284	687.5284	0.0500		688.7784
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1883	0.1382	1.5044	3.9000e-003	0.3800	3.2800e-003	0.3833	0.1008	3.0200e-003	0.1038		388.3245	388.3245	0.0134		388.6585
Total	**0.2662**	**2.6491**	**2.0684**	**0.0103**	**0.5215**	**0.0125**	**0.5340**	**0.1396**	**0.0119**	**0.1514**		**1,075.8529**	**1,075.8529**	**0.0634**		**1,077.4369**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.8555	5.4581	5.5884	9.1300e-003		0.3376	0.3376		0.3376	0.3376	0.0000	830.5123	830.5123	0.0763		832.4209
Total	**0.8555**	**5.4581**	**5.5884**	**9.1300e-003**	**0.0000**	**0.3376**	**0.3376**	**0.0000**	**0.3376**	**0.3376**	**0.0000**	**830.5123**	**830.5123**	**0.0763**		**832.4209**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0779	2.5109	0.5640	6.3500e-003	0.1414	9.2600e-003	0.1507	0.0388	8.8600e-003	0.0476		687.5284	687.5284	0.0500		688.7784
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1883	0.1382	1.5044	3.9000e-003	0.3800	3.2800e-003	0.3833	0.1008	3.0200e-003	0.1038		388.3245	388.3245	0.0134		388.6585

Total	**0.2662**	**2.6491**	**2.0684**	**0.0103**	**0.5215**	**0.0125**	**0.5340**	**0.1396**	**0.0119**	**0.1514**		**1,075.8529**	**1,075.8529**	**0.0634**		**1,077.4369**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1461	9.7370	6.2020	0.0107		0.5438	0.5438		0.5082	0.5082		1,009.9278	1,009.9278	0.2886		1,017.1420
Total	**1.1461**	**9.7370**	**6.2020**	**0.0107**		**0.5438**	**0.5438**		**0.5082**	**0.5082**		**1,009.9278**	**1,009.9278**	**0.2886**		**1,017.1420**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0910	2.4336	0.7108	5.3400e-003	0.1344	0.0158	0.1502	0.0387	0.0151	0.0538		569.6819	569.6819	0.0400		570.6824
Worker	0.2990	0.2196	2.3894	6.2000e-003	0.6036	5.2000e-003	0.6088	0.1601	4.8000e-003	0.1649		616.7506	616.7506	0.0212		617.2811
Total	**0.3901**	**2.6531**	**3.1002**	**0.0115**	**0.7380**	**0.0210**	**0.7590**	**0.1988**	**0.0199**	**0.2186**		**1,186.4326**	**1,186.4326**	**0.0612**		**1,187.9635**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1461	9.7370	6.2020	0.0107		0.5438	0.5438		0.5082	0.5082	0.0000	1,009.9278	1,009.9278	0.2886		1,017.1420
Total	**1.1461**	**9.7370**	**6.2020**	**0.0107**		**0.5438**	**0.5438**		**0.5082**	**0.5082**	**0.0000**	**1,009.9278**	**1,009.9278**	**0.2886**		**1,017.1420**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0910	2.4336	0.7108	5.3400e-003	0.1344	0.0158	0.1502	0.0387	0.0151	0.0538		569.6819	569.6819	0.0400		570.6824
Worker	0.2990	0.2196	2.3894	6.2000e-003	0.6036	5.2000e-003	0.6088	0.1601	4.8000e-003	0.1649		616.7506	616.7506	0.0212		617.2811

Total	**0.3901**	**2.6531**	**3.1002**	**0.0115**	**0.7380**	**0.0210**	**0.7590**	**0.1988**	**0.0199**	**0.2186**		**1,186.4326**	**1,186.4326**	**0.0612**		**1,187.9635**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0268	8.8839	5.9785	0.0107		0.4747	0.4747		0.4437	0.4437		992.4803	992.4803	0.2846		999.5941
Total	**1.0268**	**8.8839**	**5.9785**	**0.0107**		**0.4747**	**0.4747**		**0.4437**	**0.4437**		**992.4803**	**992.4803**	**0.2846**		**999.5941**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0781	2.2334	0.6455	5.3000e-003	0.1344	0.0107	0.1451	0.0387	0.0102	0.0489		565.8430	565.8430	0.0378		566.7890
Worker	0.2760	0.1957	2.1655	6.0000e-003	0.6036	5.0500e-003	0.6086	0.1601	4.6500e-003	0.1647		598.0070	598.0070	0.0189		598.4782
Total	**0.3540**	**2.4291**	**2.8110**	**0.0113**	**0.7380**	**0.0157**	**0.7538**	**0.1988**	**0.0149**	**0.2137**		**1,163.8501**	**1,163.8501**	**0.0567**		**1,165.2672**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0268	8.8839	5.9785	0.0107		0.4747	0.4747		0.4437	0.4437	0.0000	992.4803	992.4803	0.2846		999.5941
Total	**1.0268**	**8.8839**	**5.9785**	**0.0107**		**0.4747**	**0.4747**		**0.4437**	**0.4437**	**0.0000**	**992.4803**	**992.4803**	**0.2846**		**999.5941**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0781	2.2334	0.6455	5.3000e-003	0.1344	0.0107	0.1451	0.0387	0.0102	0.0489		565.8430	565.8430	0.0378		566.7890
Worker	0.2760	0.1957	2.1655	6.0000e-003	0.6036	5.0500e-003	0.6086	0.1601	4.6500e-003	0.1647		598.0070	598.0070	0.0189		598.4782

Total	**0.3540**	**2.4291**	**2.8110**	**0.0113**	**0.7380**	**0.0157**	**0.7538**	**0.1988**	**0.0149**	**0.2137**		**1,163.8501**	**1,163.8501**	**0.0567**		**1,165.2672**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.1359					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4844	3.3677	3.6628	5.9400e-003		0.2219	0.2219		0.2219	0.2219		562.8961	562.8961	0.0436		563.9856
Total	**11.6203**	**3.3677**	**3.6628**	**5.9400e-003**		**0.2219**	**0.2219**		**0.2219**	**0.2219**		**562.8961**	**562.8961**	**0.0436**		**563.9856**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0326	0.3609	1.0000e-003	0.1006	8.4000e-004	0.1014	0.0267	7.7000e-004	0.0275		99.6678	99.6678	3.1400e-003		99.7464
Total	**0.0460**	**0.0326**	**0.3609**	**1.0000e-003**	**0.1006**	**8.4000e-004**	**0.1014**	**0.0267**	**7.7000e-004**	**0.0275**		**99.6678**	**99.6678**	**3.1400e-003**		**99.7464**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.1359					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4844	3.3677	3.6628	5.9400e-003		0.2219	0.2219		0.2219	0.2219	0.0000	562.8961	562.8961	0.0436		563.9856
Total	**11.6203**	**3.3677**	**3.6628**	**5.9400e-003**		**0.2219**	**0.2219**		**0.2219**	**0.2219**	**0.0000**	**562.8961**	**562.8961**	**0.0436**		**563.9856**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0326	0.3609	1.0000e-003	0.1006	8.4000e-004	0.1014	0.0267	7.7000e-004	0.0275		99.6678	99.6678	3.1400e-003		99.7464

Total	**0.0460**	**0.0326**	**0.3609**	**1.0000e-003**	**0.1006**	**8.4000e-004**	**0.1014**	**0.0267**	**7.7000e-004**	**0.0275**		**99.6678**	**99.6678**	**3.1400e-003**		**99.7464**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4092	3.9873	4.4118	6.6900e-003		0.2242	0.2242		0.2071	0.2071		634.5519	634.5519	0.1969		639.4746
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4092**	**3.9873**	**4.4118**	**6.6900e-003**		**0.2242**	**0.2242**		**0.2071**	**0.2071**		**634.5519**	**634.5519**	**0.1969**		**639.4746**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
Total	**0.0409**	**0.0290**	**0.3208**	**8.9000e-004**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**88.5936**	**88.5936**	**2.7900e-003**		**88.6634**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4092	3.9873	4.4118	6.6900e-003		0.2242	0.2242		0.2071	0.2071	0.0000	634.5519	634.5519	0.1969		639.4746
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4092**	**3.9873**	**4.4118**	**6.6900e-003**		**0.2242**	**0.2242**		**0.2071**	**0.2071**	**0.0000**	**634.5519**	**634.5519**	**0.1969**		**639.4746**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634

Total	**0.0409**	**0.0290**	**0.3208**	**8.9000e-004**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**88.5936**	**88.5936**	**2.7900e-003**		**88.6634**

La Paz Ranch (Modified Project)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	62.56	1000sqft	15.20	62,556.00	0
Regional Shopping Center	69.50	1000sqft	0.00	69,502.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Acreage

Construction Phase -

Vehicle Trips - ITE 10th Edition

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	62,560.00	62,556.00
tblLandUse	LandUseSquareFeet	69,500.00	69,502.00
tblLandUse	LotAcreage	1.44	15.20
tblLandUse	LotAcreage	1.60	0.00
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	ST_TR	49.97	45.01
tblVehicleTrips	SU_TR	1.05	0.94
tblVehicleTrips	SU_TR	25.24	22.73
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	42.70	33.94

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	2.9514	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308
Energy	0.0210	0.1909	0.1604	1.1500e-003		0.0145	0.0145		0.0145	0.0145						230.4559
Mobile	6.0244	28.1259	69.8810	0.2283	18.5610	0.2018	18.7628	4.9674	0.1884	5.1558						23,261.0205
Total	**8.9968**	**28.3169**	**70.0549**	**0.2294**	**18.5610**	**0.2164**	**18.7774**	**4.9674**	**0.2030**	**5.1704**						**23,491.5072**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9514	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308
Energy	0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.0666
Mobile	5.7861	26.5116	64.1461	0.2053	16.5542	0.1826	16.7369	4.4304	0.1705	4.6008						20,926.4839
Total	**8.7560**	**26.6800**	**64.3010**	**0.2063**	**16.5542**	**0.1954**	**16.7497**	**4.4304**	**0.1833**	**4.6137**						**21,129.5812**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.68**	**5.78**	**8.21**	**10.06**	**10.81**	**9.68**	**10.80**	**10.81**	**9.70**	**10.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10.05**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7861	26.5116	64.1461	0.2053	16.5542	0.1826	16.7369	4.4304	0.1705	4.6008						20,926.4839
Unmitigated	6.0244	28.1259	69.8810	0.2283	18.5610	0.2018	18.7628	4.9674	0.1884	5.1558						23,261.0205

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	609.33	138.26	58.81	1,492,796	1,331,400
Regional Shopping Center	2,358.83	3,128.20	1579.74	5,098,775	4,547,514
Total	2,968.16	3,266.45	1,638.54	6,591,570	5,878,914

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0185	0.1682	0.1413	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.0666
NaturalGas Unmitigated	0.0210	0.1909	0.1604	1.1500e-003		0.0145	0.0145		0.0145	0.0145						230.4559

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	1566.47	0.0169	0.1536	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117						185.3858
Regional Shopping Center	380.833	4.1100e-003	0.0373	0.0314	2.2000e-004		2.8400e-003	2.8400e-003		2.8400e-003	2.8400e-003						45.0701
Total		**0.0210**	**0.1909**	**0.1604**	**1.1400e-003**		**0.0145**	**0.0145**		**0.0145**	**0.0145**						**230.4559**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	1.36036	0.0147	0.1334	0.1120	8.0000e-004		0.0101	0.0101		0.0101	0.0101						160.9936
Regional Shopping Center	0.355507	3.8300e-003	0.0349	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003						42.0730
Total		**0.0185**	**0.1682**	**0.1413**	**1.0100e-003**		**0.0128**	**0.0128**		**0.0128**	**0.0128**						**203.0666**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9514	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308
Unmitigated	2.9514	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3354					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.6148					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.2600e-003	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308
Total	**2.9514**	**1.2000e-004**	**0.0135**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**						**0.0308**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3354					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.6148					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.2600e-003	1.2000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						0.0308
Total	**2.9514**	**1.2000e-004**	**0.0135**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**						**0.0308**

La Paz Modified Project

Attachments for Air Quality and Greenhouse Gas Emissions

Attachment B

Greenhouse Gas Worksheets and Modeling Output Files

- Attachment B-1: GHG Modeling Parameters and Summary of Emissions
    - GHG Parameters and Summary
        - Land Use and Site Enhancement
        - Trip Generation
    - EV Charger Calculation
    - Linscott, Law & Greenspan Project Trip Generation Table
- Appendix B-2: CalEEMod Outputs
    - Construction Annual
    - Modified Project No Project Design Features
    - Modified Project With Project Design Features

La Paz Modified Project

Attachments for Air Quality and Greenhouse Gas Emissions

Attachment B-1

Greenhouse Gas Worksheets and Modeling Output Files

- Attachment B-1: GHG Modeling Parameters and Summary of Emissions
    - GHG Parameters and Summary
        - Land Use and Site Enhancement
        - Trip Generation
    - EV Charger Calculation
    - Linscott, Law & Greenspan Project Trip Generation Table

La Paz Modifie Project
Modeling Parameters

GHG SOURCE CALCULATIONS:

Trip Generation Rates (ADT):

			Weekday			Saturday			Daily Trip Generation Rates		CalEEMod Default		Adjustment Factor for Sunday	
	Quantity	Units	Daily	Internal Capture	Total	Daily	Internal Capture	Total	Weekday	Saturday	Saturday	Sunday		Sunday
Modified Project														
Shopping Center	69.502	KSF	2624	265	2359	3205	77	3128	33.94	45.01	49.97	25.24	0.90	22.73
General Office	62.556	KSF	609		609	138		138	9.74	2.21	2.46	1.05	0.90	0.94
Subtotal	132.058				2968			3266						
Shopping Center Passby					262			801						
Total					**2706**			**2465**						

APPLICABLE VMT REDUCTION MEASURES Included within CalEEMod

Applicable VMT Reduction Measures selected in CalEEMod based on CAPCOA's Quantifying Greenhouse Gas Mitigation Measures, August, 2010.

LUT-1: Increase Density LUT-1 (jobs per acre) .

	Buildout	
Office Employees: Max 1 per 100 sf (90% occupancy)	563	Source: Table V.I-7 (Wastewater Design Flows) , Revised Final EIR.
Shopping Center Employees: 0.271 per 100 sf	188	Source: 2016 LAUSD Generation Rates
Total:	751	
Acreage:	15.2	
Employees per Acre:	49	

LUT-3 Increase Diversity of Urban and Suburban Developments (Mixed Use) (Internally calculated in CalEEMod based on mix of land uses)

Note: Although not quantified, additional trips and VMT reductions would be anticpated with the synergy between the Modified Project and the proposed Whole Foods to the east, Santa Monica College Malibu Campus to the east.

SDT-1 Provide pedestrian Network Improvements **Buildout**

Project Site Only

Total VMT Reduction for Buildout:

Buildout with CAPCOA Measures:	7,036,296	miles
Buildout without CAPCOA Measures:	5,878,914	miles
Percent Reduction:	-16%	

Energy Reduction Measures Included in CalEEMod Run:

High Efficiency Lighting (25%)
14% reduction from 2016 Title 24 standards
Energy Star

Water Reduction Measures Included in CalEEMod Run:

high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping
30% below baseline requirements (Outdoor)

Waste Diversion Rate Reduction Measures Included in CalEEMod Run:

Consistency with LA County Diversion Rate of 75%

Additional Measures:

6% Parking Stalls Equipped with Charging Station/Plugin (See calculations below)

Summary of GHG Emissions

	Buildout-No PDFs	Buildout-PDFs	EV Charger Reduction	Buildout-PDFs	% Reduction	% Project
Area	0	0		0.0	0%	0%
Energy	572	487		487.4	-15%	17%
Mobile	3,143	2,649	(341)	2,307.6	-27%	79%
Waste	66	16		16.5	-75%	1%
Water	125	78		78.2	-38%	3%
Construction	13	13		13.3	0%	0%
Total	**3,920**	**3,244**		**2,903**	-26%	100%

GHG Emissions Reductions for Commercial Uses Associated with PDF GHG-2 (Electric Vehicle Charging Stations/Plugins)

Step 1: Estimating GHG Emisisons Reduction to Replace Gasoline/Diesel Vehicle with Electric Vehicle

LADWP Electricity Emission Factor (MTCO2E/MWh)[1]	0.32
Fuel Economy of Electric Vehicle (kWh/mile)[2]	0.25
Gasoline/Diesel CO2 Emissions While Running (grams/mile)[3]	313.8
Annual VMT Reduction per Parking Spot (miles/charging station/year)[4]	45,625
Number of On-Site Chargers	32
Annual VMT Reduction All Stations/Plugins (Based on Charge)	1,460,000

Step 2: Estimating GHG Emissions Reduction from Installing Electric Vehicle Charging Stations/Plugins

GHG Emisisons of Gasoline/Diesel Vehicle (MTCO2E/MWh)	458
GHG Emissions of Electric Vehicle (MTCO2E/MWh)	117
GHG Emisisons Reduction (MTCO2E/MWh)	**341**

Notes:
1) CO2 intensity factor reflects a 2021 RPS for SCE (702.44 lbs of CO2E/MWh).
2) US Department of Energy, 2013. Benefits and Considerations of Electricity as a Vehicle Fuel (kWh/mile). Available at: http://afdc.energy.gov/fuels/electricity_benefits.html.
3) CARB, 2017. EMFAC2017, running exhaust emission rate for CO2 and CH4 for light duty gasoline- and diesel-powered vehicles in Los Angeles, aggregated for all models and speeds, averaged over all seasons for 2021.
4) Annual VMT reduction estimated based on an estimate of 10 hours of charge time for a Level 2 charging station that charges at a rate of 25 driving range per hour. It is conservatively assumed that 50% of the miles charged would be driven by the charged vehicles.

Table 1
PROJECT TRIP GENERATION [1]

10-Jan-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL	SAT DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	SAT PEAK HOUR VOLUMES [2] OUT	SAT PEAK HOUR VOLUMES [2] TOTAL
Proposed Modified Project												
Office [3]	62,556 GSF	609	63	10	73	12	60	72	138	28	5	33
Shopping Center [4]	69,502 GSF	2,624	40	25	65	127	138	265	3,205	163	150	313
Subtotal		3,233	103	35	138	139	198	337	3,343	191	155	346
Internal Capture [5], [6]		(265)	(6)	(6)	(12)	(13)	(13)	(26)	(77)	(4)	(4)	(8)
SUBTOTAL DRIVEWAY TRIPS		**2,968**	**97**	**29**	**126**	**126**	**185**	**311**	**3,266**	**187**	**151**	**338**
Pass-By Adjustment [7], [8]												
Shopping Center		(262)	0	0	0	(25)	(28)	(53)	(801)	(41)	(37)	(78)
NET INCREASE "OFF-SITE" TRIPS		**2,706**	**97**	**29**	**126**	**101**	**157**	**258**	**2,465**	**146**	**114**	**260**

[1] Source: ITE "Trip Generation," 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
- Saturday Trip Rate: 2.21 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.53 trips/1,000 SF of floor area; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound
- Saturday Trip Rate: 46.12 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 4.50 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] Peak hour internal capture reduction based on synergy between the shopping center and office uses calculated using NCHRP 684 internal trip capture estimation tool (see attached worksheets). PM peak hour calculation used to determine Saturday MD peak hour internal capture.
[6] Weekday daily internal capture assumed to be average of calculated AM peak hour and PM peak hour internal capture (i.e., 8.2%). Saturday daily internal capture assumed to be equivalent to the calculated MD peak hour internal capture (i.e., 2.3%).
[7] Weekday PM peak hour and Saturday MD peak hour pass-by trip adjustment per City direction (20% for weekday PM peak hour and 25% for Saturday MD peak hour).
[8] Weekday daily pass-by assumed to be average of applied AM peak hour pass-by and PM peak hour pass-by (i.e., 10%). Saturday daily pass-by assumed to be average of applied MD peak hour pass-by (i.e., 25%).

La Paz Modified Project

Attachments for Air Quality and Greenhouse Gas Emissions

Attachment B-2

Greenhouse Gas Worksheets and Modeling Output Files

- Appendix B-2: CalEEMod Outputs
    - Construction Annual
    - Modified Project No Project Design Features
    - Modified Project With Project Design Features

La Paz Ranch Construction

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	62.56	1000sqft	15.20	62,556.00	0
Regional Shopping Center	69.50	1000sqft	0.00	69,502.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Site Specific

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Off-road Equipment - Site Specifc Consistent with Approved Project EIR

Trips and VMT - Export to Calabasas Landfill (10.8 mile one-way distance)

Grading -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	70.00
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	NumDays	230.00	114.00
tblConstructionPhase	NumDays	18.00	109.00
tblConstructionPhase	NumDays	18.00	22.00
tblGrading	MaterialExported	0.00	24,843.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	21.60
tblTripsAndVMT	HaulingTripNumber	3,105.00	1,775.00
tblTripsAndVMT	HaulingTripNumber	0.00	809.00
tblTripsAndVMT	WorkerTripNumber	8.00	34.00
tblTripsAndVMT	WorkerTripNumber	5.00	34.00
tblTripsAndVMT	WorkerTripNumber	43.00	54.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1789	1.8164	1.0413	2.9500e-003	0.4878	0.0721	0.5599	0.2494	0.0678	0.3172	0.0000	270.5995	270.5995	0.0383	0.0000	271.5561
2020	0.6993	0.7237	0.6555	1.4300e-003	0.0378	0.0359	0.0738	0.0102	0.0344	0.0445	0.0000	125.9222	125.9222	0.0177	0.0000	126.3656
Maximum	**0.6993**	**1.8164**	**1.0413**	**2.9500e-003**	**0.4878**	**0.0721**	**0.5599**	**0.2494**	**0.0678**	**0.3172**	**0.0000**	**270.5995**	**270.5995**	**0.0383**	**0.0000**	**271.5561**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1789	1.8164	1.0413	2.9500e-003	0.2298	0.0721	0.3019	0.1079	0.0678	0.1758	0.0000	270.5993	270.5993	0.0383	0.0000	271.5560
2020	0.6993	0.7237	0.6555	1.4300e-003	0.0378	0.0359	0.0738	0.0102	0.0344	0.0445	0.0000	125.9222	125.9222	0.0177	0.0000	126.3655
Maximum	**0.6993**	**1.8164**	**1.0413**	**2.9500e-003**	**0.2298**	**0.0721**	**0.3019**	**0.1079**	**0.0678**	**0.1758**	**0.0000**	**270.5993**	**270.5993**	**0.0383**	**0.0000**	**271.5560**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.08**	**0.00**	**40.72**	**54.50**	**0.00**	**39.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-18-2019	4-17-2019	0.2313	0.2313
2	4-18-2019	7-17-2019	1.1141	1.1141
3	7-18-2019	10-17-2019	0.3014	0.3014
4	10-18-2019	1-17-2020	0.3897	0.3897
5	1-18-2020	4-17-2020	0.4123	0.4123
6	4-18-2020	7-17-2020	0.4782	0.4782
7	7-18-2020	9-30-2020	0.4511	0.4511
		Highest	1.1141	1.1141

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	4/1/2019	7/5/2019	5	70	
2	Foundation	Site Preparation	7/6/2019	11/22/2019	5	100	
3	Building Construction	Building Construction	11/23/2019	4/30/2020	5	114	
4	Architectural Coating	Architectural Coating	5/1/2020	9/30/2020	5	109	
5	Paving	Paving	9/1/2020	9/30/2020	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 196,410; Non-Residential Outdoor: 65,470; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Pumps	1	8.00	84	0.74
Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Welders	1	8.00	46	0.45
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	2	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	1	6.00	132	0.36
Paving	Rollers	0	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	3	34.00	0.00	1,775.00	14.70	6.90	21.60	LD_Mix	HDT_Mix	HHDT
Foundation	2	34.00	0.00	809.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	54.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4230	0.0000	0.4230	0.2319	0.0000	0.2319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0886	0.9391	0.4141	7.8000e-004		0.0457	0.0457		0.0421	0.0421	0.0000	69.9162	69.9162	0.0221	0.0000	70.4692
Total	**0.0886**	**0.9391**	**0.4141**	**7.8000e-004**	**0.4230**	**0.0457**	**0.4687**	**0.2319**	**0.0421**	**0.2740**	**0.0000**	**69.9162**	**69.9162**	**0.0221**	**0.0000**	**70.4692**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.9600e-003	0.2964	0.0634	7.5000e-004	0.0165	1.0800e-003	0.0176	4.5200e-003	1.0300e-003	5.5600e-003	0.0000	73.9352	73.9352	5.1400e-003	0.0000	74.0637
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9600e-003	4.9700e-003	0.0540	1.4000e-004	0.0130	1.1000e-004	0.0132	3.4600e-003	1.1000e-004	3.5700e-003	0.0000	12.5350	12.5350	4.3000e-004	0.0000	12.5457
Total	**0.0149**	**0.3014**	**0.1174**	**8.9000e-004**	**0.0295**	**1.1900e-003**	**0.0307**	**7.9800e-003**	**1.1400e-003**	**9.1300e-003**	**0.0000**	**86.4701**	**86.4701**	**5.5700e-003**	**0.0000**	**86.6095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1650	0.0000	0.1650	0.0905	0.0000	0.0905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0886	0.9391	0.4141	7.8000e-004		0.0457	0.0457		0.0421	0.0421	0.0000	69.9161	69.9161	0.0221	0.0000	70.4691
Total	**0.0886**	**0.9391**	**0.4141**	**7.8000e-004**	**0.1650**	**0.0457**	**0.2107**	**0.0905**	**0.0421**	**0.1325**	**0.0000**	**69.9161**	**69.9161**	**0.0221**	**0.0000**	**70.4691**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.9600e-003	0.2964	0.0634	7.5000e-004	0.0165	1.0800e-003	0.0176	4.5200e-003	1.0300e-003	5.5600e-003	0.0000	73.9352	73.9352	5.1400e-003	0.0000	74.0637
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9600e-003	4.9700e-003	0.0540	1.4000e-004	0.0130	1.1000e-004	0.0132	3.4600e-003	1.1000e-004	3.5700e-003	0.0000	12.5350	12.5350	4.3000e-004	0.0000	12.5457
Total	**0.0149**	**0.3014**	**0.1174**	**8.9000e-004**	**0.0295**	**1.1900e-003**	**0.0307**	**7.9800e-003**	**1.1400e-003**	**9.1300e-003**	**0.0000**	**86.4701**	**86.4701**	**5.5700e-003**	**0.0000**	**86.6095**

3.3 Foundation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.2729	0.2794	4.6000e-004		0.0169	0.0169		0.0169	0.0169	0.0000	37.6714	37.6714	3.4600e-003	0.0000	37.7580
Total	**0.0428**	**0.2729**	**0.2794**	**4.6000e-004**	**0.0000**	**0.0169**	**0.0169**	**0.0000**	**0.0169**	**0.0169**	**0.0000**	**37.6714**	**37.6714**	**3.4600e-003**	**0.0000**	**37.7580**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8400e-003	0.1280	0.0272	3.2000e-004	6.9500e-003	4.6000e-004	7.4100e-003	1.9100e-003	4.4000e-004	2.3500e-003	0.0000	31.4978	31.4978	2.2200e-003	0.0000	31.5534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5200e-003	7.1000e-003	0.0772	2.0000e-004	0.0186	1.6000e-004	0.0188	4.9500e-003	1.5000e-004	5.1000e-003	0.0000	17.9071	17.9071	6.2000e-004	0.0000	17.9225
Total	**0.0124**	**0.1351**	**0.1044**	**5.2000e-004**	**0.0256**	**6.2000e-004**	**0.0262**	**6.8600e-003**	**5.9000e-004**	**7.4500e-003**	**0.0000**	**49.4049**	**49.4049**	**2.8400e-003**	**0.0000**	**49.4758**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.2729	0.2794	4.6000e-004		0.0169	0.0169		0.0169	0.0169	0.0000	37.6714	37.6714	3.4600e-003	0.0000	37.7579
Total	**0.0428**	**0.2729**	**0.2794**	**4.6000e-004**	**0.0000**	**0.0169**	**0.0169**	**0.0000**	**0.0169**	**0.0169**	**0.0000**	**37.6714**	**37.6714**	**3.4600e-003**	**0.0000**	**37.7579**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8400e-003	0.1280	0.0272	3.2000e-004	6.9500e-003	4.6000e-004	7.4100e-003	1.9100e-003	4.4000e-004	2.3500e-003	0.0000	31.4978	31.4978	2.2200e-003	0.0000	31.5534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5200e-003	7.1000e-003	0.0772	2.0000e-004	0.0186	1.6000e-004	0.0188	4.9500e-003	1.5000e-004	5.1000e-003	0.0000	17.9071	17.9071	6.2000e-004	0.0000	17.9225
Total	**0.0124**	**0.1351**	**0.1044**	**5.2000e-004**	**0.0256**	**6.2000e-004**	**0.0262**	**6.8600e-003**	**5.9000e-004**	**7.4500e-003**	**0.0000**	**49.4049**	**49.4049**	**2.8400e-003**	**0.0000**	**49.4758**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1315	0.0837	1.4000e-004		7.3400e-003	7.3400e-003		6.8600e-003	6.8600e-003	0.0000	12.3686	12.3686	3.5300e-003	0.0000	12.4569
Total	**0.0155**	**0.1315**	**0.0837**	**1.4000e-004**		**7.3400e-003**	**7.3400e-003**		**6.8600e-003**	**6.8600e-003**	**0.0000**	**12.3686**	**12.3686**	**3.5300e-003**	**0.0000**	**12.4569**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-003	0.0335	9.1600e-003	7.0000e-005	1.7900e-003	2.1000e-004	2.0000e-003	5.2000e-004	2.0000e-004	7.2000e-004	0.0000	7.0893	7.0893	4.7000e-004	0.0000	7.1012
Worker	3.6500e-003	3.0400e-003	0.0331	9.0000e-005	7.9900e-003	7.0000e-005	8.0600e-003	2.1200e-003	6.0000e-005	2.1900e-003	0.0000	7.6790	7.6790	2.6000e-004	0.0000	7.6856
Total	**4.8500e-003**	**0.0365**	**0.0423**	**1.6000e-004**	**9.7800e-003**	**2.8000e-004**	**0.0101**	**2.6400e-003**	**2.6000e-004**	**2.9100e-003**	**0.0000**	**14.7683**	**14.7683**	**7.3000e-004**	**0.0000**	**14.7867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1315	0.0837	1.4000e-004		7.3400e-003	7.3400e-003		6.8600e-003	6.8600e-003	0.0000	12.3686	12.3686	3.5300e-003	0.0000	12.4569
Total	**0.0155**	**0.1315**	**0.0837**	**1.4000e-004**		**7.3400e-003**	**7.3400e-003**		**6.8600e-003**	**6.8600e-003**	**0.0000**	**12.3686**	**12.3686**	**3.5300e-003**	**0.0000**	**12.4569**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-003	0.0335	9.1600e-003	7.0000e-005	1.7900e-003	2.1000e-004	2.0000e-003	5.2000e-004	2.0000e-004	7.2000e-004	0.0000	7.0893	7.0893	4.7000e-004	0.0000	7.1012
Worker	3.6500e-003	3.0400e-003	0.0331	9.0000e-005	7.9900e-003	7.0000e-005	8.0600e-003	2.1200e-003	6.0000e-005	2.1900e-003	0.0000	7.6790	7.6790	2.6000e-004	0.0000	7.6856
Total	**4.8500e-003**	**0.0365**	**0.0423**	**1.6000e-004**	**9.7800e-003**	**2.8000e-004**	**0.0101**	**2.6400e-003**	**2.6000e-004**	**2.9100e-003**	**0.0000**	**14.7683**	**14.7683**	**7.3000e-004**	**0.0000**	**14.7867**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0447	0.3865	0.2601	4.6000e-004		0.0207	0.0207		0.0193	0.0193	0.0000	39.1658	39.1658	0.0112	0.0000	39.4465
Total	**0.0447**	**0.3865**	**0.2601**	**4.6000e-004**		**0.0207**	**0.0207**		**0.0193**	**0.0193**	**0.0000**	**39.1658**	**39.1658**	**0.0112**	**0.0000**	**39.4465**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3100e-003	0.0990	0.0268	2.3000e-004	5.7500e-003	4.6000e-004	6.2100e-003	1.6600e-003	4.4000e-004	2.1000e-003	0.0000	22.6937	22.6937	1.4400e-003	0.0000	22.7298
Worker	0.0108	8.7400e-003	0.0967	2.7000e-004	0.0257	2.2000e-004	0.0260	6.8400e-003	2.0000e-004	7.0400e-003	0.0000	23.9915	23.9915	7.6000e-004	0.0000	24.0104
Total	**0.0142**	**0.1077**	**0.1235**	**5.0000e-004**	**0.0315**	**6.8000e-004**	**0.0322**	**8.5000e-003**	**6.4000e-004**	**9.1400e-003**	**0.0000**	**46.6853**	**46.6853**	**2.2000e-003**	**0.0000**	**46.7402**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0447	0.3865	0.2601	4.6000e-004		0.0207	0.0207		0.0193	0.0193	0.0000	39.1657	39.1657	0.0112	0.0000	39.4465
Total	**0.0447**	**0.3865**	**0.2601**	**4.6000e-004**		**0.0207**	**0.0207**		**0.0193**	**0.0193**	**0.0000**	**39.1657**	**39.1657**	**0.0112**	**0.0000**	**39.4465**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3100e-003	0.0990	0.0268	2.3000e-004	5.7500e-003	4.6000e-004	6.2100e-003	1.6600e-003	4.4000e-004	2.1000e-003	0.0000	22.6937	22.6937	1.4400e-003	0.0000	22.7298
Worker	0.0108	8.7400e-003	0.0967	2.7000e-004	0.0257	2.2000e-004	0.0260	6.8400e-003	2.0000e-004	7.0400e-003	0.0000	23.9915	23.9915	7.6000e-004	0.0000	24.0104
Total	**0.0142**	**0.1077**	**0.1235**	**5.0000e-004**	**0.0315**	**6.8000e-004**	**0.0322**	**8.5000e-003**	**6.4000e-004**	**9.1400e-003**	**0.0000**	**46.6853**	**46.6853**	**2.2000e-003**	**0.0000**	**46.7402**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.1835	0.1996	3.2000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	27.8305	27.8305	2.1500e-003	0.0000	27.8843
Total	**0.6333**	**0.1835**	**0.1996**	**3.2000e-004**		**0.0121**	**0.0121**		**0.0121**	**0.0121**	**0.0000**	**27.8305**	**27.8305**	**2.1500e-003**	**0.0000**	**27.8843**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	1.8300e-003	0.0202	6.0000e-005	5.3700e-003	5.0000e-005	5.4200e-003	1.4300e-003	4.0000e-005	1.4700e-003	0.0000	5.0097	5.0097	1.6000e-004	0.0000	5.0137
Total	**2.2600e-003**	**1.8300e-003**	**0.0202**	**6.0000e-005**	**5.3700e-003**	**5.0000e-005**	**5.4200e-003**	**1.4300e-003**	**4.0000e-005**	**1.4700e-003**	**0.0000**	**5.0097**	**5.0097**	**1.6000e-004**	**0.0000**	**5.0137**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.1835	0.1996	3.2000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	27.8304	27.8304	2.1500e-003	0.0000	27.8843
Total	**0.6333**	**0.1835**	**0.1996**	**3.2000e-004**		**0.0121**	**0.0121**		**0.0121**	**0.0121**	**0.0000**	**27.8304**	**27.8304**	**2.1500e-003**	**0.0000**	**27.8843**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	1.8300e-003	0.0202	6.0000e-005	5.3700e-003	5.0000e-005	5.4200e-003	1.4300e-003	4.0000e-005	1.4700e-003	0.0000	5.0097	5.0097	1.6000e-004	0.0000	5.0137
Total	**2.2600e-003**	**1.8300e-003**	**0.0202**	**6.0000e-005**	**5.3700e-003**	**5.0000e-005**	**5.4200e-003**	**1.4300e-003**	**4.0000e-005**	**1.4700e-003**	**0.0000**	**5.0097**	**5.0097**	**1.6000e-004**	**0.0000**	**5.0137**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.5000e-003	0.0439	0.0485	7.0000e-005		2.4700e-003	2.4700e-003		2.2800e-003	2.2800e-003	0.0000	6.3322	6.3322	1.9600e-003	0.0000	6.3813
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.5000e-003**	**0.0439**	**0.0485**	**7.0000e-005**		**2.4700e-003**	**2.4700e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**6.3322**	**6.3322**	**1.9600e-003**	**0.0000**	**6.3813**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.3000e-004	3.6200e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8988	0.8988	3.0000e-005	0.0000	0.8995
Total	**4.1000e-004**	**3.3000e-004**	**3.6200e-003**	**1.0000e-005**	**9.6000e-004**	**1.0000e-005**	**9.7000e-004**	**2.6000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.8988**	**0.8988**	**3.0000e-005**	**0.0000**	**0.8995**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.5000e-003	0.0439	0.0485	7.0000e-005		2.4700e-003	2.4700e-003		2.2800e-003	2.2800e-003	0.0000	6.3322	6.3322	1.9600e-003	0.0000	6.3813
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.5000e-003**	**0.0439**	**0.0485**	**7.0000e-005**		**2.4700e-003**	**2.4700e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**6.3322**	**6.3322**	**1.9600e-003**	**0.0000**	**6.3813**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.3000e-004	3.6200e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8988	0.8988	3.0000e-005	0.0000	0.8995
Total	**4.1000e-004**	**3.3000e-004**	**3.6200e-003**	**1.0000e-005**	**9.6000e-004**	**1.0000e-005**	**9.7000e-004**	**2.6000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.8988**	**0.8988**	**3.0000e-005**	**0.0000**	**0.8995**

La Paz Ranch (Modified Project No PDFs)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	62.56	1000sqft	15.20	62,556.00	0
Regional Shopping Center	69.50	1000sqft	0.00	69,502.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Acreage

Construction Phase -

Vehicle Trips - ITE 10th Edition

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	62,560.00	62,556.00
tblLandUse	LandUseSquareFeet	69,500.00	69,502.00
tblLandUse	LotAcreage	1.44	15.20
tblLandUse	LotAcreage	1.60	0.00
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	ST_TR	49.97	46.11
tblVehicleTrips	SU_TR	1.05	0.94
tblVehicleTrips	SU_TR	25.24	23.29
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	42.70	37.75

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5386	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003
Energy	3.8300e-003	0.0348	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003						572.2395
Mobile	0.8618	4.2110	10.3682	0.0340	2.6705	0.0295	2.7000	0.7159	0.0275	0.7434						3,143.2841
Waste						0.0000	0.0000		0.0000	0.0000						65.9606
Water						0.0000	0.0000		0.0000	0.0000						125.2912
Total	**1.4041**	**4.2458**	**10.3991**	**0.0342**	**2.6705**	**0.0321**	**2.7027**	**0.7159**	**0.0302**	**0.7460**						**3,906.7789**

4.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	0.8618	4.2110	10.3682	0.0340	2.6705	0.0295	2.7000	0.7159	0.0275	0.7434						3,143.2841

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	
Land Use	Weekday	Saturday	Sunday	Annual VMT	
General Office Building	609.33	138.26	58.81	1,492,796	
Regional Shopping Center	2,623.63	3,204.65	1618.66	5,543,500	
Total	3,232.96	3,342.90	1,677.46	7,036,296	

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						534.0849
NaturalGas Unmitigated	3.8300e-003	0.0348	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003						38.1546

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	571762	3.0800e-003	0.0280	0.0235	1.7000e-004		2.1300e-003	2.1300e-003		2.1300e-003	2.1300e-003						30.6927
Regional Shopping Center	139004	7.5000e-004	6.8100e-003	5.7200e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004						7.4619
Total		**3.8300e-003**	**0.0348**	**0.0293**	**2.1000e-004**		**2.6500e-003**	**2.6500e-003**		**2.6500e-003**	**2.6500e-003**						**38.1546**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	875158				279.8418
Regional Shopping Center	795103				254.2431
Total					**534.0849**

6.0 Area Detail

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	0.5386	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0612					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.4772					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.6000e-004	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003
Total	**0.5386**	**2.0000e-005**	**1.6900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**						**3.4900e-003**

7.0 Water Detail

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated				125.2912

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

General Office Building	11.119 / 6.81489			85.6403
Regional Shopping Center	5.14804 / 3.15525			39.6509
Total				**125.2912**

8.0 Waste Detail

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated				65.9606

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	58.18				29.2588
Regional Shopping Center	72.98				36.7018
Total					**65.9606**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

La Paz Ranch (Modified Project)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	62.56	1000sqft	15.20	62,556.00	0
Regional Shopping Center	69.50	1000sqft	0.00	69,502.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Acreage

Construction Phase -

Vehicle Trips - ITE 10th Edition

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	62,560.00	62,556.00
tblLandUse	LandUseSquareFeet	69,500.00	69,502.00
tblLandUse	LotAcreage	1.44	15.20
tblLandUse	LotAcreage	1.60	0.00
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	ST_TR	49.97	45.01
tblVehicleTrips	SU_TR	1.05	0.94
tblVehicleTrips	SU_TR	25.24	22.73
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	42.70	33.94

2.0 Emissions Summary

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Area	0.5386	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003
Energy	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003						487.4301
Mobile	0.7717	3.7090	8.8923	0.0287	2.2313	0.0250	2.2562	0.5981	0.0233	0.6214						2,649.0127
Waste						0.0000	0.0000		0.0000	0.0000						16.4901
Water						0.0000	0.0000		0.0000	0.0000						78.1840
Total	**1.3137**	**3.7397**	**8.9197**	**0.0288**	**2.2313**	**0.0273**	**2.2586**	**0.5981**	**0.0256**	**0.6238**						**3,231.1205**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.49**	**5.81**	**8.35**	**10.05**	**10.81**	**9.79**	**10.80**	**10.81**	**9.79**	**10.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**12.84**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7717	3.7090	8.8923	0.0287	2.2313	0.0250	2.2562	0.5981	0.0233	0.6214						2,649.0127

4.2 Trip Summary Information

	Average Daily Trip Rate				Mitigated
Land Use	Weekday	Saturday	Sunday		Annual VMT
General Office Building	609.33	138.26	58.81		1,331,400
Regional Shopping Center	2,358.83	3,128.20	1579.74		4,547,514
Total	2,968.16	3,266.45	1,638.54		5,878,914

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						453.8101
NaturalGas Mitigated	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003						33.6199

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	496532	2.6800e-003	0.0243	0.0205	1.5000e-004		1.8500e-003	1.8500e-003		1.8500e-003	1.8500e-003						26.6543
Regional Shopping Center	129760	7.0000e-004	6.3600e-003	5.3400e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004						6.9657
Total		**3.3800e-003**	**0.0307**	**0.0258**	**1.9000e-004**		**2.3300e-003**	**2.3300e-003**		**2.3300e-003**	**2.3300e-003**						**33.6200**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	762470				243.8084
Regional Shopping Center	656745				210.0017
Total					**453.8101**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5386	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0612					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.4772					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.6000e-004	2.0000e-005	1.6900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						3.4900e-003
Total	**0.5386**	**2.0000e-005**	**1.6900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**						**3.4900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				78.1840

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	8.89522 / 1.20957				53.4411
Regional Shopping Center	4.11843 / 0.560021				24.7429
Total					**78.1840**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				16.4901

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	14.545				7.3147
Regional Shopping Center	18.245				9.1754
Total					**16.4901**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D

Water Quality Mitigation Plan

WATER QUALITY MITIGATION PLAN (WQMP)

For

La Paz Ranch
23465 Civic Center Way
Malibu, CA 90265

Psomas Project No.: 1MAR590100
September 19, 2017

Prepared for:

Mr. Chris Shanley
Marmol Radziner
12210 Nebraska Avenue
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Prepared by:

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Ion Cretu, P.E. R.C.E. No. C71513 Date **09-21-17**

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Appendix 1 LACDPW Hydrology Data

Isohyet and Hydrologic Soil Classification Map

Appendix 2 Project Site

Location and Vicinity Map

Appendix 3 WQMP Calculations

Appendix 4 Site Plans

Existing Condition

Proposed Condition

WQMP Site Plan

Appendix 5 Covenant and Agreement (C & A)

Master C & A

Appendix 6 Supplemental Information

Sample Storm Drain Stencils

Operations and Maintenance Plan

1.0 Purpose and Scope

The purpose of this study is to demonstrate that the proposed project site can be designed to meet the requirements of the City of Malibu current Municipal Stormwater Sewer System (MS4) permit.

Psomas has been retained by Marmol Radziner to prepare a water quality report for the proposed La Paz Ranch Project. The project site is a 15.27 acres site located in the Malibu area of Los Angeles. The study area is bordered by La Paz Lane to the north, Malibu Road to the south, and Civic Center Way to the west.

2.0 Site Characterization

Current Property Use: Vacant rough graded lot.

Proposed Property Use: 7 one story buildings on Parcel A, and 3 two story buildings on Parcel B. 2 of the one story buildings on Parcel A are on grade. The remaining 5 one story buildings are over the garage.

Availability of Soils Report: The soil of the watershed is classified as Type 029, as shown in the Malibu Beach quadrant of Hydrologic Map figure LACDPW 1-H1.15, found in *Appendix 1*. The project area site is 15.27 acres in size. The disturbed area totals 12.7 acres. Therefore, the total area to be studied is 12.7 acres in size.

Receiving Waters: Runoff from the project site is conveyed to the Pacific Ocean via the Los Angeles County storm drain and Cross Creek. The outlet is located at Malibu Lagoon.

As shown in Table 1, Amarillo Beach is listed on the 2002 CWA Section 303(d) list (approved by USEPA July 2003) as having fish consumption advisories for DDT and PCBs. Currently, the beneficial uses listed for this waterway are navigation, water contact and non-water contact recreation, commercial and sport fishing, marine and wildlife habitat, and shellfish harvesting.

Table 1: Receiving Waters for Urban Runoff from Site[1]

Receiving Waters	303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Uses
Amarillo Beach	DDT, PCBs	Existing: NAV, REC1, REC2, COMM, MAR, WILD, SHELL	Not applicable

1 California Regional Water Quality Control Board, Los Angeles Region. Water Quality Control Plan Los Angeles Region. June 13, 1994.

3.0 Pollutants of Concern

Site development will consist of 10 two-story retail buildings. Associated site improvements will also include a paved driveway, curb and gutter, walkways, landscaping, grading, and on-site BMPs to achieve applicable water quality-based effluent limitations and/or receiving water limitations established pursuant to TMDLs. Pollutants in storm water discharges will be reduced to the maximum extent practicable.

Table 2 lists the pollutants anticipated to be generated by a proposed land use. Because the project is considered a comercial development with restaurants and parking areas, the following pollutants are anticipated[2]: heavy metals, trash and debris, oxygen demanding substances, oil and grease.

Table 2: Typical Pollutants of Concern by Land Use (1)

Table 2. Anticipated and Potential Pollutants Generated by Land Use Type

	General Pollutant Categories								
Priority Project Categories	Sediments	Nutrients	Heavy Metals	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Oil & Grease	Bacteria & Viruses	Pesticides
Detached Residential Development	X	X			X	X	X	X	X
Attached Residential Development	X	X			X	P(1)	P(2)	P	X
Commercial Development >100,000 ft^2	P(1)	P(1)		P(2)	X	P(5)	X	P(3)	P(5)
Automotive service facilities			X	X(4)(5)	X		X		
Retail Gasoline Outlets			X	X(4)(5)	X		X		
Restaurants					X	X	X	X	
Hillside development	X	X			X	X	X		X
Parking Lots	P(1)	P(1)	X		X	P(1)	X		P(1)
Streets, Highways & Freeways	X	P(1)	X	X(4)	X	P(5)	X		

X = anticipated
P = potential
(1) A potential pollutant if landscaping exists on-site
(2) A potential pollutant if the project includes uncovered parking areas
(3) A potential pollutant if land use involves food or animal waste products
(4) Including petroleum hydrocarbons
(5) Including solvents

2 Source: County of Los Angeles Low Impact Development Standards Manual, February 2014

Stormwater best management practices (BMPs) proposed for the project will be designed to address this pollutants of concern produced by the development.

The BMPs will be designed to collect, treat, detain, and release runoff. Any additional stormwater runoff beyond what is required to meet MS4 Permit requirements will be treated and discharged into the public storm drain system. To the maximum extent practical, storm water quality treatment will be provided with biofiltration basins.

Catch basin inserts are designed to remove sediment and debris and floating oils and grease. Once the run-off has been treated through the catch basin insert it will be detained on-site and then reused for landscape irrigation.

4.0 Hydrology

4.1 General Approach

The hydrology study includes an analysis of required storm water quality volume, and pre and post storm water quantity flow rates.

Storm water quality design volume is defined as runoff from the 0.75-inch, 24-hour rain event, or the 85th percentile, 24-hour storm event, whichever is greater, per Regional Water Quality Control Board criteria.

4.2 Data Sources

The primary sources of data were the *LACDPW Low Impact Development Manual (Feb 2014)*.

4.3 Watershed Characteristics

The La Paz Ranch project is located within the County of Los Angeles and in the Malibu Beach quadrant of Isohyetal Map figure LACDPW 1-H1.15, in Appendix 1. The 50-year (24-hour) rainfall Isohyet nearest the project area is 7.00. The project site is tributary to the LACDPW storm drain, which discharges to the Pacific Ocean through Malibu Lagoon.

The *LACDPW HydroCalc* program was used to calculate the time of concentration and peak runoff flow rate for existing and proposed conditions. In accordance with LACDPW requirements, the 100-year storm event was used as the main design storm in this analysis.

4.4 Existing Condition Results

The existing site is made up of a vacant lot and there are no paved surfaces. The whole project site is 15.27 acres. This study will analyze the portions of the site that are to be disturbed by the proposed development, totaling 12.7 acres. Currently, the existing site drains by sheet flow towards the southern end of the property. Storm runoff from the site is currently collected into a storm drain system that is off site on Civic Center Way. The storm drain system drains into an existing Los Angeles County storm drain system that ultimately discharges into the Malibu Lagoon. Water from the undisturbed portion of the site will continue to drain as it does in the existing condition before being collected and routed to the storm drain in Civic Center Way mentioned above.

4.5 Storm Water Quality Design Volume

Storm water quality design volume is defined as runoff from the 0.75-inch, 24-hour storm event, or from the 85th percentile (0.7-inch for project area), 24-hour storm event, whichever is greater, per Regional Water Quality Control Board criteria. In this case the 0.75-inch is the greater volume. The peak mitigation flows and volumes for La Paz Ranch are summarized in Table 3 below.

Table 3: Peak Mitigation Flow and Volume Summary

Area ID	Area [acre]	85th Percentile 24-Hour Storm Event [cu-ft]	0.75-Inch, 24-Hour Storm Event [cu-ft]	Proposed Treatment Volume [cu-ft]
1	1.8	3,902	4,182	
2	0.8	1,703	1,825	
3	3.1	4,407	4,721	8,732
4	0.4	564	606	
5	0.8	1,283	1,378	
6	4.0	4,557	4,882	16,396
7	1.8	1,615	1,731	11,692
Total:	12.7	18,031	19,325	36,820

The 0.75-inch, 24-hour rainfall event provides the greater peak mitigation flows and volumes between the two storm events, and therefore will be used for sizing the biofiltration area. However, since the biofiltration areas will also be used to detain the city of Malibu requirements of 1” over impervious and 0.5” over pervious surfaces, the biofiltration areas exceed the treatment needs of the 0.75-inch, 24-hour storm event. The biofiltration areas are sized to treat 36,820 cu-ft volume. All overflows will be released into the storm drain. The water from areas 1, 2, 4, and 5 will be pumped to the biofiltration areas in areas 6 and 7, while the water generated in areas 3, 6, and 7 will be conveyed to their corresponding biofiltration basins by gravity.

5.0 Best Management Practices

Source and Treatment Control Best Management Practices (BMPs) are required for this project.

5.1 Site Design BMPs

5.1.1 Minimize Stormwater Pollutants of Concern

The project site will minimize pollutants of concern by maximizing the reduction of pollutant loadings to the Maximum Extent Practicable. Pollutants of concern are addressed through filter inserts and biofiltration basins as shown on the La Paz Ranch WQMP Exhibit in *Appendix 4.*

5.1.2 Conserve Natural Areas

The total impervious area for the project site developed as part of these improvements is 7.28 acres (48%) and the total pervious area is 7.99 acres (52%). A significant portion of the project site will remain pervious since natural open space areas will be conserved around the perimeter of the site.

5.2 Source Control BMPs

5.2.1 Protect Slopes and Channels

The existing project site consists of a vacant lot. The natural slopes on the north end of the site will remain undisturbed. Disturbed slopes will be stabilized using retaining walls. Flows will be collected into swales and directed through the on-site storm drain to the storm drain system in Civic Center Way.

5.2.2 Provide Storm Drain System Stenciling and Signage

As a Source Control BMP, Stenciling and Signage will be required for areas with catch basins. Sample stencils are also included in *Appendix 5*. All catch basins draining to the storm drain system will be stenciled with “No Dumping, Drains to Ocean” or equivalent wording approved by the City of Malibu. The owner or the owner’s representative will be responsible for maintaining the legibility of “No Dumping, This Drains to Ocean” stenciling and the inspection of which will be done annually.

5.2.4. Properly Design Trash Storage Areas

Trash enclosures will be walled. Drainage from adjoining roofs and pavement will not enter the trash storage area. The trash bin areas will utilize fox drain diversion, with connections to the storm drain and sewer. The trash bins will be leak proof and have attached covers or lids.

5.3 Treatment Control BMPs

5.3.1 Kristar FloGard Plus Catch Basin Insert

Kristar FloGard Plus catch basin inserts are designed to capture sediment, debris, trash, and oils and grease from low flows. The inserts allow for high flows to bypass through the device while retaining sediment, debris and trash. Filter inserts are used for pre-treatment of the storm water before the treatment in the biofiltration area.

5.3.2 Biofiltration area

The biofiltration areas are sized to treat 36,820 cu-ft volume storm water. The biofiltration areas are designed to detain the volume required by the City of Malibu (1" over impervious area and ½" over pervious area disturbed) for Storm water management plan. The storm water collected in the biofiltration areas will slowly infiltrate through the soil and gravel before being collected by the subdrain and drained into the storm drain system.

The biofiltration area will treat the required volume in less than 4hrs. See calculations on Appendix 3.

BMP design details are shown on the WQMP Site Plan in *Appendix 4*. Operation and Maintenance guidelines and sample storm drain stencils are provided in *Appendix 5*.

6.0 Master Covenant and Agreement (C&A)

6.1 Proof of Ongoing BMP Maintenance

The Operations and Maintenance of the Treatment Control BMPs will be the responsibility of the owner. The current contact information for the responsible party is:

Contact: Tierney Wandler, Malibu Development LLC

Address: 1317 Fifth Street, Suite 200
Santa Monica, CA 90401
Phone: (310) 255-0050

It will be the responsibility of the property owner to provide maintenance, inspection and repair of the Treatment Control BMPs.

The developer accepts responsibility for all structural and treatment control BMP maintenance until the time the property is transferred. The transfer of property to a private entity (owner) will requires the recipient to assume responsibility for maintenance of any Structural or Treatment Control BMP to be included in the sales or lease agreement for that property, and will be the owner's responsibility. The condition of transfer shall include a provision that the property owners conduct maintenance inspection of all Structural or Treatment Control BMPs at least once a year and retain proof of inspection. Printed educational materials are required to accompany the first deed transfer to highlight the existence of the requirement and to provide information on what storm water management facilities are present, signs that maintenance is needed, how the necessary maintenance can be performed, and assistance that the Permittee can provide. The transfer of this information is also required with any subsequent sale of the property.

7.0 Limitations

7.0 Limitations

This report was prepared to comply with the guidelines established by the County of Los Angeles and their representatives. Evaluation of the appropriateness of these guidelines and the accuracy of the County data were beyond the scope of this work.

Usage of this report is limited to address the purpose and scope previously defined by the project owner. Psomas shall not be held responsible for any unauthorized application of this report and the contents therein.

The opinions represented in this report have been derived in accordance with current standards of civil engineering practice. No other warranty is expressed or implied.

8.0 References

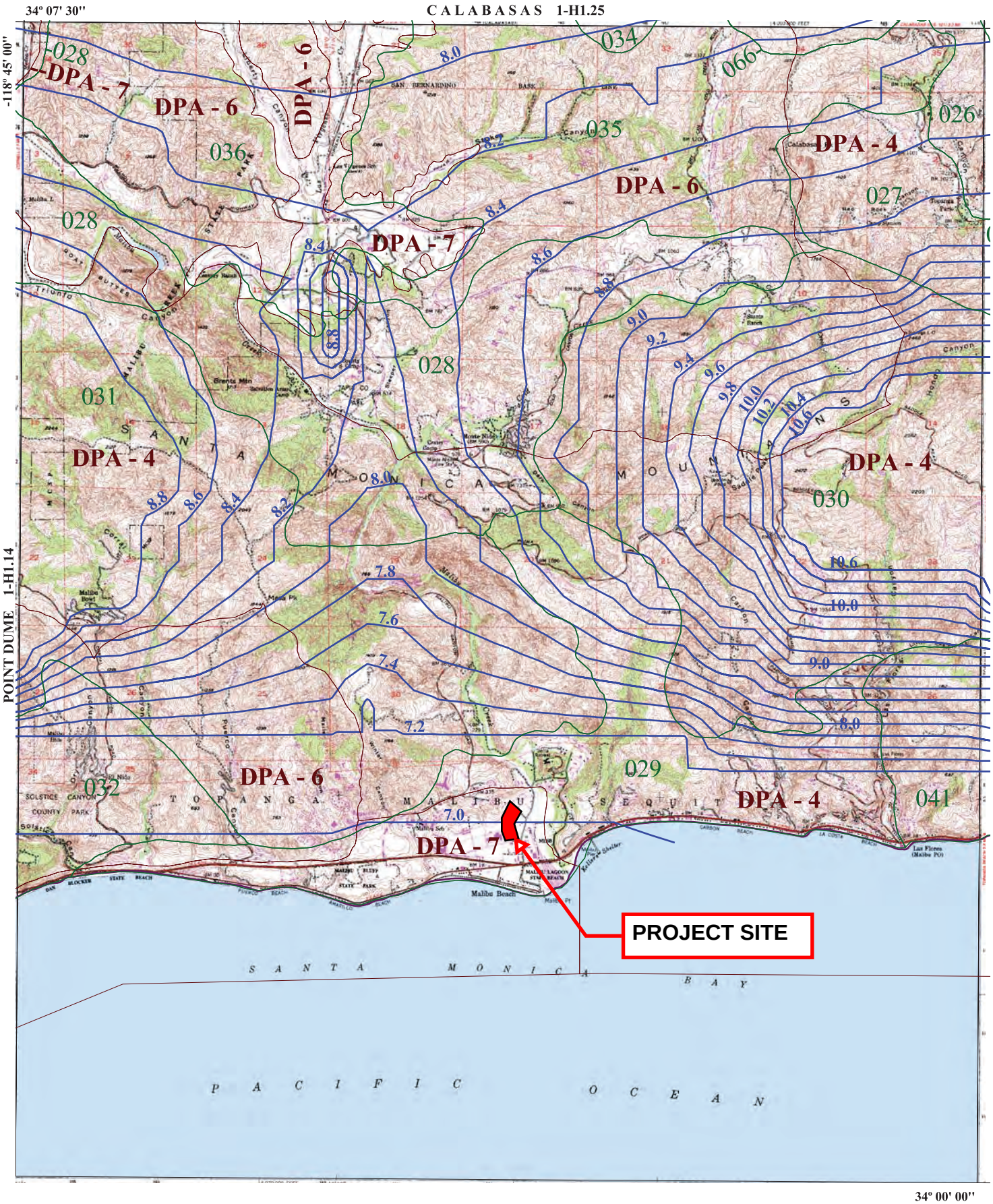
Los Angeles County Department of Public Works, *LACDPW Hydrology/ Sedimentation Manual and Appendices* (1991, 1992, 1993, 2002)

Los Angeles County Department of Public Works, *LACDPW TC v1.0 Manual, TC_calc_depth.xls* (December 1991, June 2002, July 13, 2004)

Los Angeles Regional Water Quality Control Board, *Standard Urban Stormwater Mitigation Plan for Los Angeles County and Cities in Los Angeles County* (March 2000)

Appendix 1 LACDPW Hydrology Data

Isohyet and Hydrologic Soil Classification Map



016 SOIL CLASSIFICATION AREA

7.2 INCHES OF RAINFALL

DPA - 6 DEBRIS POTENTIAL AREA

N W E S

1 0 1 2 Miles

25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

MALIBU BEACH
50-YEAR 24-HOUR ISOHYET

1-H1.15

LOS ANGELES COUNTY PUBLIC WORKS Public Service That Works

Department of Public Works
dpw.lacounty.gov

search our site..

Hydrology Map

A GIS viewer application to view the data for the hydrology manual.

LAYERS

- ☐ 50yr Two Tenths (Rainfall)
- ☐ DPA Zones
- ☐ Soils 2004
- ☑ Final 85th Percentile, 24-hr Rainfall
- ☐ Final 95th Percentile, 24-hr Rainfall
- ☐ 1-year, 1-hour Rainfall Intensity

SEARCH

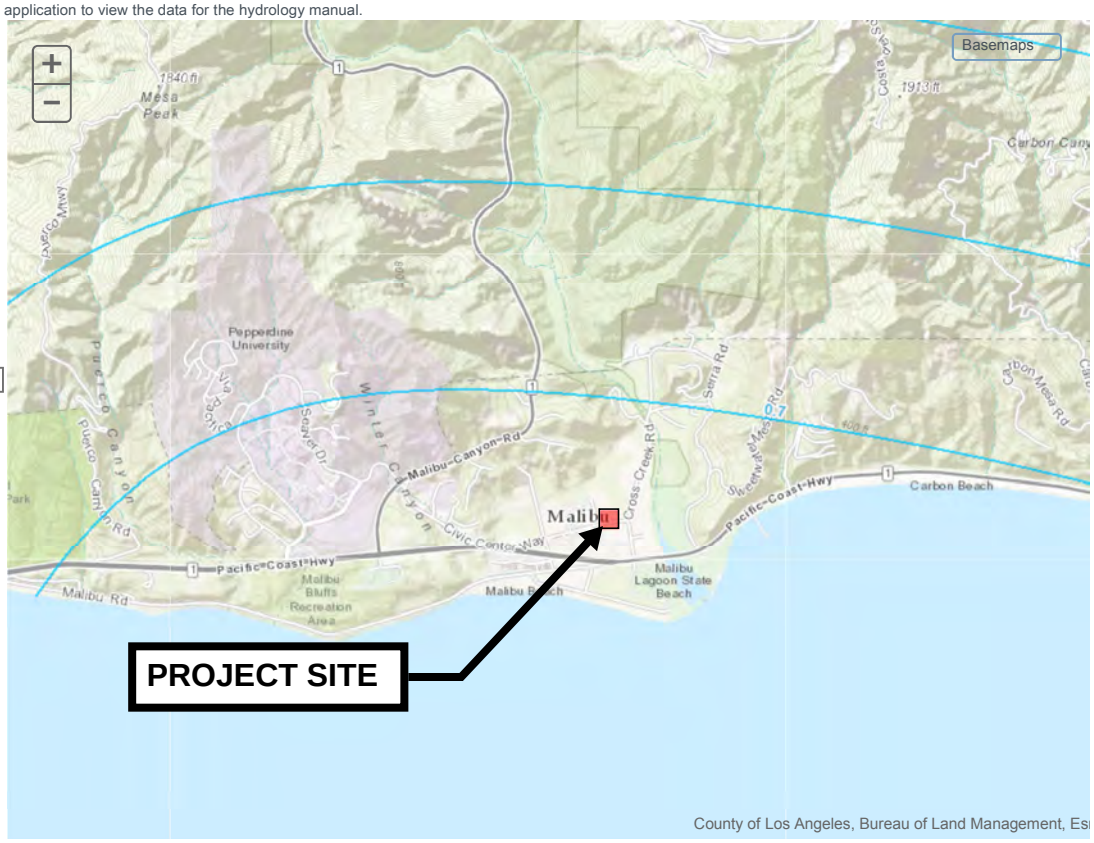
Enter Address, Cross Street, or Parcel No.:
(ex: 900 S. Fremont Ave., Fremont@Valley, 5342005904)

23465 Civic Center Way

Search

Address Search Results:

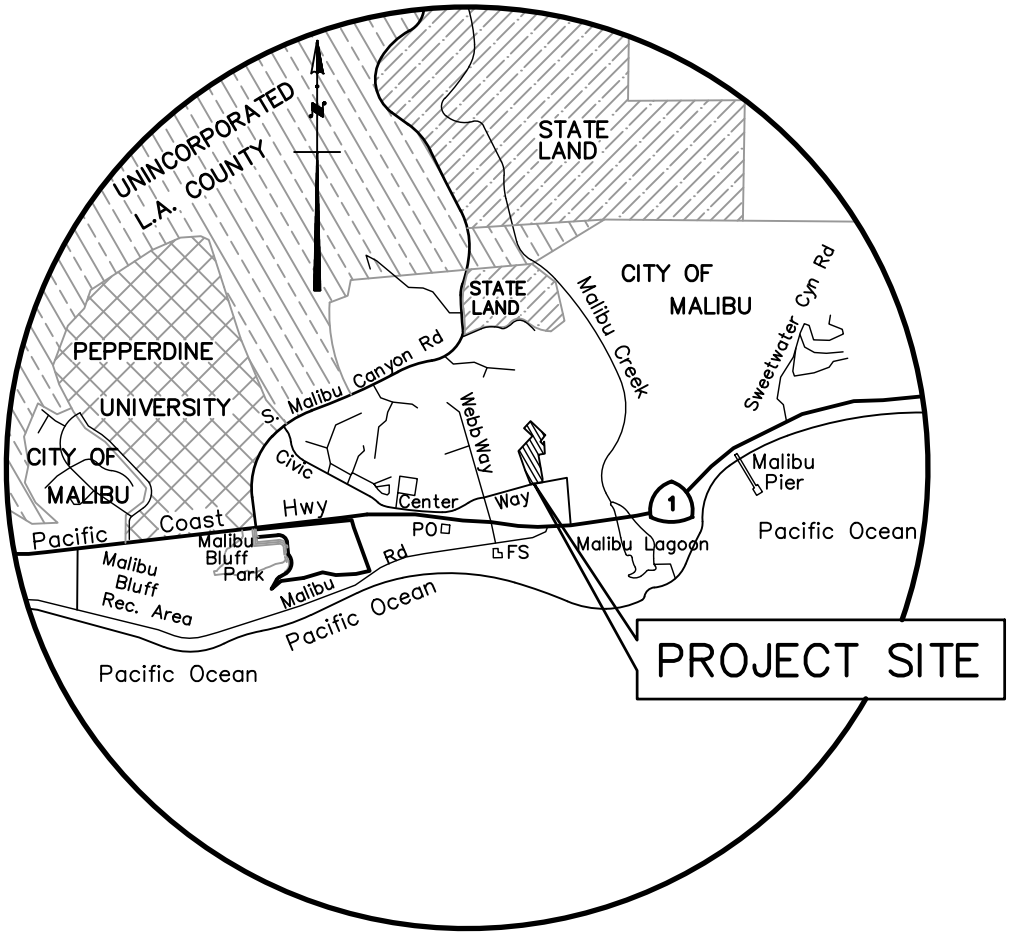
23465 Civic Center Way



Map Tips

Appendix 2 WQMP Project Site

Location and Vicinity Map



VICINITY MAP

NOT TO SCALE

Appendix 3 WQMP Calculations

Peak Flow Hydrologic Analysis

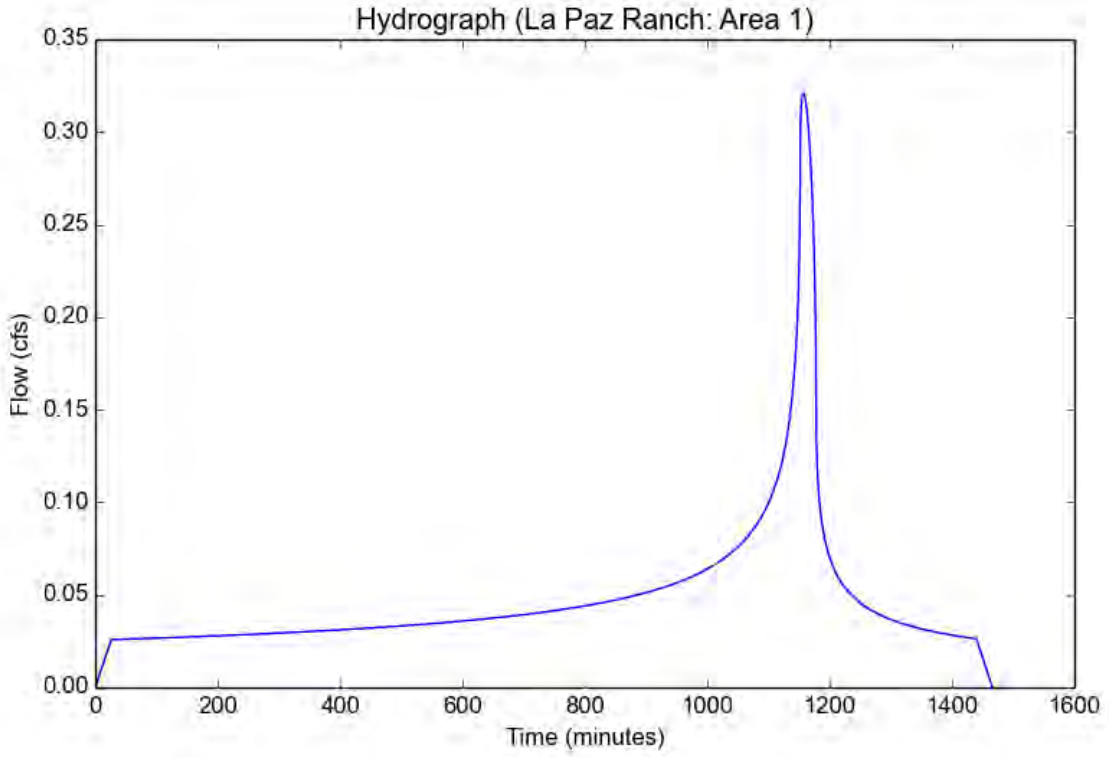
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 1
Area (ac)	1.8
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.95
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.2062
Undeveloped Runoff Coefficient (Cu)	0.2044
Developed Runoff Coefficient (Cd)	0.8652
Time of Concentration (min)	26.0
Clear Peak Flow Rate (cfs)	0.3211
Burned Peak Flow Rate (cfs)	0.3211
24-Hr Clear Runoff Volume (ac-ft)	0.096
24-Hr Clear Runoff Volume (cu-ft)	4181.2228



Peak Flow Hydrologic Analysis

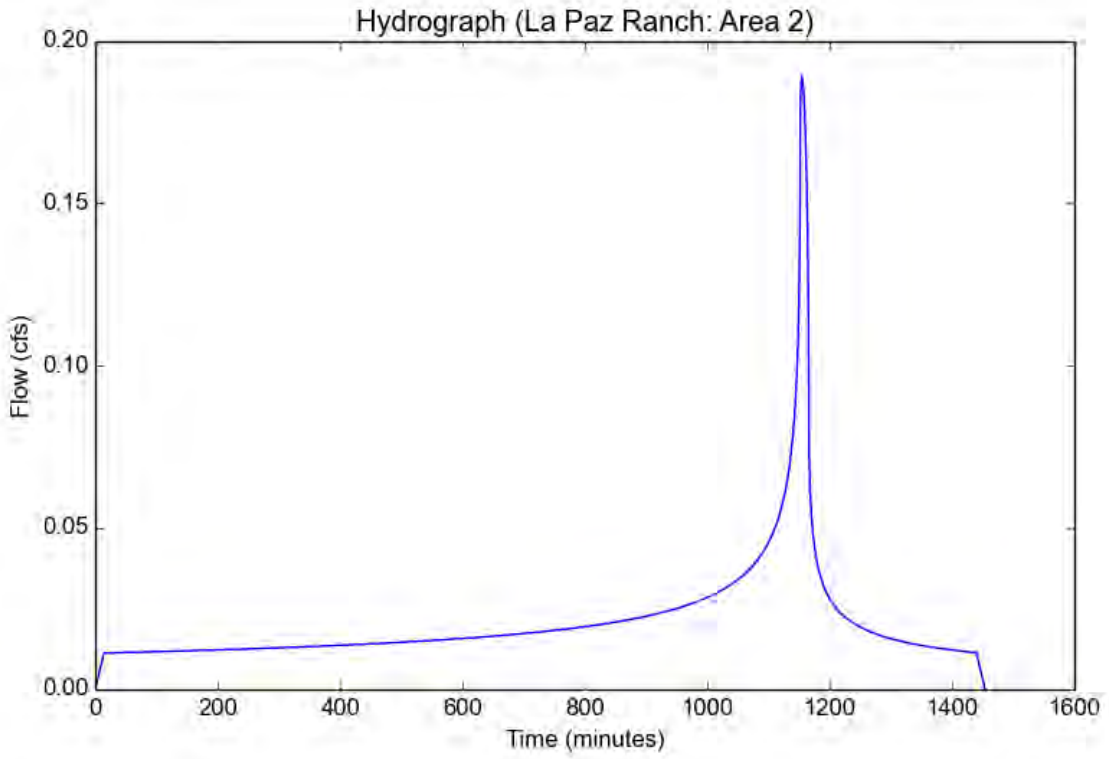
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 2
Area (ac)	0.8
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.93
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.2758
Undeveloped Runoff Coefficient (Cu)	0.289
Developed Runoff Coefficient (Cd)	0.8572
Time of Concentration (min)	14.0
Clear Peak Flow Rate (cfs)	0.1891
Burned Peak Flow Rate (cfs)	0.1891
24-Hr Clear Runoff Volume (ac-ft)	0.0419
24-Hr Clear Runoff Volume (cu-ft)	1824.953



Peak Flow Hydrologic Analysis

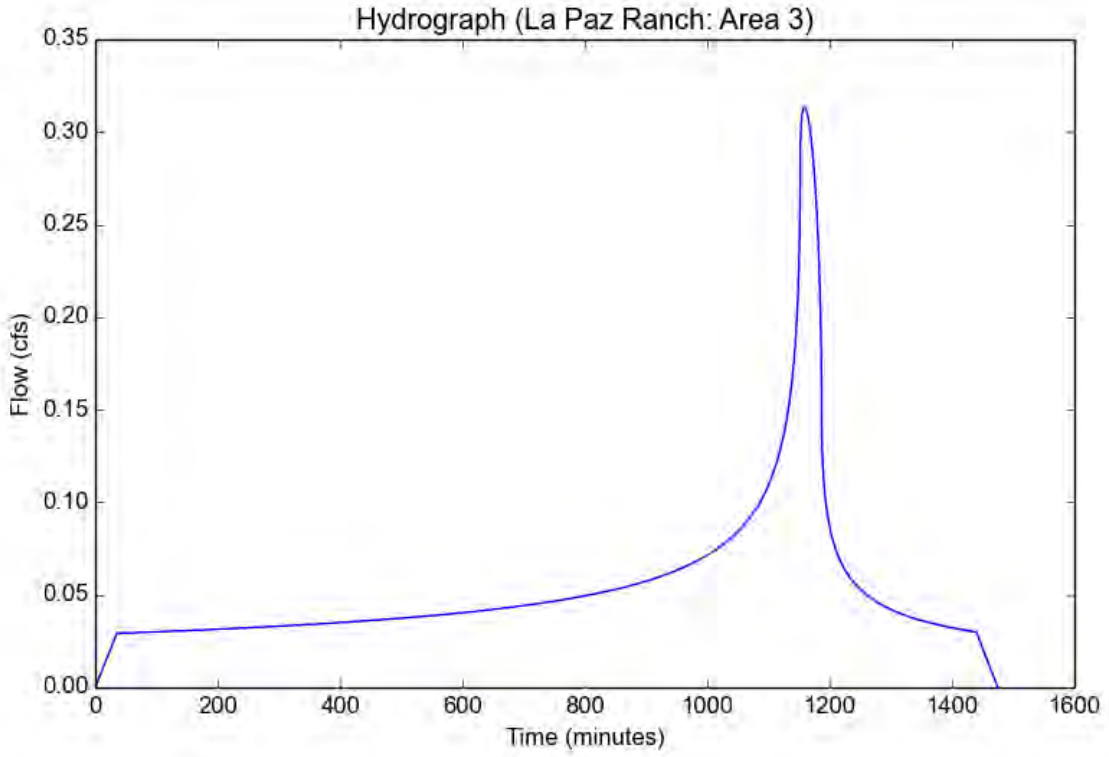
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 3
Area (ac)	3.1
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.58
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.1793
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.564
Time of Concentration (min)	35.0
Clear Peak Flow Rate (cfs)	0.3135
Burned Peak Flow Rate (cfs)	0.3135
24-Hr Clear Runoff Volume (ac-ft)	0.1084
24-Hr Clear Runoff Volume (cu-ft)	4720.754



Peak Flow Hydrologic Analysis

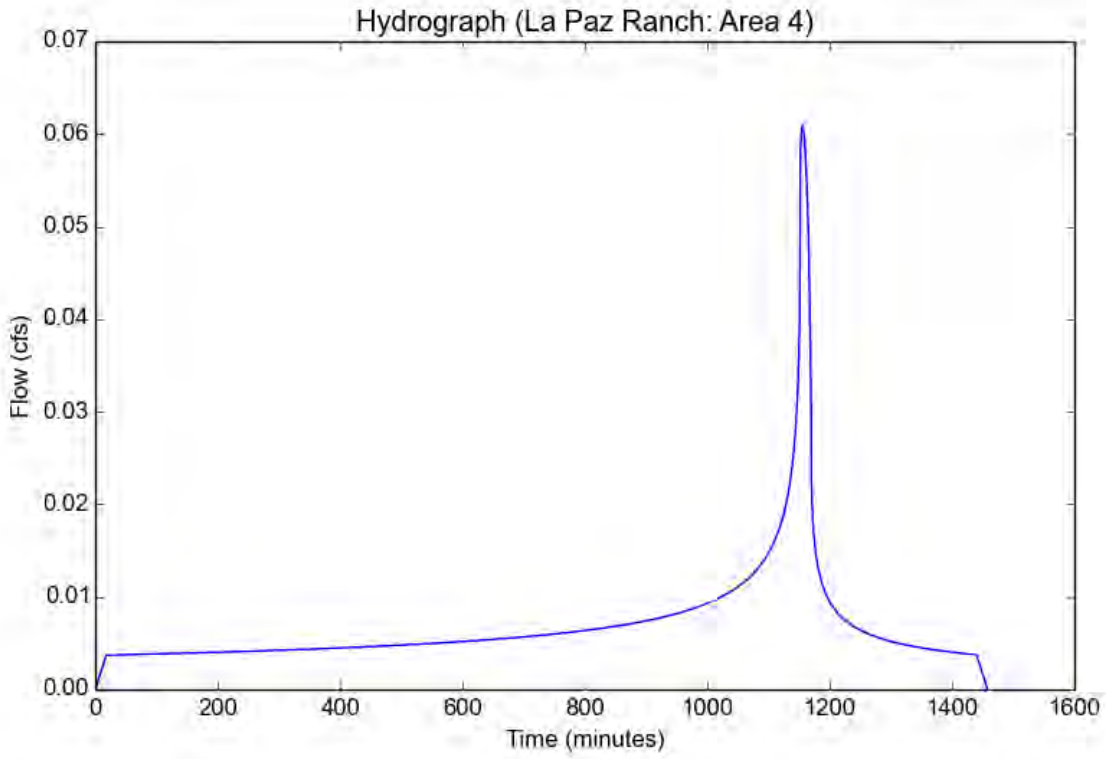
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 4
Area (ac)	0.4
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.57
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.2451
Undeveloped Runoff Coefficient (Cu)	0.2517
Developed Runoff Coefficient (Cd)	0.6212
Time of Concentration (min)	18.0
Clear Peak Flow Rate (cfs)	0.0609
Burned Peak Flow Rate (cfs)	0.0609
24-Hr Clear Runoff Volume (ac-ft)	0.0139
24-Hr Clear Runoff Volume (cu-ft)	605.4026



Peak Flow Hydrologic Analysis

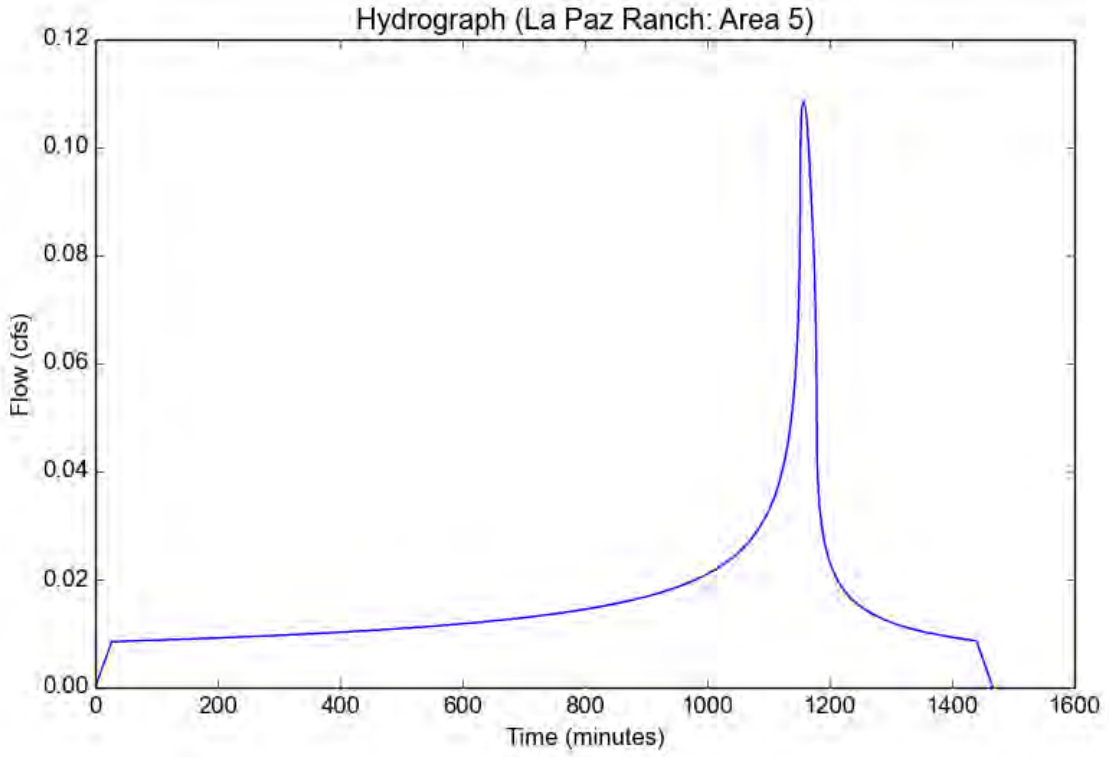
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 5
Area (ac)	0.8
Flow Path Length (ft)	400.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.67
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.2026
Undeveloped Runoff Coefficient (Cu)	0.2
Developed Runoff Coefficient (Cd)	0.669
Time of Concentration (min)	27.0
Clear Peak Flow Rate (cfs)	0.1084
Burned Peak Flow Rate (cfs)	0.1084
24-Hr Clear Runoff Volume (ac-ft)	0.0316
24-Hr Clear Runoff Volume (cu-ft)	1377.9274



Peak Flow Hydrologic Analysis

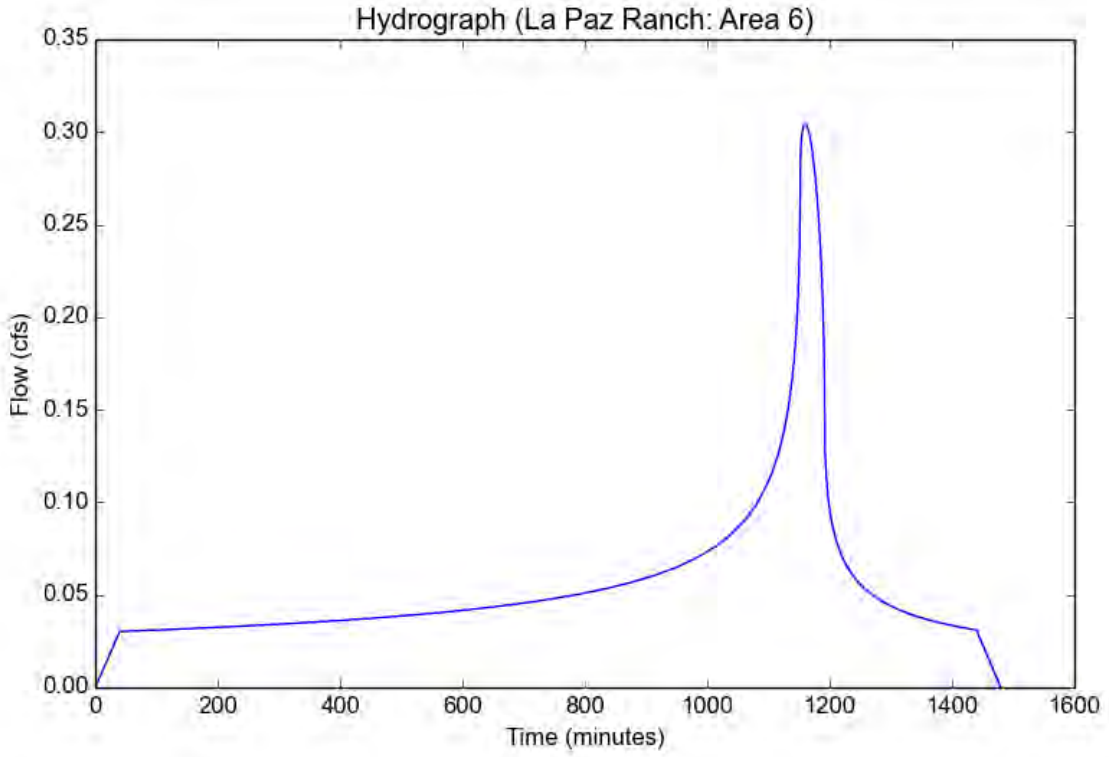
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 6
Area (ac)	4.0
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.44
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.1684
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.452
Time of Concentration (min)	40.0
Clear Peak Flow Rate (cfs)	0.3044
Burned Peak Flow Rate (cfs)	0.3044
24-Hr Clear Runoff Volume (ac-ft)	0.1121
24-Hr Clear Runoff Volume (cu-ft)	4881.7003



Peak Flow Hydrologic Analysis

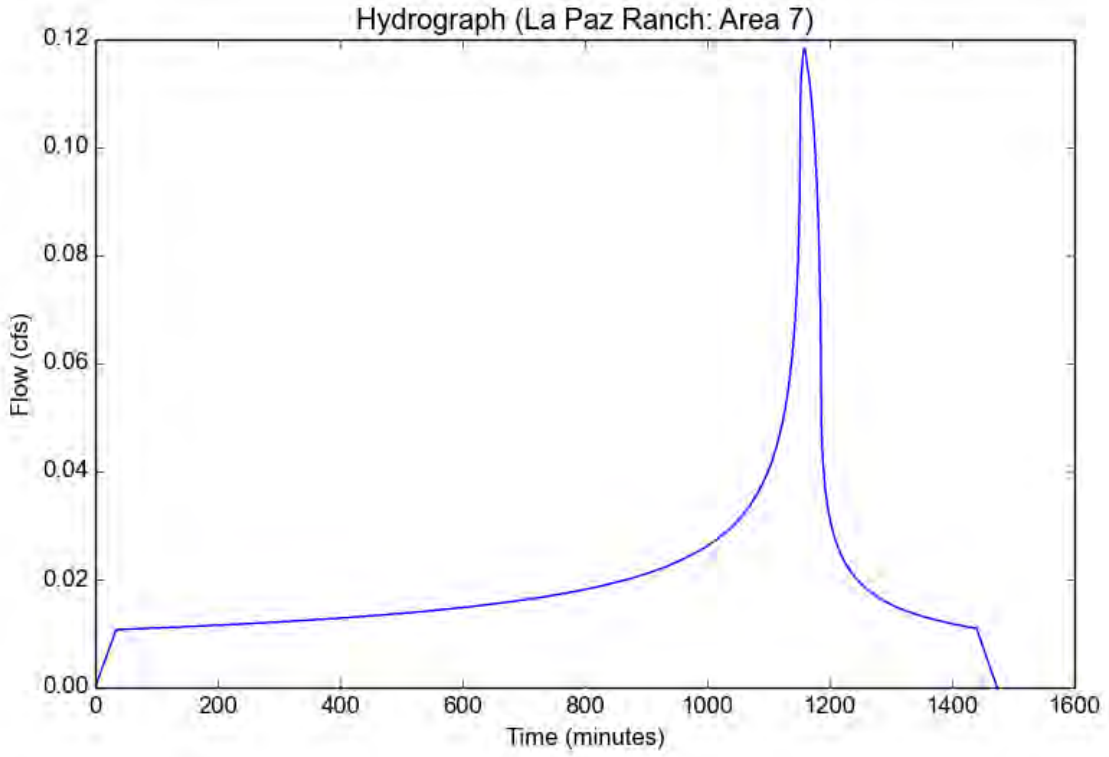
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 7
Area (ac)	1.8
Flow Path Length (ft)	300.0
Flow Path Slope (vft/hft)	0.02
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.32
Soil Type	29
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.1818
Undeveloped Runoff Coefficient (Cu)	0.1085
Developed Runoff Coefficient (Cd)	0.3618
Time of Concentration (min)	34.0
Clear Peak Flow Rate (cfs)	0.1184
Burned Peak Flow Rate (cfs)	0.1184
24-Hr Clear Runoff Volume (ac-ft)	0.0397
24-Hr Clear Runoff Volume (cu-ft)	1730.7531



Peak Flow Hydrologic Analysis

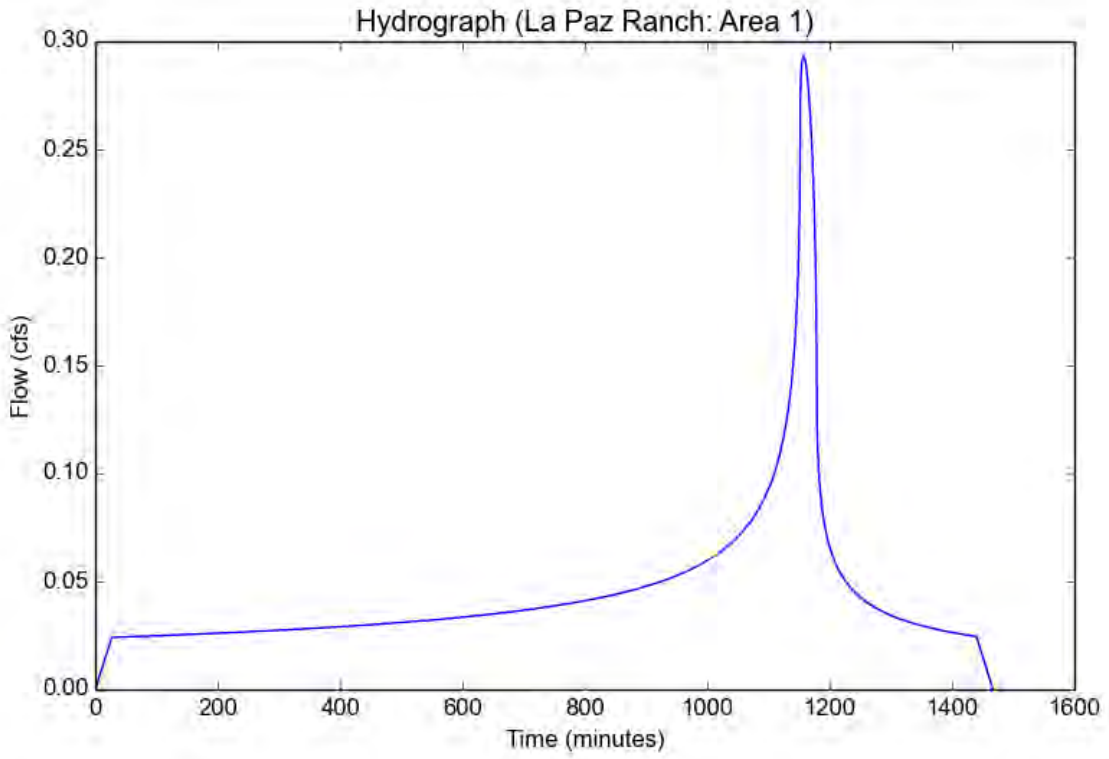
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 1
Area (ac)	1.8
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.95
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.189
Undeveloped Runoff Coefficient (Cu)	0.1438
Developed Runoff Coefficient (Cd)	0.8622
Time of Concentration (min)	27.0
Clear Peak Flow Rate (cfs)	0.2934
Burned Peak Flow Rate (cfs)	0.2934
24-Hr Clear Runoff Volume (ac-ft)	0.0896
24-Hr Clear Runoff Volume (cu-ft)	3901.3778



Peak Flow Hydrologic Analysis

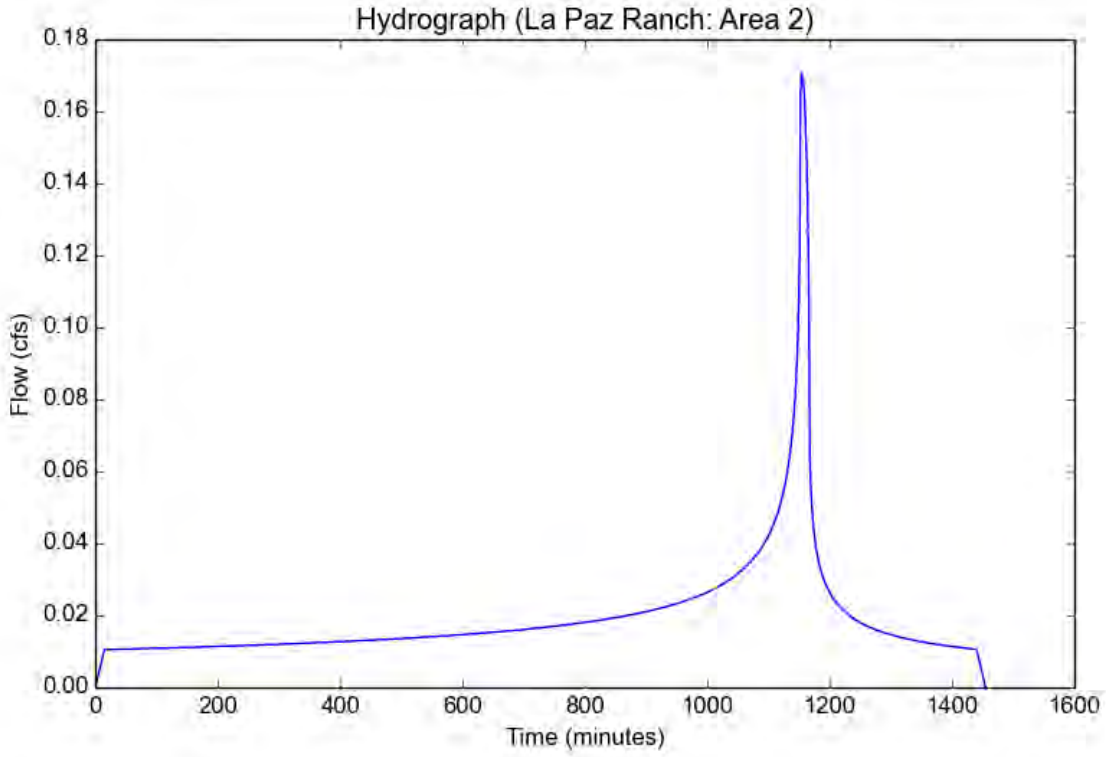
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 2
Area (ac)	0.8
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.93
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.2492
Undeveloped Runoff Coefficient (Cu)	0.2567
Developed Runoff Coefficient (Cd)	0.855
Time of Concentration (min)	15.0
Clear Peak Flow Rate (cfs)	0.1704
Burned Peak Flow Rate (cfs)	0.1704
24-Hr Clear Runoff Volume (ac-ft)	0.0391
24-Hr Clear Runoff Volume (cu-ft)	1702.9322



Peak Flow Hydrologic Analysis

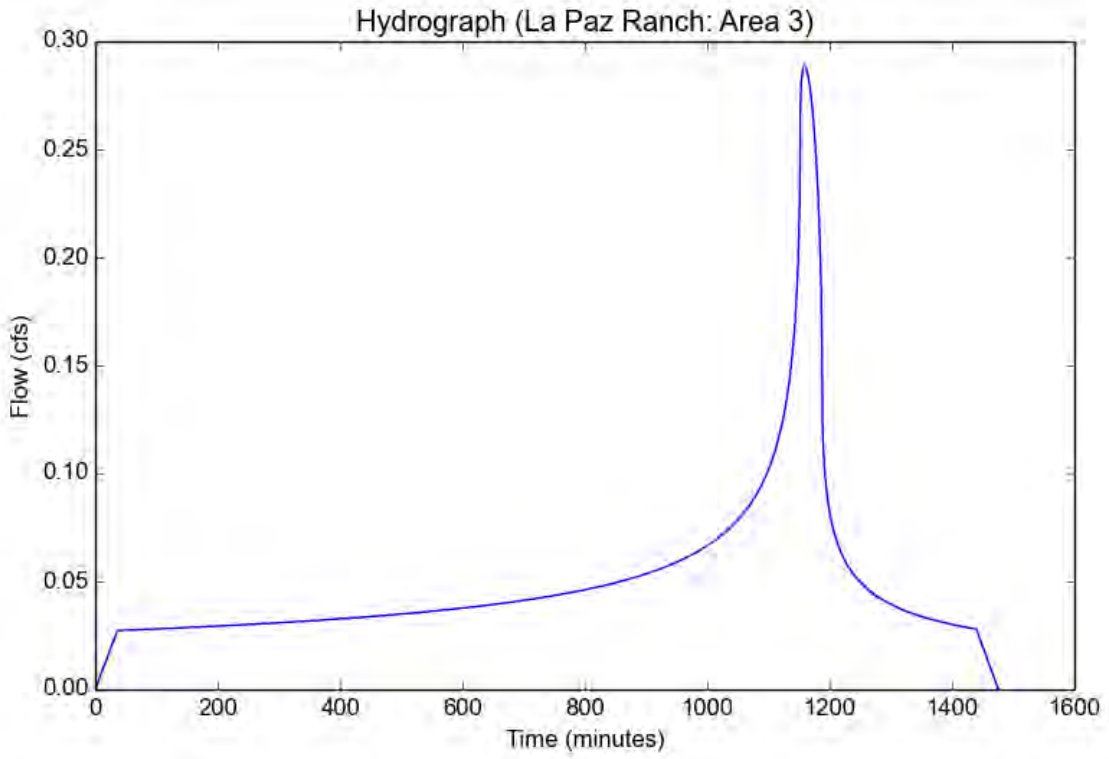
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 3
Area (ac)	3.1
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.58
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.1651
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.564
Time of Concentration (min)	36.0
Clear Peak Flow Rate (cfs)	0.2887
Burned Peak Flow Rate (cfs)	0.2887
24-Hr Clear Runoff Volume (ac-ft)	0.1011
24-Hr Clear Runoff Volume (cu-ft)	4406.0411



Peak Flow Hydrologic Analysis

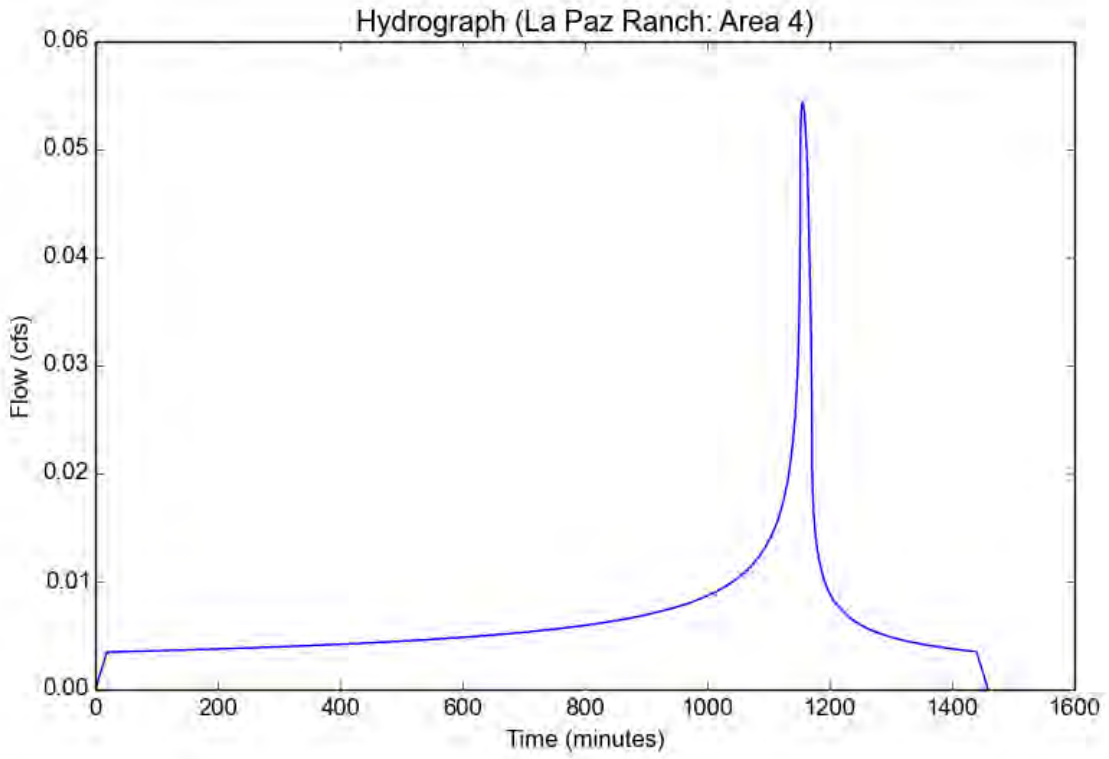
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 4
Area (ac)	0.4
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.57
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.223
Undeveloped Runoff Coefficient (Cu)	0.2248
Developed Runoff Coefficient (Cd)	0.6097
Time of Concentration (min)	19.0
Clear Peak Flow Rate (cfs)	0.0544
Burned Peak Flow Rate (cfs)	0.0544
24-Hr Clear Runoff Volume (ac-ft)	0.0129
24-Hr Clear Runoff Volume (cu-ft)	563.9306



Peak Flow Hydrologic Analysis

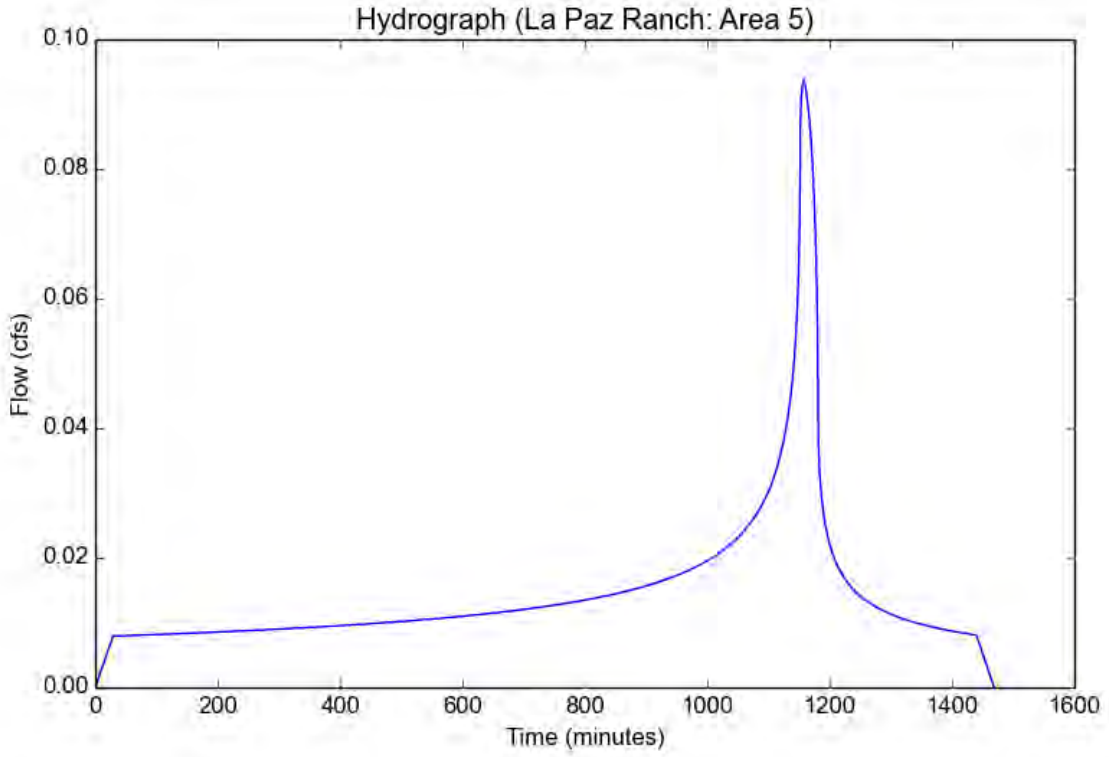
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 5
Area (ac)	0.8
Flow Path Length (ft)	400.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.67
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.1828
Undeveloped Runoff Coefficient (Cu)	0.1136
Developed Runoff Coefficient (Cd)	0.6405
Time of Concentration (min)	29.0
Clear Peak Flow Rate (cfs)	0.0937
Burned Peak Flow Rate (cfs)	0.0937
24-Hr Clear Runoff Volume (ac-ft)	0.0294
24-Hr Clear Runoff Volume (cu-ft)	1282.4004



Peak Flow Hydrologic Analysis

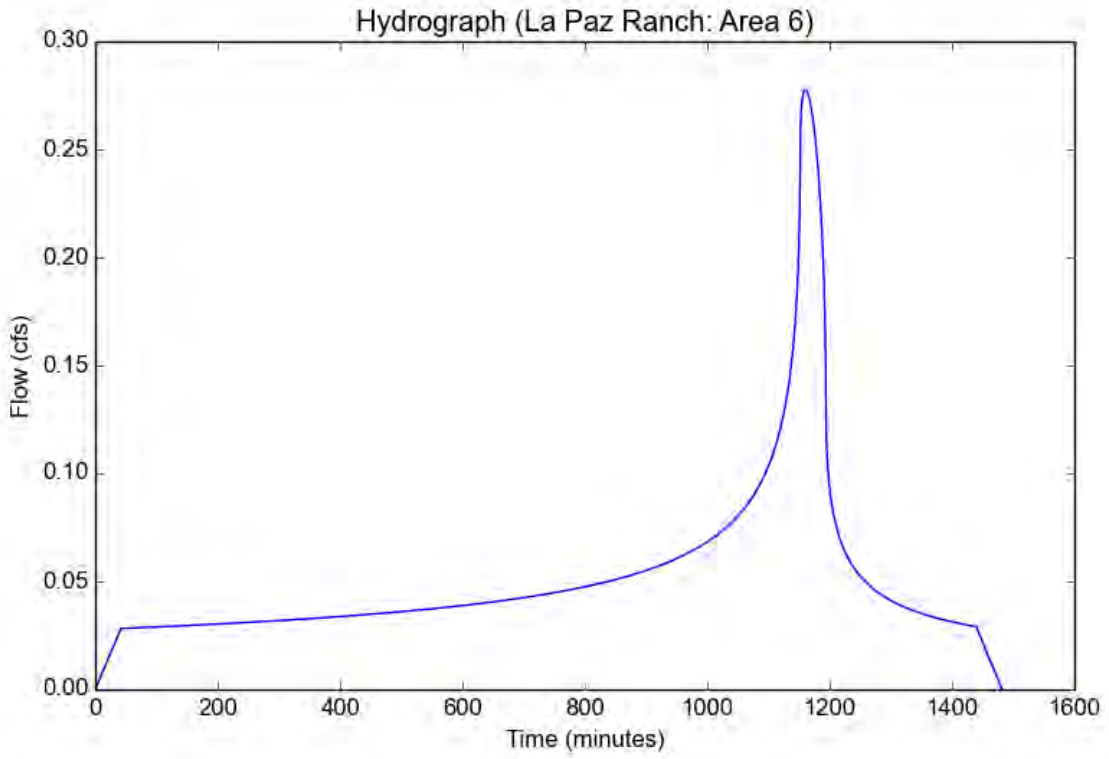
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Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 6
Area (ac)	4.0
Flow Path Length (ft)	500.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.44
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.1536
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.452
Time of Concentration (min)	42.0
Clear Peak Flow Rate (cfs)	0.2777
Burned Peak Flow Rate (cfs)	0.2777
24-Hr Clear Runoff Volume (ac-ft)	0.1046
24-Hr Clear Runoff Volume (cu-ft)	4556.2633



Peak Flow Hydrologic Analysis

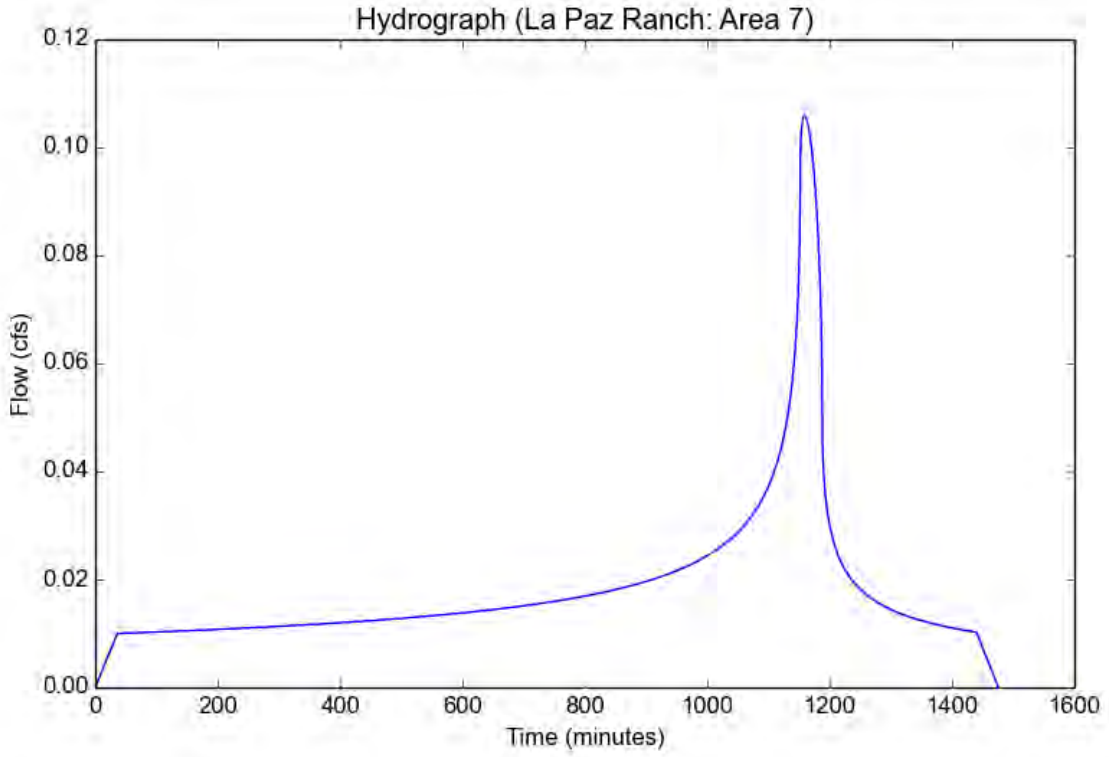
File location: W:/1MAR590100/ENGR/DOCS/LID/85th Percentile/La Paz Ranch - Area 7.pdf
Version: HydroCalc 0.3.1

Input Parameters

Project Name	La Paz Ranch
Subarea ID	Area 7
Area (ac)	1.8
Flow Path Length (ft)	300.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	0.7
Percent Impervious	0.32
Soil Type	29
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

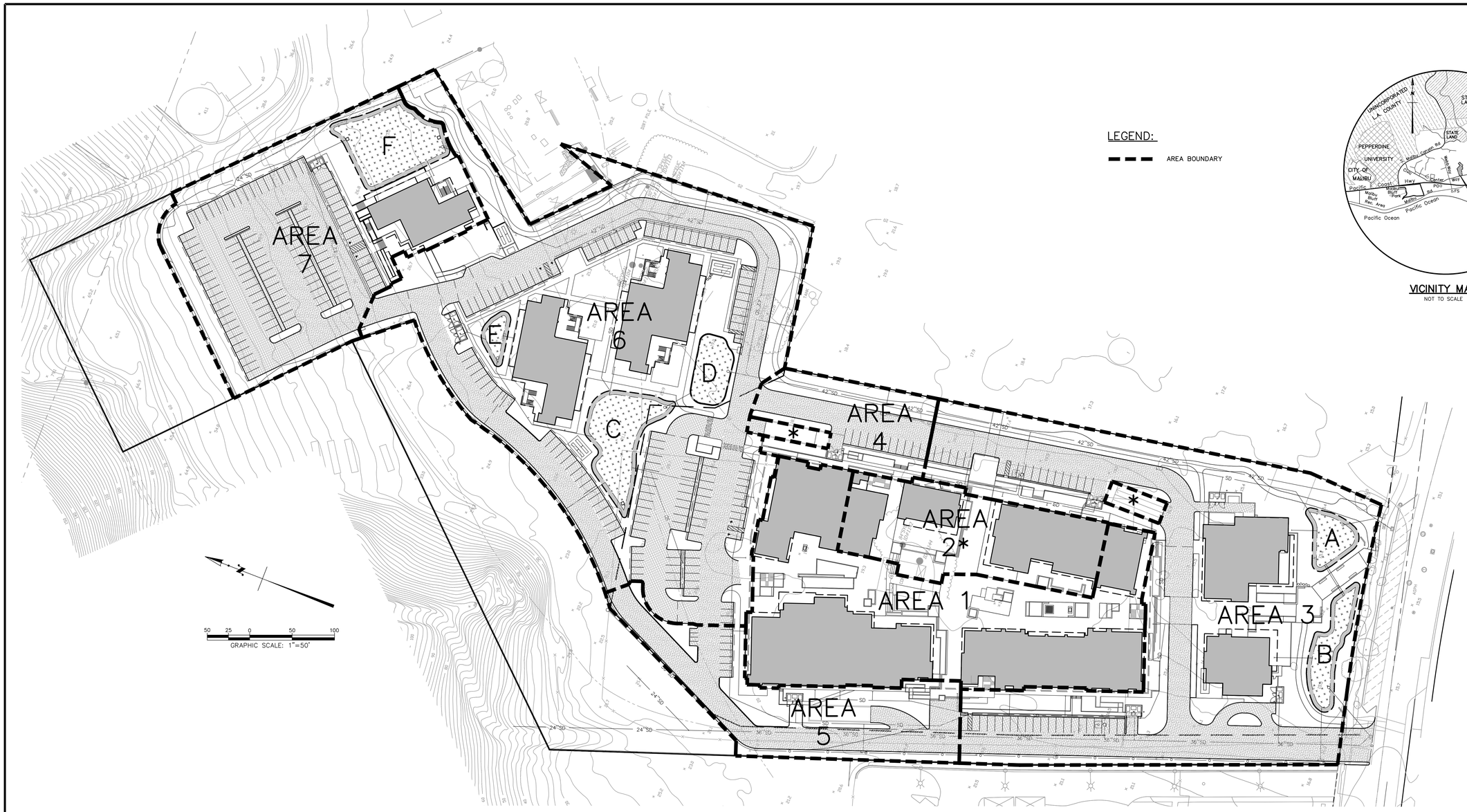
Output Results

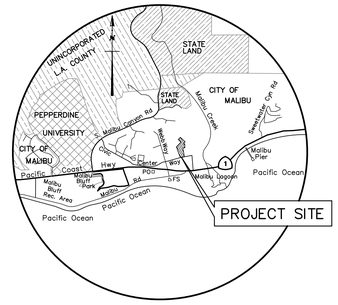
Modeled (85th percentile storm) Rainfall Depth (in)	0.7
Peak Intensity (in/hr)	0.1651
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.356
Time of Concentration (min)	36.0
Clear Peak Flow Rate (cfs)	0.1058
Burned Peak Flow Rate (cfs)	0.1058
24-Hr Clear Runoff Volume (ac-ft)	0.0371
24-Hr Clear Runoff Volume (cu-ft)	1614.8428



Appendix 4 Site Plans

Existing Condition
Proposed Condition
WQMP Site Plan – See Binder Pocket





VICINITY MAP
NOT TO SCALE

Area ID	Area [ft^2]	Area [acre]	Impervious Area [ft^2]	Pervious Area [ft^2]	Percent Impervious [%]	Malibu Required Detention [cf]	85th Percentile Storage Volume [cf]	0.75" Storm Event Storage Volume [cf]
1	76,876	1.8	72,983	3,893	95	6,244	3,902	4,182
2	33,379	0.8	30,877	2,502	93	2,678	1,703	1,825
3	132,896	3.1	76,515	56,381	58	8,726	4,407	4,721
4	19,290	0.4	10,996	8,294	57	1,262	564	606
5	35,085	0.8	23,493	11,592	67	2,441	1,283	1,378
6	173,396	4.0	77,068	96,328	44	10,436	4,557	4,882
7	77,975	1.8	25,049	52,926	32	4,293	1,615	1,731
					TOTAL:	36,080	18,031	19,325

Biofiltration	Storage Volume (1.5' ponding) [cf]
A	3,598
B	5,134
C	10,116
D	4,701
E	1,579
F	11,692
TOTAL:	36,820

WQMP EXHIBIT

PSOMAS

DATE: 9-19-2017 REVISED ON:
JOB No:1MAR590100

SHEET 1 OF 1

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C2.4
C3.4

C2.3
C3.3

C2.1
C3.1

C2.2
C3.2

BUILDING 11
BUILDING 10
BUILDING 9
BUILDING 8
BUILDING 6
BUILDING 5
BUILDING 4
BUILDING 7
BUILDING 3
BUILDING 2
BUILDING 1
MAIN PLAZA

CIVIC CENTER WAY
LA PAZ LANE

N

50 25 0 50 100
GRAPHIC SCALE: 1"=50'

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Los Angeles, CA 90071
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LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

KEY MAP

12/09/16 100% SD
9/19/17

C2.0

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MATCHLINE SEE SHEET C2.2

BUILDING 6
FF = 24.58'

BUILDING 4
FF = 22.58'

BUILDING 4
FF = 22.58'

MAIN PLAZA

BUILDING 2
FF = 20.58'
TS = 18.08'

BUILDING 3
FF = 22.58'

BUILDING 3
FF = 22.58'

BUILDING 1
FF = 20.58'
TS = 18.08'

CIVIC CENTER WAY

CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE CURB AND GUTTER.
2. CONSTRUCT CONCRETE CURB.
3. CONSTRUCT ASPHALT CONCRETE PAVEMENT PER DETAIL 6 ON SHEET C2.5.
4. CONSTRUCT WALKWAY.
5. CONSTRUCT RAMP TO UNDERGROUND PARKING.
6. EXISTING PUBLIC WALK.
7. PROPOSED DRIVEWAY PER STREET IMPROVEMENT PLAN.
8. RECONSTRUCT EXISTING CATCH BASIN PER STREET IMPROVEMENT PLAN.
9. BIOLFILTRATION AREA PER DETAIL 1 ON SHEET C2.5..
10. CONSTRUCT CONCRETE PATIO.
11. CONSTRUCT RETAINING WALL.
13. CONSTRUCT CONCRETE LONGITUDINAL GUTTER.
14. CONSTRUCT HORSE TRAIL PER LANDSCAPE PLANS.
17. EXISTING WALL. PROTECT IN PLACE.
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20. CONSTRUCT CONCRETE SWALE.
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24. CONSTRUCT WALKWAY IMPROVEMENT PLAN.
25. CONSTRUCT DIRT SWALE.
26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5.
29. PERMEABLE AC PAVEMENT.

LEGEND:

AC PAVEMENT

PERMEABLE AC PAVEMENT

20 10 0 20 40
GRAPHIC SCALE: 1"=20'

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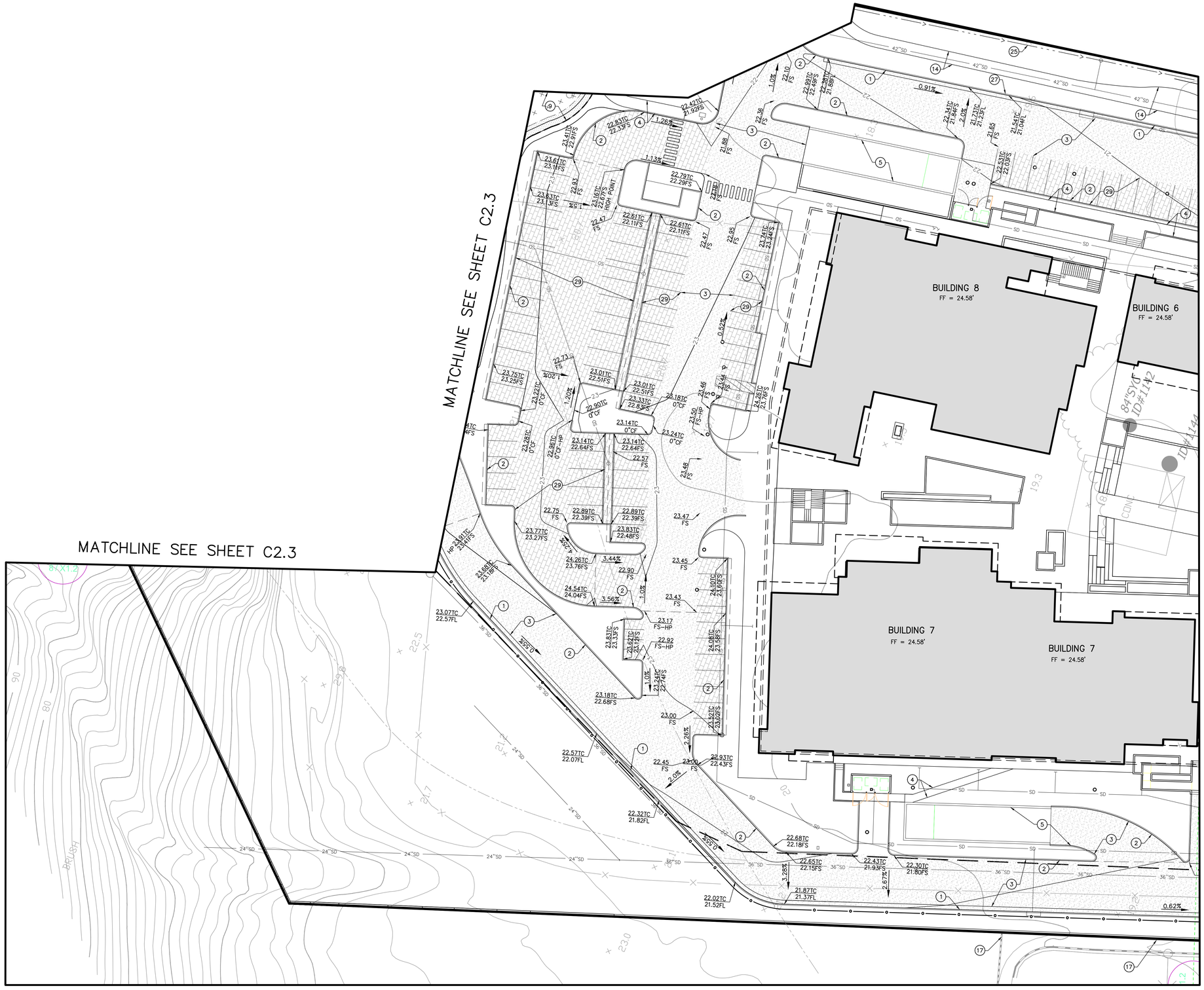
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GRADING PLAN

12/09/16 100% SD
9/19/17

C2.1



CONSTRUCTION NOTES:

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26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING CURB PER DETAIL 5 ON SHEET C2.5.
28. BIOFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. PERMEABLE AC PAVEMENT.

LEGEND:

AC PAVEMENT

PERMEABLE AC PAVEMENT

20 10 0 20 40
GRAPHIC SCALE: 1"=20'

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MALIBU, CA 90265

GRADING PLAN

12/09/16 100% SD
9/19/17

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CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE CURB AND GUTTER.
2. CONSTRUCT CONCRETE CURB.
3. CONSTRUCT ASPHALT CONCRETE PAVEMENT PER DETAIL 6 ON SHEET C2.5.
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25. CONSTRUCT DIRT SWALE.
26. CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECTURAL PLANS.
28. BIOFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. PERMEABLE AC PAVEMENT.

LEGEND:

AC PAVEMENT

PERMEABLE AC PAVEMENT

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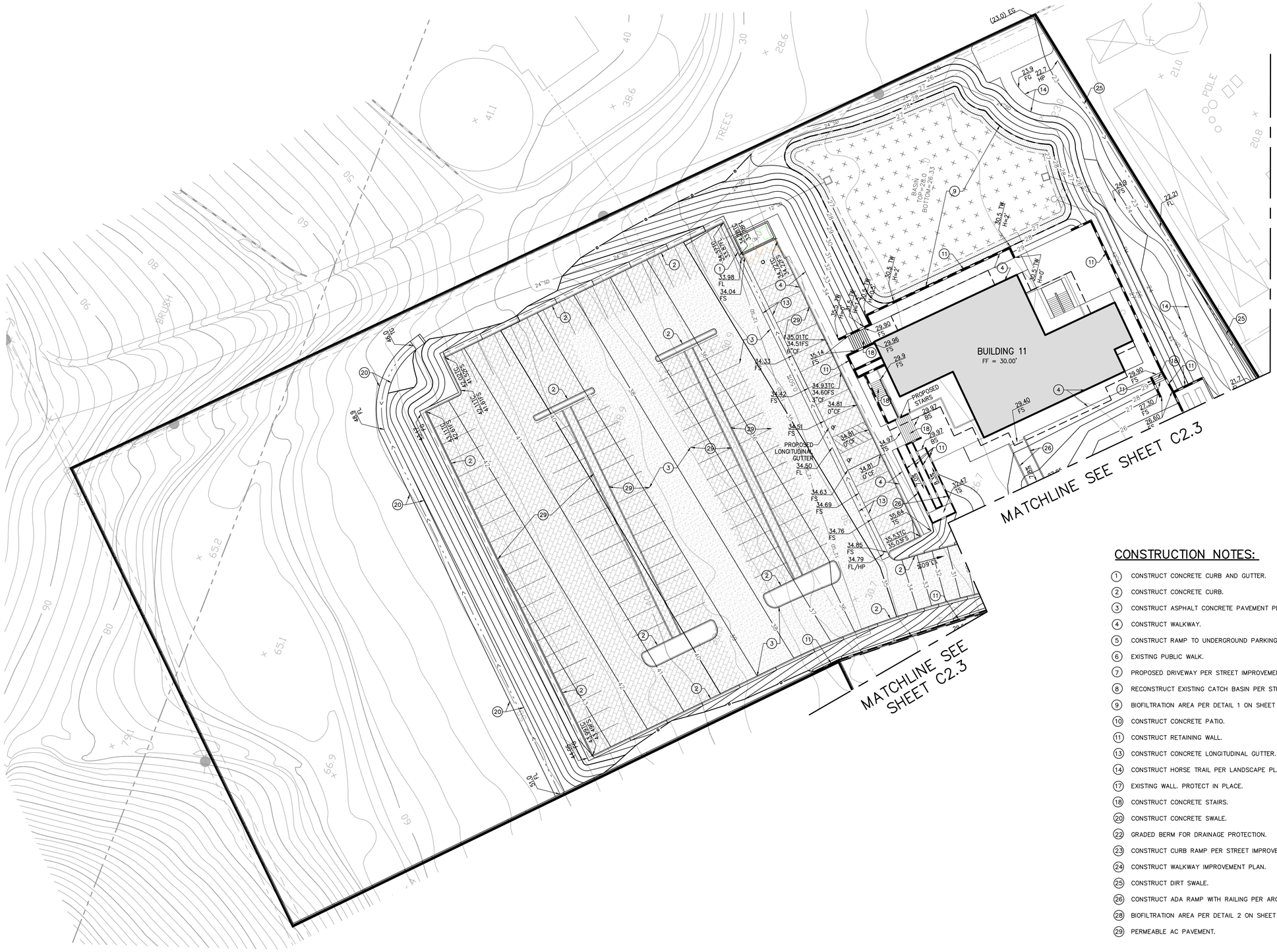
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

GRADING PLAN

12/09/16 100% SD
9/19/17

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CONSTRUCTION NOTES:

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2. CONSTRUCT CONCRETE CURB.
3. CONSTRUCT ASPHALT CONCRETE PAVEMENT PER DETAIL 6 ON SHEET C2.5.
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28. BIOFILTRATION AREA PER DETAIL 2 ON SHEET C2.5.
29. PERMEABLE AC PAVEMENT.

LEGEND:

AC PAVEMENT

PERMEABLE AC PAVEMENT

GRAPHIC SCALE: 1"=20'

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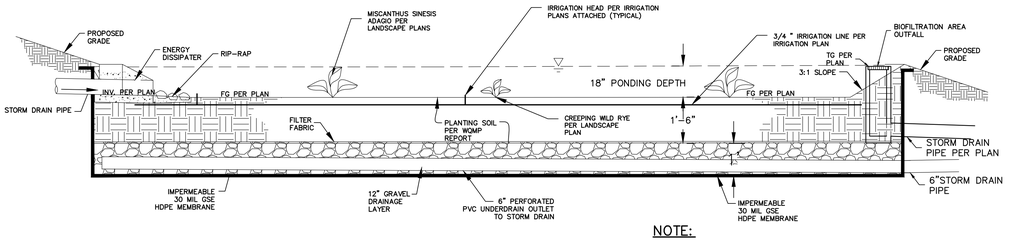
LA PAZ RANCH
23465 CIVIC CENTER WAY
MALIBU, CA 90265

GRADING PLAN

12/09/16 100% SD
9/19/17

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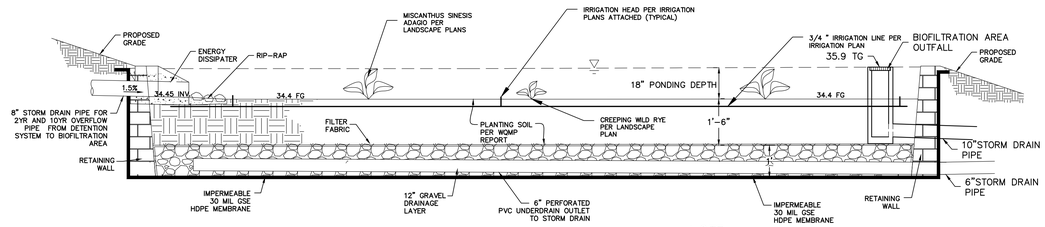
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1 BIOFILTRATION AREA DETAIL
NOT TO SCALE

NOTE:

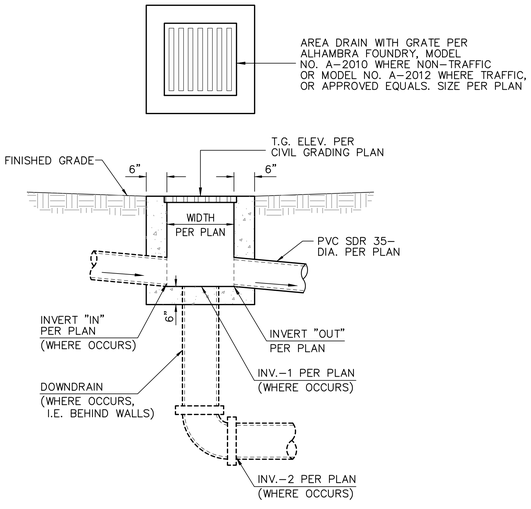
1. BIOLFILTRATION PLANTER SOIL WILL CONSIST OF A MIX OF 60 TO 80% SAND, 20 TO 40% COMPOST, AND 10 TO 20% CLEAN TOPSOIL. THE ORGANIC CONTENT OF THE SOIL MIXTURE SHALL BE 8% TO 12%. BIOLFILTRATION PLANTER SOIL WILL ACHIEVE A LONG-TERM, IN-PLACE INFILTRATION OF AT LEAST 5 INCHES PER HOUR.
2. PLANTING DETAILS PER IRRIGATION PLANS ATTACHED.
3. IRRIGATION DETAILS PER IRRIGATION PLANS ATTACHED.



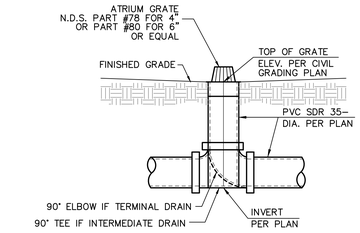
2 BIOFILTRATION AREA DETAIL
NOT TO SCALE

NOTE:

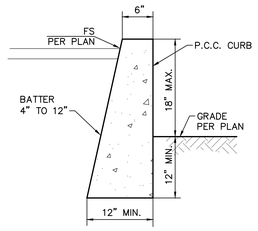
1. BIOLFILTRATION PLANTER SOIL WILL CONSIST OF A MIX OF 60 TO 80% SAND, 20 TO 40% COMPOST, AND 10 TO 20% CLEAN TOPSOIL. THE ORGANIC CONTENT OF THE SOIL MIXTURE SHALL BE 8% TO 12%. BIOLFILTRATION PLANTER SOIL WILL ACHIEVE A LONG-TERM, IN-PLACE INFILTRATION OF AT LEAST 5 INCHES PER HOUR.
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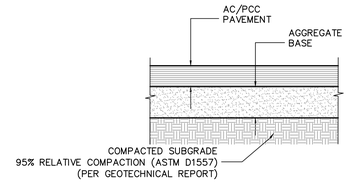
3 AREA DRAIN DETAIL
NOT TO SCALE



4 ATRIUM PLANTER DRAIN DETAIL
NOT TO SCALE



5 RETAINING CURB DETAIL
NOT TO SCALE



6 ASPHALT CONCRETE PAVEMENT DETAIL
NOT TO SCALE

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GRADING AND DRAINAGE DETAIL

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9/19/17

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Appendix 5 Covenant and Agreement (C & A)

Master C&A

WHEN RECORDED, RETURN TO:

City of Malibu
Attention: City Clerk
23825 Stuart Ranch Road
Malibu, California 90265

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

COVENANT TO IMPLEMENT WATER QUALITY MITIGATION PLAN AND TO MAINTAIN DRAINAGE FACILITIES

Malibu Development Company. LLC (Owner) owns certain real property commonly known as 23465 Civic Center Way, Malibu, California 90265, APN _____ which is legally described in Exhibit A, attached hereto and incorporated herein by this reference (Property).

Owner has applied to the City of Malibu for entitlements necessary to develop agricultural and/or confined animal improvements on the Property.

The City has approved, subject to certain conditions, development permit(s) commercial that require(s) the provision of a Water Quality Mitigation Plan for Agricultural and Confined Animal Facility Development (WQMP-Ag) incorporated herein by this reference (Plan) addressing appropriate best management practices and site design as outlined in the City of Malibu Local Coastal Plan (LCP) Local Implementation Plan (LIP) Section 17.3.5(A) and may include a storm drain retention system and/or drainage treatment facilities on the Property.

As a condition of the above-referenced development permit(s), the Owner has agreed to execute and record a covenant to implement best management practices and site design in order to minimize or prevent polluted runoff and water quality impacts potentially resulting from the development and maintain any applicable storm drain retention system or drain treatment facilities on the Property, as hereinafter defined, in good working order into perpetuity.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the Owner agrees as follows:

1. Owner hereby accepts full responsibility for implementing the Plan and maintaining any drainage facilities depicted on Exhibit B, attached hereto (Facilities), in good working order, in perpetuity.

2. Owner hereby acknowledges and understands that the failure to property implement the Plan and maintain the Facilities may result in flooding, property damage, unlawful discharge of pollutants to a downstream watershed, and other potentially serious problems.

3. Owner Obligations. Owner covenants and agrees to:

   a. Take all necessary steps to ensure that the Plan is implemented and Facilities are maintained in good working order at all times.

b. Perform routine inspection of and maintenance on the Facilities including, but not limited to, a full site inspection of the property and its points of discharge for runoff to determine effectiveness of the Plan including determination whether amendments need to be made to the Plan, and cleaning and removal of accumulated sediment and annual maintenance during the 90-days prior to the beginning of the rainy season (July 1st to October 1st).
c. Dispose of any accumulated sediment in an approved landfill.
d. Clean and flush the drainage pipes, as necessary, within the Facilities.
e. Have the Facilities inspected annually by a qualified licensed contractor, familiar with water quality issues and the Plan as approved by the City, who shall certify that the Facilities have been inspected and are in good working order, or, if not, list the remedial work recommended to be undertaken to place the Facilities in good working order. In the event any such work is recommended by the licensed contractor, Owner shall notify the City's Public Works Director of the precise nature of the recommended remedial work and Owner shall cause such work to be completed by a qualified licensed contractor within 30 days of the discovery of the need for remedial work or amendments. IF the Public Works Director determines that the condition of the Facilities poses an imminent threat to public health and safety, or to the environment generally, shorter time limits may be imposed. The facility to complete all required amendments and/or remedial work within the allotted time period will constitute an ongoing violation of the Coastal Act and this covenant.
f. Annually submit to the City Engineer, using the Certification Form attached hereto as Exhibit C, such certifications by a qualified licensed contractor prior to October 15th.
g. Provide any transferee of the Property with the plans of the Facilities and records of inspection in escrow upon transfer of the Property.

4. The foregoing covenants and agreements shall run with the land and be binding on the heirs, successors and assigns of Owner and inure the benefit of the City.

5. In the event that Owner fails to timely perform any of the Owner Obligations set forth in this Covenant, City may, at its option, perform or cause to be performed any and all work required to bring the Facilities into compliance with the Owner Obligations, including, but not limited to, any maintenance, upgrades, repairs or inspections. What constitutes "timely" performance by Owner shall be left to the sole discretion of the City's Public Works Director. In the event that City exercises its authority to perform any of Owner's obligations hereunder, Owner agrees to reimburse City in full for all costs incurred in the performance of those obligations within 30 days of receiving a written itemized demand for payment from the City. If not paid in full within the 30-day period, the full amount of the City's demand left outstanding shall constitute a lien on the Property. The City may also cause the amount due to the City together with interest at a maximum legal rate to be charged to the Owner on the next regular tax bill.

6. Owner agrees to indemnify and hold harmless the City from any and all liability arising from Owner's failure to timely perform any of the Owner Obligations identified herein. City shall have its choice of counsel in any such action or proceeding.

7. In addition to any other available remember at law or in equity, this Covenant may be enforced by the City in an action for specific performance. Owner agrees to pay attorney's fees and costs incurred by the City in any action proceeding brought to enforce this Covenant.

OWNER:

Malibu Development Company. LLC
Print Owner's Name

Owner's Signature Date

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 _____

On _____, before me, _____
(insert name and title of officer)
personally appeared _____
who provided 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, execute 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)

CITY OF MALIBU

By: Rob DuBoux
Assistant Public Works Director

Date

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 _____, before me, Heather Glaser, City Clerk for the City of Malibu, personally appeared Rob DuBoux, Assistant Public Works Director, 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.

HEATHER GLASER, City Clerk
(seal)

EXHIBIT C

CERTIFICATE OF ANNUAL INSPECTION AND MAINTENANCE OF STORM DRAIN DETENTION/TREATMENT FACILITY

Property Address: 23465 Civic Center Way

Name of Property Owner: _____

Type of Development: _____

Type of Drainage Facility: _____

Inspected by: _____

California Contractor's License No.: _____

Date of Inspection: _____

Condition of Facility: _____

_____

Recommended Maintenance: _____

_____

_____

Recommended Date of Completion: _____

Approximate quantity of sediment/debris removed: _____

WQMP-Ag Implementation Findings: _____

WQMP-Ag Proposed Amendments: _____

I hereby certify that the WQMP-Ag and Facility, including any Storm Drain Treatment/Detention Facility was inspected, cleaned (as necessary), and put in good working order.

Signature of Licensed Contractor: _____ Date: _____

Print Name of Contractor: _____

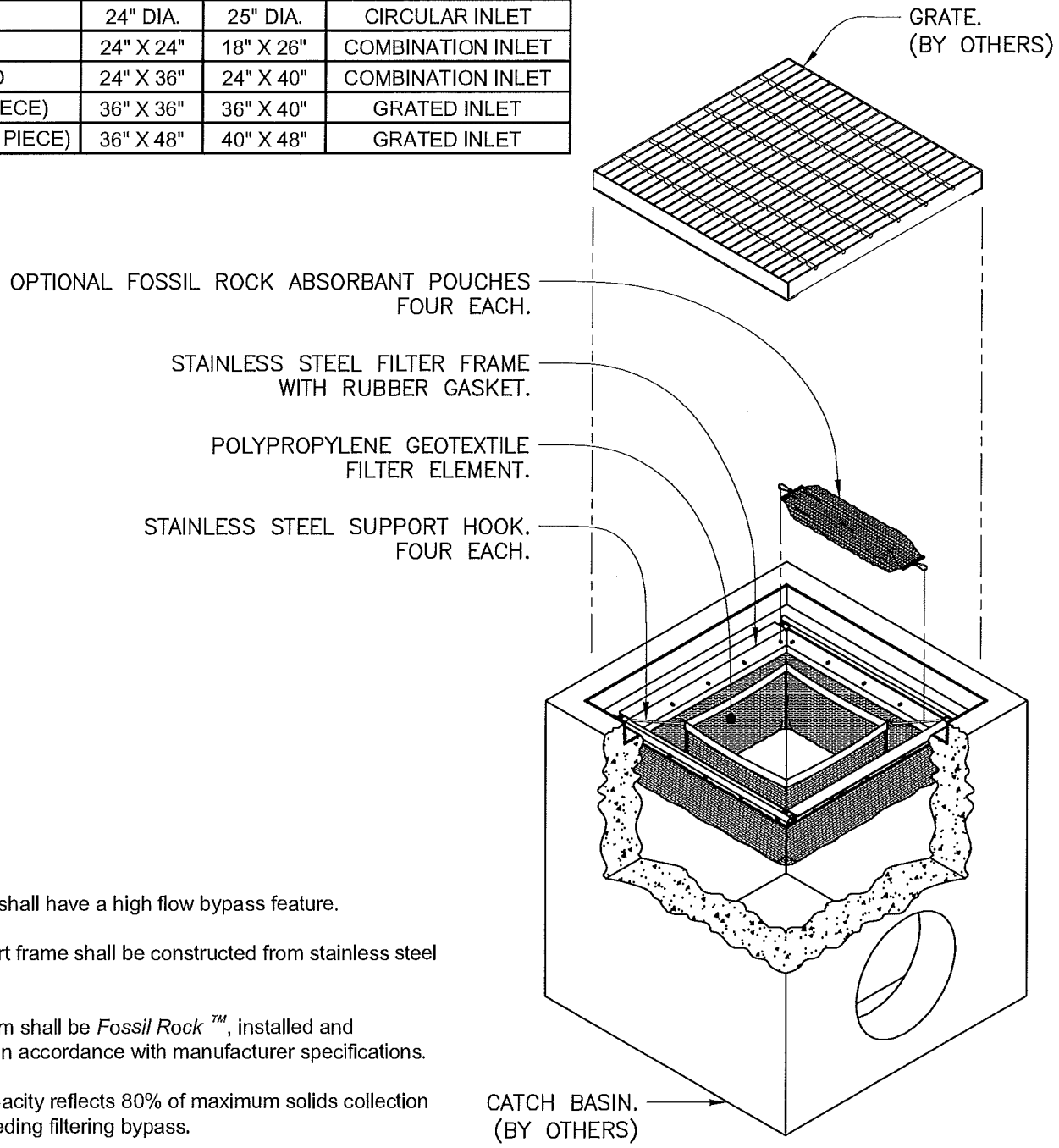
NOTE: SUBMIT THIS FORM TO THE CITY OF MALIBU, Attention City Engineer, prior to October 15th annually.

Appendix 6 Supplemental Information

Operations and Maintenance Plan

FG-0001

SPECIFIER CHART			
MODEL	INLET ID	GRATE OD	COMMENTS
FF-12D	12" X 12"	15" X 15"	GRATED INLET
FF-16D	16" X 16"	18" X 18"	GRATED INLET
FF-18D	18" X 18"	20" X 20"	GRATED INLET
FF-1836SD	18" X 36"	18" X 40"	GRATED INLET
FF-1836DGO	18" X 36"	18" X 40"	COMBINATION INLET
FF-24D	24" X 24"	26" X 26"	GRATED INLET
FF-2436D	24" X 36"	24" X 40"	GRATED INLET
FF-RF24D	24" DIA.	25" DIA.	CIRCULAR INLET
FF-24DGO	24" X 24"	18" X 26"	COMBINATION INLET
FF-2436DGO	24" X 36"	24" X 40"	COMBINATION INLET
FF-36D (2 PIECE)	36" X 36"	36" X 40"	GRATED INLET
FF-3648D (2 PIECE)	36" X 48"	40" X 48"	GRATED INLET



NOTES:

1. Filter insert shall have a high flow bypass feature.
2. Filter support frame shall be constructed from stainless steel Type 304.
3. Filter medium shall be *Fossil Rock* ™, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

Inlet Filtration

FloGard®

Catch Basin Insert Filter

Grated Inlet Style

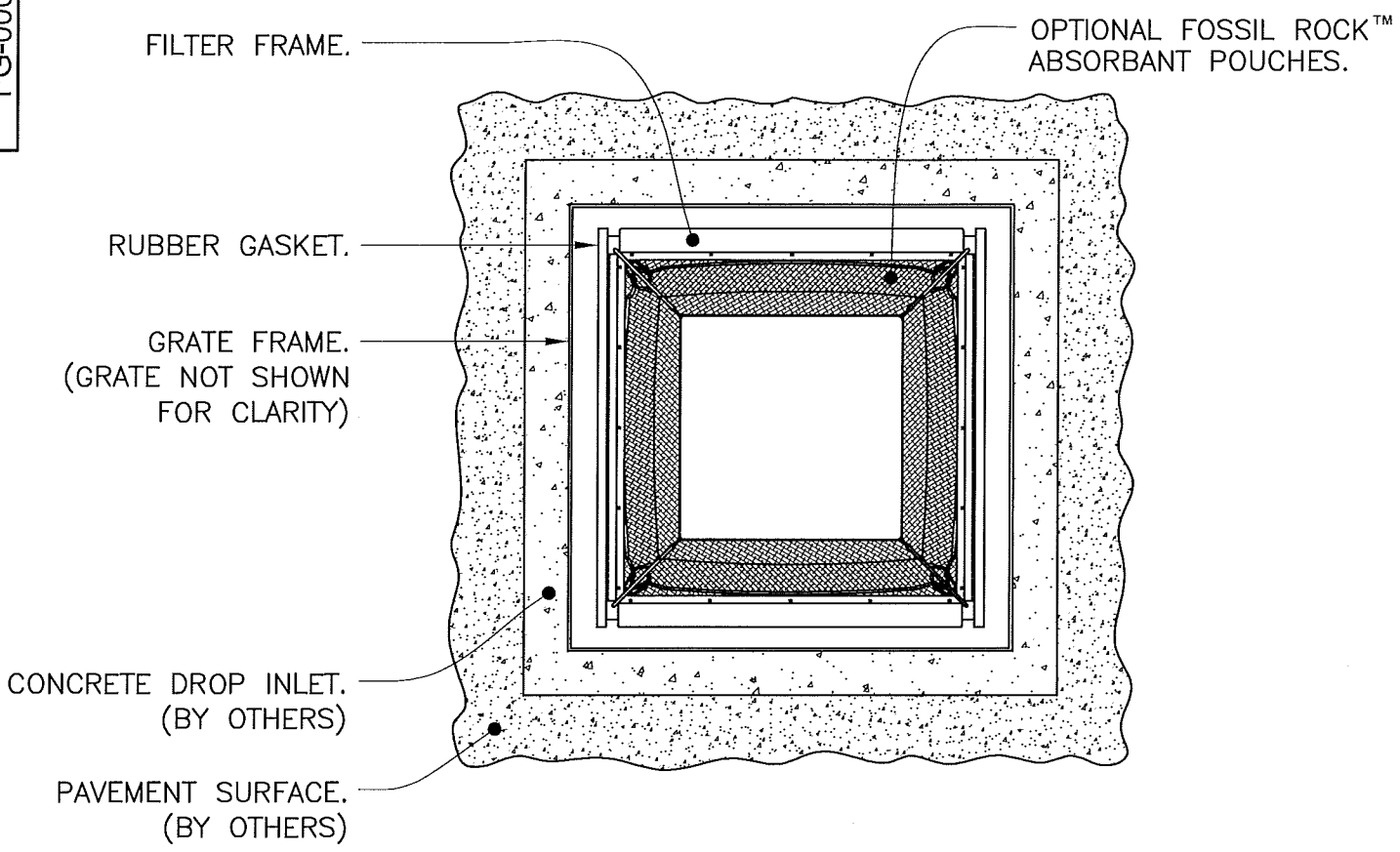
Oldcastle®
Stormwater Solutions

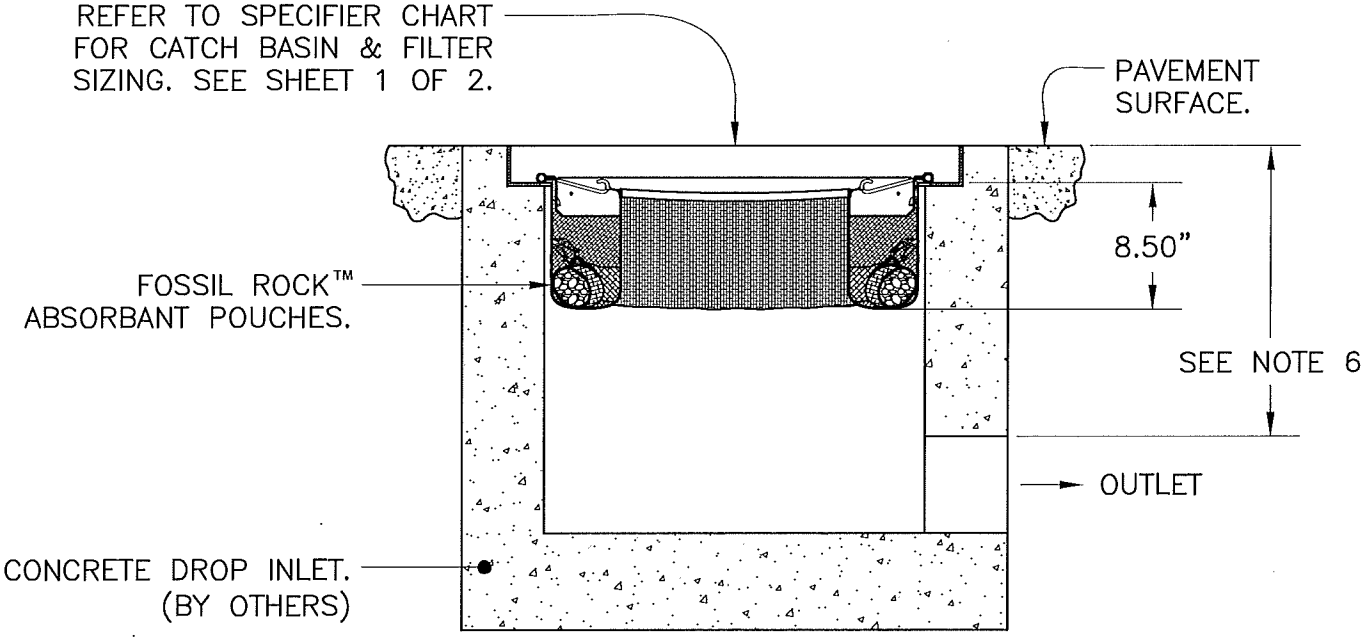
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DRAWING NO.	REV	ECO	DATE	
FG-0001	D	ECO-0127 JPR 5/18/15	JPR 12/18/06	SHEET 1 OF 2

FG-0001





SECTION VIEW

Inlet Filtration

FloGard®

Catch Basin Insert Filter

Grated Inlet Style

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FG-0001	D	ECO-0127 JPR 5/18/15	JPR 12/18/06	SHEET 2 OF 2

GENERAL SPECIFICATIONS FOR MAINTENANCE OF *FLO-GARD+PLUS*® CATCH BASIN INSERT FILTERS

SCOPE:

Federal, State and Local Clean Water Act regulations and those of insurance carriers require that stormwater filtration systems be maintained and serviced on a recurring basis. The intent of the regulations is to ensure that the systems, on a continuing basis, efficiently remove pollutants from stormwater runoff thereby preventing pollution of the nation's water resources. These specifications apply to the FloGard+Plus® Catch Basin Insert Filter.

RECOMMENDED FREQUENCY OF SERVICE:

Drainage Protection Systems (DPS) recommends that installed Flo-Gard+Plus® Catch Basin Insert Filters be serviced on a recurring basis. Ultimately, the frequency depends on the amount of runoff, pollutant loading and interference from debris (leaves, vegetation, cans, paper, etc.); however, it is recommended that each installation be serviced a minimum of three times per year, with a change of filter medium once per year. DPS technicians are available to do an on-site evaluation, upon request.

RECOMMENDED TIMING OF SERVICE:

DPS guidelines for the timing of service are as follows:

1. For areas with a definite rainy season: Prior to, during and following the rainy season.
2. For areas subject to year-round rainfall: On a recurring basis (at least three times per year).
3. For areas with winter snow and summer rain: Prior to and just after the snow season and during the summer rain season.
4. For installed devices not subject to the elements (washracks, parking garages, etc.): On a recurring basis (no less than three times per years).

SERVICE PROCEDURES:

1. The catch basin grate shall be removed and set to one side. The catch basin shall be visually inspected for defects and possible illegal dumping. If illegal dumping has occurred, the proper authorities and property owner representative shall be notified as soon as practicable.
2. Using an industrial vacuum, the collected materials shall be removed from the liner. (Note: DPS uses a truck-mounted vacuum for servicing Flo-Gard+Plus® catch basin inserts.)
3. When all of the collected materials have been removed, the filter medium pouches shall be removed by unsnapping the tether from the D-ring and set to one side. The filter liner, gaskets, stainless steel frame and mounting brackets, etc. shall be inspected for continued serviceability. Minor damage or defects found shall be corrected on-the-spot and a notation made on the Maintenance Record. More extensive deficiencies that affect the efficiency of the filter (torn liner, etc.), if approved by the customer representative, will be corrected and an invoice submitted to the representative along with the Maintenance Record.
4. The filter medium pouches shall be inspected for defects and continued serviceability and replaced as necessary and the pouch tethers re-attached to the liner's D-ring. See below.
5. The grate shall be replaced.

REPLACEMENT AND DISPOSAL OF EXPOSED FILTER MEDIUM AND COLLECTED DEBRIS

The frequency of filter medium pouch exchange will be in accordance with the existing DPS-Customer Maintenance Contract. DPS recommends that the medium be changed at least once per year. During the appropriate service, or if so determined by the service technician during a non-scheduled service, the filter medium pouches will be replaced with new pouches. Once the exposed pouches and debris have been removed, DPS has possession and must dispose of it in accordance with local, state and federal agency requirements.

DPS also has the capability of servicing all manner of catch basin inserts and catch basins without inserts, underground oil/water separators, stormwater interceptors and other such devices. All DPS personnel are highly qualified technicians and are confined space trained and certified. Call us at (888) 950-8826 for further information and assistance.

Operations and Maintenance Plan

To allow uniform percolation of stormwater throughout the biofiltration area and ensure that it will continue to function adequately as stormwater treatment BMPs, the following maintenance steps are required:

1. Debris from sheet flow should be removed routinely and upon discovery to allow unimpeded flow to the biofiltration area.

2. Any deficiencies in energy dissipater structure such as cracking, rotting, and failure should be repaired.

3. If clogging occurs in biofiltration area reservoir, sources of clogging should be identified and corrected. Topsoil may need to be amended with sand or replaced.

4. If low infiltration rates occur, the planter should be excavated and cleaned, and gravel or soil should be replaced.

5. Accumulated sediment should be removed by hand with minimum damage to vegetation. Sediment should be removed if it is more than 4 inches or so thick as to damage or kill vegetation. Litter and debris should be removed routinely and upon discovery.

6. Mulch should be replenished at least annually.

7. Vegetation, large shrubs, or trees that interfere with planter operation or access should be pruned or removed.

8. Fallen leaves and debris from deciduous plant foliage should be raked and removed.

9. Dead vegetation should be removed to maintain less than 10% of area coverage or when planter function is impaired.

Biofiltration areas should be inspected annually for standing water, structural deficiencies, and visual contaminants prior to the wet season, and after major storm events (>0.75” in 24 hours) if spot checks of basins indicate maintenance needs. Vegetation and inlet/outlet structures should be inspected monthly (or as dictated by agreement between the owner and the landscape contractor) for weeds, excessive plant growth, dead or dying plants, and trash and debris.

ATTACHMENT 9

Public Hearing Notice

NOTICE OF PUBLIC HEARING
CITY OF MALIBU
PLANNING COMMISSION

The Malibu Planning Commission will hold a public hearing on **TUESDAY, January 21, 2020, at 4:00 p.m. in the Council Chambers, Malibu City Hall**, 23825 Stuart Ranch Road, Malibu, CA, on the project identified below.

LA PAZ RANCH PROJECT

COASTAL DEVELOPMENT PERMIT AMENDMENT NO. 17-009 AND CONDITIONAL USE PERMIT AMENDMENT NO. 17-010 - An application to amend Coastal Development Permit No. 05-107 (.20 floor area ratio project) to make changes to the layout, design and mix of commercial retail, restaurant, and office space without changing the 112,058 square feet of development on Parcels A and B; including a conditional use permit amendment to allow the previously-approved 10,000 square feet of restaurant uses to be located anywhere within the development on Parcel A, for coffee and juice establishments to open at 6:00 a.m., and for dining establishments serving breakfast to open at 7:00 a.m.

Location:	23465 Civic Center Way
APNs:	4458-022-023 and 4458-022-024
Zoning:	Community Commercial (CC)
Applicant / Owner:	Malibu Development Company, LLC
Application Filed:	September 26, 2017
Appealable to:	City Council
Environmental Review:	Addendum No. 2 to the Certified La Paz Final Environmental Impact Report (EIR) (SCH No. 2003011131) CEQA Guidelines Section 15164
Case Planner:	Richard Mollica, Assistant Planning Director (310) 456-2489, ext. 346 rmollica@malibucity.org

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Director has exercised her independent judgment and analyzed the modified project. After reviewing Addendum No. 2 to the Certified Final EIR, the Planning Director finds that the modified project will not create any new significant impacts or substantially increase the severity of impacts as compared to those that were identified in the La Paz Revised Final EIR, which was certified by the City of Malibu City Council on November 10, 2008; and that none of the conditions described in CEQA Guidelines Section 15162 have occurred. As such, the Planning Director has determined the amendments, as conditioned, do not substantially alter the project that was considered in the EIR. Addendum No. 2 to the Certified Final EIR has been prepared in accordance with CEQA Guidelines Section 15164 to update the Final EIR with detailed information about the proposed project. The Addendum must be considered by the Planning Commission with the subject application for Coastal Development Permit Amendment No. 17-009.

A written staff report will be available at or before the hearing for the project. All persons wishing to address the Commission regarding this matter will be afforded an opportunity in accordance with the Commission's procedures. Copies of all related documents are available for review at City Hall during regular business hours. Written comments may be presented to the Planning Commission at any time prior to the beginning of the public hearing.

More information about the project, including previous approvals, the certified EIR, and development agreement, can be found on the City's website: https://www.malibucity.org/376/La-Paz-Ranch-Project

LOCAL APPEAL - A decision of the Planning Commission may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within ten days following the date of action for which the appeal is made and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms may be found online at www.malibucity.org/planningforms or in person at City Hall, or by calling (310) 456-2489, extension 245.

IF YOU CHALLENGE THE CITY'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, AT OR PRIOR TO THE PUBLIC HEARING.

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BONNIE BLUE
Planning Director

Publish Date: December 26, 2019