PLEASE DOWNLOAD THE AGENDA DOCUMENT FOR INSTRUCTIONS ON HOW TO PARTICIPATE IN THE MEETING

1. Meeting Agenda

   Documents:

   260318 AGENDA.PDF

2. Item 1A

   Appeal of Planning Commission Resolution No. 24-77 Regarding Coastal Development Permit No. 19-011 (33610 Pacific Coast Highway, APN 4473-021-012, Owner Peaches LLC, DBA, Appellant Matthew Mark)

   Documents:

   CC260318_ITEM 1A.PDF

3. Item 1B

   Appeal of Planning Commission Resolution No. 25-78 Regarding Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the intersection of two roundabouts within safety lighting at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation (Owner: California Department of Transportation; Appellant: Dr. Thomas G. Diamantidis)

   Documents:

   CC260318_ITEM 1B.PDF

Malibu City Council
Special Meeting Agenda

Wednesday, March 18, 2026

2:00 P.M. – CITY COUNCIL SPECIAL MEETING
City Hall – Council Chambers
23825 Stuart Ranch Road

Zoom Link:
https://us02web.zoom.us/j/87985644870

GUIDE TO THE CITY COUNCIL PROCEEDINGS AND DECORUM

ROLE OF THE PRESIDING OFFICER: The presiding officer of the City Council, who shall be the Mayor, shall be responsible for maintaining the order and decorum of meetings. It shall be the duty of the presiding officer to ensure that these rules of procedure and decorum are followed at all times. The presiding officer shall maintain control of communication between Councilmembers, between the Council and the public, and chair each meeting in a fair and impartial manner. It shall be the duty of each Councilmember to support the presiding officer in maintaining the order and decorum of Council meetings.

On specific agenda items, except for public hearings, Councilmembers may question any person addressing the City Council at the conclusion of all public testimony on that agenda item before the Council. Councilmembers shall not engage any member of the public in a dialogue with themselves other Councilmembers, city staff or other members of the public. Specific rules for public hearings are described in more detail below.

MEMBERS OF THE AUDIENCE: Members of the audience shall not engage in disorderly or boisterous conduct, including clapping, whistling, stamping of feet, or other acts which disturb, disrupt, impede or otherwise disturb the orderly conduct of the City Council meeting. Persons addressing the City Council shall not engage in disorderly conduct which disrupts, or otherwise impedes the orderly conduct or Council meetings. Any person who so disrupts a Council meeting may, at the discretion of the presiding officer or a majority of the City Council, be subject to ejection from that meeting.

MEETING PARTICIPATION: Malibu City Council meetings are held in-person. Members of the public may participate in-person or remotely. In order to participate remotely, you must be present in the Zoom Webinar during the item that you would like to speak on and use the Raise Hand feature to request to speak when the Mayor calls the item. When you join the Zoom Webinar you may see a pop-up asking you to enter an email address, but a valid email address is not required. It is strongly recommended that those who wish to participate do so in person as zoom participation is not guaranteed. While the City intends to allow zoom participation if possible, the meeting will not be cancelled or continued if technical difficulties impact the ability to accept public participation over Zoom. In such case only in-person participation will be allowed.

If you would like to speak in-person, you must complete and submit to the Recording Secretary a Request to Speak form at the meeting *prior* to the beginning of the item being announced by the Mayor.

Remote and in-person participants will have three (3) minutes to speak on each item on the agenda. For items on

the agenda, in-person participants may also surrender their time to speak by deferring one (1) minute to another in-person speaker, not to exceed a total of eight (8) minutes. The speaker wishing to defer time must be present when the item is heard and their form must be submitted with the speaker form for the individual they are deferring time to. Speakers are taken in the order slips are submitted or hands are raised.

PUBLIC HEARINGS: For Public Hearings involving land use matters the appellant and applicant will be given 15 minutes each to present their position to the City Council, including rebuttal time. Following the initial presentations from the appellant and applicant and public testimony Councilmembers may address questions to any of the speakers, members of the public in attendance, chairpersons or a designated representative of city commissions, boards or committees, city staff or consultant. Following the question period, the appellant and applicant will have the opportunity to present rebuttal before the public hearing is closed.

Any written comments or audiovisual materials from the applicants, appellants, and/or their representatives, including any that they intend to present at the hearing, must be submitted ten (10) business days in advance, by 5:00 p.m. on March 4, 2026. Any written comments or audiovisual materials from members of the public, including any that they intend to present at the hearing, must be submitted three (3) business days in advance, by 4:00 p.m. on March 13, 2026. No additional materials from any party or the public will be accepted after these deadlines. All materials should be emailed to citycouncil@malibucity.org.

VIEW THE MEETING: The meeting will be live streamed at www.malibucity.org/video, www.youtube.com/CityofMalibu, and via Zoom Webinar.

Two p.m. **Regular Session**

Call to Order - Mayor

Roll Call - Recording Secretary

Pledge of Allegiance

Report on Posting of Agenda – February 13, 2026

Approval of Agenda

1. Ordinances and Public Hearings

A. Appeal of Planning Commission Resolution No. 24-77 Regarding Coastal Development Permit No. 19-011 (33610 Pacific Coast Highway, APN 4473-021-012, Owner Peaches LLC, DBA, Appellant Matthew Mark)

Recommended Action: Either: 1) Adopt Resolution No. 26-09 denying Appeal (AP) No. 24-11, determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-011 to allow for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family residence with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including Site Plan Review (SPR) No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification (MM) No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acre (RR-2) zoning district at 33610 Pacific Coast Highway (PCH) (Peaches LLC); or 2) Direct staff to bring back a resolution consistent with the City Council's decision.

Staff Contact: Community Development Director Bundy, 456-2489, ext. 229

B. Appeal of Planning Commission Resolution No. 25-78 Regarding Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the intersection of two roundabouts within safety lighting at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation (Owner: California Department of Transportation; Appellant: Dr. Thomas G. Diamantidis)

Recommended Action: Either: 1) Adopt Resolution No. 26-10 denying Appeal (AP) No. 26-001, determining the pilot project is exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 25-041, an application for the temporary improvements within the Pacific Coast Highway (PCH) public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation (Caltrans) (City of Malibu Public Works Department and Caltrans); or 2) Direct staff to return with a resolution consistent with the City Council's decision.

Staff Contact: Community Development Director Bundy, 456-2489, ext. 229

Adjournment

Future Regular Meetings

Monday, March 23, 2026	5:30 p.m.	Regular City Council Meeting	City Hall Council Chambers
Monday, April 13, 2026	5:30 p.m.	Regular City Council Meeting	City Hall Council Chambers
Monday, April 27, 2026	5:30 p.m.	Regular City Council Meeting	City Hall Council Chambers

Copies of the staff reports or other written documentation relating to each item of business described above are on file in the office of the City Clerk, Malibu City Hall, 23825 Stuart Ranch Road, Malibu, California, and are available for public inspection during regular office hours, which are 7:30 a.m. to 5:30 p.m. Monday through Thursday and 7:30 a.m. to 4:30 p.m. Friday. Written materials distributed to the City Council within 72 hours of the City Council meeting are available for public inspection immediately upon distribution in the City Clerk's office at 23825 Stuart Ranch Road, Malibu, California (Government Code Section 54957.5.b.2). Copies of staff reports and written materials may be purchased for $0.10 per page.

The City Hall phone number is (310) 456-2489. To contact City Hall using a telecommunication device for the deaf (TDD), please call (800) 735-2929 and a California Relay Service operator will assist you. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Community Development Director Yolanda Bundy, (310) 456-2489, ext. 229. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADD Title II].

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements. Regular and Adjourned Regular meeting agendas may be amended up to 72 hours in advance of the meeting. Dated this 13th day of February 2026 at 7:40 p.m.

Kelsey Pettijohn, City Clerk

Council Agenda Report

City Council Meeting
03-18-26
Item 1.A.

To: Mayor Silverstein and Honorable Members of the City Council

Prepared by: Richard Greenbauer, Contract Planner

Reviewed by: Yolanda Bundy, Community Development Director
Tyler Eaton, Assistant Community Development Director

Approved by: Rob Dubooux, Interim City Manager
Trevor Rusin, Interim City Attorney

Date prepared: February 5, 2026 Meeting Date: March 18, 2026

Subject: Appeal of Planning Commission Resolution No. 24-77 Regarding Coastal Development Permit No. 19-011 (33610 Pacific Coast Highway, APN 4473-021-012, Owner Peaches LLC, Appellant Matthew Mark)

RECOMMENDED ACTION: Either: 1) Adopt Resolution No. 26-09 (Exhibit A) denying Appeal (AP) No. 24-11 (Exhibit B), determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-011 to allow for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family residence with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including Site Plan Review (SPR) No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification (MM) No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acre (RR-2) zoning district at 33610 Pacific Coast Highway (PCH) (Peaches LLC); or 2) Direct staff to bring back a resolution consistent with the City Council's decision.

FISCAL IMPACT: There is no fiscal impact associated with the recommended action.

STRATEGIC PLAN IMPLEMENTATION: N/A.

DISCUSSION: The matter is an appeal of the Planning Commission's approval of CDP No. 19-011, SPR No. 24-022, and MM No. 24-006, for the construction of a new two-story single-family residence, swimming pool, spa, and other associated development on a legally created 19,482 square foot parcel (Exhibit B – Appeal No. 24-011).

At the December 2, 2024 Regular Planning Commission meeting, staff presented the proposed project and recommended approval of the project. Inclusive of the discretionary requests, the project meets the applicable requirements of the Local Coastal Program (LCP) and the Malibu Municipal Code (MMC) due to its conformance with the development standards and the siting and design of the project. Prior to the Planning Commission hearing, also on December 2, 2024, staff received an application for a Primary View Determination (PVD) by the nearby property located two parcels to the east of the subject property at 33572 PCH, the appellant's property. A site visit was conducted, and this determination was also provided to the Planning Commission.

After due consideration and receipt of public comments, which included three speakers in support of the proposed project, the Planning Commission determined that the proposed project with the requested SPR and MM was in conformance with the requirements of the LCP and the MMC. The Planning Commission adopted Resolution No. 24-77, subject to conditions of approval.

On December 9, 2024, Matthew Marks filed an appeal of the Planning Commission's action. The appeal was filed in a timely manner. The basis of the appeal cites private view impacts of the Santa Monica Mountains from the appellant's living room located at 33572 PCH, resulting from the proposed two-story single-family residence. The appellant contends that the Planning Commission's approval is not supported by substantial evidence in the record, that there was a lack of fair or impartial hearing, and that the decision is contrary to law in that the proposed development impacts a view corridor of the Santa Monica Mountains from the applicant's living room, which is located on the northwest portion of the residence.

As approved by the Planning Commission, the two-story residence included a maximum height of 28 feet with a pitched roof (Attachment 2 – Project Plans, of Exhibit C) and a 50 percent reduction in the required 40-foot, six-inch front yard setback to 20-foot, three-inches. The reduction was requested due to topographic constraints of the lot, including a seismic landslide area on the southern portion of the subject property that restricts where development could be sited. The south-facing slope on the project site and the adjacent property at 33616 PCH had surficial failure in the past and required remediation. To meet the required factor of safety, the project incorporated the use of a deepened foundation. Because past slope failures were likely caused by surface runoff, the project also included the installation of a drainage swale and a three-foot-high impact wall at the toe of the descending slope.

The full description of the project site and surrounding land uses can be found in the December 2, 2024 Planning Commission Agenda Report (Exhibit C). The analysis and findings in the Planning Commission agenda report demonstrated that the project, with the SPR and MM, complied with the LCP and MMC. The Planning Commission decision included a determination on PVD No. 24-031 that the proposed residence created no significant visual impacts to the nearby residence located at 33572 PCH.

APPEAL TO THE CITY COUNCIL

The appellant's specific arguments are summarized below in *italics* using citations from the appeal, with staff's response following. The full text of the appeal document can be found in Exhibit B. The Planning Commission agenda report, in which staff recommended approval of the project, is included as Exhibit C. The Planning Commission agenda report includes a complete overview of the surrounding area, project conformance with the LCP and MMC, and a discussion of all findings required to approve the application. Planning Commission Resolution No. 24-77 approving the project is included as Attachment 1 of Exhibit C.

APPEAL ITEM 1*: The appellant states* "*PVD24-031 conducted on December 2, 2024 that illustrates view impacts of the Santa Monica Mountains as seen from their residence constitutes a view impact based upon Coastal Act Section 30251 which states, The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance".*

Staff Response

During the processing of the subject application, staff reviewed project plans and conducted a visual assessment of the development area between 2019 and 2024. As designed, the proposed residence was deemed consistent with the LCP Local Implementation Plan's (LIP) residential development standards and considered to be compatible with the existing development pattern of one- and two-story residences in the neighborhood. The visual assessment found that the proposed residence would not create any visual impacts from public viewing areas as identified within the LIP and Coastal Act. While the LIP and Coastal Act include policies for the protection of public views, they do not contain policies for the protection of private views. Moreover, LIP Section 3.6(E) limits the height of structures to 18 feet, unless findings for an SPR can be made to authorize height up to 28 feet with a pitched roof. The findings associated with SPRs include consideration of public views in the LIP and private views in the MMC. LIP Section 13.27.5(A) requires that the City make four findings in consideration and approval of an SPR. Two additional findings are required pursuant to MMC Section 17.62.040(D) when a project exceeds 18 feet. Based on the foregoing evidence contained in the record, the required findings for SPR No. 24-002 were made by the Planning Commission. A summary of which are below:

Finding 1. The project is consistent with policies and provisions of the Malibu LCP.

All applicable City and County reviewers determined the project to be consistent with the policies and provisions of the LCP. The Planning Commission reviewed the evidence and determined the same. The project went through rigorous review for compliance with all chapters of the LCP by City staff and the Planning Commission.

Finding 2. The project does not adversely affect neighborhood character.

Story poles were installed in October of 2024. Staff visited the project site in November 2024, photo-documented the story poles, and evaluated the project for conformance with City codes. Properties in the vicinity of the subject property are predominantly developed with two-story single-family residences and accessory structures such as second units, detached garages, and swimming pools. The proposed grading will result in a lower finished grade, which will decrease the building profile when viewed from PCH.

Furthermore, the proposed total development square footage (TDSF) is considerably smaller than the adjacent property to the west and surrounding properties beyond, and will not adversely affect the neighborhood character with the proposed scale of development. Based on the existing development pattern in the area, the proposed project is expected to blend with the surrounding built environment.

Finding 3. The project provides maximum feasible protection to significant public views as required by Chapter 6 of the Malibu LIP.

The site is constrained by geological landslide areas, an irregular lot configuration, and the presence of coastal and canyon bluffs. Because the development cannot be sited completely below road grade to ensure the maximum protection of ocean views, the development proposes a view corridor double the size required by LIP Section 6.5 and will provide public visibility through the site as seen from PCH, a designated scenic roadway. The project is not expected to have significant impacts to scenic vistas with a more than compliant view corridor and provides the maximum feasible protection to significant public views as required by LIP Chapter 6.

Finding 4. The proposed project complies with all applicable requirements of State and local law.

The project complies with all applicable requirements of State and local law. All relevant City and County departments reviewed for conformance with State and local law and found the project to meet all requirements. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies.

Finding 5. The project is consistent with the City's General Plan and Local Coastal Program.

The proposed project, as designed, is consistent with the applicable land use designation, is consistent with all applicable development and design standards of the LCP and goals and policies of the General Plan, because the project is located in an area that has been identified for residential use, and the proposed residence incorporates siting and design measures to minimize visual impacts and landform alterations. As mentioned previously, the project is compliant with all LCP provisions.

Finding 6. The portion of the project that is in excess of 18 feet in height does not obstruct visually impressive scenes of the Pacific Ocean, offshore islands, Santa Monica Mountains, canyons, valleys or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17).

Based on the visual impact analysis (aerial photographs, site visits and story pole placement), the Planning Commission determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17).

The property owner of the adjacent residence two lots over to the east requested a primary view determination on November 25, 2024 in response to the public hearing notice and/or story pole installation, and formally submitted the request on December 2, 2024. Staff conducted a formal primary view determination (PVD No. 24-031), and the Planning Director and Planning Commission, after reviewing the PVD concluded that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the primary viewing area of the appellant's residence located at 33572 Pacific Coast Highway, as defined in MMC Section 17.40.040(A)(17). Portions of the Santa Monica Mountains can be seen in the distance within the PVD, but they were not determined to be visually impressive by the Planning Commission. The neighbor made their claim through public correspondence. The PVD shows visually impressive views of the Pacific Ocean, which are not being impacted by the proposed development.

As part of the appeal documentation, the appellant submitted an additional photo taken subsequent to staff's formal PVD determination. The appellant's photo is oriented towards the Santa Monica Mountains and states to be taken from the same position on the property as PVD No. 24-031. This is a zoomed-in photo generally in the area of PVD No. 24-031, which shows views of the Santa Monica Mountains. As stated, views of the Santa Monica Mountains are present within the PVD, but they were not determined to be visually impressive scenes by the Planning Commission. The City Council should rely on the photos taken by the City's Planning Division, as stated in MMC Section 17.40.040(A)(17), as the baseline, but may consider other forms of evidence in the record.

ENVIRONMENTAL REVIEW: In accordance with the Planning Commission's determination, the evidence in the record demonstrates the project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. The project is categorically exempt from the provisions of CEQA pursuant to Sections 15303(e) – New Construction or Conversion of Small Structures. In addition, the evidence demonstrates that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

PUBLIC CORRESPONDENCE: Correspondence received since the filing of the appeal is attached to this report as Exhibit E (letter from Applicant dated December 11, 2025).

PUBLIC NOTICE: On February 19, 2026, a Notice of City Council Public Hearing was published in a newspaper of general circulation within the City, and a public notice was mailed to the owners and occupants of all properties within a radius of 500 feet of the subject property (Exhibit F).

SUMMARY: Based on the record as a whole, including but not limited to all written and oral testimony offered in connection with this matter, staff recommends that the City Council adopt Resolution No. 26-06, denying the appeal and approving CDP No.19-011, SPR No. 24-022, and MM No. 24-006, subject to conditions of approval.

EXHIBITS:

A. Resolution No. 26-06
B. Appeal No. 24-011
C. December 2, 2024 Planning Commission Agenda Report with Attachments, including Resolution No. 24-77 and Correspondence
D. Primary View Determination No. 24-031
E. Public Correspondence after Planning Commission Hearing
F. Notice of Public Hearing

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MALIBU, DENYING APPEAL NO. 24-11, DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 19-011 FOR THE CONSTRUCTION OF A NEW 3,977.5 SQUARE FOOT, 28 FOOT HIGH TWO-STORY SINGLE-FAMILY HOME WITH BASEMENT, POOL, SPA, RETAINING WALLS, NEW ONSITE WASTEWATER TREATMENT SYSTEM, AND ASSOCIATED DEVELOPMENT; INCLUDING SITE PLAN REVIEW NO. 24-022 FOR CONSTRUCTION OVER 18 FEET UP TO A MAXIMUM OF 28 FEET IN HEIGHT FOR A PITCHED ROOF AND MINOR MODIFICATION NO. 24-006 TO REDUCE THE REQUIRED FRONT YARD SETBACK BY 50 PERCENT, FOR A PROPERTY LOCATED IN THE RURAL RESIDENTIAL, TWO-ACRE ZONING DISTRICT AT 33610 PACIFIC COAST HIGHWAY (PEACHES LLC)

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

SECTION 1. Recitals.

A. On March 4, 2019, an application for Coastal Development Permit (CDP) No. 19-011, Site Plan Review (SPR) No. 24-022, and Minor Modification (MM) No. 24-006 was submitted to the Planning Division by the applicant, Block and Block, on behalf of the property owner, Peaches LLC. The application was routed to the City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, City Public Works Department, Waterworks District No. 29 (WD29), and Los Angeles County Fire Department (LACFD) for review.

B. On July 24, 2024, the applicant posted a Notice of CDP Application on the subject property and staff deemed the CDP application complete for processing.

C. On October 24, 2024, story poles representing the location and height of the new 2-story single-family residence were installed.

D. On November 8, 2024, Planning Division staff conducted a site visit to document site conditions, the property and surrounding area, and to determine potential visual impacts of the proposed project on any scenic area, scenic road, or public viewing area.

E. On November 7, 2024, 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.

F. On December 2, 2024, Charmaine and Matthew Marks submitted a revised application for a Primary View Determination (PVD) for the property to the east of the subject property, staff conducted the PVD prior to the public hearing, and the Planning Director determined that no visual impact from the proposed project based upon the PVD would occur.

G. On December 2, 2024, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record, and after due consideration

took action to adopt Planning Commission Resolution No. 24-77 approving Coastal Development Permit No. 19-011.

H. On December 9, 2024, Matthew Marks, property owner of 33572 Pacific Coast Highway, Malibu CA 90265, filed an appeal (Appeal No. 24-011) of the Planning Commission's action approving CDP No. 19-011.

I. On February 19, 2026, a Notice of City Council 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 radius of 500 feet from the subject property and all interested parties.

J. On March 18, 2026, the City Council held a duly noticed public hearing on the subject appeal, reviewed and considered the agenda report, reviewed and considered all written reports and materials including the materials before the City Council, public testimony, and other information in the record.

SECTION 2. Appeal of Action.

The appeal filed by the appellant contends that Coastal Act Section 30251 states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. The appellant contends that the development approved by the Planning Commission of a new two-story 28-foot-high residence near the appellant's property blocks private views of the Santa Monica Mountains from the appellant's living room as documented in Primary View Degermation No. 24-031. The appellant further contends that the Coastal Act specifically states that "permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas…" Lastly, the appellant asserts that the specific finding made by the Planning Commission that the project development does not block the view corridor is incorrect and that the development does, in fact, block the appellant's view of the Santa Monica Mountains.

SECTION 3. Findings for Denying the Appeal.

Based on evidence in the record and in the Council Agenda Report for the project, the City Council hereby makes the following findings of fact, denies the appeal, and finds that evidence in the record supports the required findings for approval of the project. In addition, the analysis, findings of fact, and conclusions set forth by staff in the Council Agenda Report and Planning Commission Agenda Report, as well as the testimony and materials considered by the Planning Commission and City Council, are incorporated herein as though fully set forth.

The project to develop a two-story 28-foot-tall single-family residence does not create a public view impact based upon Coastal Act Section 30251, which states, "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance" and is in compliance with the City's Local Coastal Program (LCP) Local Implementation Plan (LIP). There are no public viewing areas impacted by the proposed development. Note that the LIP and Coastal Act include policies for the protection of public views but do not contain policies for the protection of private views. Moreover, LIP Section 3.6(E) limits the height of structures to 18 feet, unless findings for an SPR can be made to authorize height up to 28 feet with a pitched roof. The findings associated with SPRs include consideration of public views in the LIP and private views in the Malibu Municipal Code. LIP Section 13.27.5(A) requires that the City make four findings in consideration and approval of a SPR. Two additional findings are required pursuant to MMC

Section 17.62.040(D) when a project exceeds 18 feet. Based on the foregoing evidence contained in the record, the required findings for SPR No. 24-002 are made as follows:

Finding 1. The project is consistent with policies and provisions of the Malibu LCP.

The Planning Division, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, the LACFD, and WD29 reviewed the project for conformance with the LCP by the and was found to be consistent with the LCP, inclusive of the SPR and MM.

Finding 2. The project does not adversely affect neighborhood character.

Story poles were installed in October of 2024. Staff visited the project site in November 2024, photo-documented the story poles, and evaluated the project for conformance with City codes. Properties in the vicinity of the subject property are predominantly developed with two-story single-family residences and accessory structures such as second units, detached garages, and swimming pools. The proposed grading will result in a lower finished grade, which will decrease the building profile when viewed from PCH.

Furthermore, the proposed total development square footage (TDSF) is considerably smaller than the adjacent property to the west and surrounding properties beyond, and will not adversely affect the neighborhood character with the proposed scale of development. Based on the existing development pattern in the area, the proposed project is expected to blend with the surrounding built environment.

Based on the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and will not have an adverse effect on neighborhood character. The neighboring properties are developed with one- and two-story single-family residences. Therefore, the project is similar in height and scale to other buildings in the same neighborhood.

Finding 3. The project provides maximum feasible protection to significant public views as required by Chapter 6 of the Malibu LIP.

The site is constrained by geological landslide areas, an irregular lot configuration, and the presence of coastal and canyon bluffs. Because the development cannot be sited completely below road grade to ensure the maximum protection of ocean views, the development proposes a view corridor double the size required by LIP Section 6.5 and will provide public visibility through the site as seen from PCH, a designated scenic roadway. The project is not expected to have significant impacts to scenic vistas and provides the maximum feasible protection to significant public views as required by LIP Chapter 6.

Finding 4. The proposed project complies with all applicable requirements of State and local law.

The project complies with all applicable requirements of the LCP. The Planning Division, City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, LACFD and WD29 reviewed the proposed project and determined it was in conformance with the LCP and other State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed

improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies.

Finding 5. The project is consistent with the City's General Plan and Local Coastal Program.

The proposed project, as designed, is consistent with the applicable land use designation, is consistent with all applicable development and design standards of the LCP, and goals and policies of the General Plan because the project is located in an area that has been identified for residential use, and the proposed residence incorporates siting and design measures to minimize visual impacts and landform alterations.

Finding 6. The portion of the project that is in excess of 18 feet in height does not obstruct visually impressive scenes of the Pacific Ocean, offshore islands, Santa Monica Mountains, canyons, valleys or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17).

Based on the visual impact analysis (aerial photographs, site visits and story pole placement), staff determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17).

The property owner of the adjacent residence two lots over to the east verbally requested a primary view determination on November 25, 2024 in response to the public hearing notice and/or story pole installation and formally submitted the request on December 2, 2024. Staff conducted a formal primary view determination (PVD No. 24-031) and the Planning Director after reviewing the PVD concluded that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the primary viewing area of the Mark’s residence located at 33572 Pacific Coast Highway as defined in MMC Section 17.40.040(A)(17).

The applicant submitted SPR No. 24-002 to allow portions of the residence to exceed 18 feet up to 28 feet for a pitched roof. The Planning Commission analyzed the SPR request with the information contained in PVD No. 24-031 and approved the SPR with the required findings per LIP Section 13.27.5(A) related to public views and additional findings per MMC Section 17.62.060 related to General Plan/LCP conformance and private views for the portion above 18 feet in height. Based on the PVD analysis, the City Council reviewed and determined that no impressive scenes of the Santa Monica Mountains from the appellant’s residence existed with the requested height increase above 18 feet. The Planning Commission considered all information in the record and adopted Resolution No. 24-77 approving CDP No. 19-011, SPR No. 24-002, and MM No. 24-006. The City Council considered all of the evidence in the record and came to the same conclusion as the Planning Commission.

As detailed above and in the record, the evidence supports the required findings for approval of the proposed Project and that it is consistent with LCP and MMC standards. The City Council finds that Appeal No. 24-011 shall not be granted.

SECTION 4. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the City Council has exercised its independent judgment and analyzed the proposal as described above. The City Council has found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Sections 15303(e) – New Construction or Conversion of Small Structures. The City Council has further determined that none of the six exceptions to the use of a categorical exemption applies to this project (CEQA Guidelines Section 15300.2).

SECTION 5. Coastal Development Permit Findings.

Based on the evidence contained within the record, including the agenda report for the project and the hearing on December 2, 2024, and pursuant to the LIP, including the required four findings contained within LIP Section 13.27.5(A), along with the two additional findings required pursuant to MMC Section 17.62.060 when a project exceeds 18 feet. LIP Sections 13.7(B) and 13.9, and the Malibu Municipal Code (MMC), the City Council makes the findings of fact below, and approves CDP No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including SPR No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and MM No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acres (RR-2) zoning district at 33610 Pacific Coast Highway (PCH).

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

A. General Coastal Development Permit (LIP Chapter 13)

1. Evidence in the record demonstrates that the proposed project, as conditioned, conforms to the LCP and MMC in that it meets all applicable residential development standards inclusive of the MM and SPR.

2. The subject parcel is located between the first public road and the sea; however, a private access road and developed residential lots occur between the subject property and the shore. The project will not adversely impact public access or recreation because the project includes the development of the single-family residence that will be located landward of the bluff edge to comply with the 50-foot setback. Additionally, according to the LCP Park Lands and Public Access Maps, beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. As such, no potential project-related or cumulative impact on public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code).

3. A reduced project alternative could be proposed on the project site. Should the footprint be reduced, the direct land disturbance as a result of construction would be reduced. However, the proposed project complies with the maximum allowable TDSF, impermeable coverage, and height limitations of the LCP. A smaller project may reduce the development area of the proposed project; however, a development area reduction is not expected to offer any environmental advantages. The project site's size coupled with geologic constraints and bluff setback requirements limit the ability to develop the site in other manner than what is being proposed. As designed, the proposed project complies with the requirements of both the LCP and MMC, inclusive of the discretionary requests. In conclusion, it is not anticipated that an alternative project would offer any environmental advantages.

4. The subject parcel is not located in an Environmentally Sensitive Habitat Area (ESHA) or ESHA buffer as depicted on the LCP ESHA and Marine Resources Map. Therefore, Environmental Review Board review was not required, and this finding does not apply.

B. Site Plan Review No. 24-022 for Construction in Excess of 18 Feet in Height (LIP Section 13.27)

SPR No. 24-022 is requested for the construction of a new single-family residence over 18 feet for a maximum of 28 feet in height with a pitched roof.

1. Evidence in the record demonstrates the project is consistent with policies and provisions of the LCP.

2. Based on the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and will not have an adverse effect on neighborhood character.

3. The story pole photos show that given the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and does not have a significant impact on public views.

4. Evidence in the record demonstrates the project complies with all applicable requirements of state and local law.

5. Evidence in the record demonstrates the project is consistent with the City's General Plan and LCP.

6. Based on the visual impact analysis (aerial photographs, site visits and story pole placement), staff had determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17). On December 2, 2024, prior to the Planning Commission public hearing, staff received an application and conducted a site visit to perform a formal Primary View Determination (PVD) for the property located at 33572 Pacific Coast Highway. Staff's final determination on the PVD revealed "No View Impacts" associated with the proposed two-story single-family residence development at 33610 Pacific Coast Highway and was confirmed by the Planning Commission in their action to approve the project.

C. Minor Modification No. for a reduced front yard setback (LIP Section 13.27)

l. The project is consistent with the policies of the Malibu LCP in that the project has been reviewed and analyzed for conformance with the LCP. The project is consistent with the policies and provisions of the LCP and MMC. The project, with the inclusion of the requested MM, as designed and conditioned, conforms to all applicable LCP policies and provisions. A reduction in the front yard setback is needed to avoid construction on slopes 4 to l and steeper and that provides the required bluff retreat setback from the Coastal Bluff located on the southern portion of the site.

2. The project does not adversely affect neighborhood character. As previously stated in Section B, Finding 2, story poles were placed on the site to demonstrate the project's potential for View impacts to the surrounding area. The proposed project consists of a new 3,977.5 square foot two-story single-family residence with a footprint of 2,636 square feet, pool, 8,761 square feet of landscaping, and associated development. The project site's size coupled with geologic constraints and bluff setback requirements limits the ability to develop the site in any other manner than what is being proposed. The project's height and bulk will not adversely affect neighborhood character. Additionally, the proposed Total Development Square Footage (TDSF) is considerably smaller than the adjacent property to the west and surrounding properties beyond and will not adversely affect the neighborhood character with the proposed scale of development. The proposed structure complies with the residential development standards of the LCP and MMC, consistent with the RR-2 zoning designation, with the inclusion of the MM and SPR request. The building is designed and sited in a manner that allows for visual access to the ocean through creation of a public View corridor, while allowing development of the highly constrained site. As stated earlier, the lot size, View corridor requirement, and seismic hazard area located along the southern portion of the property limit where development can be sited. Based on conformance with development standards, inclusive of the MM and SPR, along with project conditions for building, driveway, and wall materials and colors, proposed site and building design characteristics, the surrounding topography, and surrounding existing development, the project is not expected to have an adverse effect on neighborhood character.

3. The proposed project complies with all applicable requirements of State and local law, in that the 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. The City Biologist, City geotechnical consultant reviewers, City Environmental Health Administrator, City Public Works Department WD29, and LACFD reviewed the proposed project and determined it was in conformance with State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies. Therefore, the proposed project complies with all applicable requirements of State and local law.

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

1. The proposed project is a new two-story single-family residence on a vacant parcel currently being used for construction staging for the adjacent parcel to the west currently under construction, and in a neighborhood developed with single-family residences. As proposed, the project complies with the non-beachfront residential standards. Based on a staff site visit and analysis it was determined that due to the lot location, dimensions, and topography, there is no

feasible alternative building site where the development would be obscured from view from a scenic area. The proposed project has been designed to provide a public view corridor of 16 feet, 7 inches, which is approximately 42 percent of the lot's frontage and more than twice the required width. LIP Chapter 6 requires a view corridor of 20 percent of the lot frontage to ensure that the proposed development would not obstruct views to the ocean from PCH. Additionally, the proposed landscaping and pedestrian walkway along the west side of the project will not be visible from the scenic road; therefore, the proposed project has been determined not to have a significant adverse scenic or visual impact as seen from PCH.

2. The project, as conditioned, will not have significant adverse scenic or visual impacts. The project has been conditioned to include limitations on lighting and colors of the materials used to prevent any visual impacts to scenic areas.

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

4. The project, as designed and conditioned, is not expected to adversely affect scenic and visual resources, and no feasible alternatives would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

5. As discussed in Findings 1, 2, and 4 above, the project, as proposed and conditioned, would not have significant adverse impacts on scenic and visual resources, nor eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.

E. Hazards (LIP Chapter 9)

1. The project will not increase the instability of the site from geologic, flood, or fire hazards. The proposed development is suitable for the intended use, provided that the certified engineering geologist and/or geotechnical engineer's recommendations and governing agency's building codes are followed.

2. The project, as designed, conditioned, and approved by the City geotechnical consultant reviewers and City Public Works Department, does not pose any significant adverse impacts on the site stability or structural integrity from geologic or fire hazards due to the project design.

3. The project, as designed and conditioned, is the least environmentally damaging alternative.

4. The proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, and LACFD. These specialists and agencies determined that the proposed project does not impact site stability or structural integrity, nor increase the fire hazard beyond what exist today and will actually correct existing surficial erosion through the development of the site.

5. The proposed project, as designed and conditioned, will not have adverse impacts on sensitive resources.

F. Shoreline and Bluff Development (LIP Chapter 10)

1. As previously discussed in Section A, Finding 2, the proposed project is not anticipated to interfere with public access to the ocean. The proposed development and related construction activities are at least 50 feet from the bluff edge and beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. No development is proposed on or near the shoreline sand supply or other resources as the development' finished floor elevation (approximately 125 feet above sea level) will be 50 feet landward of the bluff edge. The proposed development complies with the reduced 50-foot setback from the coastal bluff edge pursuant to LIP 10.4(D) and the 25-foot setback from the canyon bluff pursuant to MMC Section 17.40.040(A)(6)(e) as the static factor of safety is greater than 1.5.

2. The project, as proposed and conditioned, is consistent with LIP Section 10.4.D.1 and LIP Section 10.4.H and will not have significant adverse impacts on public access, shoreline sand supply or other resources.

3. The project, as conditioned, is the least environmentally damaging alternative. As previously stated, the proposed project, as designed, conditioned, and approved by City staff, will not have any significant adverse impacts on public access or shoreline sand supply, or other resources.

SECTION 6. City Council Action.

Based on the foregoing findings and evidence contained within the record, the City Council hereby denies Appeal No. 24-011 and approves CDP No. 19-011, SPR No. 24-002, and MM No. 24-006 subject to the following conditions.

SECTION 7. 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. Approval of this application is to allow for the project described herein. The scope of work approved includes:

   Construction

   a. New 3,977.5 square foot, two-story single-family residence with a 1,291 square foot basement;
   b. Decks and outdoor shower;
   c. Swimming pool and spa;
   d. Grading
   e. Landscaping and hardscape;
   f. New driveway and associated retaining walls; and
   g. New OWTS;

   Discretionary Request

   The proposed project includes the following discretionary requests:

   a. SPR No. 24-022 for construction over 18 feet up to a maximum height of 28 feet for a pitched roof.
   b. MM No.24-006 for a 50 percent reduction of the front yard setback.

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date-stamped **July 8, 2024.** The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

4. Pursuant to LIP Section 13. 1 8.2, this permit and rights conferred in this approval shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions of approval set forth herein. The applicant shall file this form with the Planning Division prior to the issuance of any development permits.

5. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check and again prior to the issuance of any building or development permits.

6. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three—year period and shall set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

7. Any questions of intent or interpretation of any condition of approval will be resolved by the Planning Director upon written request of such interpretation.

8. All development shall conform to requirements of the City of Malibu Community Development Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29 and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured.

9. Minor changes to the approved plans or the conditions of approval may be approved by the Planning Director, provided such changes achieve substantially the same results and the project is still in compliance with the Malibu Municipal Code and the Local Coastal Program. Revised plans reflecting the minor changes and additional fees shall be required.

10. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that the CCC denies the permit or issues the permit on appeal, the coastal development permit approved by the City is void.

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

12. The property owner shall comply with all provisions of the MMC and LIP.

Cultural Resources

13. 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 until the Planning Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

14. If human bones are discovered during geologic testing or during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Lighting

15. Exterior lighting must comply with the Dark Sky Ordinance and shall be minimized, shielded, or concealed and restricted to low intensity features, so that no light source is directly visible from public view. Permitted lighting shall conform to the following standards:

    a. Lighting for walkways shall be limited to fixtures that do not exceed two feet in height and are directed downward, and limited to 850 lumens (equivalent to a 60- watt incandescent bulb);

b. Security lighting controlled by motion detectors may be attached to the residence provided it is directed downward and is limited to 850 lumens;
c. Driveway lighting shall be limited to the minimum lighting necessary for safe vehicular use. The lighting shall be limited to 850 lumens;
d. Lights at entrances as required by the Building Code shall be permitted provided that such lighting does not exceed 850 lumens;
e. Site perimeter lighting shall be prohibited; and
f. Outdoor decorative lighting for aesthetic purposes is prohibited.

16. Night lighting for sports courts or other private recreational facilities shall be prohibited.

17. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness. Lighting levels on any nearby property from artificial light sources on the subject property(ies) shall not produce an illumination level greater than one foot—candle.

18. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded directed downward and inward so there is no offsite glare or lighting of natural habitat areas. High intensity lighting of the shore is prohibited.

19. String lights are allowed in occupied dining and entertainment areas only and must not exceed 3,000 Kelvin.

20. Motion sensor lights shall be programmed to extinguish ten minutes after activation.

21. Three violations of the conditions by the same property owner will result in a requirement to permanently remove the outdoor light fixture(s) from the site.

22. Up-lighting 0f landscaping is prohibited.

Fencing/Walls/Screening

23. Any above-ground equipment shall be screened from View by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

24. The applicant shall include an elevation of the proposed electronic driveway gate on the architectural plans that are submitted for building plan check. The gate and all fencing along the front property line shall comply with the regulations set forth in LIP Section 3.5.

25. The height of fences and walls shall comply with LIP Section 3.5.3(A). No retaining wall shall exceed six feet in height or 12 feet in height for a combination of two or more walls.

26. New boundary fencing of any single area exceeding 1/2 acre shall be of an open rail-type design with a wooden rail at the top (instead of wire), be less than 40 inches high, and have a space greater than 14 inches between the ground and the bottom post or wire. A split rail design that blends with the natural environment is preferred.

Construction / Framing

27. The applicant/property owner shall contract with a City-approved hauler to facilitate the recycling of all recoverable/recyclable material. Recoverable material shall include, but shall not be limited to: asphalt, dirt and earthen material, lumber, concrete, glass, metals, and drywall.

28. Prior to the issuance of a building/demolition permit, an Affidavit and Certification to implement waste reduction and recycling shall be signed by the Owner or Contractor and submitted to the Environmental Sustainability Department. The Affidavit shall indicate the agreement of the applicant to divert at least 65 percent (in accordance with CalGreen) of all construction waste from the landfill.

29. Prior to the issuance of a building permit, the applicant shall confirm with the City Building Official if a Los Angeles County Fire Department-compliant second egress point from the basement will be required and shall update plans accordingly should that be required.

30. Prior to the commencement of work, the applicant shall submit a copy of their Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right-of-way.

31. A construction staging plan shall be reviewed and approved by the Planning Director prior to plan check submittal.

32. Construction hours shall be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturdays from 8:00 a.m. to 5:00 p.m. No construction activities shall be permitted on Sundays or City-designated holidays.

33. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

34. All new development, including construction, grading, and landscaping shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter l7, including:

    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. Grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.

35. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the highest roof member elevation, lowest finish floor elevation and elevation of centerline of Pacific Coast Highway. Prior to the commencement of further construction activities, said document shall be submitted to the assigned Building Inspector and Planning Division for review and sign off on framing.

36. For the transportation of heavy construction equipment and/or material, which requires the use of oversized—transport vehicles on State highways, the applicant / property owner is required to obtain a transportation permit from the California Department of Transportation.

Biology/Landscaping

37. Except as permitted pursuant to the provisions in LUP policies 3.18 and 3.20, throughout the City of Malibu, development that involves the use of pesticides, including insecticides, herbicides, rodenticides or any other similar toxic chemical substances, shall be prohibited in cases where the application of such substances would have the potential to significantly degrade Environmentally Sensitive Habitat Areas or coastal water quality or harm wildlife. Herbicides may be used for the eradication of invasive plant species or habitat restoration, but only if the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls are infeasible. Herbicides shall be restricted to the least toxic product and method, and to the maximum extent feasible, shall be biodegradable, derived from natural sources, and used for a limited time.

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

39. 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.

40. Prior to final Planning inspection or other final project sign off (as applicable), the applicant shall submit to the Planning Director for review and approval a certificate of completion in accordance with the Landscape Water Conservation Ordinance (MMC Section 17.53.030). The certificate shall include the property owner's signed acceptance of responsibility for maintaining the landscaping and irrigation in accordance with the approved plans and MMC Section 17.53.030.

41. 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.

42. 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 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. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

43. 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). The planting plan must adhere to the View corridor requirements for the property.

44. Invasive plant species, as determined by the City of Malibu, are prohibited.

45. No non-native plant species shall be approved greater than 50 feet from the residential structure.

46. Native species of the Santa Monica Mountains, characteristic of the local habitat, shall be used on graded slopes or where slope plantings are required for slope stabilization, erosion control, and watershed protection. Plants should be selected to have a variety of rooting depths. A spacing of 15 feet between large woody (>10—foot canopy) shrubs is recommended by the Fire Department. Lawns are prohibited on slopes > 5%.

47. Slope planting measures such as contour planting and terracing or other techniques shall be incorporated on slopes to interrupt the flow and rate of surface runoff in order to prevent surface soil erosion.

48. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote and copper arsenate.

49. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to 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 nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

50. 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 lighting of natural habitat areas. Up—lighting is prohibited.

Fire Department/Fuel Modification

51. The project shall receive LACFD approval of a Final Fuel Modification Plan prior to the issuance of final building permits.

52. The project is required to have an interior automatic sprinkler system.

Public Works

53. Clearing and grading during the rainy season (extending from November l to March 31) shall be prohibited for development that:
    a. Is located within or adjacent to ESHA, or
    b. Includes grading on slopes greater than 4 to 1. Approved grading for development that is located within or adjacent to ESHA or on slopes greater than 4 to 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 3 1, unless the City determines that completion of grading would be more protective of resources.

54. 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.

55. A grading and drainage plan containing the following information shall be approved, and submitted to the Public Works Department, prior to the issuance of grading permits for the project:
    a. Public Works Department general notes;
    b. 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);
    c. The limits of land to be disturbed during project development shall be delineated and a total area shall be shown on this 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;
    d. The limits to land to be disturbed during project development shall be delineated and a total area of disturbance should be shown on this plan. Areas disturbed by grading equipment beyond the limits 0f grading shall be included within the area delineated;
    e. If the property contains rare, endangered or special status species as identified in the Biological Assessment, this plan shall contain a prominent note identifying the areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on this plan as required by the City Biologist;
    f. The grading limits shall include the temporary cuts made for retaining walls, buttresses and over excavations for rill slopes; and
    g. Public storm drain systems shall be shown on this plan. Systems greater than 12 inches in diameter shall also have a plan and profile for the system included with this plan.

56. 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 BMPs 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 BMPs and other applicable facilities. The digital drawing shall also show the subject property, public or private street, and any drainage easements.

57. The ocean between Latigo Point and the west City limits has been established by the State Water Resources Control Board as an Area of Special Biological Significance (ASBS) aspart of the California Ocean Plan. This designation prohibits the discharge of any waste, including stormwater runoff, directly into the ASBS. The applicant shall provide a drainage system that accomplishes the following:

    a. Installation of BMPs that are designed to treat the potential pollutants in the stormwater runoff so that it does not alter the natural ocean water quality. These pollutants include trash, oil and grease, metals, bacteria, nutrients, pesticides, herbicides and sediment.

b. Prohibits the discharge of trash.
c. Only discharges from existing storm drain outfalls are allowed. No new outfalls will be allowed. Any proposed or new storm water discharged shall be routed to existing storm drain outfalls and shall not result in any new contribution of waste to the ASBS (i.e., no additional pollutant loading).
d. Elimination of non-storm water discharges.

58. A Local Storm Water Pollution Prevention Plan (LSWPPP) shall be provided prior to issuance of grading/building permits. This plan shall include an Erosion and Sediment Control Plan (ESCP) that includes, but is not limited to:

Erosion Controls Scheduling	Erosion Controls Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Entrance
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

All BMPs 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.

59. 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.

60. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. 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 on the site. The QQMP 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:

a. Site Design BMPs:
b. Source Control BMPs;
c. Treatment Control BMPs that retain on-site Stormwater Quality Design Volume (SWQDv). Or where it is technically infeasible to retain on-site, the project must biofllltrate 1.5 times the SWQDv that is not retained on-site;
d. Drainage improvements;
e. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure;
f. Methods of onsite percolation, site re-vegetation and an analysis for off-site project impacts;
g. Measures to treat and infiltrate runoff from impervious areas;
h. 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 measure installed during construction prior to the issuance of grading or building permits; and
i. The WQMP shall be submitted to the Public Works Department and the fee applicable at the time of submittal for review of the WQMP shall be paid prior to the start of the technical review. The WQMP shall be approved prior 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 Office of the Los Angeles County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the issuance of the certificate of occupancy.

Geology

61. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City geotechnical staff shall be incorporated into all final design and construction including foundations, grading, sewage disposal, and drainage. Final plans shall be reviewed and approved by the City geotechnical consultant reviewers prior to the issuance of permits.

62. Final plans approved by the City geotechnical consultant reviewers shall be in substantial conformance with the approved CDP relative to construction, grading, sewage disposal and drainage. Any substantial changes may require a CDP amendment or a new CDP.

Swimming Pool / Spa / Mechanical Equipment

63. Onsite noise, including that which emanates from swimming pool and air conditioning equipment, shall be limited as described in MMC Chapter 8.24 (Noise).

64. Pool and air conditioning equipment that will be installed shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

65. All swimming pools shall contain double walled construction with drains and leak detection systems capable of sensing a leak of the inner wall.

66. 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:

a. The discharge water is dechlorinated, debrominated or if the water is disinfected using ozonation;
b. There are sufficient BMPs in place to prevent soil erosion; and
c. The discharge does not reach into the MS4 or to the ASBS (including tributaries).

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

68. A sign stating "It is illegal to discharge pool, spa, or water feature waters to a street, drainage course, or storm drain per MMC Section l3.04.060(D)(5)" 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.

Environmental Health

69. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan prepared by a City Registered OWTS Designer shall be submitted showing an OWTS design meeting the minimum requirements of the MMC and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The OWTS plot plan shall show essential features of the OWTS and must fit onto an 11-inch by 17-inch sheet leaving a five—inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

70. Final OWTS Design Report, Plans, and System Specifications: A final OWTS design report and large set of construction drawings with system specifications (four sets) shall be submitted to describe the OWTS design basis and all components proposed for use in the construction of the OWTS. All plans and reports must be signed by a City Registered OWTS Designer, and the plans stamped by the project Geologist, and Structural Engineer as applicable. The final OWTS design report and construction drawings shall be submitted with the designer's signature, professional registration number, and stamp (if applicable).

71. The final design report shall contain the following information (in addition to the items listed above).
    a. Required treatment capacity for wastewater treatment and disinfection systems. The treatment capacity shall be specified in terms of flow rate, gallons per day, and shall be supported by calculations relating the treatment capacity to the number of bedroom equivalents, plumbing drainage fixture equivalents, and the subsurface effluent dispersal system acceptance rate. The drainage fixture unit count must be clearly identified in association with the design treatment capacity, even if the design is based on the number of bedrooms. Average and peak rates of hydraulic loading to the treatment system shall be specified in the final design;
    b. Sewage and effluent pump design calculations (as applicable).
    c. Description of proposed wastewater treatment and/or disinfection system equipment. State the proposed type of treatment system(s) (e.g., aerobic treatment, textile filter ultraviolet

disinfection, etc.); major components, manufacturers, and model numbers for "package" systems; and conceptual design for custom engineered systems;

d. Specifications, supporting geology information, and percolation test results for the subsurface effluent dispersal portion of the onsite wastewater disposal system. This must include the proposed type of effluent dispersal system (drainfield, trench, seepage pit subsurface drip, etc.) as well as the system's geometric dimensions and basic construction features. Supporting calculations shall be presented that relate the results of soils analysis or percolation/infiltration tests to the projected subsurface effluent acceptance rate, including any unit conversions or safety factors. Average and peak rates of hydraulic loading to the effluent dispersal system shall be specified in the final design. The projected subsurface effluent acceptance rate shall be reported in units of total gallons per day and gallons per square foot per day. Specifications for the subsurface effluent dispersal system shall be shown to accommodate the design hydraulic loading rate (i.e., average and peak OWTS effluent flow, reported in units of gallons per day). The subsurface effluent dispersal system design must take into account the number of bedrooms, fixture units and building occupancy characteristics; and

e. All final design drawings shall be submitted with the wet signature and typed name of the OWTS designer. If the scale of the plan is such that more space is needed to clearly show construction details, larger sheets may also be provided (up to a maximum size of 18 inch by 22 inch, for review by Environmental Health). Note: For OWTS final designs, full-size plans are required for review by the Building Safety Division and/or the Planning Division.

72. Proof of Ownership: Proof of ownership of the subject property shall be submitted to the City Environmental Health Administrator.

73. Operations & Maintenance Manual: An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed advanced OWTS.

74. Maintenance Contract: A maintenance contract executed between the owner of the subject property and an entity qualified in the opinion of the City of Malibu to maintain the proposed onsite wastewater disposal system after construction shall be submitted. Note only original "wet signature" documents are acceptable.

75. Advanced OWTS Covenant: Prior to final Environmental Health approval, a covenant running with the land shall be executed between the City of Malibu and the holder of the fee simple absolute as to subject real property and recorded with the Office of the Los Angeles County Recorder. Said covenant shall serve as constructive notice to any future purchaser for value that the onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the Malibu Municipal Code. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

76. Project Geologist/Geotechnical Consultant Approval: Project Geologist/Geotechnical Consultant final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

77. City of Malibu Geologist/Geotechnical Consultant Approval: City of Malibu geotechnical staff final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

78. City of Malibu Public Works Approval: City of Malibu Public Works final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

79. City of Malibu Planning Approval: City of Malibu Planning Division final approval of the OWTS plan shall be obtained.

80. Environmental Health Final Review Fee: A final fee in accordance with the adopted fee schedule at the time of final approval shall be paid to the City of Malibu for Environmental Health review of the OWTS design and system specifications.

81. Operating Permit Application and Fee: In accordance with Malibu Municipal Code, an application shall be made to the Environmental Health office for an Onsite Wastewater Treatment System operating permit. An operating permit fee in accordance with the adopted fee schedule at the time of final approval shall be submitted with the application.

82. Prior to the issuance of a building permit the applicant shall demonstrate, to the satisfaction of the Building Official, compliance with the City of Malibu's Onsite Wastewater Treatment regulations including provisions of LIP Section 18.9 related to continued operation, maintenance and monitoring of onsite facilities.

83. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan shall be submitted showing an AOWTS design meeting the minimum requirements of the Malibu Plumbing Code (MPC) and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The AOWTS plot plan shall Show essential features of the AOWTS and must fit onto an 11-inch by 17—inch sheet leaving a five—inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly Show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

84. Final OWTS Design Report, Plans, and System Specifications: If the OWTS design and/or bedroom/drainage fixture unit counts are modified in any way subsequent to the Planning stage review, then a final design and system specifications shall be submitted as to all components (i.e., alarm system, pumps, timers, flow equalization devices, backflow devices, etc.) proposed for use in the construction of the proposed OWTS. For all OWTS, final design drawings and calculations must be signed by a California registered civil engineer, a registered environmental health specialist or a professional geologist who is responsible for the design. The designer must also be a registered OWTS designer with the City of Malibu. The final OWTS design report and drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

Water Service

85. Prior to the issuance of a building permit, the applicant shall submit an updated Will Serve Letter from Los Angeles County Waterworks District No. 29 to the Planning Division indicating the ability of the property to receive adequate water service.

Prior to Occupancy

86. Prior to a final Building inspection, the applicant shall provide a Recycling Summary Report (Summary Report) and obtain the approval from the Environmental Sustainability Department. Applicant must provide haul tickets and diversion information. The final Summary Report shall designate the specific materials that were landfilled or recycled and state the facilities where all materials were taken.

87. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A Certificate of Occupancy shall not be issued until the Planning Division has determined that the project complies with this coastal development permit. A temporary Certificate of Occupancy may be granted at the discretion of the Planning Director, provided adequate security has been deposited with the City to ensure compliance should the final work not be completed in accordance with this permit.

88. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the project site and determine that all Planning Division conditions to protect natural resources are in compliance with the approved plans.

89. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

View Corridor

90. No landscaping on the east side of the property shall be more than six feet high for the first 100 feet from the Pacific Coast Highway boundary.

91. Pursuant to LIP Section 6.5(E)(2) and in order to ensure the protection of scenic and visual resources, the applicant is required to maintain:

a. A public view corridor a minimum of 16 feet 7 inches adjacent to the western property line extending the length of the property.
b. No portion of any structure shall extend into the view corridor above the elevation of the adjacent street.
c. Any fencing across the view corridor shall be permanently maintained as visually permeable. Tinted or frosted glass, and louvered or slatted screen fences are not permitted.
d. Any landscaping in this area shall include only low-growing species that will not obscure or block bluewater views.
e. If at any time the property owner allows the view corridor to become impaired or blocked, it would constitute a violation of the coastal development permit and the Coastal Act and be subject to all civil and criminal remedies.

Fixed Conditions

92. This coastal development permit shall run with the land and bind all future owners of the property.

93. Violation of any of the conditions of this approval may be cause for revocation of the permit and termination of all rights granted there under.

Deed Restrictions

94. 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 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 Planning Division staff prior to final Planning Division approval.

95. Prior to final Planning Division approval, the applicant shall be required to execute and record a deed restriction reflecting lighting requirements set forth in Condition Nos. 15-22. The property owner shall provide a copy of the recorded document to the Planning Division prior to final Planning Division approval.

96. The property owner is required to acknowledge, by recordation of a deed restriction, that the property is subject to wave action, erosion, flooding, landslides, or other hazards associated with development on a beach or bluff, 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 any liability, claims, damages or expenses arising from any injury or damage due to such hazards. The property owner shall provide a copy of the recorded document to the Planning Division prior to final Planning Division approval.

SECTION 8. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 18th day of March 2026.

_____
BRUCE SILVERSTEIN, Mayor

ATTEST:

_____
KELSEY PETTIJOHN, City Clerk
(seal)

APPROVED AS TO FORM:

THIS DOCUMENT HAS BEEN REVIEWED
BY THE CITY ATTORNEY'S OFFICE

TREVOR RUSIN, Interim City Attorney

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the City Council's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

City of Malibu

23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

PLANNING DEPARTMENT
COASTAL DEVELOPMENT PERMIT
NOTICE OF APPEAL CHECKLIST

Actions Subject to Local Appeal: Pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals), a decision or any portion of the decision of the Planning Director may be appealed to the Planning Commission by an aggrieved person, and any decision of the Planning Commission may be appealed to the City Council by an aggrieved person.

Deadline and Fees: Pursuant to LIP Section 13.20.1, an appeal shall be filed with the City Clerk within 10 days following the date of action for which the appeal is made, as indicated in the decision. If the tenth day falls on a weekend or a City-recognized holiday, the deadline shall extend to the close of business at City Hall on the first business day (whether whole or partial) following the weekend or a City-recognized holiday. Appeals shall be accompanied by the filing fee of $750 as specified by the City Council.

To perfect an appeal, the form must be completed, together with all the necessary attachments, and must be timely received by the City Clerk either in person or by mail addressed to City of Malibu, Attn: City Clerk, 23825 Stuart Ranch Road, Malibu, CA 90265. For more information, contact Patricia Salazar, Development and Operations Manager, at (310) 456-2489, extension 245.

Part I. Project Information

1. What is the file number of the Coastal Development Permit you are appealing?
   No. 19-011

2. On what date was the decision made which you are appealing?
   December 2, 2024

3. Who made the decision you are appealing?

   ☐ Planning Director ☑ Planning Commission

4. What is the address of the project site at issue?
   33610 Pacific Coast Highway, Malibu, CA 90265

Part II. Appeal Summary

1. Indicate your interest in the decision by checking the appropriate box.

   ☐ I am the Applicant for the project

   ☑ I am the neighbor

   ☐ Other (describe)

   _____

   _____

2. If you are not the applicant, please indicant the applicant's name:

   _____

3. Indicate the nature of your appeal.

   a) Are you appealing the ☑ approval or ☐ the denial of the application or ☐ a condition of approval?

   b) Each approval is accompanied by a list of specific conditions. If you are appealing one or more of the conditions of approval, list the condition number and state the grounds for your appeal. (Attach extra sheets if necessary.)

   The proposed 28 foot high two-story home blocks our view corridor of the Santa Monica Mountains behind it.

4. Check the appropriate box(es) to indicate which of the following reasons forms the basis of your appeal:

   ☑ The findings or conditions are not supported by the evidence, or the decision is not supported by the findings: or

   ☑ There was a lack of fair or impartial hearing: or

   ☑ The decision was contrary to law.

   You must next provide a specific statement in support of each of the bases for appeal that you have checked above. Appeals that are stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

   On December 2, 2024, Alex DaSilva from the Malibu Planning Department visited our home at 33572 PCH, took pictures for our "Primary View Determination". These photos clearly show that the proposed development blocks our mountain view.

Each coastal development permitting decision made by the Planning Director or the Planning Commission is accompanied by written findings. The written findings set forth the basis for the decision. If you have checked the first box in this section as a ground for your appeal, you must indicate the specific finding(s) you disagree with and give specific reasons why you believe the finding(s) is/are not supported by the evidence or why the decision is not supported by the findings. Appeals stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

The Coastal Act Section 30251 states the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. The proposed development of a 2-story, 28 foot high home next to our property blocks our view of the Santa Monica Mountains from our living room. The Coastal Act specifically states that "permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas..." The specific Finding of the Planning Commission was that this proposed development does not block our view corridor, when, in fact, it does.

Part III. Appeal Checklist

ALL of the following must be timely filed to perfect an appeal.

1. ☑ Completed Appeal Checklist (This form with appellant's signature)

2. ☑ Appeal Fee $750

   The appeal fee must be submitted in the form of a check or money order made payable to the City of Malibu. Cash will not be accepted.

3. ☑ Mailing Labels and Radius Maps for Public Notice to Property Owners and Occupants

   Public Notice of an appeal must conform to the manner in which the original notice was given. The notice radius for appealable CDPs and non-appealable CDPs that do not require a public hearing is 100 feet for property owners and residents. The notice radius for non-appealable CDPs that require a public hearing is 300 feet for property owners and 100 feet for residents.

   The mailing labels and radius map **must be certified** by the preparer (a form is available at the public counter): certification may not be more than six months prior to the date of submittal; the radius map must be provided on an 8½" x 11" paper; the mailing labels must be printed on 8½" x 11" paper, 3 columns, 10 rows (e.g. Avery 5160).

Part IV. Signature and Appellant Information

I hereby certify that the appeal submittal contains all of the above items. I understand that if any of the items are missing or otherwise deficient, the appeal is ineffective and the filing fee may be returned. IN ORDER TO PERFECT AN APPEAL, ALL APPEAL SUBMITTALS MUST BE COMPLETE BY THE DEADLINE. NO EXTENSIONS WILL BE ALLOWED FOR APPELLANTS WHO ONLY PARTIALLY COMPLY WITH THESE REQUIREMENTS AS OF THE DEADLINE. IF AN APPEAL IS NOT PERFECTED BY THE DEADLINE, THE DECISION BECOMES FINAL.

Matthew Mark
PRINT APPELLANT'S NAME

[redacted]
TELEPHONE NUMBER

Matthew Mark
APPELLANT'S SIGNATURE

12/09/24
DATE

Appellant's mailing address: [redacted]

Appellant's email address: [redacted]

OFFICE USE ONLY

Action Appealed: Approval of CDP 19-011

Appeal Period: 12/3/24 - 12/12/24

Date Appeal Form and required documents submitted: 12/9/24 Received by: Gail Duncan

Appeal Completion Date: 12/9/24 by: Gail Duncan, Administative Assistant
(Name, Title)

Gail Duncan

From: Charmaine Mark [redacted]
Sent: Wednesday, December 11, 2024 4:38 PM
To: Alexander da Silva; Rebecca Evans; Gail Duncan
Cc: Matthew Mark; Mark Laub
Subject: Appeal CDP-19011 33610 PCH - View from 33572 PCH
Attachments: PV 24-031 - 33572 PACIFIC COAST HWY - 4473-021-018 - PVD - PRIMARY VIEW DETERMINATION.pdf

Alex/Rebecca/Gail:
FYI, I took this picture today and would like to add it to our appeal file.



Compare my picture, same window, same direction, same bench in the foreground with the one that was presented to the Coastal Commission in our “Primary View Determination” package prepared by Malibu Planning Department. In the Planning Dept. photo, “View #5, the story poles and Santa Monica mountains seem to have disappeared?



View 4- Looking West (Source: Staff Photo, 12/2/2024)

5



View 5- Looking Northwest (Source: Staff Photo, 12/2/2024)

Charmaine Mark
Cell: [redacted]

Commission Agenda Report

Planning Commission Meeting
12-02-24
Item 5.A.

To: Chair Leonard and Members of the Planning Commission

Prepared by: Richard Greenbauer, Contract Planner

Reviewed by: Salvador Lopez Jr., Interim Assistant Planning Director

Approved by: Maureen Tamuri, AIA, AICP, Interim Planning Director

Date prepared: November 21, 2024 Meeting date: December 2, 2024

Subject: Coastal Development Permit No. 19-011, Site Plan Review No. 24-022, and Minor Modification No. 24-006 – An application to permit the construction of a new 3,977.5 square foot, two-story 28-foot-high single-family residence with a basement, pool, spa, retaining walls, new onsite wastewater treatment system, and associated development.

Location: 33610 Pacific Coast Highway, within the appealable coastal zone
APN: 4473-021-012
Owner: Peaches LLC

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 24-77 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including Site Plan Review (SPR) No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification (MM) No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acre (RR-2) zoning district at 33610 Pacific Coast Highway (PCH) (Peaches LLC).

DISCUSSION: This agenda report provides a project overview, a summary of the surrounding land uses and project setting, description of the proposed project, staff's analysis of the proposed project's consistency with Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC) provisions, and environmental review pursuant to CEQA. The Planning Commission can determine if the analysis contained herein

demonstrates the project is consistent with the LCP and MMC inclusive of the SPR and MM requests.

Project Overview

The subject blufftop property is trapezoidal shaped and is approximately 0.45 aces (19,482 square feet) in size, approximately one mile west of the intersection of PCH and Decker Edison Road. The property is located on PCH[1], which is designated as a scenic road where proposed development must be assessed for potential visual impacts on a scenic area. Residential development is permitted on the parcel, subject to the non-beachfront residential development standards of the MMC and LCP. Figure 1 below shows the subject site which is currently undeveloped but being used for staging for the re-development of the adjacent property to the west. As depicted in Figure 2, the upper three-fourths of the property is flatter than 5 to 1 and gently slopes from PCH to the south and east then steeply descends to the private access road to the south. Although the property is not subject to direct wave action, the California Coastal Commission (CCC) has determined, and subsequently confirmed by the City of Malibu's Coastal Engineering Consultant Reviewer, that the steep slope to the south is a coastal bluff and the steep slope to the east is a canyon bluff in the area where the height exceeds 25 feet. Accordingly, the project is subject to the Shoreline and Bluff Development Ordinance provided in LCP Local Implementation Plan (LIP) Chapter 10. As such, relevant bluff development policies and standards in the LCP have been addressed in the review of the proposed project.

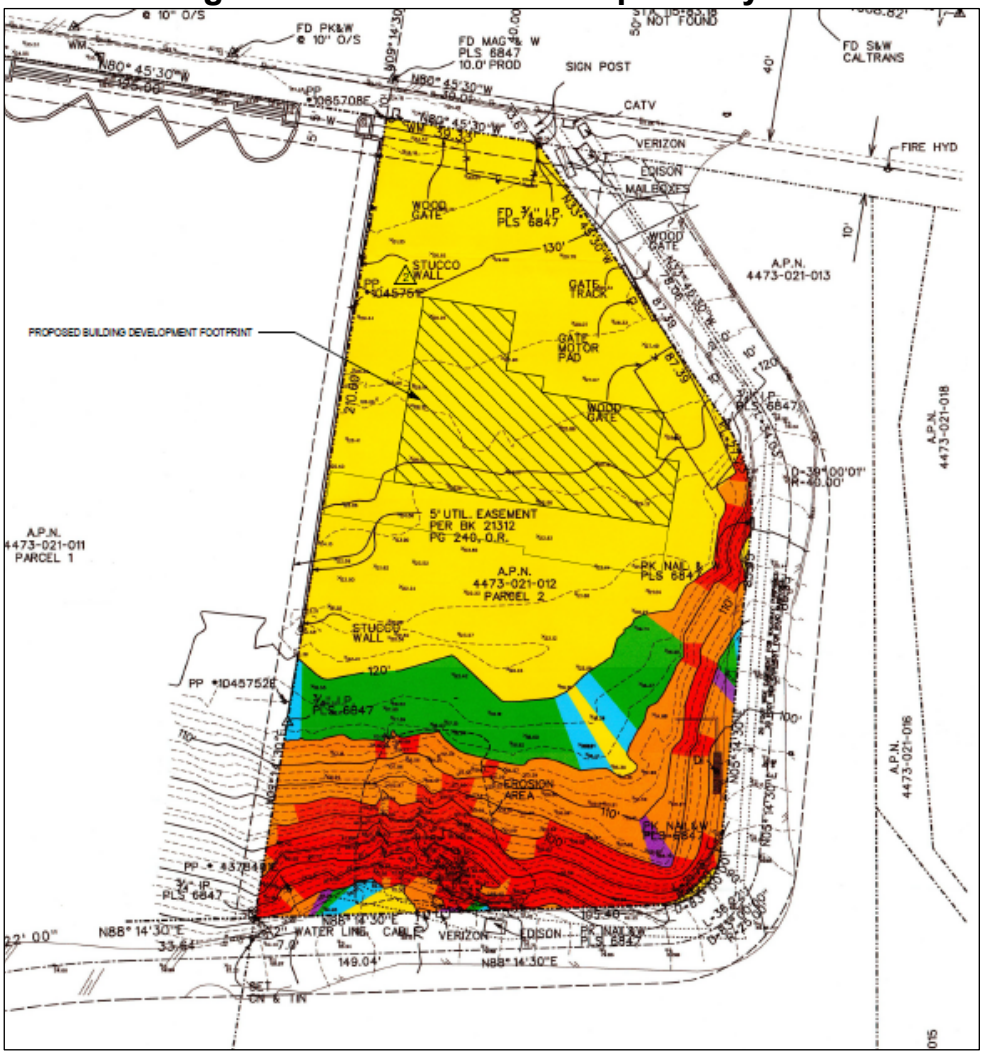
[1] According to LIP Chapter 2.1 (Definitions) "scenic roads" are defined as those public roads within the City that traverse or provide views of areas with outstanding scenic qualities, that contain striking views of natural vegetation, geology, and other unique natural features, including the mountains, canyons, ridgelines, beach and ocean.

Figure 1 –Aerial Photo



Source: Malibu CityGIS 2024

Figure 2 – Color Coded Slope Analysis



Source: Project Plans

The property is located within the Appeal Jurisdiction of the CCC as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map. The project site does not contain mapped trails on or adjacent to the site and has been verified by staff through review of the LCP Park Lands Map. Additionally, the property is not located in a designated Environmentally Sensitive Habitat Area (ESHA) or ESHA buffer as shown on the LCP ESHA and Marine Resources Map.

In October 2024, story poles representing the location and height of the proposed residence were installed (Attachment 3 – Story Pole Photos). Staff conducted an inspection of the story poles and visually assessed the proposed project's two-story design and its potential to affect public views from scenic viewing areas. Pursuant to LIP Section 6.5(E)(2)(b), the proposed project provides a 16-foot and seven-inch required view corridor along the western side of the property. Based on the project plans and staff's site visit, staff determined that the proposed project is consistent with the existing development pattern in the area and would not impact public ocean views from PCH and nearby public

beaches.

The proposed two-story residence proposes a maximum height of 28 feet with a pitched roof, subject to approval of SPR No. 24-022. (Attachment 2 – Project Plans) In addition, due to the topographic constraints of the lot, the applicant is requesting approval of MM No. 24-006 to allow a 50 percent reduction of the required 40-foot six-inch front yard setback to the proposed 20-foot three-inch front yard setback. As illustrated in purple on Figure 3 below, a seismic landslide area is identified on the southern portion of the site which restricts where development could be sited. The south-facing slope on this and the adjacent property at 33616 PCH has surficially failed in the past and required remediation. To meet the required factor of safety, the project will incorporate the use of a deepened foundation. Because past slope failures were likely caused by surface runoff, the project also includes the installation of a drainage swale and a three-foot-high impact wall at the toe of the descending slope. Approval of the MM request would allow the site to be developed with a single-family home consistent with the existing pattern of development in the surrounding neighborhood.

Figure 3: Seismic Landslide Area



Source: Malibu CityGIS 2024

Surrounding Land Uses

Properties in the immediate vicinity are zoned RR-2. The property to the west (33616 PCH) has approved City-issued CDPs for the interior and exterior remodel of the existing single-family residence, landscaping, and associated development. The remodel is

currently under construction. Other surrounding properties are developed with two-story single-family residences and associated development.

Between the upper flat terrace of the project site and the toe of the descending steep slope, the overall relief on the site is approximately 62 feet and occurs over a horizontal distance of approximately 210 feet. A private access road runs from PCH down the east side of the property, then turns westward and runs along the south property line at the toe of the slope. The access road is gated at PCH and serves several homes below.

Table 1 provides a summary of surrounding land uses and lot sizes.

Table 1 - Surrounding Land Uses				
Direction	**Address / APN**	**Lot Size**	**Zoning**	**Land Use**
North	33603 PCH / 4473-002-002	24.97 acres	RR-2	SFR*
South/East	4473-021-013	.37 acres	RR-2	Private Access Road to SFR Beyond
West	33616 PCH / 4473-021-011	.65 acres	RR-2	SFR

* SFR = Single-Family Residential

Table 2 provides a summary of the lot dimensions and the lot area of the subject parcel.

Table 2 – Property Data	
Lot Depth	202.5 feet
Lot Width	111 feet
Gross Lot Area	19,482 square feet (0.45 acres)
Area of 1:1 or Steeper Slopes	2,628 square feet
Net Lot Area*	16,854 square feet (0.39 acres)

*Net Lot Area = Gross Lot Area minus the area of access easements and 1:1 or steeper slopes.

Project Description

The proposed scope of work is as follows:

a. New 3,977.5 square foot, two-story single-family residence with a 1,291 square foot basement;
b. Decks and outdoor shower;
c. Swimming pool and spa;
d. Grading
e. Landscaping and hardscape;
f. New driveway and associated retaining walls; and
g. New OWTS

The proposed project includes the following discretionary requests:

a. SPR No. 24-022 for construction over 18 feet up to a maximum height of 28 feet for a pitched roof.
b. MM No.24-006 for a 50 percent reduction of the front yard setback

Local Coastal Program

The Malibu LCP consists of the Land Use Plan (LUP) and the LIP. The LUP contains programs and policies to implement the Coastal Act in Malibu. The LIP contains provisions to carry out the policies of the LUP to which every project requiring a CDP 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: 1) Zoning, 2) Grading, 3) Archaeological/Cultural Resources, 4) Water Quality, and 5) OWTS. These chapters are discussed in the *LIP Conformance Analysis* section.

The nine remaining LIP chapters contain the required findings: 1) Coastal Development Permit; 2) Environmentally Sensitive Habitat Area (ESHA); 3) Native Tree Protection; 4) Scenic, Visual and Hillside Resource Protection; 5) Transfer of Development Credits; 6) Hazards; 7) Shoreline and Bluff Development; 8) Public Access; and 9) Land Division.

For the reasons described in this report, including the project site, the scope of work and substantial evidence in the record, only the following chapters and associated findings are applicable to the proposed project: Coastal Development Permit (including the required findings for the SPR), Scenic, Visual and Hillside Resource Protection, Hazards and Shoreline and Bluff Development. ESHA and Native Tree Protection chapters do not apply as the entire site is devoid of Native Tree's and there is no ESHA that would be impacted as a result of developing the site consistent with the zoning for the site.[2] These chapters are discussed in the *LIP Findings* section of this report.

The findings required by MMC Section 17.62.040 for the Site Plan Review and by MMC Section 17.72.060 for the Minor Modification are discussed following the LCP analysis.

The discussion below has been limited to those LIP chapters and conformance issues potentially affected by the proposed amendment.

LIP Conformance Analysis

The City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, Los Angeles County Fire Department (LACFD), and Los Angeles County

[2] The ESHA, Native Tree Protection, Transfer of Development Credits, Public Access, and Land Division findings are neither applicable nor required for the proposed project.

Waterworks District No. 29 (WD29) reviewed the proposed project (Attachment 4 – Department Review Sheets). These specialists found the proposed project, as conditioned is consistent with all applicable LCP codes, standards, goals and policies, with the inclusion of the requested SPR and subject to approval of the requested MM.

Zoning (LIP Chapter 3)

The proposed coastal development permit is subject to development and design standards set forth under LIP Section 3.5 and 3.6. Table 3 provides a summary and indicates the proposed project meets those standards.

Table 3 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
SETBACKS (ft.)			
Front Yard	*40 ft. 6 in. (min.)*	***20 ft. 3 in.***	***MM 24-006***
Rear Yard	30 ft. 4.5 in. (min.)	30 ft. 4.5 in.	Complies
Side Yard (East) 10%	11 ft. 1 in. (min.)	11 ft. 1 in.	Complies
Side Yard (West) 15%	16 ft. 8 in. (min.)	16 ft. 8 in.	Complies
Total Side Yard (Cumulative 25%)	27 ft. 9 in. (min.)	27 ft. 9 in.	Complies
Bluff Edge	100 ft. from bluff edge; or 50 ft. with City geotechnical consultant reviewer approval	50 ft. with City geotechnical consultant reviewer approval	Complies
PARKING SPACES			
Enclosed (10 ft. x 18 ft.)	2	2	Complies
Unenclosed (10 ft. x 18 ft.)	2	2	Complies
Total Development Square Footage (TDSF) (sq. ft.)			
TDSF	3,983 (max.)	3,977.5[3]	Complies
Single-Family Residence		3,832	
Basement		1,291[4]	
TWO-THIRDS RULE / 2ND FLOOR SQ. FT.	1,757 (max.)	1,710	Complies

[3] This square footage does not include the first 1,000 square feet of basement pursuant to LIP Section 3.6(K)(3) which states "The initial one thousand (1,000) square feet of a basement shall not count toward TDSF."
[4] Pursuant to LIP Section 3.6(K)(3), one-half of the additional basement area in excess of 1,000 square feet shall be included in the calculation of TDSF. Accordingly, 145.5 square feet of basement area are included in the total proposed TDSF.

Table 3 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
HEIGHT (ft.)			
Single-Family Residence	*18*	***28***	***SPR 24-006***
IMPERMEABLE COVERAGE (sq.ft.)	5,899 (max.)	3,860	Complies
NON-EXEMPT GRADING (cu.yd.)	1,000 (max.)	490[5]	Complies
CONSTRUCTION ON SLOPES	4 to 1 and flatter	4 to 1 and flatter	Complies
IMPERMEABLE COVERAGE (SQ. FT.)	5,899 (max.)	3,860	Complies
FENCES/WALLS/HEDGES			
Retaining Walls	6 ft. max. 12 ft. cumulative	6 ft. max. 12 ft. cumulative	Complies
Front Yard			
Impermeable	42 in.	42 in.	Complies
Permeable	6 ft.	6 ft.	Complies
Rear & Side Yard	6 ft.	6 ft.	Complies

As shown in Table 3, the proposed project, inclusive of the SPR and MM requests, conforms to the development standards as set forth within LIP Chapter 3, subject to approval of a 50% Minor Modification for the front yard setback. The proposed project has been determined to be consistent with all applicable LCP codes, standards, goals, and policies.

Grading (LIP Chapter 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 for a residential parcel. As summarized in Table 4 – LCP Grading Conformance). Proposed grading required as part of this project's overall design and considering remedial grading due to the sites seismic landslide areas would result in approximately 140 cubic yards of non-exempt grading occurring of which 54 cubic yards will be exported off site. The subject landform alteration would result in a new finish grade that is lower than the natural grade that currently exists, and ultimately resulting in a lower building elevation profile as seen from PCH. As such, the proposed new single-family residence and overall site development design has been determined to comply with the grading requirements set forth under LIP Section 8.3.

[5] This grading quantity is a cumulative total that includes 350 cubic yards of non-exempt grading completed under CDP No. 12-042 and 140 cubic yards of non-exempt grading proposed in the subject application.

Table 4 – LCP Grading Conformance						
	Exempt***			Non-Exempt	Remedial	Total
	R&R*	***Understructure***	***Safety*****			
Cut	55 cy	1,094 cy	0	97 cy	0	1,246 cy
Fill	55 cy	1 cy	0	43 cy	0	99 cy
Total	**110 cy**	**1,095 cy**	**0**	**140 cy**	**0**	**1,345 cy**
Import	0	0	0	0	0	0
Export	0	1,093 cy	0	54 cy	0	1,147 cy

**Note: R&R= Removal and Recompaction; cy = cubic yards

***Exempt grading includes all Removal and Recompaction (R&R), understructure and safety grading.

****Safety grading is the incremental grading required for fire department access (such as turnouts, hammerheads and turnarounds and any other increases in driveway width above 15 feet required by the Los Angeles County Fire Department).

Archaeological / Cultural Resources (LIP Chapter 11)

LIP Chapter 11 requires certain procedures be followed to determine potential impacts on archaeological resources. A Phase I Archaeological Survey was prepared by Robert J. Wlodarski of HEART, Inc. for the subject property in February 2010. No indication of prehistoric or historic archaeological resources was discovered in the project area. HEART determined that any proposed improvements should have no adverse impacts to known cultural resources.

Nevertheless, a condition of approval is included which states that in the event that potentially important cultural resources be 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 until the Planning Director can review this information.

Water Quality (LIP Chapter 17)

The City Public Works Department reviewed and approved the proposed project for conformance to LIP Chapter 17 requirements for water quality protection and requirements of the State Water Resources Control Board because the property is located in an Area of Special Biological Significance (ASBS). The ocean between Latigo Point and west City limits has been established by the State Water Resources Control Board as an ASBS as part of the California Ocean Plan. Standard conditions of approval include the implementation of an approved Stormwater Management Plan during all periods of construction and the resultant activities; as well as post construction to manage stormwater runoff from the single family residential developed property, up to and including recordation of a water quality mitigation plan, and best management practices in compliance with ASBS standards. With the implementation of these conditions, it has been determined that the proposed project conforms to the water quality protection standards contained within LIP Chapter 17.

Wastewater Treatment System Standards (LIP Chapter 18)

LIP Chapter 18 addresses OWTS. LIP Section 18.7 includes specific siting, design, and performance requirements. The project includes an OWTS to serve the proposed development, which contains a 2,500-gallon MicroSepTec ES7.5 tertiary treatment tank\ with an ultraviolet disinfection unit, two seepage pits, and one future seepage pit. The OWTS and seepage pits will be located on the north portion of the property between the residence and PCH. The OWTS conformance review was completed for two bedrooms and 50 drainage fixture units for the single-family residence. The OWTS has been reviewed by the City Environmental Health Administrator and found to meet the minimum requirements of the LCP and MMC.

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. As discussed above, the proposed amendment, as conditioned, conforms to the certified City of Malibu LCP in that it meets the required residential development standards subject to approval of a MM to allow a 50 percent reduction of the required 40 foot 6 inch front yard setback and providing a 20 foot 3 inch front yard setback.

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

The proposed new single-family residence project has been reviewed for conformance with the LCP by the Planning Department, City geotechnical consultant reviewers, City Biologist, Environmental Health Administrator, City Public Works Department, LACFD and WD29. As discussed herein, based on submitted reports, project plans, visual analysis and site investigation, the proposed project, as conditioned, conforms to the LCP in that it meets all applicable residential development standards, inclusive of the requested SPR and MM.

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

The subject parcel is located between the first public road and the sea; however, a private access road and developed residential lots occur between the subject property and the shore. The project will not adversely impact public access or recreation because the project includes the development of the single-family residence that will be located landward of the bluff edge to comply with the 50-foot setback. Additionally, according to the LCP Park Lands and Public Access Maps, beach access is available at El Sol County

Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. As such, no potential project-related or cumulative impact on public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code).

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

This analysis assesses whether alternatives to the proposed project would significantly lessen adverse impacts on coastal resources.

1. Alternative Project – A reduced project alternative could be proposed on the project site. Should the footprint be reduced, the direct land disturbance as a result of construction would be reduced. However, the proposed project complies with the maximum allowable TDSF, impermeable coverage, and height limitations of the LCP. A smaller project may reduce the development area of the proposed project however, a development area reduction is not expected to offer any environmental advantages. The project site's size coupled with geologic constraints and bluff setback requirements limit the ability to develop the site in other manner than what is being proposed. As designed, the proposed project complies with the requirements of both the MMC and LCP, inclusive of the discretionary requests. In conclusion, it is not anticipated that an alternative project would offer any environmental advantages.

2. Proposed Project – The proposed project consists of a new 3,977 square foot two-story single-family residence with a footprint of 2,636 square feet, pool, 8,761 square feet of landscaping, and associated development. As proposed, the development has been designed to ensure that no potential significant impacts to coastal resources. The implementation of bluff restoration using a seed mix will enhance the site and the current degradation of the bluff due to geologic conditions.

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

The subject parcel is not located in an ESHA or ESHA buffer as depicted on the LCP ESHA and Marine Resources Map. Therefore, Environmental Review Board review was not required, and this finding does not apply.

B. Site Plan Review Request from LIP Section 3.6(E) – Construction in Excess of 18 Feet in Height [LIP Section 13.27]

LIP Section 3.6(E) requires a SPR for height of structures over 18 feet, up to 28 feet with a pitched roof. The applicant is requesting SPR No. 24-022 to allow the proposed single-family residence to reach a height of up to 28 feet (pitched). LIP Section 13.27.5(A) requires that the City make four findings in consideration and approval of a site plan review. Two additional findings are required pursuant to MMC Section 17.62.040(D) when a project exceeds 18 feet. Based on the foregoing evidence contained in the record, the required findings for SPR No. 24-022 are made as follows:

Finding 1. The project is consistent with policies and provisions of the Malibu LCP.

The Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, the LACFD, and WD29 reviewed the project for conformance with the LCP by the and was found to be consistent with the LCP, inclusive of the SPR and MM.

Finding 2. The project does not adversely affect neighborhood character.

Story poles were installed in October of 2024. Staff visited the project site in November 2024, photo-documented the story poles, and evaluated the project for conformance with City codes. Properties in the vicinity of the subject property are predominantly developed with two-story single-family residences and accessory structures such as second units, detached garages, and swimming pools. The proposed grading will result in a lower finished grade which will decrease the building profile when viewed from PCH.

Furthermore, as noted in Section A Finding 3, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond, and will not adversely affect the neighborhood character with the proposed scale of development. Based on the existing development pattern in the area, the proposed project is expected to blend with the surrounding built environment.

Based on the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and will not have an adverse effect on neighborhood character. The neighboring properties are developed with one- and two-story single-family residences. Therefore, the project is similar in height and scale to other buildings in the same neighborhood.

Finding 3. The project provides maximum feasible protection to significant public views as required by Chapter 6 of the Malibu LIP.

The site is constrained by geological landslide areas, an irregular lot configuration, and the presence of coastal and canyon bluffs. Because the development cannot be sited completely below road grade to ensure the maximum protection of ocean views, the development proposes a view corridor double the size required by LIP Section 6.5 and will provide public visibility through the site as seen from PCH, a designated scenic roadway. The project is not expected to have significant impacts to scenic vistas and provides the maximum feasible protection to significant public views as required by LIP Chapter 6.

Finding 4. The proposed project complies with all applicable requirements of State and local law.

As previously discussed in Section A, Finding 1, the project complies with all applicable requirements of the LCP. The Planning Department, City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, LACFD and WD29 reviewed the proposed project and determined it was in conformance with the LCP and other State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies.

Finding 5. The project is consistent with the City's general plan and local coastal program.

The proposed project, as designed, is consistent with the applicable land use designation, is consistent with all applicable development and design standards of the LCP and goals and policies of the General Plan because the project is located in an area that has been identified for residential use and the proposed residence incorporates siting and design measures to minimize visual impacts and landform alterations.

Finding 6. The portion of the project that is in excess of 18 feet in height does not obstruct visually impressive scenes of the Pacific Ocean, offshore islands, Santa Monica Mountains, canyons, valleys or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17).

Based on the visual impact analysis (aerial photographs, site visits and story pole placement), staff has determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17). No nearby property owners have requested a primary view determination in response to the courtesy notice or story pole installation.

C. Minor Modification for a reduced front yard setback (LIP Section 13.27)

Pursuant to LIP Section 13.27.1(B), a minor modification may be granted for a reduction in the front yard setback by no more than 50 percent. A minor modification is proposed for a 50 percent reduction in the required front yard setback to allow a 20-foot three-inch setback where a 40-foot six-inch setback is required. The reduced front yard setback will avoid development on slopes 4 to 1 and steeper and encroachment into the required bluff retreat setbacks. Three additional findings are required pursuant to LIP Section 13.27.5(B). Based on the evidence contained in the record, the required findings for MM No. 24-006 can be made as follows:

Finding 1. The project is consistent with the policies of the Malibu LCP.

As previously stated in Section A, Finding 1, the project has been reviewed and analyzed for conformance with the LCP. The project is consistent with the policies and provisions of the LCP and MMC. The project, with the inclusion of the requested MM, as designed and conditioned, conforms to all applicable LCP policies and provisions. A reduction in the front yard setback is needed to avoid construction on slopes 4 to 1 and steeper and that provides the required bluff retreat setback from the Coastal Bluff located on the southern portion of the site.

Finding 2. The project does not adversely affect neighborhood character.

As previously stated in Section B, Finding 2, story poles were placed on the site to demonstrate the project's potential for view impacts to the surrounding area. The proposed project consists of a new 3,977.5 square foot two-story single-family residence with a footprint of 2,636 square feet, pool, 8,761 square feet of landscaping, and associated development. The project site's size coupled with geologic constraints and bluff setback requirements limits the ability to develop the site in any other manner than what is being proposed. The project's height and bulk will not adversely affect neighborhood character. Additionally, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond and will not adversely affect the neighborhood character with the proposed scale of development. The proposed structure complies with the residential development standards of the LCP and MMC, consistent with the RR-2 zoning designation, with the inclusion of the MM and SPR request. The building is designed and sited in a manner that allows for visual access to the ocean through creation of a view corridor, while allowing development of the highly constrained site. As stated earlier, the lot size, view corridor requirement, and seismic hazard area located along the southern portion of the property limit where development can be sited. Based on conformance with development standards, inclusive of the MM and SPR, along with project conditions for building, driveway, and wall materials and colors, proposed site and building design characteristics, the surrounding topography, and surrounding existing development, the project is not expected to have an adverse effect on neighborhood

character.

Finding 3. The proposed project complies with all applicable requirements of State and local law.

The 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. The City Biologist, City geotechnical consultant reviewers, City Environmental Health Administrator, City Public Works Department, WD29, and LACFD reviewed the proposed project and determined it was in conformance with State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies. Therefore, the proposed project complies with all applicable requirements of State and local law.

D. Native Tree Protection (LIP Chapter 5)

There are no native trees on or adjacent to the subject parcel. Therefore, the findings of LIP Chapter 5 are not applicable.

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

The Scenic, Visual, and Hillside Resource Protection Chapter governs those coastal development permit applications concerning any lot that is located along, within, provides views to or is visible from any scenic area, scenic road or public viewing area. In November 2024, staff visited the site to determine potential visual impacts of the proposed project on any scenic area, scenic road, or public viewing area. Based on the site visit, existing development, project plans, and photographs taken during the site visit, it was determined that the proposed project would be visible from PCH, an LCP-designated scenic highway. Accordingly, the findings in LIP Section 6.4 are required for the proposed project 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.

The proposed project is a new two-story single-family residence on a vacant parcel in a neighborhood developed with single-family residences. As proposed, the project complies with the non-beachfront residential standards. Based on a staff site visit and analysis it was determined that due to the lot location, dimensions, and topography, there is no feasible alternative building site where the development would be obscured from view from a scenic area. The proposed project has been designed to provide a view corridor of 16 feet 7 inches, which is approximately 42 percent of the lot's frontage and more than twice

the required width. LIP chapter 6 requires a view corridor of 20 percent of the lot frontage to ensure that the proposed development would not obstruct views to the ocean from PCH. Additionally, the proposed landscaping and pedestrian walkway along the west side of the project will not be visible from the scenic road; therefore, the proposed project has been determined not have a significant adverse scenic or visual impact as seen from PCH.

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

As mentioned in Finding 1, the proposed project has been designed to provide a view corridor more than twice the required width. The project as conditioned will not have significant adverse scenic or visual impacts. The project has been conditioned to include limitations on exterior lighting and colors of exterior finishes used to prevent any visual impacts to scenic areas.

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

As previously discussed in Section A, Finding 3, the project is the least environmentally damaging feasible alternative.

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

The project, as designed and conditioned, is not expected to adversely affect scenic and visual resources and no feasible alternatives would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

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 in Finding 1, the project, as proposed and conditioned, has been designed to minimize visual impacts to public views from PCH to the greatest extent feasible by providing a view corridor requirements that is consistent with the development standards. Therefore, the proposed development, as designed, is sited to eliminate, minimize or otherwise contribute to conformance to sensitive resources.

F. Transfer of Development Credit (LIP Chapter 7)

The proposed project does not include a land division or multi-family development. Therefore, the findings of LIP Chapter 7 are not applicable.

G. Hazards (LIP Chapter 9)

Pursuant to LIP Section 9.3, written findings of facts, analysis and conclusions addressing geologic, flood, and fire hazards, structural integrity or other potential hazards must be included in support of all approval, denials, or conditional approvals of development located in or near an area subject to these hazards. The project has been analyzed for the hazards listed in LIP Section 9.2(A)(1-7) must be included in support of all approvals, denials or conditional approvals of development located on a site or in an area where it is determined that the proposed project causes the potential to create adverse impacts upon site stability or structural integrity.

The Planning Department, City Biologist, City Environmental Health Administrator and City Geotechnical Consultant Reviewers and City Public Works Department analyzed the proposed development for the hazards listed in LIP Chapter 9. The required findings are 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 the project design, location on the site, or other reasons.

The applicant submitted geotechnical investigation reports prepared by Stratum Geotechnical Consultants dated September 28, 2018 and December 21, 2018 and GeoSoils Consultants Inc, dated June 14, 2019, January 17, 2020, August 6, 2020, and April 14, 2022. All reports are on file at City Hall. In these reports, site-specific conditions are evaluated, and recommendations are provided to address any pertinent issues. Potential geologic hazards analyzed include geologic, seismic, and fault rupture, liquefaction, landslide, groundwater, wave uprush, sea level rise, tsunami, and flood hazards. Based on review of the project plans and associated reports by the City Environmental Health Administrator, and the City geotechnical consultant reviewers, these specialists determined that adverse impacts to the project site related to the proposed development as designed and conditioned are not expected.

With respect to bluff edge setbacks, LIP Section 10.4(D) includes a provision to allow a reduction in the setback from the bluff edge from 100 feet to a minimum of 50 feet if the City geotechnical staff determines the required factors of safety are met. The City geotechnical consultant reviewers determined the proposed geotechnical setback line, which is set back 50 feet from the geological top of slope, meets the requirements of LIP Section 10.4(D). All structural footings will be located landward of this line. Ancillary structures without footings, such as patios and barbecues, may not be located within 15 feet from the bluff edge. The project geotechnical consultant asserted that previous surficial erosion and failures within the bluff slope were mostly due to surface water runoff flow over the slope and recommended installing a swale at the top of the bluff slope to intercept surface runoff and prevent water from flowing over the slope face; hence reducing the potential for surficial failure and erosion. The project geotechnical consultant

concluded that, considering the low water usage, controlled irrigation and management, and mitigation measures including a drainage swale, and the use of a wire mesh on the bluff face, the landscaping and irrigation should not negatively impact the bluff. The City contract geotechnical reviewers accepted this analysis and conclusion. However, the anticipated bluff retreat by the project geotechnical consultant of two inches per year could potentially undermine the swale and accelerate the rate of erosion.

The project, as conditioned, will incorporate all recommendations contained in the above cited geotechnical report, along with mitigation measures and conditions of approval required by the City Public Works Department, City geotechnical consultant reviewer, and the LACFD. As such, the proposed project will not increase instability of the site or structural integrity from geological, floor, or any other hazards.

Fire Hazard

The entire City of Malibu is designated as a Very High Fire Hazard Severity Zone, a zone defined by a more destructive behavior of fire and a greater probability of flames and embers threatening buildings. The subject property is currently subject to wildfire hazards. The scope of work proposed as part of this application is not expected to have an adverse impact on wildfire hazards. The proposed development may actually decrease the site's susceptibility to wildfire through compliance with fuel modification requirements and the use of appropriate building materials will be utilized during construction.

The City is served by the LACFD, as well as the California Department of Forestry, if needed. In the event of major fires, the County has "mutual aid agreements" with cities and counties throughout the State so that additional personnel and firefighting equipment can augment the LACFD. Conditions of approval have been included in the resolution to require compliance with all LACFD development standards. As such, the proposed project, as designed, constructed, and conditioned, will not be subject to nor increase the instability of the site or structural integrity involving wildfire hazards.

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

As stated in Finding 1 above, the proposed project, as designed, conditioned, and approved by the applicable departments and agencies, will not have any significant adverse impacts on the site stability or structural integrity from geologic or flood hazards due to project mitigation measures and conditions of approval to be established as part of this project's approval.

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

As previously stated in Section A, the proposed project, as designed and conditioned, is the least environmentally damaging alternative.

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

The Planning Department, City Biologist, City geotechnical consultant reviewer, and the City Public Works Department analyzed the proposed development for the hazards listed in LIP Chapter 9. These specialists determined that the proposed project does not impact site stability or structural integrity to future development, nor will it create any stability of structural issues for properties adjacent to the site or the private access road to properties to the south.

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

As previously discussed, the proposed project, as designed and conditioned, is the least environmentally damaging alternative, and no adverse impacts to sensitive resources are anticipated.

H. Shoreline and Bluff Development (LIP Chapter 10)

The project site is located between PCH and the Pacific Ocean. City geotechnical consultant reviewers reviewed and approved submitted geotechnical prepared by Stratum Geotechnical Consultants dated September 28, 2018 and December 21, 2018 and GeoSoils Consultants Inc, dated June 14, 2019, January 17, 2020, August 6, 2020, and April 14, 2020. The City geotechnical consultant reviewers determined that the development will not encroach into the 50-foot blufftop setback nor the 25-foot setback from the top of the canyon bluff and the proposed project is not expected to destabilize the structural integrity of the bluff or impact shoreline access along the beach at the rear of the property. LIP Section 10.3 requires that shoreline and bluff development findings be made if the proposed project is anticipated to result in potentially significant adverse impacts on coastal resources, such as public access and shoreline sand supply. While the property is not subject to direct wave action, the Coastal Commission determined the steep, south facing slope to be a coastal bluff. As such, the findings in LIP Section 10.3 are as follows.

Finding 1. The project, as proposed, will have no significant adverse impacts on public access, shoreline sand supply or other resources due to project design, location on the site or other reasons.

As previously discussed in Section A, Finding 2, the proposed project is not anticipated to interfere with public access to the ocean. The proposed development and related

construction activities are at least 50 feet from the bluff edge and beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. No development is proposed on or near the shoreline sand supply or other resources as the development finished floor elevation (approximately 125 feet above sea level) will be 50 feet landward of the bluff edge. The proposed development complies with the reduced 50-foot setback from the coastal bluff edge pursuant to LIP 10.4(D) and the 25-foot setback from the canyon bluff pursuant to MMC Section 17.40.040(A)(6)(e) as the static factor of safety is greater than 1.5.

The site design is consistent with the LIP's requirement that prohibits structural foundations within 15 feet of the bluff edge. In conclusion staff has determined that the proposed project would not have any adverse impacts on coastal or inland canyon bluffs, shoreline sand supply, public access or other coastal resources.

Finding 2. The project, as conditioned, will not have significant adverse impacts on public access, shoreline sand supply or other resources due to required project modifications or other conditions.

As stated in Finding 1, as designed, conditioned, and conceptually approved by the various City staff and reviewing entities, the project will not have any significant adverse impacts on public access or shoreline sand supply or other resources.

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

As discussed in Section A, the proposed project, as designed and conditioned, is the least environmentally damaging alternative.

Finding 4. There are no alternative to the proposed development that would avoid or substantially lessen impacts on public access, shoreline sand supply, or other resources.

As previously stated, the proposed project as designed, conditioned, and approved by City staff, the project will not have any significant adverse impacts on public access or shoreline sand supply, or other resources.

Finding 5. In addition, if the development includes a shoreline protective devices, that it is designed or conditioned to be sited as far landward as feasible, to eliminate or mitigate to the maximum feasible extent adverse impacts on local shoreline sand supply and public access, there are no alternative that would avoid or lessen impacts on shoreline sand supply, public access or coastal resources and is the least environmentally damaging alternative.

The development does not involve a new or modified shoreline protective device; therefore, this finding is not applicable.

I. 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 sear 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. Lateral public beach access exists along the State of California's "wet sand right of way" which allows public use of lands seaward of the MHTL and provides public access along and parallel to the sea and shoreline. Moreover, beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. The proposed project would not impede the ability of the public to reach and use public tidelands and coastal resources in the vicinity of the project site and therefore, no condition for lateral access has been required. Additionally, bluff-top, trail, and recreational access are not applicable given the subject property's location.

Furthermore, the subject property and project do not meet any of the criteria described above in that no trails are identified on the LCP Park Lands Map on or adjacent to the property. No potential project-related or cumulative impacts on public access and/or recreation is anticipated to result from the proposed project. The proposed project conforms to the public access and recreational policies in Chapter 3 of the Coastal Act of 1976. Therefore, in accordance with LIP Section 12.6(B)(2), no conditions or findings for trail, lateral, vertical, bluff-top or recreational access are required, and the project complies with LIP Chapter 12.

J. Land Division (LIP Chapter 15)

This project does not include a land division. Therefore, the findings of LIP Chapter 15 are not applicable.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Planning Director has analyzed the proposed project. The Planning Director found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. The Planning Department found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. The Planning Department found that this project is categorically exempt from the provisions of CEQA pursuant to Sections 15303 (a) and (e) –New Construction and 15304 (b) – Minor Alterations to Land. The Planning Department has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

CORRESPONDENCE: To date, no correspondence has been received regarding this project.

PUBLIC NOTICE: On November 11, 2024, 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 5).

SUMMARY: The required findings can be made that the project complies with the LCP. 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 5 (Conditions of Approval) of Planning Commission Resolution No. 24-77. The 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. 24-77
2. Project Plans
3. Department Review Sheets
4. Story Pole Photos
5. Public Hearing Notice

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 24-77

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 19-011 FOR THE CONSTRUCTION OF A NEW 3,977.5 SQUARE FOOT, 28 FOOT HIGH TWO-STORY SINGLE-FAMILY HOME WITH BASEMENT, POOL, SPA, RETAINING WALLS, NEW ONSITE WASTEWATER TREATMENT SYSTEM, AND ASSOCIATED DEVELOPMENT; INCLUDING SITE PLAN REVIEW NO. 24-022 FOR CONSTRUCTION OVER 18 FEET UP TO A MAXIMUM OF 28 FEET IN HEIGHT FOR A PITCHED ROOF AND MINOR MODIFICATION NO. 24-006 TO REDUCE THE REQUIRED FRONT YARD SETBACK BY 50 PERCENT, FOR A PROPERTY LOCATED IN THE RURAL RESIDENTIAL, TWO-ACRE (RR-2) ZONING DISTRICT AT 33610 PACIFIC COAST HIGHWAY (PEACHES LLC)

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

SECTION 1. Recitals.

A. On March 4, 2019, an application for Coastal Development Permit (CDP) No. 19-011, Site Plan Review (SPR) No. 24-022, and Minor Modification (MM) No. 24-006 was submitted to the Planning Department by the applicant, Block and Block, on behalf of the property owner, Peaches LLC DBA. The application was routed to the City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, City Public Works Department, Waterworks District No. 29 (WD29), and Los Angeles County Fire Department (LACFD) for review.

B. On July 24, 2024, the applicant posted a Notice of CDP Application on the subject property and staff deemed the CDP application complete for processing.

C. On October 24, 2024, story poles representing the location and height of the new 2-story single-family residence were installed.

D. On November 8, 2024, Planning Department staff conducted a site visit to document site conditions, the property and surrounding area and to determine potential visual impacts of the proposed project on any scenic area, scenic road, or public viewing area.

E. On November 7, 2024, 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.

F. On December 2, 2024, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record.

ATTACHMENT 1

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The Planning Commission has found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA according to CEQA Guidelines Sections 15303 (a) and (e) – New Construction – and Section 15304(b) – Minor Alterations to Land. The Planning Commission has further determined that none of the six exceptions to the use of a categorical exemption applies to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Coastal Development Permit Findings.

Based on evidence contained within the record, including the agenda report for the project and the hearing on December 2, 2024, and pursuant to the Local Coastal Program (LCP) Local Implementation Plan (LIP) including Sections 13.7(B) and 13.9 and Malibu Municipal Code (MMC), the Planning Commission adopts the findings of fact, and approves CDP No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including SPR No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and MM No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acre (RR-2) zoning district at 33610 Pacific Coast Highway (Peaches LLC).

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

A. General Coastal Development Permit (LIP Chapter 13)

1. The project is located in the RR-2 zoning district, an area designated for rural residential uses. A single-family residence and associated development components are permitted uses. The proposed project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Geotechnical Reviewers, City Public Works Department, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis, and site investigations, the proposed project, as conditioned, conforms to the LCP and MMC in that it meets all applicable residential development standards with the inclusion of the requested SPR and MM.

2. The project is located between the first public road and the sea. However, the proposed project and related construction activities are not anticipated to interfere with the public's right to access the coast as the site offers no direct or indirect public beach access. The proposed development of this property would be located atop a coastal bluff and inland canyon bluff. The upper three-fourths of the property is flatter than 5:1 and gently slopes from Pacific Coast Highway seaward to the south and east and then steeply descends, varying from 2 ½:1 or steeper for approximately 40 feet to the private access road to the south. The property is not subject to direct wave action but has been determined by the CCC and confirmed by the City of Malibu's Coastal

Engineer that the steep slope to the south is a coastal bluff subject to Malibu Local Coastal Program (LCP) coastal bluff policies and standards. Adequate public access exists nearby, as the closest Park Lands to the site are El Sol County Beach approximately 0.3 miles to the east and Nicolas Canyon County Beach approximately 0.6 miles to the west. As such, no potential project-related or cumulative impact on public access and recreation policies of Chapter 3 of the Coastal Act of 1976 are anticipated.

3. The proposed project meets the development policies of the LCP and MMC, with the inclusion of the SPR and MM, and has been determined to be the least environmentally damaging alternative and would actually provide for environmental enhancements by correcting historical issues on the sites slopes and developing site improvements that mitigate storm water flow across the site and minimizes erosion and sediment transport off-site.

B. Site Plan Review for Construction in Excess of 18 Feet in Height (LIP Section 13.27.5)

1. The project has been reviewed for conformance with all relevant policies and provisions of the LCP. Based on submitted reports, visual impact analysis, and a detailed site investigation, the project is consistent with all policies and provisions of the LCP and MMC, inclusive of the SPR and MM.

2. Story poles were installed in October of 2024. Staff visited the project site in November 2024, photo-documented the story poles, and evaluated the project for conformance with City codes. Properties in the vicinity of the subject property are predominantly developed with two-story single-family residences and accessory structures such as second units, detached garages, and swimming pools. The proposed grading will result in a lower finished grade which will decrease the building profile when viewed from PCH. Furthermore, as noted in Section A Finding 3, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond, and will not adversely affect the neighborhood character with the proposed scale of development. Based on the existing development pattern in the area, the proposed project is expected to blend with the surrounding built environment. Based on the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and will not have an adverse effect on neighborhood character. The neighboring properties are developed with one- and two-story single-family residences. Therefore, the project is similar in height and scale to other buildings in the same neighborhood.

3. The project provides maximum feasible protection to significant public views as required by Chapter 6 of the Malibu LIP. The site is constrained by geological landslide areas, an irregular lot configuration, and the presence of coastal and canyon bluffs. Because the development cannot be sited completely below road grade to ensure the maximum protection of ocean views, the development proposes a view corridor double the size required by LIP Section 6.5 and will provide public visibility through the site as seen from PCH, a designated scenic roadway. The project is not expected to have significant impacts to scenic vistas and provides the maximum feasible protection to significant public views as required by LIP Chapter 6.

4. As previously discussed in Section A, Finding 1, the project complies with all applicable requirements of the LCP. The Planning Department, City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, LACFD and WD29 reviewed the proposed project and determined it was in conformance with the LCP and other State and local

requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies.

5. The proposed project, as designed, is consistent with the applicable land use designation, is consistent with all applicable development and design standards of the LCP and goals and policies of the General Plan because the project is located in an area that has been identified for residential use and the proposed residence incorporates siting and design measures to minimize visual impacts and landform alteration.

6. Based on the visual impact analysis (aerial photographs, site visits and story pole placement), staff has determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17). No nearby property owners have requested a primary view determination in response to the courtesy notice or story pole installation.

C. Minor Modification for a reduced front yard setback (LIP Section 13.27)

1. The project is consistent with the policies of the Malibu LCP in that the project has been reviewed and analyzed for conformance with the LCP. The project is consistent with the policies and provisions of the LCP and MMC. The project, with the inclusion of the requested MM, as designed and conditioned, conforms to all applicable LCP policies and provisions. A reduction in the front yard setback is needed to avoid construction on slopes 4 to 1 and steeper and that provides the required bluff retreat setback from the Coastal Bluff located on the southern portion of the site.

2. The project does not adversely affect neighborhood character. As previously stated in Section B, Finding 2, story poles were placed on the site to demonstrate the project's potential for view impacts to the surrounding area. The proposed project consists of a new 3,977.5 square foot two-story single-family residence with a footprint of 2,636 square feet, pool, 8,761 square feet of landscaping, and associated development. The project site's size coupled with geologic constraints and bluff setback requirements limits the ability to develop the site in any other manner than what is being proposed. The project's height and bulk will not adversely affect neighborhood character. Additionally, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond and will not adversely affect the neighborhood character with the proposed scale of development. The proposed structure complies with the residential development standards of the LCP and MMC, consistent with the RR-2 zoning designation, with the inclusion of the MM and SPR request. The building is designed and sited in a manner that allows for visual access to the ocean through creation of a view corridor, while allowing development of the highly constrained site. As stated earlier, the lot size, view corridor requirement, and seismic hazard area located along the southern portion of the property limit where development can be sited. Based on conformance with development standards, inclusive of the MM and SPR, along with project conditions for building, driveway, and wall materials and colors,

proposed site and building design characteristics, the surrounding topography, and surrounding existing development, the project is not expected to have an adverse effect on neighborhood character.

3. The proposed project complies with all applicable requirements of State and local law, in that the 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. The City Biologist, City geotechnical consultant reviewers, City Environmental Health Administrator, City Public Works Department, WD29, and LACFD reviewed the proposed project and determined it was in conformance with State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies. Therefore, the proposed project complies with all applicable requirements of State and local law.

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

1. The proposed project is a new two-story single-family residence on a vacant parcel currently developed with an existing single-family residence, in a neighborhood developed with single-family residences. As proposed, the project complies with the non-beachfront residential standards. Based on a staff site visit and analysis it was determined that due to the lot location, dimensions, and topography, there is no feasible alternative building site where the development would be obscured from view from a scenic area. The proposed project has been designed to provide a view corridor of 16 feet, 7 inches, which is approximately 42 percent of the lot's frontage and more than twice the required width. LIP chapter 6 requires a view corridor of 20 percent of the lot frontage to ensure that the proposed development would not obstruct views to the ocean from PCH. Additionally, the proposed landscaping and pedestrian walkway along the west side of the project will not be visible from the scenic road; therefore, the proposed project has been determined not have a significant adverse scenic or visual impact as seen from PCH.

2. The project as conditioned will not have significant adverse scenic or visual impacts. The project has been conditioned to include limitations on lighting and colors of the materials used to prevent any visual impacts to scenic areas.

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

4. The project, as designed and conditioned, is not expected to adversely affect scenic and visual resources and no feasible alternatives would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

5. As discussed in Findings 1, 2, and 4 above, the project as proposed and conditioned, would not have significant adverse impacts on scenic and visual resources, nor eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.

E. Hazards (LIP Chapter 9)

1. The project will not increase the instability of the site from geologic, flood, or fire hazards. The proposed development is suitable for the intended use provided that the certified engineering geologist and/or geotechnical engineer's recommendations and governing agency's building codes are followed.

2. The project, as designed, conditioned, and approved by the City geotechnical consultant reviewers and City Public Works Department, does not pose any significant adverse impacts on the site stability or structural integrity from geologic or fire hazards due to the project design.

3. The project, as designed and conditioned, is the least environmentally damaging alternative.

4. The proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, and LACFD. These specialists and agencies determined that the proposed project does not impact site stability or structural integrity, nor increase the fire hazard beyond what exist today and will actually correct existing surficial erosion through the development of the site.

5. The proposed project, as designed and conditioned, will not have adverse impacts on sensitive resources.

F. Shoreline and Bluff Development (LIP Chapter 10)

1. As previously discussed in Section A, Finding 2, the proposed project is not anticipated to interfere with public access to the ocean. The proposed development and related construction activities are at least 50 feet from the bluff edge and beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. No development is proposed on or near the shoreline sand supply or other resources as the development finished floor elevation (approximately 125 feet above sea level) will be 50 feet landward of the bluff edge. The proposed development complies with the reduced 50-foot setback from the coastal bluff edge pursuant to LIP 10.4(D) and the 25-foot setback from the canyon bluff pursuant to MMC Section 17.40.040(A)(6)(e) as the static factor of safety is greater than 1.5.

2. The project, as proposed and conditioned, is consistent with LIP Section 10.4.D.1 and LIP Section 10.4.H and will not have significant adverse impacts on public access, shoreline sand supply or other resources.

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

4. As previously stated, the proposed project as designed, conditioned, and approved by City staff, the project will not have any significant adverse impacts on public access or shoreline

sand supply, or other resources.

SECTION 4. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDP No. 19-011, SPR No. 24-022 and MM No. 24-006, subject to the following conditions.

SECTION 5. 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. Approval of this application is to allow for the project described herein. The scope of work approved includes:

   Construction

   a. New 3,977.5 square foot, two-story single-family residence with a 1,291 square foot basement;
   b. Decks and outdoor shower;
   c. Swimming pool and spa;
   d. Grading
   e. Landscaping and hardscape;
   f. New driveway and associated retaining walls; and
   g. New OWTS;

   Discretionary Request

   The proposed project includes the following discretionary requests:

   a. SPR No. 24-022 for construction over 18 feet up to a maximum height of 28 feet for a pitched roof.
   b. MM No.24-006 for a 50 percent reduction of the front yard setback

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Department date stamped **July 8, 2024**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

4. Pursuant to LIP Section 13.18.2, this permit and rights conferred in this approval shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions of approval set forth herein. The applicant shall file this form with the Planning Department prior to the issuance of any development permits.

5. The applicant shall digitally submit a complete set of plans to the Planning Department for consistency review and approval prior to plan check and again prior to the issuance of any building or development permits.

6. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

7. Any questions of intent or interpretation of any condition of approval will be resolved by the Planning Director upon written request of such interpretation.

8. All development shall conform to requirements of the City of Malibu Environmental Sustainability Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29 and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured.

9. Minor changes to the approved plans or the conditions of approval may be approved by the Planning Director, provided such changes achieve substantially the same results and the project is still in compliance with the Malibu Municipal Code and the Local Coastal Program. Revised plans reflecting the minor changes and additional fees shall be required.

10. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that the CCC denies the permit or issues the permit on appeal, the coastal development permit approved by the City is void.

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

12. The property owner shall comply with all provisions of the MMC and LIP.

Cultural Resources

13. 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 until the

Planning Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

14. If human bone is discovered during geologic testing or during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Lighting

15. Exterior lighting must comply with the Dark Sky Ordinance and shall be minimized, shielded, or concealed and restricted to low intensity features, so that no light source is directly visible from public view. Permitted lighting shall conform to the following standards:
    a. Lighting for walkways shall be limited to fixtures that do not exceed two feet in height and are directed downward, and limited to 850 lumens (equivalent to a 60-watt incandescent bulb);
    b. Security lighting controlled by motion detectors may be attached to the residence provided it is directed downward and is limited to 850 lumens;
    c. Driveway lighting shall be limited to the minimum lighting necessary for safe vehicular use. The lighting shall be limited to 850 lumens;
    d. Lights at entrances as required by the Building Code shall be permitted provided that such lighting does not exceed 850 lumens;
    e. Site perimeter lighting shall be prohibited; and
    f. Outdoor decorative lighting for aesthetic purposes is prohibited.

16. Night lighting for sports courts or other private recreational facilities shall be prohibited.

17. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness. Lighting levels on any nearby property from artificial light sources on the subject property(ies) shall not produce an illumination level greater than one foot-candle.

18. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded directed downward and inward so there is no offsite glare or lighting of natural habitat areas. High intensity lighting of the shore is prohibited.

19. String lights are allowed in occupied dining and entertainment areas only and must not exceed 3,000 Kelvin.

20. Motion sensor lights shall be programmed to extinguish ten minutes after activation.

21. Three violations of the conditions by the same property owner will result in a requirement to permanently remove the outdoor light fixture(s) from the site.

22. Up-lighting of landscaping is prohibited.

Fencing/Walls/Screening

23. Any above-ground equipment shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

24. The applicant shall include an elevation of the proposed electronic driveway gate on the architectural plans that are submitted for building plan check. The gate and all fencing along the front property line shall comply with the regulations set forth in LIP Section 3.5.

25. The height of fences and walls shall comply with LIP Section 3.5.3(A). No retaining wall shall exceed six feet in height or 12 feet in height for a combination of two or more walls.

26. New boundary fencing of any single area exceeding ½ acre shall be of an open rail-type design with a wooden rail at the top (instead of wire), be less than 40 inches high, and have a space greater than 14 inches between the ground and the bottom post or wire. A split rail design that blends with the natural environment is preferred.

Construction / Framing

27. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all recoverable/recyclable material. Recoverable material shall include but shall not be limited to: asphalt, dirt and earthen material, lumber, concrete, glass, metals, and drywall.

28. Prior to the issuance of a building/demolition permit, an Affidavit and Certification to implement waste reduction and recycling shall be signed by the Owner or Contractor and submitted to the Environmental Sustainability Department. The Affidavit shall indicate the agreement of the applicant to divert at least 65 percent (in accordance with CalGreen) of all construction waste from the landfill.

29. Prior to the issuance of a building permit, the applicant shall confirm with the City Building Official if a Los Angeles County Fire Department compliant second egress point from the basement will be required and shall update plans accordingly should that be required.

30. Prior to the commencement of work, the applicant shall submit a copy of their Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right of way.

31. A construction staging plan shall be reviewed and approved by the Planning Director prior to plan check submittal.

32. Construction hours shall be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturdays from 8:00 a.m. to 5:00 p.m. No construction activities shall be permitted on Sundays or City-designated holidays.

33. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

34. All new development, including construction, grading, and landscaping shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter 17, including:
    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. Grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.

35. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the highest roof member elevation, lowest finish floor elevation and elevation of centerline of Pacific Coast Highway. Prior to the commencement of further construction activities, said document shall be submitted to the assigned Building Inspector and Planning Department for review and sign off on framing.

36. For the transportation of heavy construction equipment and/or material, which requires the use of oversized-transport vehicles on State highways, the applicant / property owner is required to obtain a transportation permit from the California Department of Transportation.

Biology/Landscaping

37. Except as permitted pursuant to the provisions in LUP policies 3.18 and 3.20, throughout the City of Malibu, development that involves the use of pesticides, including insecticides, herbicides, rodenticides or any other similar toxic chemical substances, shall be prohibited in cases where the application of such substances would have the potential to significantly degrade Environmentally Sensitive Habitat Areas or coastal water quality or harm wildlife. Herbicides may be used for the eradication of invasive plant species or habitat restoration, but only if the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls are infeasible. Herbicides shall be restricted to the least toxic product and method, and to the maximum extent feasible, shall be biodegradable, derived from natural sources, and used for a limited time.

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

39. 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.

40. Prior to final Planning inspection or other final project sign off (as applicable), the applicant shall submit to the Planning Director for review and approval a certificate of completion in accordance with the Landscape Water Conservation Ordinance (MMC Section 17.53.030). The certificate shall include the property owner's signed acceptance of responsibility for maintaining the landscaping and irrigation in accordance with the approved plans and MMC Section 17.53.030.

41. 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.

42. 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 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. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

43. 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). The planting plan must adhere to the view corridor requirements for the property.

44. Invasive plant species, as determined by the City of Malibu, are prohibited.

45. No non-native plant species shall be approved greater than 50 feet from the residential structure.

46. Native species of the Santa Monica Mountains, characteristic of the local habitat, shall be used on graded slopes or where slope plantings are required for slope stabilization, erosion control, and watershed protection. Plants should be selected to have a variety of rooting depths. A spacing of 15 feet between large woody (≥10-foot canopy) shrubs is recommended by the Fire Department. Lawns are prohibited on slopes > 5%.

47. Slope planting measures such as contour planting and terracing or other techniques shall be incorporated on slopes to interrupt the flow and rate of surface runoff in order to prevent surface soil erosion.

48. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote and copper arsenate.

49. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to 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 nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

50. 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 lighting of natural habitat areas. Up-lighting is prohibited.

Fire Department/Fuel Modification

51. The project shall receive LACFD approval of a Final Fuel Modification Plan prior to the issuance of final building permits.

52. The project is required to have an interior automatic sprinkler system.

Public Works

53. Clearing and grading during the rainy season (extending from November 1 to March 31) shall be prohibited for development that:
    a. Is located within or adjacent to ESHA, or
    b. Includes grading on slopes greater than 4 to 1.

    Approved grading for development that is located within or adjacent to ESHA or on slopes greater than 4 to 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.

54. 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.

55. A grading and drainage plan containing the following information shall be approved, and submitted to the Public Works Department, prior to the issuance of grading permits for the project:
    a. Public Works Department general notes;
    b. 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);
    c. The limits of land to be disturbed during project development shall be delineated and a total area shall be shown on this 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;
    d. The limits to land to be disturbed during project development shall be delineated and a total area of disturbance should be shown on this plan. Areas disturbed by

grading equipment beyond the limits of grading shall be included within the area delineated;

e. If the property contains rare, endangered or special status species as identified in the Biological Assessment, this plan shall contain a prominent note identifying the areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on this plan as required by the City Biologist;
f. The grading limits shall include the temporary cuts made for retaining walls, buttresses and over excavations for fill slopes; and
g. Public storm drain systems shall be shown on this plan. Systems greater than 12 inch in diameter shall also have a plan and profile for the system included with this plan.

56. 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.

57. The ocean between Latigo Point and the west City limits has been established by the State Water Resources Control Board as an Area of Special Biological Significance (ASBS) as part of the California Ocean Plan. This designation prohibits the discharge of any waste, including stormwater runoff, directly into the ASBS. The applicant shall provide a drainage system that accomplishes the following:

a. Installation of BMPs that are designed to treat the potential pollutants in the stormwater runoff so that it does not alter the natural ocean water quality. These pollutants include trash, oil and grease, metals, bacteria, nutrients, pesticides, herbicides and sediment.
b. Prohibits the discharge of trash.
c. Only discharges from existing storm drain outfalls are allowed. No new outfalls will be allowed. Any proposed or new storm water discharged shall be routed to existing storm drain outfalls and shall not result in any new contribution of waste to the ASBS (i.e., no additional pollutant loading).
d. Elimination of non-storm water discharges.

58. A Local Storm Water Pollution Prevention Plan (LSWPPP) shall be provided prior to issuance of grading/building permits. This plan shall include an Erosion and Sediment Control Plan (ESCP) that includes, but is not limited to:

Erosion Controls Scheduling	Erosion Controls Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Entrance
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage

	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

All BMPs 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.

59. 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.

60. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. 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 on the site. The QQMP 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:
    a. Site Design BMPs:
    b. Source Control BMPs;
    c. Treatment Control BMPs that retain on-site 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;
    d. Drainage improvements;
    e. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure;
    f. Methods of onsite percolation, site re-vegetation and an analysis for off-site project impacts;
    g. Measures to treat and infiltrate runoff from impervious areas;
    h. 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 measure installed during construction prior to the issuance of grading or building permits; and
    i. The WQMP shall be submitted to the Public Works Department and the fee applicable at the time of submittal for review of the WQMP shall be paid prior to the start of the technical review. The WQMP shall be approved prior 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 Office of the Los Angeles County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the issuance of the certificate of occupancy.

Geology

61. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City geotechnical staff shall be incorporated into all final design and construction including foundations, grading, sewage disposal, and drainage. Final plans shall be reviewed and approved by the City geotechnical consultant reviewers prior to the issuance of permits.

62. Final plans approved by the City geotechnical consultant reviewers shall be in substantial conformance with the approved CDP relative to construction, grading, sewage disposal and drainage. Any substantial changes may require a CDP amendment or a new CDP.

Swimming Pool / Spa / Mechanical Equipment

63. Onsite noise, including that which emanates from swimming pool and air conditioning equipment, shall be limited as described in MMC Chapter 8.24 (Noise).

64. Pool and air conditioning equipment that will be installed shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

65. All swimming pools shall contain double walled construction with drains and leak detection systems capable of sensing a leak of the inner wall.

66. 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:
    a. The discharge water is dechlorinated, debrominated or if the water is disinfected using ozonation;
    b. There are sufficient BMPs in place to prevent soil erosion; and
    c. The discharge does not reach into the MS4 or to the ASBS (including tributaries).

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

68. A sign stating "It is illegal to discharge pool, spa, or water feature waters to a street, drainage course, or storm drain per MMC Section 13.04.060(D)(5)" 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.

Environmental Health

69. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan prepared by a City Registered OWTS Designer shall be submitted showing an OWTS design meeting the minimum requirements of the MMC and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The OWTS plot plan shall show essential features of the OWTS and must fit onto an 11-inch by 17-inch sheet leaving a five-inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

70. Final OWTS Design Report, Plans, and System Specifications: A final OWTS design report and large set of construction drawings with system specifications (four sets) shall be submitted to describe the OWTS design basis and all components proposed for use in the construction of the OWTS. All plans and reports must be signed by a City Registered OWTS Designer, and the plans stamped by the project Geologist, and Structural Engineer as applicable. The final OWTS design report and construction drawings shall be submitted with the designer's signature, professional registration number, and stamp (if applicable).

71. The final design report shall contain the following information (in addition to the items listed above).
    a. Required treatment capacity for wastewater treatment and disinfection systems. The treatment capacity shall be specified in terms of flow rate, gallons per day, and shall be supported by calculations relating the treatment capacity to the number of bedroom equivalents, plumbing drainage fixture equivalents, and the subsurface effluent dispersal system acceptance rate. The drainage fixture unit count must be clearly identified in association with the design treatment capacity, even if the design is based on the number of bedrooms. Average and peak rates of hydraulic loading to the treatment system shall be specified in the final design;
    b. Sewage and effluent pump design calculations (as applicable).
    c. Description of proposed wastewater treatment and/or disinfection system equipment. State the proposed type of treatment system(s) (e.g., aerobic treatment, textile filter ultraviolet disinfection, etc.); major components, manufacturers, and model numbers for "package" systems; and conceptual design for custom engineered systems;
    d. Specifications, supporting geology information, and percolation test results for the subsurface effluent dispersal portion of the onsite wastewater disposal system. This must include the proposed type of effluent dispersal system (drainfield, trench, seepage pit subsurface drip, etc.) as well as the system's geometric dimensions and basic construction features. Supporting calculations shall be presented that relate the results of soils analysis or percolation/infiltration tests to the projected subsurface effluent acceptance rate, including any unit conversions or safety factors. Average and peak rates of hydraulic loading to the effluent dispersal system shall be specified in the final design. The projected subsurface effluent acceptance rate shall be reported in units of total gallons per day and gallons per square foot

per day. Specifications for the subsurface effluent dispersal system shall be shown to accommodate the design hydraulic loading rate (i.e., average and peak OWTS effluent flow, reported in units of gallons per day). The subsurface effluent dispersal system design must take into account the number of bedrooms, fixture units and building occupancy characteristics; and

e. All final design drawings shall be submitted with the wet signature and typed name of the OWTS designer. If the scale of the plan is such that more space is needed to clearly show construction details, larger sheets may also be provided (up to a maximum size of 18 inch by 22 inch, for review by Environmental Health). Note: For OWTS final designs, full-size plans are required for review by the Building Safety Division and/or the Planning Department.

72. Proof of Ownership: Proof of ownership of subject property shall be submitted to the City Environmental Health Administrator.

73. Operations & Maintenance Manual: An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed advanced OWTS.

74. Maintenance Contract: A maintenance contract executed between the owner of the subject property and an entity qualified in the opinion of the City of Malibu to maintain the proposed onsite wastewater disposal system after construction shall be submitted. Note only original "wet signature" documents are acceptable.

75. Advanced OWTS Covenant: Prior to final Environmental Health approval, a covenant running with the land shall be executed between the City of Malibu and the holder of the fee simple absolute as to subject real property and recorded with the Office of the Los Angeles County Recorder. Said covenant shall serve as constructive notice to any future purchaser for value that the onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the Malibu Municipal Code. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

76. Project Geologist/Geotechnical Consultant Approval: Project Geologist/Geotechnical Consultant final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

77. City of Malibu Geologist/Geotechnical Consultant Approval: City of Malibu geotechnical staff final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

78. City of Malibu Public Works Approval: City of Malibu Public Works final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

79. City of Malibu Planning Approval: City of Malibu Planning Department final approval of the OWTS plan shall be obtained.

80. Environmental Health Final Review Fee: A final fee in accordance with the adopted fee schedule at the time of final approval shall be paid to the City of Malibu for Environmental Health review of the OWTS design and system specifications.

81. Operating Permit Application and Fee: In accordance with Malibu Municipal Code, an application shall be made to the Environmental Health office for an Onsite Wastewater Treatment System operating permit. An operating permit fee in accordance with the adopted fee schedule at the time of final approval shall be submitted with the application.

82. Prior to the issuance of a building permit the applicant shall demonstrate, to the satisfaction of the Building Official, compliance with the City of Malibu's Onsite Wastewater Treatment regulations including provisions of LIP Section 18.9 related to continued operation, maintenance and monitoring of onsite facilities.

83. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan shall be submitted showing an AOWTS design meeting the minimum requirements of the Malibu Plumbing Code (MPC) and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The AOWTS plot plan shall show essential features of the AOWTS and must fit onto an 11-inch by 17-inch sheet leaving a five-inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

84. Final OWTS Design Report, Plans, and System Specifications: If the OWTS design and/or bedroom/drainage fixture unit counts are modified in any way subsequent to the Planning-stage review, then a final design and system specifications shall be submitted as to all components (i.e., alarm system, pumps, timers, flow equalization devices, backflow devices, etc.) proposed for use in the construction of the proposed OWTS. For all OWTS, final design drawings and calculations must be signed by a California registered civil engineer, a registered environmental health specialist or a professional geologist who is responsible for the design. The designer must also be a registered OWTS designer with the City of Malibu. The final OWTS design report and drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

Water Service

85. Prior to the issuance of a building permit, the applicant shall submit an updated Will Serve Letter from Los Angeles County Waterworks District No. 29 to the Planning Department indicating the ability of the property to receive adequate water service.

Prior to Occupancy

86. Prior to a final Building inspection, the applicant shall provide a Recycling Summary Report (Summary Report) and obtain the approval from the Environmental Sustainability Department. Applicant must provide haul tickets and diversion information. The final Summary Report shall

designate the specific materials that were land filled or recycled and state the facilities where all materials were taken.

87. The applicant shall request a final Planning Department inspection prior to final inspection by the City of Malibu Building Safety Division. A Certificate of Occupancy shall not be issued until the Planning Department has determined that the project complies with this coastal development permit. A temporary Certificate of Occupancy may be granted at the discretion of the Planning Director, provided adequate security has been deposited with the City to ensure compliance should the final work not be completed in accordance with this permit.

88. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the project site and determine that all Planning Department conditions to protect natural resources are in compliance with the approved plans.

89. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

View Corridor

90. Pursuant to LIP Section 6.5(E)(1)(e) and in order to ensure the protection of scenic and visual resources, the project is conditioned as follows:
    a. Structures shall extend no higher than the road grade of PCH adjacent to the project site in the area of the View Corridor.
    b. Fences shall be located away from the road edge and fences or walls shall be no higher than adjacent road grade of PCH, with the exception of fences that are composed of visually permeable design and material.
    c. The project site shall be landscaped with native vegetation types that have a maximum growth height at maturity and are located such that landscaping will not extend above PCH road grade.
    d. Existing vegetation shall be removed, or trimmed and maintained in perpetuity so as not to extend above the adjacent road elevation of PCH.

91. Pursuant to LIP Section 6.5(E)(2)(e) and in order to ensure the protection of scenic and visual resources, the applicant is required to maintain:
    a. A view corridor a minimum of 16 feet 7 inches adjacent to the western property line extending the length of the property.
    b. No portion of any structure shall extend into the view corridor above the elevation of the adjacent street.
    c. Any fencing across the view corridor shall be permanently maintained as visually permeable. Tinted or frosted glass, and louvered or slatted screen fences are not permitted.
    d. Any landscaping in this area shall include only low-growing species that will not obscure or block bluewater views.
    e. If at any time the property owner allows the view corridor to become impaired or blocked, it would constitute a violation of the coastal development permit and the Coastal Act and be subject to all civil and criminal remedies.

Fixed Conditions

92. This coastal development permit shall run with the land and bind all future owners of the property.

93. Violation of any of the conditions of this approval may be cause for revocation of this permit and termination of all rights granted there under.

Deed Restrictions

94. 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 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 Planning Department staff prior to final Planning Department approval.

95. Prior to final Planning Department approval, the applicant shall be required to execute and record a deed restriction reflecting lighting requirements set forth in Condition Nos. 15-22. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

96. The property owner is required to acknowledge, by recordation of a deed restriction, that the property is subject to wave action, erosion, flooding, landslides, or other hazards associated with development on a beach or bluff, 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 any liability, claims, damages or expenses arising from any injury or damage due to such hazards. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

SECTION 6. The Planning Commission shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 2nd day of December, 2024.

_____
DREW LEONARD, Planning Commission Chair

ATTEST:

_____
REBECCA EVANS, Recording Secretary

LOCAL APPEAL - Pursuant to Local Coastal Program Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals) 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. 246.

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 24-77 was passed and adopted by the Planning Commission of the City of Malibu at the regular meeting held on the 2nd day of December 2024 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
REBECCA EVANS, Recording Secretary



LEGEND

℄	CENTER LINE
CO	CLEANOUT
DG	DECOMPOSED GRANITE
℄	DAYLIGHT LINE
DN	DOWN
● DS	DOWNSPOUT
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOW LINE
FS	FINISH SURFACE
HP	HIGH POINT
INV	INVERT
NG	NATURAL GRADE
PA	PLANTER AREA
℄	PROPERTY LINE
PSP	PER SEPARATE PERMIT
NG	NATURAL GRADE
TC	TOP OF CURB
TD	TOP OF DECK
TG	TOP OF GRATE
TW	TOP OF WALL
UNO	UNLESS NOTED OTHERWISE
	RETAINING WALL PER SEPARATE PERMIT
	BLOCK WALL PER SEPARATE PERMIT
FS	CONTRACTOR TO VERIFY HARD SURFACE THICKNESS PER ARCHITECTURAL SPECIFICATIONS AND DETAILS TO DETERMINE ROUGH GRADE ELEVATIONS.
	12" SQ. CATCH BASIN PER NDS PLASTIC PRODUCTS PART NO. 1200-1204. U.N.O.
	6"ø SPEE-D BASIN PER NDS. PLASTIC PRODUCTS PART NO. 101, 201, 300. U.N.O.
	INDICATES 4"ø PERF. SUBDRAIN
812.2	EXISTING SPOT ELEVATIONS
	INDICATES PROPOSED POOL/SPA (PER SEPARATE PERMIT)
	INDICATES PROPOSED PILE FOUNDATION PER STRUCTURAL PLANS PER SEPARATE PERMIT BY OTHERS.

CONSTRUCTION NOTES

1. STRUCTURAL FOUNDATION AND SLABS-ON-GRADE PER ARCHITECT/STRUCTURAL PLANS AND GEOTECHNICAL REPORT.
2. REMOVE AND RECOMPACT A MINIMUM OF 5' BELOW EXISTING GRADE OR PROPOSED GRADE, WHICHEVER IS LOWER, EXTENDING A MINIMUM OF 5' BEYOND THE BUILDING FOOTPRINT OR EQUAL TO THE DEPTH OF THE REMOVAL, WHICHEVER IS GREATER, PER RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
3. CONSTRUCT SDR 35 PVC PIPE (SIZE AS SHOWN) AT 1% MINIMUM SLOPE (MIN. PIPE SIZE 4"ø.)
4. CONSTRUCT PERMEABLE PAVER MOTORCOURT PER DETAIL 11, SHT. 3.0.
5. EXISTING TO REMAIN.
6. EXISTING TO BE REMOVED.
7. CONSTRUCT 4" THICK CONC. W/ #3 @ 18" O.C.E.W. OVER 2" SAND PER GEOTECHNICAL REPORT.
8. CONSTRUCT DRIVEWAY PER DETAIL 3, SHT. 3.0.
9. RETAINING WALLS TO BE CONSTRUCTED PER SEPARATE PERMIT.
10. MICRO CHANNEL DRAIN PER NDS PRODUCTS, PART NO. 8001, 8002, OR 8003.
11. ROUND GRATE PER DETAIL 4, SHEET 3.0
12. SQUARE BASIN PER DETAIL 5, SHEET 3.0
13. 6"X42' NDS PRO SERIES CHANNEL DRAIN, PART NO.'S 820 & 817
14. INSTALL SIGN IN FILTRATION AND/OR PUMPING EQUIPMENT AREA STATING "IT IS ILLEGAL TO DISCHARGE POOL, SPA, OR WATER FEATURE WATERS TO A STREET, DRAINAGE COURSE OR STORM DRAIN PER MMC SECTION 13.04.060(D)(5)."
15. WATER FEATURES, POOL AND SPA TO UTILIZE OZONIZATION AS METHOD OF SANITATION. RELEASE OF CLEAR WATER FROM SYSTEM TO BE DISCHARGED TO SEWER SYSTEM, LANDSCAPE, OR TRUCKED.
16. ATRIUM GRATE PER DETAIL 6, SHEET 3.0
17. 12" CATCH BASIN PER DETAIL 7, SHEET 3.0

NOTE TO CONTRACTOR

CONTRACTOR TO VERIFY THE LOCATIONS OF ALL PROPOSED STRUCTURES, ELEVATIONS, AND DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR TO CONTACT PROJECT ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY CONSTRUCTION.

UNDERGROUND SERVICE ALERT

CALL 811

AT LEAST TWO WORKING DAYS BEFORE YOU DIG

LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
CIVIL • STRUCTURAL • GEOTECHNICAL
889 Ptarmi Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcgroupinc.com • info@lcgroupinc.com

REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISTON IV. No. 85123 CIVIL STATE OF CALIFORNIA

REV#	DATE	SUBMITTAL/REVISION

33616 MALIBU LLC
33610 PACIFIC COAST HWY
MALIBU, CA

ENLARGED GRADING & DRAINAGE PLAN

DATE:	6/25/2024
SCALE:	1"=10'
DRAWN:	MM
JOB NO:	8150
SHEET	C 2.1

X:\LCE GROUP\Civil\JOBS\8100\8150 STUDY Architects (33610 PCH)\CIVIL\DWG\SHT\8150 SHT 2.0 GP.dwg Jun 25, 2024, 7:38pm Michelle Meehan

CITY OF MALIBU GRADING 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 OBTAIN INSPECTION APPROVAL BEFORE POURING.
4. PROVISIONS WILL BE MADE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES.
5. SECURE PERMISSION FROM CITY ENGINEER, EASEMENT GRANTEE, STATE HIGHWAY DEPARTMENT, AND/OR HOMEOWNERS ASSOCIATION FOR CONSTRUCTION, GRADING, AND/OR DISCHARGE OF DRAINAGE WITHIN STREET RIGHT-OF-WAY.
6. 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.
7. CUT AND FILL SLOPES SHALL BE NO STEEPER THAN 3' HORIZONTAL TO 1' VERTICAL (3:1), EXCEPT WHERE SPECIFICALLY APPROVED OTHERWISE.
8. AREAS TO RECEIVE FILL SHALL BE PROPERLY PREPARED AND APPROVED, IN WRITING, BY THE SOIL ENGINEER AND THE BUILDING OFFICIAL PRIOR TO PLACING FILL.
9. FILL SHALL BE BENCHED INTO COMPETENT MATERIAL PER CITY OF MALIBU STANDARD OR SOIL ENGINEER'S DIRECTION.
10. ALL EXISTING FILLS SHALL BE APPROVED BY THE BUILDING OFFICIAL OR REMOVED PRIOR TO PLACING ADDITIONAL FILLS.
11. ANY EXISTING IRRIGATION LINES AND CISTERNS SHALL BE REMOVED OR CRUSHED, IN PLACE, AND APPROVED BY THE BUILDING OFFICIAL AND SOIL ENGINEER.
12. STOCKPILING OF EXCESS MATERIAL SHALL BE APPROVED BY THE BUILDING OFFICIAL PRIOR TO EXCAVATION.
13. THE DESIGN 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.
14. ALL TRENCH BACKFILLS SHALL BE TESTED AND APPROVED BY THE SOILS ENGINEER.
15. SUBDRAIN OUTLETS SHALL BE COMPLETED AT THE BEGINNING OF THE SUBDRAIN CONSTRUCTION AND SURVEY FOR LOCATION. THE AS GRADED PLAN SHALL SHOW ALL SUBDRAIN LOCATIONS AND ELEVATIONS.
16. SUBDRAIN OUTLETS SHALL BE COMPLETED AT THE BEGINNING OF THE SUBDRAIN CONSTRUCTION.
17. THE EXACT LOCATION OF THE SUBDRAINS SHALL BE SURVEYED IN THE FIELD FOR LINE/GRADE AND REFLECTED ON AS-GRADED PLANS. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS OR WHEREVER DETERMINED TO BE NECESSARY BY THE BUILDING OFFICIAL.
18. ALL CUT SLOPES SHALL BE INVESTIGATED BOTH DURING AND AFTER GRADING BY THE ENGINEERING GEOLOGIST TO DETERMINE IF ANY SLOPE STABILITY PROBLEM EXISTS. SHOULD EXCAVATION DISCLOSE ANY GEOLOGICAL HAZARDS OR POTENTIAL GEOLOGICAL HAZARDS, THE ENGINEERING GEOLOGIST SHALL SUBMIT RECOMMENDED REMEDIATION TO THE BUILDING OFFICIAL FOR APPROVAL.
19. WHERE SUPPORT OR BUTTRESSING OF CUT AND NATURAL SLOPES IS DETERMINED TO BE NECESSARY BY THE ENGINEERING GEOLOGIST AND SOILS ENGINEER, THE SOILS ENGINEER SHALL SUBMIT DESIGN, LOCATIONS, AND CALCULATIONS TO THE BUILDING OFFICIAL PRIOR TO CONSTRUCTION. THE ENGINEERING GEOLOGIST AND SOILS ENGINEER SHALL INSPECT AND CONTROL THE CONSTRUCTION OF THE BUTTRESSING AND CERTIFY TO THE STABILITY OF THE SLOPE AND ADJACENT STRUCTURES UPON COMPLETION.
20. WHEN CUT PADS ARE BROUGHT TO NEAR GRADE, THE ENGINEERING GEOLOGIST SHALL DETERMINE IF THE BEDROCK IS EXTENSIVELY FRACTURED OR FAULTED AND WILL READILY TRANSMIT WATER. IF CONSIDERED NECESSARY BY THE ENGINEERING GEOLOGIST AND SOIL ENGINEER, A COMPACTED FILL BLANKET WILL BE PLACED.
21. THE ENGINEERING GEOLOGIST SHALL PERFORM PERIODIC INSPECTIONS AND SUBMIT A COMPLETE REPORT AND MAP UPON COMPLETION OF THE ROUGH GRADING.
22. THE COMPACTION REPORT AND APPROVAL FROM THE SOILS 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.
23. 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]
24. 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 THE PLAN. (MUST BE SIGNED AND DATED BY THE DESIGN ENGINEER.)
25. GRADING OPERATIONS MUST BE CONDUCTED UNDER PERIODIC GEOLOGIC INSPECTION WITH INSPECTION REPORTS TO BE SUBMITTED TO THE BUILDING DEPARTMENT.
26. EXPORT SOIL MUST BE TRANSPORTED TO A LEGAL DUMP OR TO A PERMITTED SITE SHOWN CLEARLY ON APPROVED PLANS.
27. SLOPES SHALL BE PLANTED WITH AN APPROVED PLANT MATERIAL AND PROVIDED WITH AN APPROVED IRRIGATION SYSTEM, UNLESS AN ALTERNATIVE HAS BEEN APPROVED BY THE CITY BIOLOGIST.
28. 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.
29. 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.
30. 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.
31. GRADING OPERATIONS, INCLUDING MAINTENANCE OF EQUIPMENT, SHALL BE ACCOMPLISHED WITHIN THE CONFINES OF THE NOISE ORDINANCE AND POLICIES OF THE CITY OF MALIBU.
32. ROOF GUTTERS SHALL BE INSTALLED TO PREVENT ROOF DRAINAGE FROM FALLING ON MANUFACTURED SLOPES. GUTTERS SHALL BE CONNECTED TO NON-EROSIVE PIPING OR ANOTHER METHOD ACCEPTABLE TO THE BUILDING OFFICIAL.
33. 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 THE OWNER.

PLANTING AND IRRIGATION NOTES

34. ALL CUT AND FILL SLOPES WILL BE PLANTED WITH AN APPROVED GROUND COVER AND PROVIDED WITH AN IRRIGATION SYSTEM AS SOON AS IS PRACTICAL DURING GRADING. IN ADDITION TO THE GROUND COVER PLANTS SHALL BE INSTALLED ON ALL SLOPES. ALL PLANTING SHALL BE OF A TYPE APPROVED BY THE CITY BIOLOGIST.
35. THE PLANS FOR A DESIGNED IRRIGATION SYSTEM FOR FULL COVERAGE OF ALL PORTIONS OF THE SLOPES SHALL BE SUBMITTED AND APPROVED PRIOR TO ROUGH GRADING APPROVAL BY THE CITY BIOLOGIST.
36. PLANTING AND IRRIGATION PLANS FOR SLOPES MUST BE PREPARED AND SIGNED BY A CIVIL ENGINEER OR LANDSCAPE ARCHITECT.
37. FINISH GRADING WILL BE COMPLETED AND APPROVED AND SLOPE PLANTING IRRIGATION SYSTEMS INSTALLED BEFORE OCCUPANCY OF BUILDINGS.

FILL NOTES

38. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE BUILDING OFFICIAL 24 HOURS BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS. (THE PERMITTEE NEED NOT WAIT FOR THE INSPECTOR TO ARRIVE BEFORE PROCEEDING WITH THE WORK).
39. FILL SHALL BE COMPACTED (AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-LATEST VERSION) THROUGHOUT THEIR FULL EXTENT TO [3313.4]:
    A. A MINIMUM RELATIVE COMPACTION OF 90% OF MAXIMUM DRY DENSITY WITHIN 40 FT. BELOW FINISH GRAD, AND
    B. 93% OF MAXIMUM DRY DENSITY DEEPER THAN 40 FT. BELOW FINISH GRADE
40. FIELD DENSITY SHALL BE DETERMINED BY SAND-CONE METHOD, A.S.T.M. D1557-LATEST VERSION. IN FINE-GRAINED COHESIVE SOILS FIELD DENSITY SHALL BE DETERMINED BY THE DRIVE-CYLINDER METHOD, A.S.T.M. D-2937-LATEST VERSION, PROVIDED NOT LESS THAN 20% OF THE REQUIRED 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. [3310.2.4]
41. 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, OR WHEN NECESSITATED BY FIELD CONDITIONS UPON REQUEST OF THE BUILDING OFFICIAL. [331.8] ONE FIELD DENSITY TEST TO BE MADE AS FOLLOWS:
    a. ONE TEST FOR EACH TWO FOOT VERTICAL LIFT.
    b. ONE TEST FOR EACH 1,000 CUBIC YARDS 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.
42. NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAINS (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY SOILS ENGINEER.
43. NO ROCK OR SIMILAR MATERIAL GREATER THAN 12" IN DIAMETER WILL BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE SOILS ENGINEER AND APPROVED, IN ADVANCE, BY THE BUILDING OFFICIAL.
44. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS OR WHEREVER DETERMINED TO BE NECESSARY BY THE BUILDING OFFICIAL.
45. ORIGINAL OF ALL REPORTS SHALL BE PROVIDED TO THE BUILDING OFFICIAL FOR ALL COMPACTED FILLS.
46. ALL CONCRETE PLACED ON GRADE SHALL BE COLORED TO MATCH NATURAL CONDITIONS ADJACENT TO THE STRUCTURES. SURFACE PAINT IS NOT ACCEPTABLE. ALL COLORS ARE TO BE INCORPORATED INTO THE MIX AND BLENDED UNIFORMLY.
47. FILL PLACED OVER EXISTING TERRAIN 5:1 AND STEEPER THAN 3' HORIZONTAL TO 1' VERTICAL (3:1) EXCEPT WHERE SPECIFICALLY APPROVED OTHERWISE.
48. FILL SHALL BE COMPACTED THROUGHOUT TO A MINIMUM OF 90% RELATIVE COMPACTION, AGGREGATE BASE FOR ASPHALTIC AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION, TEST D1557-91T OR APPROVED EQUIVALENT. ORIGINALS OF ALL REPORTS SHALL BE PROVIDED TO THE BUILDING OFFICIAL.

GRADING INSPECTION REQUIREMENTS

49. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE BUILDING OFFICIAL 24 HOURS BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE INSPECTIONS. (THE PERMITTEE NEED NOT WAIT FOR THE INSPECTOR TO ARRIVE BEFORE PROCEEDING WITH WORK).
    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 INSPECTION.
    b. TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL AND BEFORE ANY FILL IS PLACED.
    c. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED AND BEFORE THE DEPTH OF EXCAVATION EXCEEDS 10 FEET.
    d. ROUGH INSPECTION: WHEN APPROXIMATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED; DRAINAGE TERRACE, SWALES AND OTHER DRAINAGE DEVICES NECESSARY FOR THE PROTECTION OF THE BUILDING FROM FLOODING ARE INSTALLED; BERMS INSTALLED AT THE TOP OF SLOPES; SUBMIT THE REQUIRED "ROUGH GRADING RECORDS". 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 SYSTEM INSTALLED. SUBMIT THE REQUIRED "AS-BUILT GRADING PLAN" AND "CERTIFICATION OF COMPLETION".
    f. SUBDRAIN INSTALLATION: PROVIDE CONTINUOUS INSPECTION DURING SUBDRAIN EXCAVATION AND INSTALLATION. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. [3313.2]
    g. FILL INSTALLATION:
        i. AFTER THE FILL EMPLACEMENT IS STARTED AND BEFORE THE VERTICAL HEIGHT OF THE LIFTS EXCEEDS 10ft. [3313.2]
        ii. DURING PREPARATION OF NATURAL GROUND AND PLACEMENT AND COMPACTION FILL.
        iii. THE SOILS ENGINEER SHALL BE PRESENT DURING THE ENTIRE FILL PLACEMENT AND COMPACTION OF FILLS THE WILL EXCEED A VERTICAL HEIGHT OR DEPTH OF 30ft> OR RESULTING IN A SLOPE SURFACE STEEPER THE 2 HORIZONTAL: 1 VERTICAL. [3313.7]
    h. DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPES ARE IN PLACE AND h. BEFORE ANY CONCRETE IS POURED
    i. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED AND EROSION i. PROTECTION HAS BEEN INSTALLED. THE GEOTECHNICAL ENGINEER SHALL SUBMIT THE FINAL COMPACTION REPORT PRIOR TO THE APPROVAL OF ROUGH GRADE.

GRADING PLAN NOTES:

50. THE CONTRACTOR SHALL VERIFY ALL EXISTING TOPOGRAPHY AND GRADES PRIOR TO GRADING. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE PROJECT CIVIL ENGINEER OF ANY DISCREPANCIES OR REQUIRED DESIGN CHANGES SO THE APPROPRIATE CHANGES CAN BE MADE.
51. THE CONTRACTOR SHALL ENSURE THAT ALL UTILITIES AND EASEMENTS ARE ADEQUATELY STAKED PRIOR TO ANY GRADING.
52. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNDERGROUND UTILITIES. UNDERGROUND ALERT SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO DIGGING.
53. THE APPROVED GEOLOGY AND GEOTECHNICAL REPORTS SHALL BE CONSIDERED A PART OF THESE PLANS. COPIES OF THESE REPORTS SHOULD BE MAINTAINED ON SITE DURING SITE DEVELOPMENT.
54. THE PROJECT CIVIL ENGINEER SHALL BE NOTIFIED AND APPROVE ANY DESIGN CHANGES PRIOR TO IMPLEMENTATION DURING SITE DEVELOPMENT.
55. ALL RETAINING WALLS ARE UNDER SEPARATE PERMIT. PRIOR TO IMPLEMENTATION DURING SITE DEVELOPMENT.
56. SOIL COMPACTION REPORT SHALL BE PROVIDED TO THE BUILDING INSPECTOR AT THE JOB SITE PRIOR TO PLACEMENT OF CONCRETE FOR THE FOUNDATION.
57. SOIL ENGINEER SHALL INSPECT FOUNDATION PRIOR TO PLACEMENT OF CONCRETE FOR THE FOUNDATION.

ADDITIONAL NOTES:

58. EXPANSION INDEX TESTING SHOULD BE PERFORMED DURING SITE PREPARATION TO VERIFY AS-GRADED SITE CONDITIONS. THE RESULTS OF THE TESTS AS WELL AS SPECIFIC RECOMMENDATIONS FOR SLAB REINFORCEMENT AND THICKNESS MUST BE SUBMITTED TO THE CITY FOR REVIEW AT THAT TIME.
59. AN EVALUATION OF SOIL CORROSIVITY SHALL BE MADE IN ACCORDANCE WITH SECTION 6.2.1 OF THE CITY OF MALIBU'S GEOTECHNICAL GUIDELINES AT THE COMPLETION OF GRADING BY THE PROJECT GEOTECHNICAL CONSULTANT, WHO SHALL PROVIDE APPROPRIATE RECOMMENDATIONS.
60. PRIOR TO FINAL APPROVAL OF THE PROJECT AN AS-BUILT COMPACTION REPORT PREPARED BY THE PROJECT 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 OF ELEVATIONS OF KEYWAYS AND BACKDRAINS, LOCATIONS AND ELEVATION OF ALL REMOVAL BOTTOMS (INCLUDING THE RESULTS OF ALL TESTING PERFORMED TO VERIFY COMPETENT BOTTOMS) AND LOCATIONS AND ELEVATIONS OF ALL RETAINING WALL BACKDRAINS AND OUTLETS. GEOLOGIC CONDITIONS EXPOSED DURING GRADING MUST BE DEPICTED ON AN AS-BUILT GEOLOGIC MAP.
61. THE SURFACE OF THE CUT SHALL BE NO STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (33% SLOPE) UNLESS A SOILS ENGINEER OR AN ENGINEERING GEOLOGY REPORT STATING THAT A CUT AT A STEEPER SLOPE WILL BE STABLE AND NOT CREATE A HAZARD. PROVIDE A RECOMMENDATION FROM THE PROJECT GEOTECHNICAL ENGINEER GEOLOGIST AND APPROVED BY THE CITY SOILS AND GEOLOGY STAFF. [3312.2].
62. THE EXPORT OF CUT MATERIAL MAY BE REQUIRED TO PRESERVE THE NATURAL TOPOGRAPHY OF THE PROJECT SITE. [MLCP 8.3B, 2] ADD THE FOLLOWING NOTE ON THE PLANS: "CUT MATERIAL MAY ONLY BE EXPORTED TO AN APPROXIMATE LANDFILL OR A SITE PERMITTED TO ACCEPT MATERIAL".
63. MAXIMUM GRADE OF CUT OR FILL [MLCP 8.3D:
    a. 3:1 FOR AREAS CREATED FOR DEVELOPMENT OF STRUCTURES AND OPEN YARD AREAS.
64. THE FACES OF CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION. THIS CONTROL MAY CONSIST OF EFFECTIVE PLANING, EROSION CONTROL BLANKETS. SOIL STABILIZERS OR OTHER APPROVED MEANS.
65. PROVIDE RIP-RAP OR OTHER REDUCER AT DISCHARGE END OF DRAINS NOT CONNECTED TO A PERMANENT SYSTEM. SHOW DETAIL. [3316.2]
66. ALL STORM DRAIN WORK IS TO BE DONE UNDER CONTINUOUS INSPECTION BY THE ENGINEER. WEEKLY STATUS REPORT SHALL BE SUBMITTED BY THE FIELD ENGINEER TO THE CITY BUILDING DEPARTMENT.
67. SEPARATE PLANS FOR TEMPORARY DRAINAGE AND WET WEATHER EROSION CONTROL MEASURES TO BE USED DURING THE RAINY SEASON MUST BE SUBMITTED PRIOR TO OCTOBER 1. THE EROSION CONTROL DEVISES SHOWN ON SAID PLANS MUST BE INSTALLED BY NO LATER THAN NOVEMBER 1 AND MAINTAINED IN OPERABLE CONDITION UNTIL APRIL 15. [3319.3]
68. ALL RECOMMENDATIONS INCLUDED IN THE CONSULTANT'S SOIL AND GEOLOGY REPORTS MUST BE COMPLIED WITH AND ARE A PART OF THE GRADING SPECIFICATIONS.
69. THE CONSULTING GEOLOGIST MUST APPROVE ROUGH GRADING BY FINAL REPORT. FINAL REPORT MUST INCLUDE AN AS-BUILT GEOLOGIC MAP.
70. THE BUILDING OFFICIAL SHALL APPROVE STOCK PILING OF EXCESS MATERIAL PRIOR TO EXCAVATION.
71. THE FIELD ENGINEER, AS A CONDITION OF ROUGH GRADE APPROVAL, SHALL PROVIDE A BLUE 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.
72. 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, WETHER SAND CONE OR NUCLEAR GAUGE, AND SHALL BE SOS NOTED FOR EACH TEST.
73. GRADING PERMITS SHALL NOT BE ISSUED BETWEEN NOVEMBER 1 AND MARCH 31 EACH YEAR PER LCP SECTION 17.2.1. PROJECT APPROVED FOR GRADING PERMIT SHALL NOT RECEIVE GRADING PERMITS UNLESS THE PROJECT CAN BE ROUGH GRADED BEFORE NOVEMBER 1.
74. 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 LOCAL IMPLEMENTATION PLAN (LIP), SECTION 8.3.
75. PRIOR TO THE PLACEMENT OF CONCRETE SLABS, THE SLAB SUBGRADE SOILS SHALL BE PRE-MOISTENED TO AT LEAST 120% OF THE OPTIMUM MOISTURE CONTENT TO THE DEPTH SPECIFIED BY THE GEOTECHNICAL ENGINEER. THE PRE-MOISTENED SOILS SHOULD BE TESTED AND VERIFIED TO BE BY THE GEOTECHNICAL ENGINEER WITHIN ONE DAY PRIOR TO THE PLACEMENT OF THE MOISTURE BARRIER AND SAND.

CONDITIONS OF APPROVAL

THIS PLAN CONFORMS TO THE COASTAL DEVELOPMENT PERMIT CONDITIONALLY APPROVED BY THE CITY FOR 33810 PCH ON _____.

CONTRACTORS NOTE:

THE EARTHWORK QUANTITIES ARE PROVIDED AS A COURTESY AND CONVENIENCE TO THE OWNERS, AND ARE FOR BONDING AND PLAN CHECK PURPOSES ONLY. THE YARDAGE FIGURES SHOWN ARE APPROXIMATE CALCULATED QUANTITIES BASED ON THE DIFFERENCE BETWEEN EXISTING GROUND ELEVATIONS AND DESIGNED ROUGH GRADE ELEVATIONS. THE CALCULATIONS MAKE NO PROVISIONS FOR STRIPPING, SHRINKAGE, BULKING OR ANY OTHER CONDITION NOT IMPLIED. FOR THIS REASON, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT THE PROJECTS SOILS ENGINEER AND GEOLOGIC INVESTIGATIONS, AND TO DETERMINE FOR HIMSELF, THE QUANTITIES OF EARTH MOVING THAT WILL BE REQUIRED TO COMPLETE THIS PROJECT.

STARTING DATE 30 DAYS AFTER PERMIT ISSUANCE ,202X

COMPLETION DATE 90 DAYS AFTER PERMIT ISSUANCE ,202X

SCOPE OF WORK:

PROPOSED NEW 2-STORY, SINGLE FAMILY RESIDENCE W/ATTACHED GARAGE
NEW SWIMMING POOL
NEW LANDSCAPE AND HARDSCAPE
GRADING
RETAINING WALLS (PER SEPARATE PERMIT)
NEW OWTS (PER SEPARATE PERMIT)

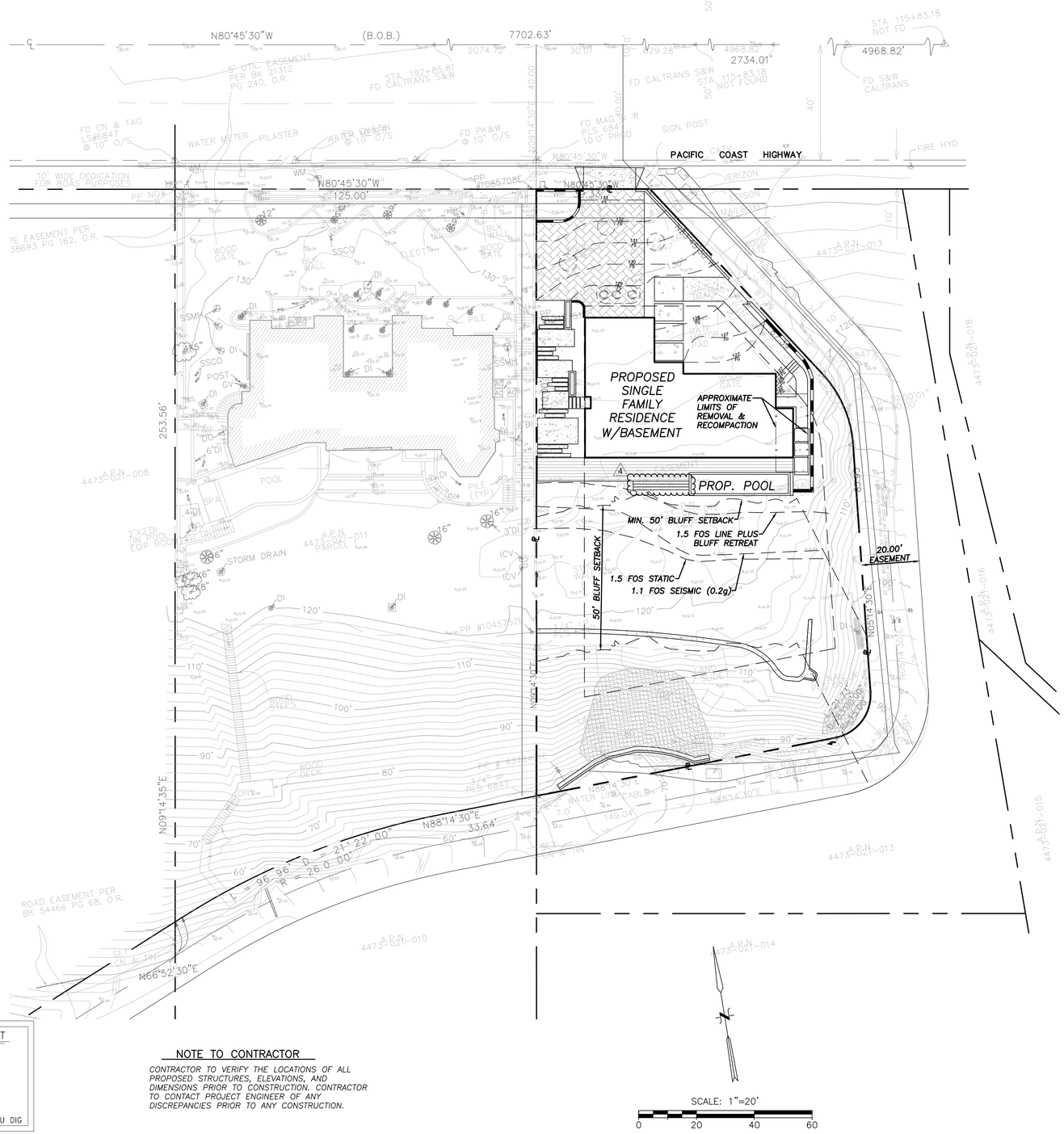
UNDERGROUND SERVICE ALERT

CALL TOLL FREE
1-800-227-2600

TWO WORKING DAYS BEFORE YOU DIG

PUBLIC WORKS DEPARTMENT GENERAL NOTES

1. ALL WORK 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. 341 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 A SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK.
4. NO IMPROVEMENTS ARE PROPOSED WITHIN THE PUBLIC RIGHT-OF-WAY.
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. 341 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 RESTORE 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 SIGNALS 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. 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 THAN 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 NDPES REQUIREMENTS. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES AND SHALL BE KEPT UP TO DATE.
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. CONCRETE COLOR SHALL BE "OMAHA TAN" OR APPROVED EQUIVALENT.
19. GRADING QUANTITIES:
    CUT: 1246 CU. YDS. FILL: 99 CU. YDS.
    EXPORT: 1147 CU. YDS. IMPORT: 0 CU. YDS.
20. GROSS LOT AREA: 19,482 ACRES/SQ. FT.
    NET LOT AREA: 16,253 ACRES/SQ. FT.
    PROPOSED IMPERMEABLE COVERAGE: 3860 SQ. FT.
    MAXIMUM ALLOWABLE IMPERMEABLE COVERAGE: 5899 SQ. FT.
    TOTAL DISTURBED AREA: 8822 SQ. FT.
    FLOOD ZONE ON FIRM: N/A BASE FLOOD ELEVATION: N/A FT.
21. ALL SLOPES ON PRIVATE PROPERTY ADJOINING STREETS, DRAINAGE CHANNELS, OR OTHER PUBLIC FACILITIES SHALL BE GRADED NOT STEEPER THAN 2:1 FOR CUT AND FILL UNLESS SPECIFICALLY APPROVED BY THE CITY ENGINEER ON RECOMMENDATION OF THE PROJECT'S GEOTECHNICAL/SOILS CONSULTANT.



NOTE TO CONTRACTOR

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REGISTERED PROFESSIONAL ENGINEER LORRAINE C. LISTON 17123 CIVIL STATE OF CALIFORNIA

REV#	DATE	SUBMITTAL/REVISION
1	05/25/2023	CDP rev 1
2	10/27/2024	CDP rev 2
3	02/06/2024	CDP rev 3
4	03/07/2024	CDP rev 4

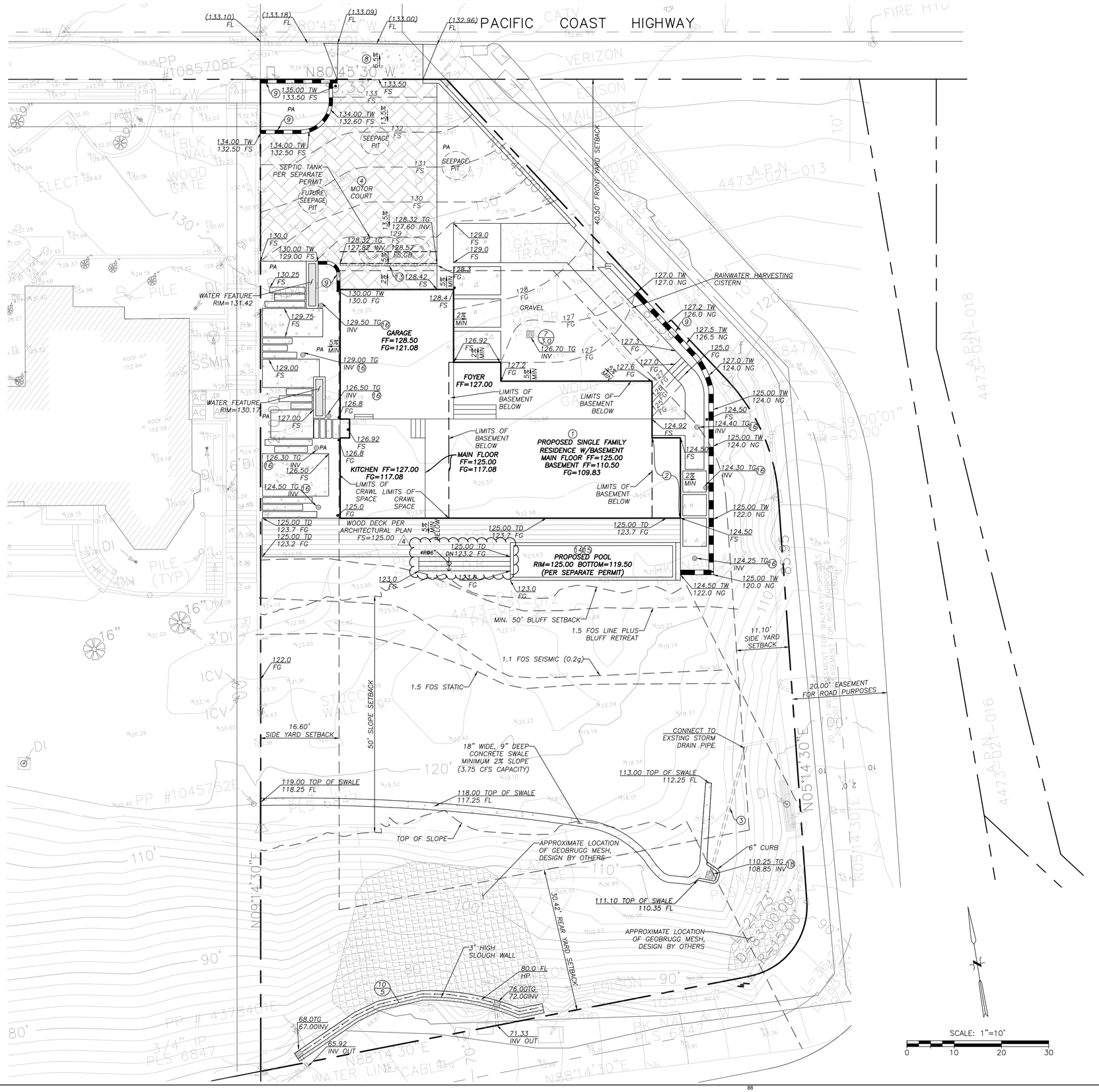
33616 MALIBU LLC

33610 PACIFIC COAST HWY
MALIBU, CA

OVERALL SITE PLAN

DATE:	03/07/24
SCALE:	1"=20'
DRAWN:	MM
JOB NO:	8150
SHEET	C 2.0

X:\LCE GROUP\Civil\JOBS\8100\8150 STUDY Architects (33610 PCH)\Civil\DWG\SHT\8150 SHT 2.0 GP.dwg Jun 25, 2024, 7:38am Michelle Meehan



LEGEND

℄	CENTER LINE
CO	CLEANOUT
DG	DECOMPOSED GRANITE
℄	DAYLIGHT LINE
DN	DOWN
● DS	DOWNSPOUT
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOW LINE
FS	FINISH SURFACE
HP	HIGH POINT
INV	INVERT
NG	NATURAL GRADE
PA	PLANTER AREA
℄	PROPERTY LINE
PSP	PER SEPARATE PERMIT
NG	NATURAL GRADE
TC	TOP OF CURB
TD	TOP OF DECK
TG	TOP OF GRATE
TW	TOP OF WALL
UNO	UNLESS NOTED OTHERWISE
	RETAINING WALL PER SEPARATE PERMIT
	BLOCK WALL PER SEPARATE PERMIT
FS	CONTRACTOR TO VERIFY HARD SURFACE THICKNESS PER ARCHITECTURAL SPECIFICATIONS AND DETAILS TO DETERMINE ROUGH GRADE ELEVATIONS.
	12" SQ. CATCH BASIN PER NDS PLASTIC PRODUCTS PART NO. 1200-1204. U.N.O.
	6"ø SPEE-D BASIN PER NDS. PLASTIC PRODUCTS PART NO. 101, 201, 300. U.N.O.
	INDICATES 4"ø PERF. SUBDRAIN
812.2	EXISTING SPOT ELEVATIONS
	INDICATES PROPOSED POOL/SPA (PER SEPARATE PERMIT)
	INDICATES PROPOSED PILE FOUNDATION PER STRUCTURAL PLANS PER SEPARATE PERMIT BY OTHERS.

CONSTRUCTION NOTES

1. STRUCTURAL FOUNDATION AND SLABS-ON-GRADE PER ARCHITECT/STRUCTURAL PLANS AND GEOTECHNICAL REPORT.
2. REMOVE AND RECOMPACT A MINIMUM OF 5' BELOW EXISTING GRADE OR PROPOSED GRADE, WHICHEVER IS LOWER, EXTENDING A MINIMUM OF 5' BEYOND THE BUILDING FOOTPRINT OR EQUAL TO THE DEPTH OF THE REMOVAL, WHICHEVER IS GREATER, PER RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
3. CONSTRUCT SDR 35 PVC PIPE (SIZE AS SHOWN) AT 1% MINIMUM SLOPE (MIN. PIPE SIZE 4"ø.)
4. CONSTRUCT PERMEABLE PAVER MOTORCOURT PER DETAIL 11, SHT. 3.0.
5. EXISTING TO REMAIN.
6. EXISTING TO BE REMOVED.
7. CONSTRUCT 4" THICK CONC. W/ #3 @ 18" O.C.E.W. OVER 2" SAND PER GEOTECHNICAL REPORT.
8. CONSTRUCT DRIVEWAY PER DETAIL 3, SHT. 3.0.
9. RETAINING WALLS TO BE CONSTRUCTED PER SEPARATE PERMIT.
10. MICRO CHANNEL DRAIN PER NDS PRODUCTS, PART NO. 8001, 8002, OR 8003.
11. ROUND GRATE PER DETAIL 4, SHEET 3.0
12. SQUARE BASIN PER DETAIL 5, SHEET 3.0
13. 6"X42" NDS PRO SERIES CHANNEL DRAIN, PART NO.'S 820 & 817
14. INSTALL SIGN IN FILTRATION AND/OR PUMPING EQUIPMENT AREA STATING "IT IS ILLEGAL TO DISCHARGE POOL, SPA, OR WATER FEATURE WATERS TO A STREET, DRAINAGE COURSE OR STORM DRAIN PER MMC SECTION 13.04.060(D)(5)."
15. WATER FEATURES, POOL AND SPA TO UTILIZE OZONIZATION AS METHOD OF SANITATION. RELEASE OF CLEAR WATER FROM SYSTEM TO BE DISCHARGED TO SEWER SYSTEM, LANDSCAPE, OR TRUCKED.
16. ATRIUM GRATE PER DETAIL 6, SHEET 3.0
17. 12" CATCH BASIN PER DETAIL 7, SHEET 3.0

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REGISTERED PROFESSIONAL ENGINEER
LORRAINE T. LISTON IV
No. 85123
CIVIL
STATE OF CALIFORNIA

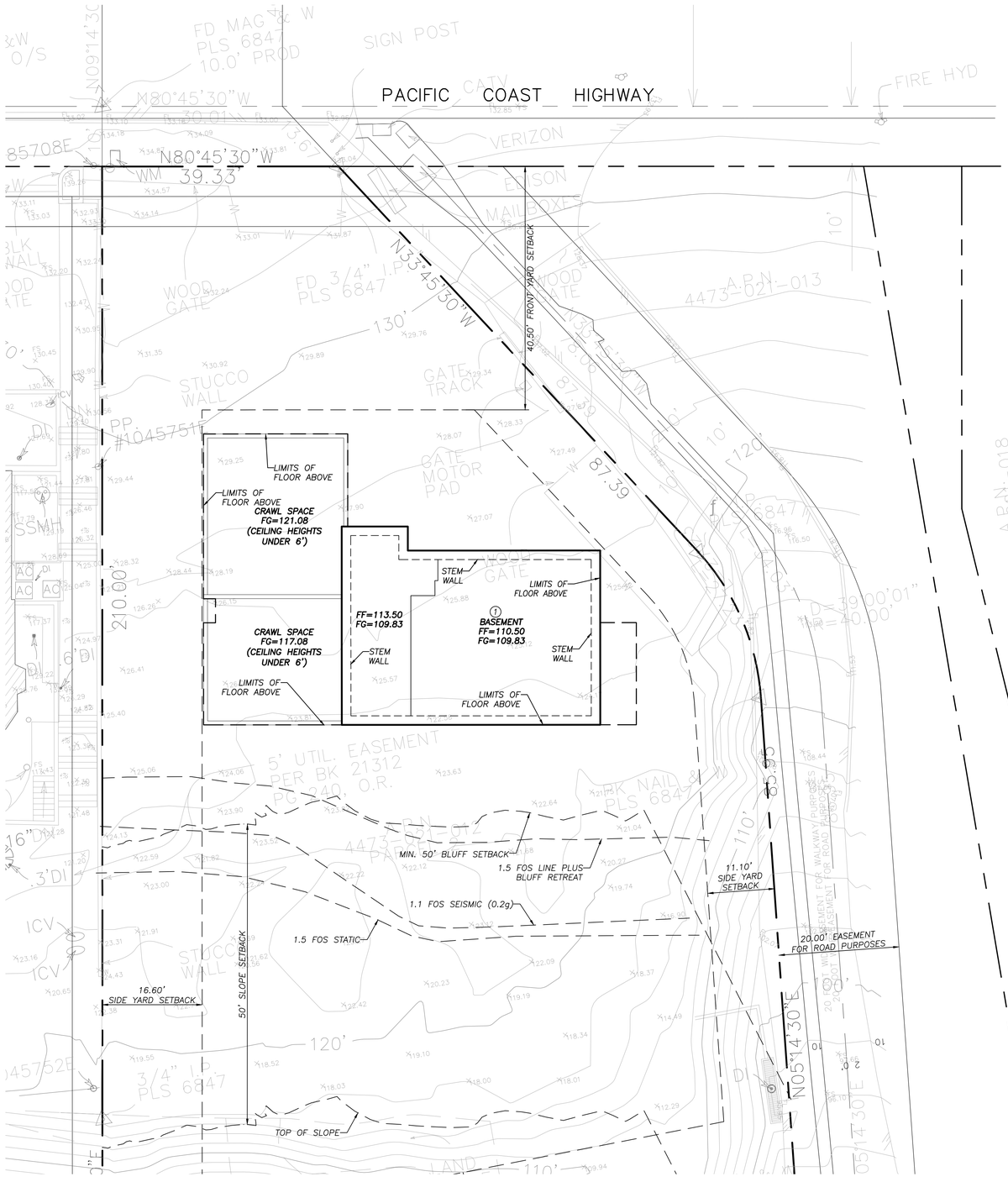
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33616 MALIBU LLC
33610 PACIFIC COAST HWY
MALIBU, CA

ENLARGED GRADING & DRAINAGE PLAN

DATE:	03/07/24
SCALE:	1"=10'
DRAWN:	MM
JOB NO:	8150
SHEET	C 2.1

Jun 25, 2024, 7:38am Michelle Meehan
X:\LCE GROUP\Civil_WORK\8100\8150 STUDY Architects (33610 PCH)\CIVIL\DWG\SHT\8150 SHT 2.0 GP.dwg



LEGEND

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SCALE: 1"=10'
0 10 20 30

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REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISTON IV. No. 61123 CIVIL STATE OF CALIFORNIA

REV#	DATE	SUBMITTAL/REVISION
1	05/25/2023	CDP rev 1
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4	03/07/2024	CDP rev 4

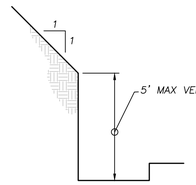
33616 MALIBU LLC

33610 PACIFIC COAST HWY
MALIBU, CA

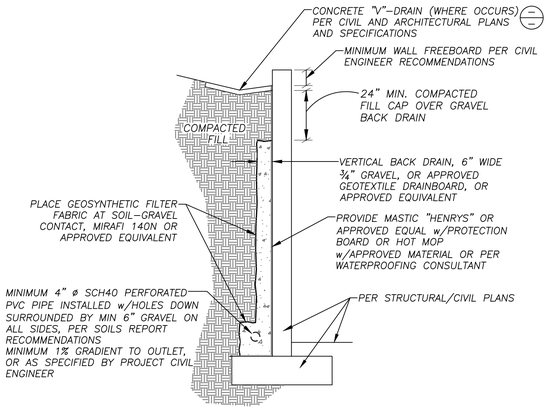
BASEMENT GRADING PLAN

DATE:	03/07/24
SCALE:	1"=10'
DRAWN:	MM
JOB NO:	8150
SHEET	C 2.2

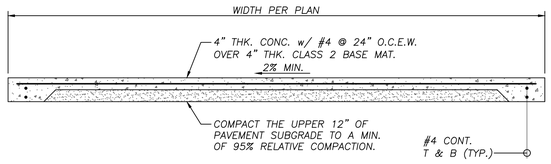
X:\LCE GROUP\Civil\JOBS\8100\8150 STUDY Architects (33610 PCH)\Civil\SHT\8150 SHT 2.0 GP.dwg Jun 25, 2024, 7:38am Michelle Meehan



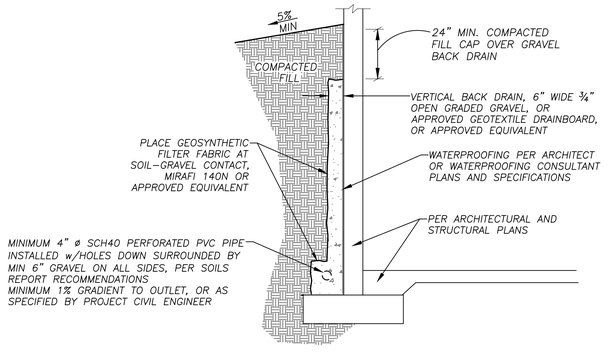
DETAIL NO. 1 TEMPORARY EXCAVATION
N.T.S.



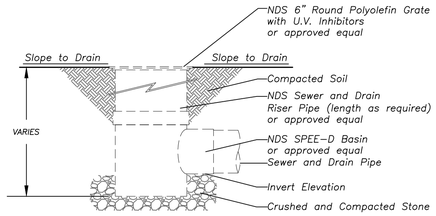
DETAIL NO. 2 RETAINING WALL BACKFILL
N.T.S.



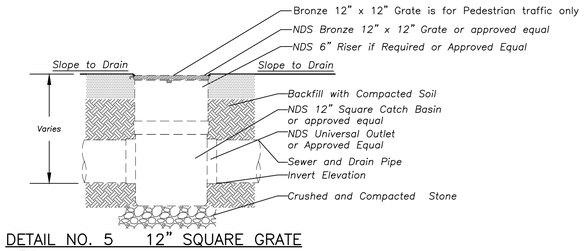
DETAIL NO. 3 CONCRFTE DRIVEWAY
N.T.S.



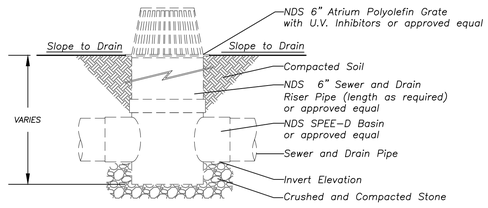
DETAIL NO. 9 BASEMENT BACKFILL
N.T.S.



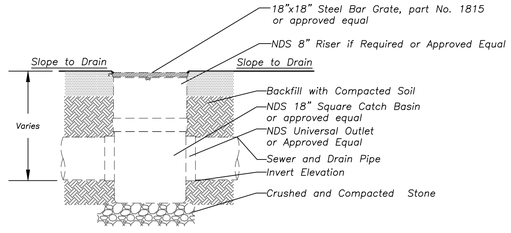
DETAIL NO. 4 6" ROUND GRATE
N.T.S.



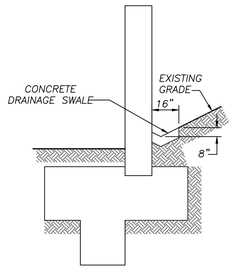
DETAIL NO. 5 12" SQUARE GRATE
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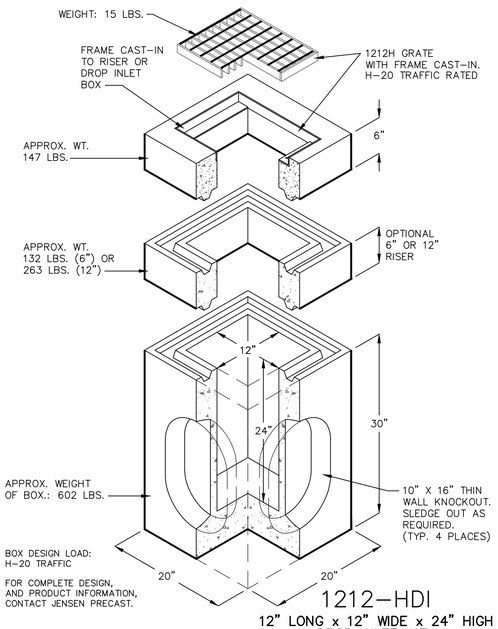
DETAIL NO. 6 6" ATRIUM GRATE
N.T.S.



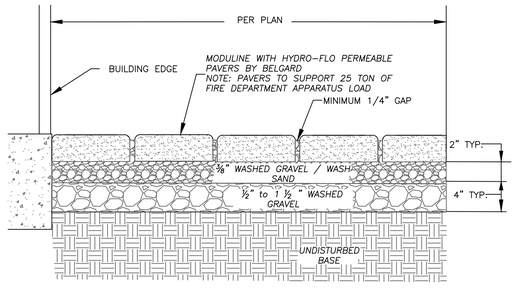
DETAIL NO. 8 18" SQUARE GRATE
N.T.S.



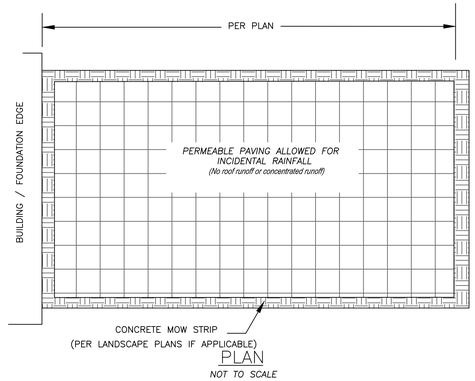
DETAIL NO. 10 SLOUGH WALL (SCHEMATIC SECTION)
N.T.S.



DETAIL NO. 7 12" CATCH BASIN
N.T.S.



SECTION
NOT TO SCALE



PLAN
NOT TO SCALE

DETAIL NO. 11 PERMEABLE PAVER DRIVEWAY
N.T.S.

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LORRAINE T. LISTON IV
No. 85123
CIVIL
STATE OF CALIFORNIA

REV#	DATE	SUBMITTAL/REVISION

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DETAILS

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SHEET	

C 3.0

X:\LCE GROUP\Civil\JOBS\8150\8150 STUDY Architects (33610 PCH)\Civil\DWG\SHT\8150 SHT 3.0 XSEC & DETAILS.dwg Jun 25, 2024, 7:38pm Michelle Meehan

33610 PCH RESIDENCE

MALIBU, CALIFORNIA
COASTAL DEVELOPMENT PERMIT

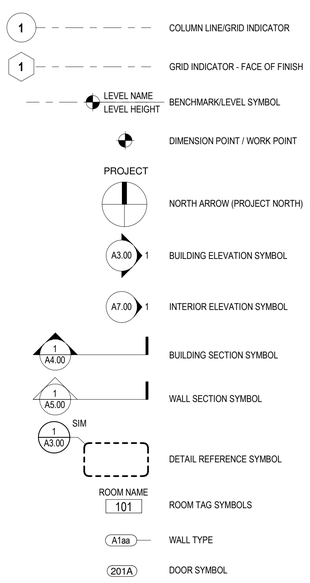
ABBREVIATIONS & ACRONYMS

ACST	ACOUSTICAL
AD	AREA DRAIN
ADJ	ADJUSTABLE
A.F.F.	ABOVE FINISHED FLOOR
A.F.G.	ABOVE FINISHED GRADE
A.H.U.	AIR HANDLING UNIT
ALT	ALTERNATE
ALUM	ALUMINUM
ANOD	ANODIZED
APPROX	APPROXIMATE
ARCH	ARCHITECT, ARCHITECTURAL
AUTO	AUTOMATIC
A.V.	AUDIO VISUAL
BD	BOARD
BLDG	BUILDING
BLKG	BLOCKING
B.O.	BOTTOM OF
BOT	BOTTOM
BRG	BEARING
BRZ	BRONZE
BSMT	BASEMENT
BYND	BEYOND
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT, CEMENTITIOUS
CER	CERAMIC
CH	COAT HOOK
CI	CAST IRON
CJ	CONTROL JOINT
CIP	CAST-IN-PLACE
CL	CENTERLINE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
CO	CLEAN OUT
COL	COLUMN
COMM	COMMUNICATION
CONC	CONCRETE
CONN	CONNECTION, CONNECT
CONSTR	CONSTRUCTION
CONT	CONTINUOUS, CONTINUE
CSWK	CASEWORK
CTR	CENTER
CU	CUBIC
D	DEEP, DEPTH
DBL	DOUBLE
DEMO	DEMOLISH, DEMOLITION
DTL	DETAIL
DIAM	DIAMETER
DIAG	DIAGONAL, DIAGRAM
DIM	DIMENSION
DIV	DIVIDE, DIVISION
DLO	DAYLIGHT OPENING
DMPF	DAMPPROOF, DAMPPROOFING
DN	DOWN
DR	DOOR
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
EJ	EXPANSION JOINT
ELEV	ELEVATION
ELEC	ELECTRIC, ELECTRICAL
ENCL	ENCLOSE, ENCLOSURE
E.O.	EDGE OF
E.O.S.	EDGE OF STONE (STONE DWGS)
EP	ELECTRIC PANEL
EQ	EQUAL
EQUIP	EQUIPMENT
EXH	EXHAUST
EXP	EXPANSION, EXPOSED
(E)	EXISTING
F.A.R.	FLOOR AREA RATIO
F.D.	FLOOR DRAIN
F.D.C.	FIRE DEPARTMENT CONNECTION
FDTN	FOUNDATION
F.E.	FIRE EXTINGUISHER
F.E.C.	FIRE EXTINGUISHER CABINET
F.F.	FINISH FLOOR
F.H.	FIRE HYDRANT
F.H.C.	FIRE HOSE CABINET
FIG	FIGURE
FIN	FINISH, FINISHED
FLEX	FLEXIBLE
FLR	FLOOR, FLOORING
F.O.	FACE OF, FINISHED OPENING
FOS	FACE OF STONE (STONE DWGS)
FOW	FACE OF WALL (STONE DWGS)
FP	FIRE PROTECTION, FIREPROOF
F.P.	FIRE PLACE
FR	FRAME, FIRE-RATED
FRMG	FRAMING
FR.T.	FIRE-RETARDANT TREATED
FT	FOOT, FEET
FTG	FOOTING
F.V.C.	FIRE HOSE VALVE CABINET
FW	FRAME WIDTH
GA	GAGE
GALV	GALVANIZED
GEN	GENERAL, GENERATOR
GFRC	GLASS-FIBER REINFORCED CONCRETE
GL	GLASS
GVL	GRAVEL
GYP	GYPSUM
GYP BD	GYPSUM BOARD
H.B.	HOSE BIBB
HDBD	HARDBOARD
HDWR	HARDWARE
HDWD	HARDWOOD
H.M.	HOLLOW METAL
HO	HOLD OPEN
HORIZ	HORIZONTAL
HR	HOUR
HT	HEIGHT
HVAC	HEATING VENTILATING & AIR CONDITIONING
I.D.	INSIDE DIAMETER
IN	INCH
INCL	INCLUDE, INCLUDING
INFO	INFORMATION
INSUL	INSULATE, INSULATION
INT	INTERIOR
I.W.D.	INDIRECT WASTE DRAIN
JT	JOINT
LAM	LAMINATE, LAMINATED
LAV	LAVATORY
L.L.	LOWER LEVEL
LT	LIGHT
LTG	LIGHTING
MAS	MASONRY
M.L.	MAIN LEVEL
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MED	MEDIUM
MEMB	MEMBRANE
MFR	MANUFACTURE
MH	MANHOLE
Min	MINIMUM, MINUTE
MISC	MISCELLANEOUS
MGO	MASTER GRID ORIGIN
MO	MASONRY OPENING
MT	MOUNT/MOUNTING
MTD	MOUNTED
MTL	METAL
N.I.C.	NOT IN CONTACT
NO	NUMBER
NOM	NOMINAL
N.T.S.	NOT TO SCALE
o/	OVER
O	OWNER
O.C.	ON CENTER
O. D.	OUTSIDE DIAMETER
OPNG	OPENING
OPP	OPPOSITE
O.R.D.	OVERFLOW ROOF DRAIN
O.T.B.	OPEN TO BELOW
O.T.S.	OPEN TO STRUCTURE ABOVE
PERP	PERPENDICULAR
PLY	PLYWOOD
PNL	PANEL
PL	PROPERTY LINE
PRKG	PARKING
PROP	PROPERTY
PNT	PAINT, POINT
P.T.	PRESSURE TREATED
PTD	PAINTED
PTN	PARTITION
R	RADIUS, RISER
RCP	REFLECTED CEILING PLAN
R.D.	ROOF DRAIN, ROAD
REF	REFER TO, REFERENCE
REINF	REINFORCED, REINFORCING
REQD	REQUIRED
REV	REVISED, REVISION
RFG	ROOFING
RM	ROOM
R.O.	ROUGH OPENING
S.AV.D.	SEE AUDIO VISUAL DRAWINGS
SBSTR	SUBSTRATE
S.C.D.	SEE CIVIL DRAWINGS
SCWD	SOLID CORE WOOD
SCHED	SCHEDULE
SD	STORM DRAIN
SECT	SECTION
S.E.D.	SEE ELECTRICAL DRAWINGS
SHT	SHEET
SHTHG	SHEATHING
SIM	SIMILAR
S.L.D.	SEE LANDSCAPE DRAWINGS
S.LTG.D.	SEE LIGHTING DRAWINGS
S.M.D.	SEE MECHANICAL DRAWINGS
SPEC	SPECIFICATION
SPD	SEE PLUMBING DRAWINGS
SPKLR	SPRINKLER
SPKR	SPEAKER
SQ	SQUARE
S.R.D.	SEE RADON DRAWINGS
S.R.N.	SEE RADON NARRATIVE
S.S.	STAINLESS STEEL
SSD	SEE STRUCTURAL DRAWINGS
S.T.C.	SOUND TRANSMISSION CLASS
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUSP	SUSPENDED
T	TREAD
T&G	TONGUE & GROOVE
TEL	TELEPHONE
TEMP	TEMPERATURE, TEMPORARY
THK	THICK, THICKNESS
TMPD	TEMPERED
T.O.	TOP OF
T.O.C.	TOP OF CONCRETE
T.O.S.	TOP OF STEEL
T.S.	TOPPING SLAB
TSTAT	THERMOSTAT
TV	TELEVISION
TYP/Typ	TYPICAL
UGND	UNDERGROUND
U.L.	UPPER LEVEL
UNFIN	UNFINISHED
U.O.N.	UNLESS OTHERWISE NOTED
VB	VAPOR BARRIER
VERT	VERTICAL
VEST	VESTIBULE
V.I.F.	VERIFY IN FIELD or w/ ARCH PRIOR TO CONSTR
VNR	VENEER
VR	VAPOR RETARDER
(V)	EQUAL TO V.I.F. ABOVE
W	WIDE, WATT
w/	WITH
w/o	WITHOUT
WS	WALL STEP
W.C.	WATER CLOSET
WD	WOOD
WDI	WATER DESIGN INC (Consultant)
W.H.	WATER HEATER
W.O.	WHERE OCCURS
WP	WEATHERPROOF, WATERPROOF, WATERPROOFING, WORK POINT
WR	WATER RESISTANT
WRM BD	'WARMBOARD' (PRODUCT MFR)
WT	WEIGHT
W.W.M.	WELDED WIRE MESH
XFMR	TRANSFORMER

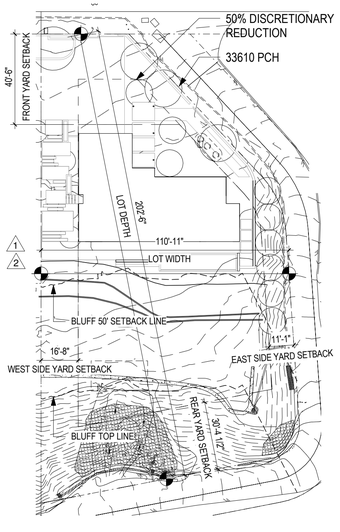
PROJECT DESCRIPTION

UPDATED PROJECT SUBMISSION TO COASTAL DEVELOPMENT PERMIT CDP 19-011 TO CONSTRUCT A NEW TWO STORY, 28' HIGH, 3,983 SQUARE FOOT SINGLE-FAMILY RESIDENCE INCLUDING A 1,291 SQUARE FOOT BASEMENT, GRADING, SITE WALLS, NEW ENTRY GATE, HARDSCAPE, LANDSCAPING, SWIMMING POOL, OUTDOOR LIGHTING AND NEW ALTERNATIVE ONSITE WASTEWATER TREATMENT SYSTEM. A MINOR MODIFICATION IS REQUESTED TO REDUCE THE REQUIRED FRONT YARD SETBACK BY 50 PERCENT.

SYMBOLS



SETBACK ANALYSIS



PROJECT TEAM

OWNER
PEACHES, LLC
47 W. DIVISION STREET, #36
CHICAGO, IL 60610

CONTACT
BRAD KEYWELL
773 251 9999
BRAD@UPTAKE.COM

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LANDSCAPE
MARK TESSIER
LANDSCAPE DESIGN
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MARKT@MARKTESSIER.COM

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LC ENGINEERING
889 PIERCE CT., STE 101
THOUSAND OAKS, CA 91360

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805.497.1244
MICHELLE@LCEGROUPINC.COM

STRUCTURAL
HOLMES STRUCTURES
523 WEST 6TH ST, STE 1122
LOS ANGELES, CA 90014

DENNY KWAN
415.796.7108
DENNY.KWAN@HOLMES.US

SEPTIC
EPD CONSULTANTS
20722 MAIN ST.
CARSON, CA 90745

KEVIN POFFENBARGER
310.241.6565
KEVIN@EPD-NET.COM

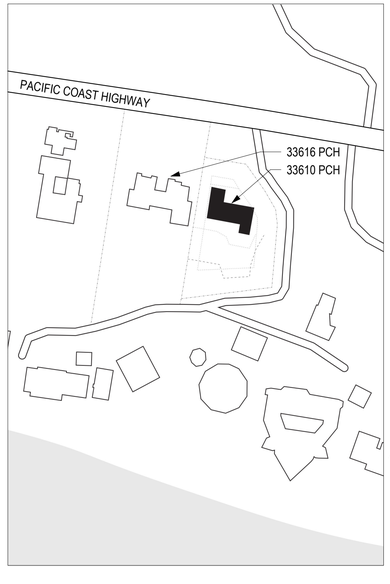
GEOTECH
GEOSOILS
6634 VALJEAN AVE.
VAN NUYS, CA 91406

RUDY F. RUBERTI
818.370.2047
RRUBERTI@GEOSOILS.COM

IRRIGATION
TBD
NO. STREET, CITY, ST ZIP

WASTEWATER
TBD
NO. STREET, CITY, ST ZIP

VICINITY MAP



PROJECT INFORMATION

STREET ADDRESS:	33610 PACIFIC COAST HIGHWAY MALIBU, CA 90265	
OWNER:	PEACHES LLC	
LEGAL DESCRIPTION:	SEE SITE SURVEY	
A.P.N.:	4473-021-12	
ZONING:	RR-2	
FIRE ZONE:	VHFHSZ	
OCCUPANCY GROUP:	R-3 / U	
TYPE OF CONSTRUCTION:	VB	
NUMBER OF STORIES:	2 STORIES W/ BASEMENT	
SPRINKLERED:	YES	
LOT AREA (GROSS): LOT AREA (NET):	19,482 SF / 0.45 ACRES 16,854 SF / 0.39 ACRES	
LOT WIDTH/DEPTH:	WIDTH: 110' 11" DEPTH: 202' 6"	
SETBACKS:	FRONT YARD:	REQUIRED: 40' 6" PROPOSED: 20' 3" (50% DISCRETIONARY FRONT SETBACK REDUCTION)
	REAR YARD:	REQUIRED: 30' 4.5" PROPOSED: 30' 4.5"
	SIDE YARDS:	REQUIRED: CUMULATIVE FOR BOTH SIDES: 25% OF 110' 11" = 27' 9" PROPOSED E: 11' 1" (10%) PROPOSED W: 16' 8" (15%)
PARKING:	ENCLOSED:	REQUIRED: 2 PROPOSED: 2
	UNENCLOSED:	REQUIRED: 2 PROPOSED: 2
VERTICAL DATUM:	NAVD 1993 DATUM	

ALLOWABLE TOTAL DEVELOPMENT SQUARE FOOTAGE:

16,854 X 0.177 = 2,983 + 1000 SF
T.D.S.F. = 3,983 SF

PROPOSED SQUARE FOOTAGE TABULATION:

LOWER LEVEL:	145.5 SF (1,291 SF - 1,000 SF @ 50% = 145.5 SF)
MAIN LEVEL:	2,636 SF
UPPER LEVEL:	1,196 SF
TOTAL PROPOSED:	3,977.5 SF (<3,983 SF)

PROPOSED STRUCTURE HEIGHTS (ABOVE EXISTING NATURAL GRADE):

(SEE BULK AREA CALCULATION)
REQUIRED MAX: 28' 0"
PROPOSED: 28' 0"

BULK AREA TABULATION (2/3'S RULE):

AREA BELOW 18':	2,636 SF
MAXIMUM AREA ALLOWED OVER 18' (2,636 SF X .667):	1,758 SF
AREA OVER 18':	1,710 SF

PROPOSED UNENCLOSED COVERED AREAS UNDER 6': 749 SF

IMPERMEABLE COVERAGE:

TOTAL ALLOWABLE: 16,854 X .35 = 5,899 SF
TOTAL PROPOSED: 3,860 SF
- BLDG FOOTPRINT - 2,636 SF
- HARDSCAPE - 944 SF
- POOL - 280 SF

SHEET INDEX

- ● ISSUED SHEET
- ○ ISSUED SHEET - FOR REFERENCE ONLY

Received
7/8/2024
Planning Dept.

SHEET NO.	SHEET NAME	1 COASTAL DEVELOPMENT PERMIT - 03.18.2022	2 COASTAL DEVELOPMENT PERMIT AMENDMENT	COASTAL DEVELOPMENT PERMIT AMENDMENT 2	COASTAL DEVELOPMENT PERMIT AMENDMENT 3
ARCHITECTURAL					
A0.00	COVER SHEET	●	●	●	●
A0.01	AREA PLANS	●	●	●	●
A0.02	SLOPE ANALYSIS	●	●	●	●
A0.04	LIP ANALYSIS			●	●
A1.01	SITE PLAN	●	●	●	●
A1.04	ROOF PLAN	●	●	●	●
A2.01	FLOOR PLANS	●	●	●	●
A2.02	FLOOR PLANS	●	●	●	●
A3.01	EXTERIOR ELEVATIONS	●	●	●	●
A4.01	BUILDING SECTIONS	●	●	●	●
CIVIL					
C1.0	COVER SHEET	●	●	●	●
C2.0	OVERALL SITE PLAN	●	●	●	●
C2.1	ENLARGED GRADING & DRAINAGE PLAN	●	●	●	●
C2.2	BASEMENT GRADING PLAN	●	●	●	●
C3.0	DETAILS		●	●	●
SEPTIC					
W0.00	ONSITE WASTEWATER SYSTEM SITE PLAN	●	●	●	●
W0.01	ONSITE WASTEWATER SYSTEM SITE PLAN	●	●	●	●
LANDSCAPE					
L0.00	LANDSCAPE COVER SHEET	●	●	●	●
L0.30	SURVEY	●	●	●	●
L2.00	HARDSCAPE FENCING PLAN	●	●	●	●
L2.10	HARDSCAPE ENLARGEMENT	●	●	●	●
L2.20	LIGHTING ENLARGEMENT	●	●	●	●
L2.30	VIEW CORRIDOR DIAGRAM			●	●
L5.00	PLANTING PLAN WITH FUEL MODIFICATION ZONES	●	●	●	●
L5.10	PLANTING ENLARGEMENT PLAN	●	●	●	●
L7.10	IRRIGATION PLAN	●	●	●	●
L7.20	IRRIGATION LEGEND AND NOTES	●	●	●	●
L7.30	IRRIGATION DETAILS	●	●	●	●
L7.40	IRRIGATION DETAILS	●	●	●	●
L7.50	IRRIGATION DETAILS	●	●	●	●
STRUCTURAL					
S2.0	BASEMENT AND FIRST FLOOR PLANS	●	●	●	●

APPLICABLE CODES

2019 CALIFORNIA BUILDING CODES (RESIDENTIAL, PLUMBING, MECHANICAL AND ELECTRICAL CODES), AS AMENDED BY THE 2017 COUNTY OF LOS ANGELES BUILDING CODE, AS AMENDED BY THE CITY OF MALIBU.

- TITLE 24, PART 6 - 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA GREEN BUILDING STANDARDS
- 2019 CALIFORNIA RESIDENTIAL CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA ELECTRICAL CODE

SEAL

LICENSED ARCHITECT
DANIEL R YODER
C-37488
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Design
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
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Thousand Oaks, CA 91360

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Los Angeles, CA 90014

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20722 Main St.
Carson, CA 90745

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6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1	SITE
A2	PLANS & RCPS
A3	EXTERIOR ELEVATIONS
A4	BUILDING SECTIONS
A5	WALL SECTIONS
A6	TYPICAL DETAILS
A7	INTERIOR ELEVATIONS
A8	DETAILS
A9	SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 PACIFIC COAST HWY
MALIBU, CA 90265

REVISIONS

No.	Date:	Description:
1	MAY 25.2023	CDP rev1
2	OCT 27.2023	CDP rev2

ISSUANCE

CDP REV 4

DATE
03 JULY 2024

PROJECT NO. 2102 | DRAWN BY Author

SHEET NAME

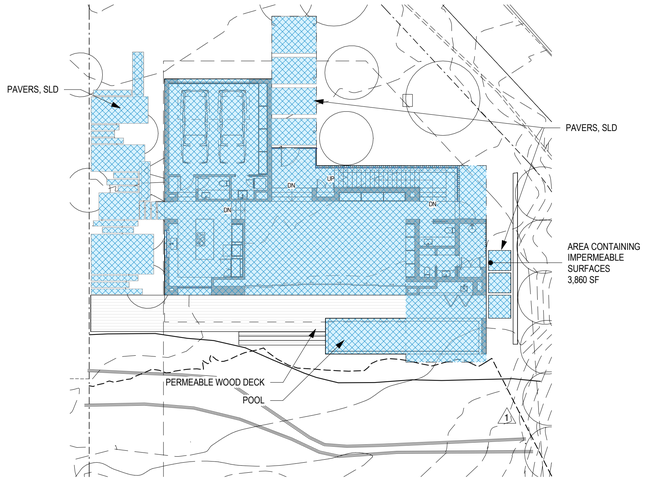
COVER SHEET

SHEET NUMBER

A0.00

LEGEND - IMPERMEABLE COVERAGE

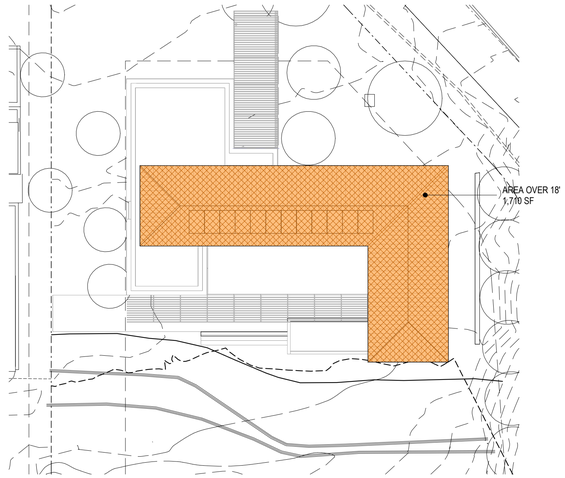
PORTION OF RESIDENCE WITH IMPERVIOUS SURFACES



5 A0.01 IMPERMEABLE COVERAGE
SCALE: 1/16" = 1'-0"

LEGEND - BULK TABULATION

BULK AREA TABULATION (2/3'S RULE): MAIN RESIDENCE AREA ABOVE 18'



4 A0.01 BULK AREA TABULATION
SCALE: 1/16" = 1'-0"

LEGEND - AREA CALC

PORTION OF RESIDENCE COVERED WITH ROOF / ARCHITECTURAL PROJECTION

AREA CALCULATION PER CHAPTER 3 OF THE MALIBU LOCAL IMPLEMENTATION PLAN

SQUARE FOOTAGE TABULATION

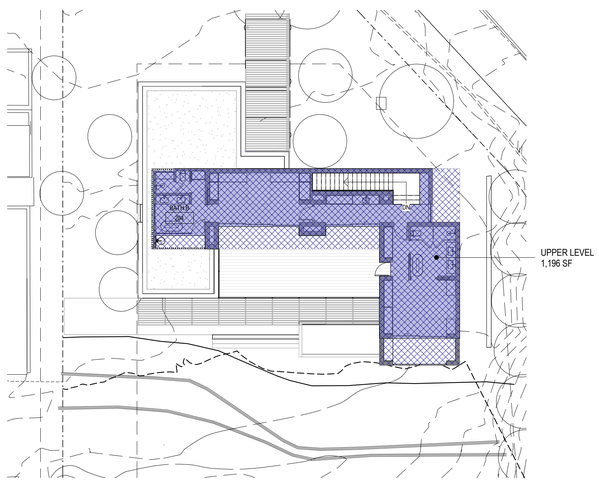
ALLOWABLE TOTAL DEVELOPMENT SF (SEE COVER SHEET FOR CALCULATION):	3,983 SF	
LOWER LEVEL:	145.5 SF	(1,291 SF - 1,000 SF EXEMPT @ 50% = 145.5 SF)
MAIN LEVEL:	2,636 SF	
UPPER LEVEL:	1,196 SF	
TOTAL PROPOSED SF:	**3,977.5 SF (<3,983 SF)**	

BULK AREA TABULATION

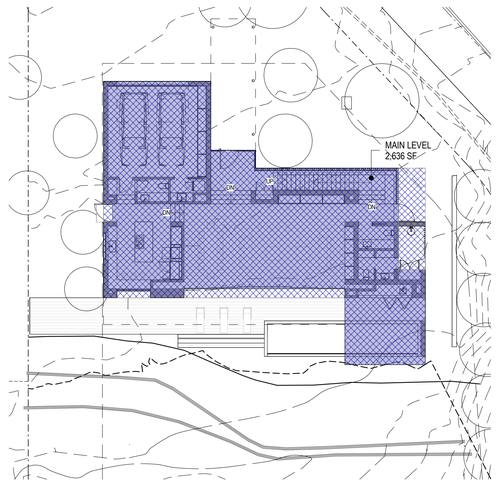
AREA BELOW 18':	2,636 SF
MAXIMUM AREA ALLOWED OVER 18' (2,636 SF X .667):	1,758 SF
TOTAL PROPOSED SF ABOVE 18':	**1,710 SF (<1,758 SF)**

IMPERMEABLE COVERAGE

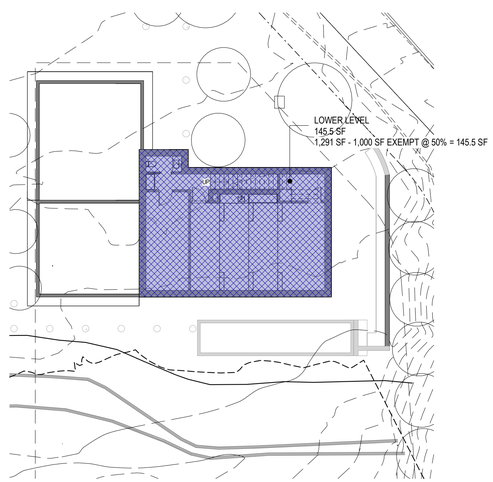
AREA CONTAINING IMPERMEABLE SURFACES:	
Building Footprint	2,636 SF
Hardscape	944 SF
Pool	280 SF
Total	3,860 SF
MAXIMUM AREA ALLOWED CONTAINING IMPERMEABLE SURFACES:	5,899 SF
TOTAL PROPOSED SF OF IMPERMEABLE SURFACES:	**3,860 SF (<5,899SF)**



3 A0.01 UPPER LEVEL AREA PLAN
SCALE: 1/16" = 1'-0"



2 A0.01 MAIN LEVEL AREA PLAN
SCALE: 1/16" = 1'-0"



1 A0.01 LOWER LEVEL AREA PLAN
SCALE: 1/16" = 1'-0"

SEAL

LICENSED ARCHITECT
DANIEL R YODER
C-37488
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Design
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
LC Engineering
889 Pierce Ct., Ste 101
Thousand Oaks, CA 91360

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Los Angeles, CA 90014

SEPTIC
EPD Consultants
20722 Main St.
Carson, CA 90745

GEOTECH
Geosoils
6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 PACIFIC COAST HWY
MALIBU, CA 90265

REVISIONS

No.	Date:	Description:
1	MAY 25.2023	CDP rev1

ISSUANCE

CDP REV 4

DATE

03 JULY 2024

PROJECT NO. 2102 | DRAWN BY Author

SHEET NAME

AREA PLANS

SHEET NUMBER

A0.01

PROPERTY ADDRESS:

33616 & 33610 PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO.:

4473-021-012
(LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

THOSE PORTIONS OF THE RANCHO TOPANGA MALIBU SEQUIT, IN THE CITY OF MALIBU, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS CONFIRMED TO MATTHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE 407 ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

PARCEL 1:

BEGINNING AT A POINT IN THE SOUTHERLY LINE OF THE 80 FOOT STRIP OF LAND DESCRIBED IN THE DEED FROM T.R. CADWALADER, ET AL., TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228, PAGE 342 OF OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING SOUTH 9° 14'30" WEST, 40 FEET AND SOUTH 80° 45'30" EAST, 2074.72 FEET FROM THE ENGINEER'S CENTER LINE STATION 192 PLUS 85.81 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTERLINE COURSE DESCRIBED IN SAID DEED AS SOUTH 80° 45'30" EAST, 7702.63 FEET: THENCE ALONG SAID SOUTH LINE OF SAID 80° 45'30" EAST, 101.05 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 40 FEET: THENCE SOUTHERLY ALONG SAID CURVE 27.23 FEET: THENCE TANGENT TO SAID CURVE SOUTH 5° 14'30" WEST, 85.95 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTH-WESTERLY HAVING A RADIUS OF 15 FEET: THENCE SOUTHWESTERLY ALONG SAID CURVE 21.73 FEET: THENCE TANGENT TO SAID CURVE SOUTH 88° 14'30" WEST, 105.4 FEEET TO A LINE BEARING SOUTH 9° 14' 30" WEST FROM THE POINT OF BEGINNING: THENCE NORTH 9° 14'30" EAST, 220 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND WITHIN THE 100 FOOT STRIP OF LAND DESCRIBED IN DEED FROM THE MARBLEHEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 20716, PAGE 385, OFFICIAL RECORDS OF SAID COUNTY.

PARCEL 2:

AN EASEMENT FOR WALKWAY PURPOSES OVER THAT PORTION OF RANCHO TOPANGA MALIBU SEQUIT, IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS CONFIRMED TO MATTHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE 407 ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND 20 FEET, LYING 10 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT A POINT IN THE SOUTHERLY LINE OF THE 80 FOOT STRIP OF LAND DESCRIBED IN THE DEED FROM T.R. CADWALDER, ET AL., TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342 OFFICIAL RECORDS, SAID POINT OF BEGINNING BEING SOUTH 9° 14' 30" WEST 40 FEET AND SOUTH 80° 45'30" EAST, 2127.72 FEET FROM ENGINEER'S CENTER LINE STATION 192 PLUS 82.81 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED IN SAID DEED AS SOUTH 80° 45'30" EAST, 7702.63 FEET: THENCE SOUTH 9° 14'30" WEST 10.00 FEET TO THE TRUE POINT OF BEGINNING: THENCE SOUTH 33° 45'30" EAST, 78.06 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 50 FEET: THENCE SOUTHERLY ALONG SAID CURVE 34.03 FEET: THENCE TANGENT TO SAID CURVE SOUTH 5° 4'30" WEST, 85.95 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 25 FEET: THENCE SOUTHWESTERLY ALONG SAID CURVE 36.22 FEET: THENCE SOUTHERLY ALONG SAID CURVE 34.03 FEET: THENCE TANGENT TO SAID CURVE SOUTH 5° 4'30" WEST, 85.95 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 25 FEET: THENCE SOUTHWESTERLY ALONG SAID CURVE 36.22 FEET: THENCE TANGENT TO SAID CURVE SOUTH 88° 14' 30" WEST 139.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250 FEET: THENCE SOUTHWESTERLY ALONG SAID CURVE 93.23 FEET: THENCE TANGENT TO SAID CURVE SOUTH 66° 52' 30" WEST 145.33 FEET TO A LINE BEARING SOUTH 9 ° 14' 30" WEST FROM POINT IN SAID CENTER LINE OF SAID 80 FOOT STRIP DISTANT THEREON SOUTH 80° 45' 30" EAST 1834.22 FEET FROM SAID STATION 192 PLUS 85.81 FEET: THENCE ALONG SAID LINE SOUTH 9° 14' 30" WEST TO THE ORDINARY HIGH TIDE LINE OF THE PACIFIC OCEAN.

SAID 20 FOOT STRIP TO THE TERMINATE IN A LINE BEARING SOUTH 80° 45' 30" EAST THAT PASSES THROUGH THE TRUE POINT OF BEGINNING AND TERMINATE SOUTHERLY IN SAID ORDINARY HIGH TIDE LINE.

ALSO AN EASEMENT FOR ROAD PURPOSES OVER THE ABOVE DESCRIBED 20 FOOT STRIP OF LAND BOUNDED AS FOLLOWS: ON THE SOUTHWEST BY THE NORTHEAST LINE OF SAID PARCEL NO. 1 ABOVE DESCRIBED, ON THE NORTH BY THE SAID LINE BEARING SOUTH 80° 45'30" EAST, AND ON THE EAST BY A LINE PARALLEL WITH AND DISTANT EASTERLY 57.35 FEET FROM THE WEST LINE OF SAID PARCEL NO. 1 AS GRANTED TO A. SIDNEY MOORE JR. & CLEO J. MOORE, HUSBAND AND WIFE, AS JOINT TENANTS, BY DEED RECORDED JULY 18, 1956 IN BOOOK 51772, PAGE 443, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF S 80° 45'30" E ALONG THE CENTERLINE OF PACIFIC COAST HIGHWAY AS SHOWN ON F.M. 11698-1, PAGE A3 OF A8 AS FILED IN THE OFFICE OF THE COUNTY SURVEYOR OF LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 132.565' CS MON IN WELL 250MM DN 11M Y-5466
(1998) S C/L PACIFIC COAST HWY & 1.3K
W/O DECKER RD 11M NW/O PP
*1085709E MKD (ARROYO SEQUIT
L-7A RESET 1955) NR HSE *33626

ELEVATIONS BASED ON NGVD NAVD 1988

NOTES:

1)TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY SOUTHLAND TITLE CORPORATION AS ORDER NO. 12034289, DATED SEPTEMBER 16, 2002. EASEMENTS, AS SHOWN ON THIS MAP ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) UTILITIES, IF LOCATED, ARE BY SURFACE EVIDENCE ONLY. (MANHOLES, WATER METERS, GAS METERS, POWER POLES, ETC.)

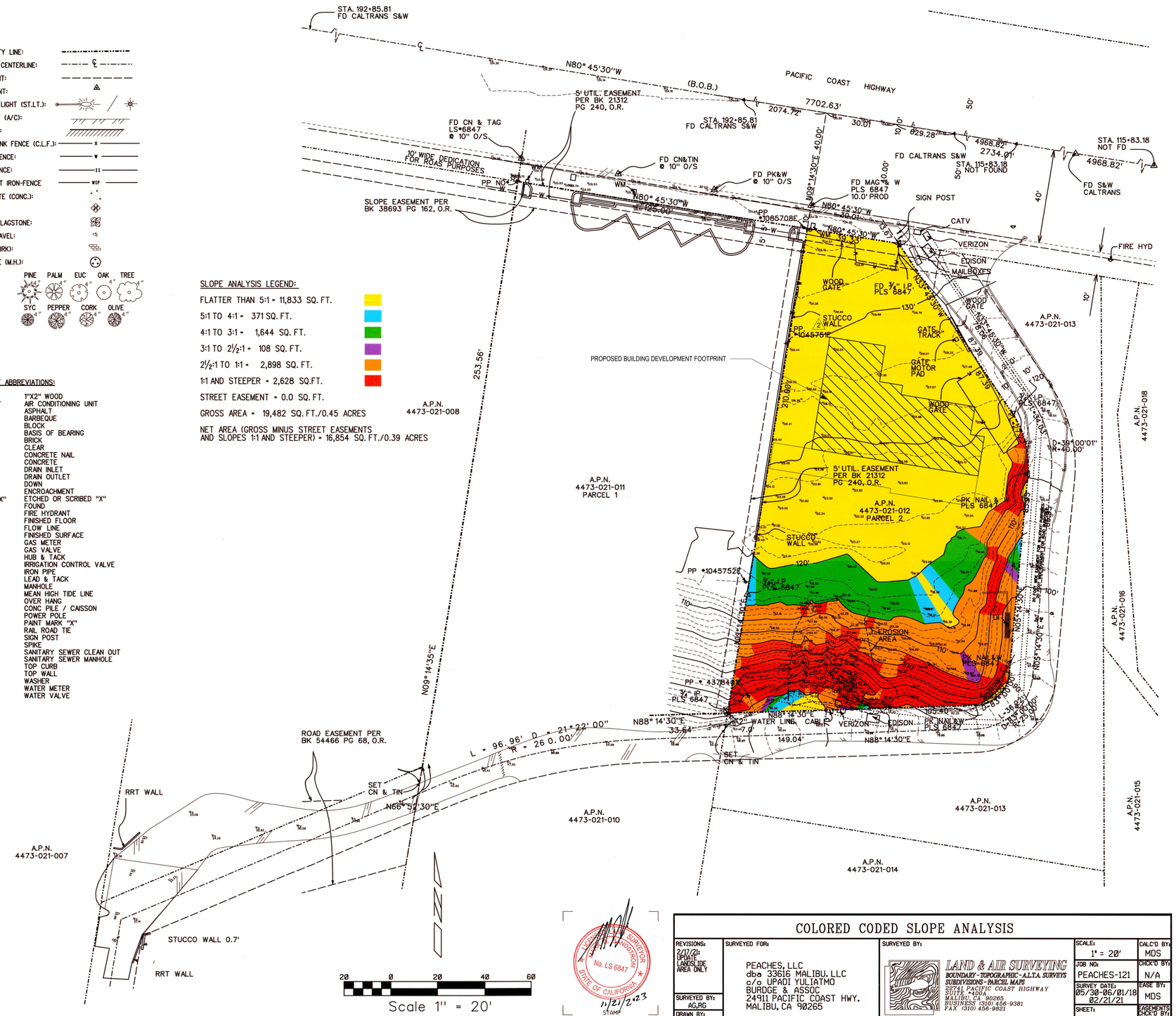
3) GROSS PARCEL AREA APN 4473-021-012:: 19,482 SQ. FT. / 0.44 ACRES

LEGEND:

PROPERTY LINE:
STREET CENTERLINE:
EASEMENT:
MONUMENT:
STREET LIGHT (ST.LT.):
ASPHALT (A/C):
BUILDING:
CHAIN LINK FENCE (C.L.F.):
WOOD FENCE:
WIRE FENCE:
WROUGHT IRON-FENCE
CONCRETE (CONC.):
TILE:
SLATE/FLAGSTONE:
DIRT/GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE PALM EUC OAK TREE
SYC PEPPER CORK OLIVE

LIST OF ABBREVIATIONS:

1X2	1"X2" WOOD
AC UNIT	AIR CONDITIONING UNIT
A/C	ASPHALT
BBQ	BARBEQUE
BLK	BLOCK
B.O.B.	BASIS OF BEARING
BRK	BRICK
CLR	CLEAR
CN	CONCRETE NAIL
CONC	CONCRETE
DI	DRAIN INLET
DO	DRAIN OUTLET
DN	DOWN
ENCR	ENCROACHMENT
ETCH "X"	ETCHED OR SCRIBED "X"
FD	FOUND
FH	FIRE HYDRANT
FF	FINISHED FLOOR
FL	FLOW LINE
FS	FINISHED SURFACE
GM	GAS METER
GV	GAS VALVE
H&T	HUB & TACK
ICV	IRRIGATION CONTROL VALVE
IP	IRON PIPE
L&T	LEAD & TACK
MH	MANHOLE
MHTL	MEAN HIGH TIDE LINE
O/H	OVER HANG
PILE	CONC PILE / CAISSON
PP	POWER POLE
PMX	PAINT MARK "X"
RRT	RAIL ROAD TIE
SP	SIGN POST
SPK	SPIKE
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TC	TOP CURB
TW	TOP WALL
W	WASHER
WM	WATER METER
WV	WATER VALVE



COLORED CODED SLOPE ANALYSIS

REVISIONS: 2/17/21 UPDATE LANDSIDE AREA ONLY	SURVEYED FOR: PEACHES, LLC dba 33616 MALIBU, LLC c/o UPADI YULIATMO BURDGE & ASSOC 24911 PACIFIC COAST HWY. MALIBU, CA 90265	SURVEYED BY: LAND & AIR SURVEYING BOUNDARY - TOPOGRAPHIC - A.L.T.A. SURVEYS SUBDIVISIONS - PARCEL MAPS 22741 PACIFIC COAST HIGHWAY SUITE #203A MALIBU, CA 90265 BUSINESS (310) 456-9381 FAX (310) 456-9851	SCALE: 1" = 20'
SURVEYED BY: AG,RG			JOB NO: PEACHES-121
DRAWN BY: RG,AL			SURVEY DATE: 05/30-06/01/18 02/21/21
			SHEET: 1 OF 1
			CALC'D BY: MDS
			CHCK'D BY: N/A
			EASE BY: MDS
			EASEMENTS CHCK'D BY: N/A

STAMP

SEAL

LICENSED ARCHITECT
DANIEL R YODER
C-37488
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Design
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
LC Engineering
889 Pierce Ct., Ste 101
Thousand Oaks, CA 91360

STRUCTURAL
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014

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EPD Consultants
20722 Main St.
Carson, CA 90745

GEOTECH
Geosoils
6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 PACIFIC COAST HWY
MALIBU, CA 90265

REVISIONS

No. Date: Description:

ISSUANCE

CDP REV 4

DATE

03 JULY 2024

PROJECT NO. 2102 | DRAWN BY Author

SHEET NAME

SLOPE ANALYSIS

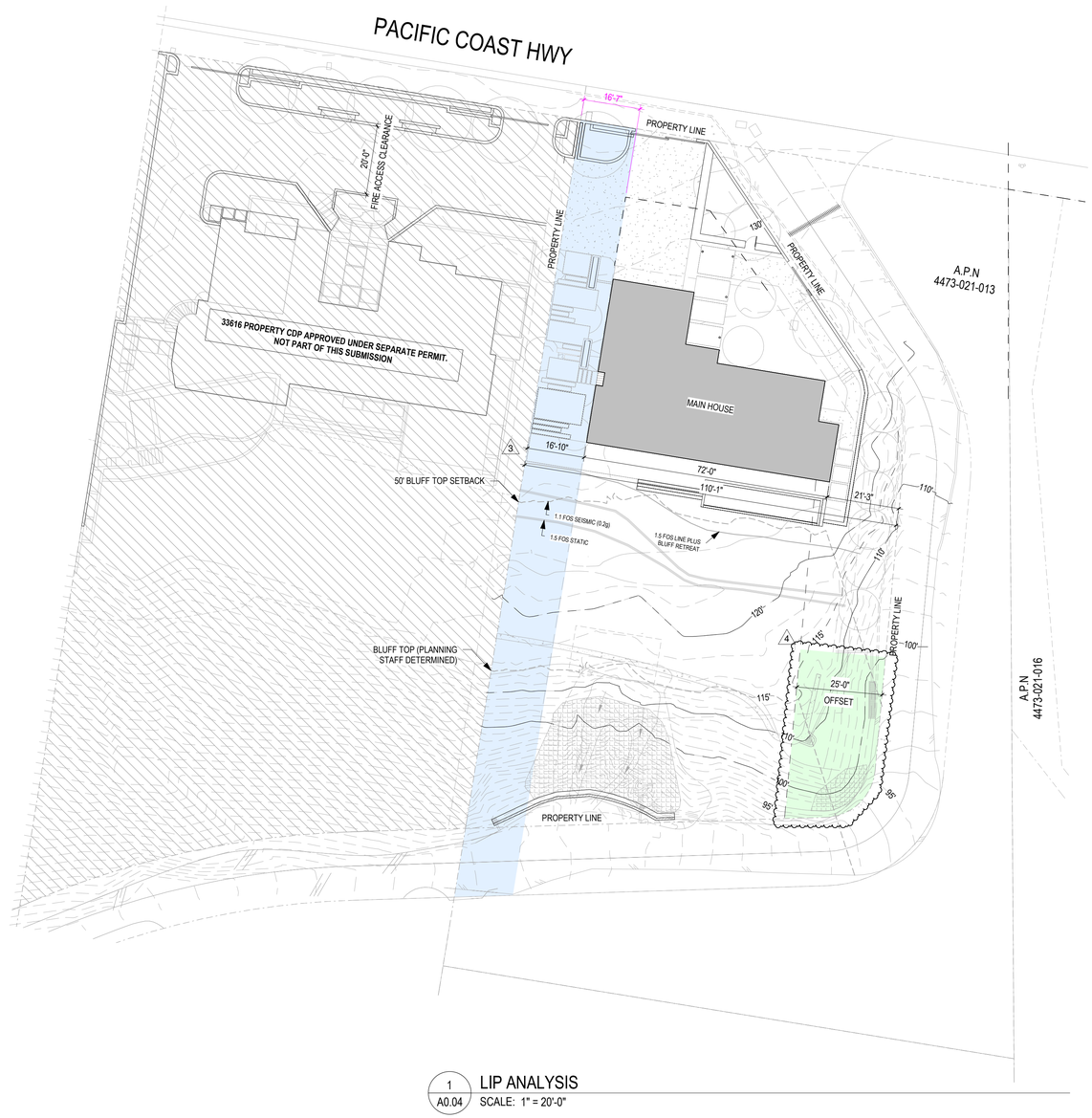
SHEET NUMBER

A0.02

LIP ANALYSIS CALCULATIONS

Property Line Width at Front of Property (PCH) = 39'-4"
View Corridor Width = 16'-7"
View Corridor % of Total Area = 42%

4 Indicates area of slope taller than 25 FT where Malibu Municipal Code section 17.40.040(6)(e) requires a 25 FT building setback from the toe of the slope.



1 A0.04 LIP ANALYSIS
SCALE: 1" = 20'-0"

SEAL

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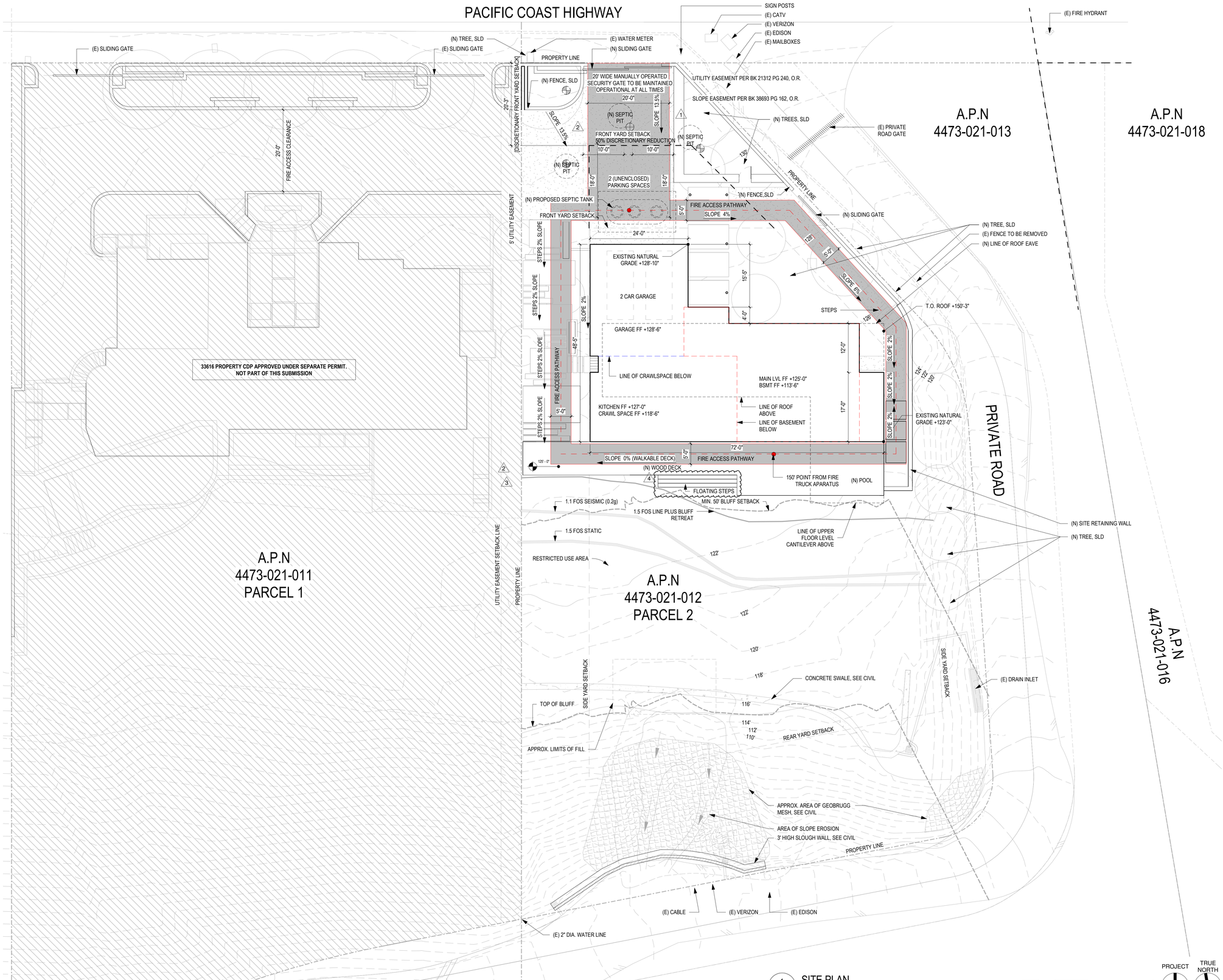
SHEET NAME

LIP ANALYSIS

SHEET NUMBER

2

A0.04



1 A1.01 SITE PLAN
SCALE: 3/32" = 1'-0"

0 4' 8' 16' 32'

PROJECT TRUE NORTH

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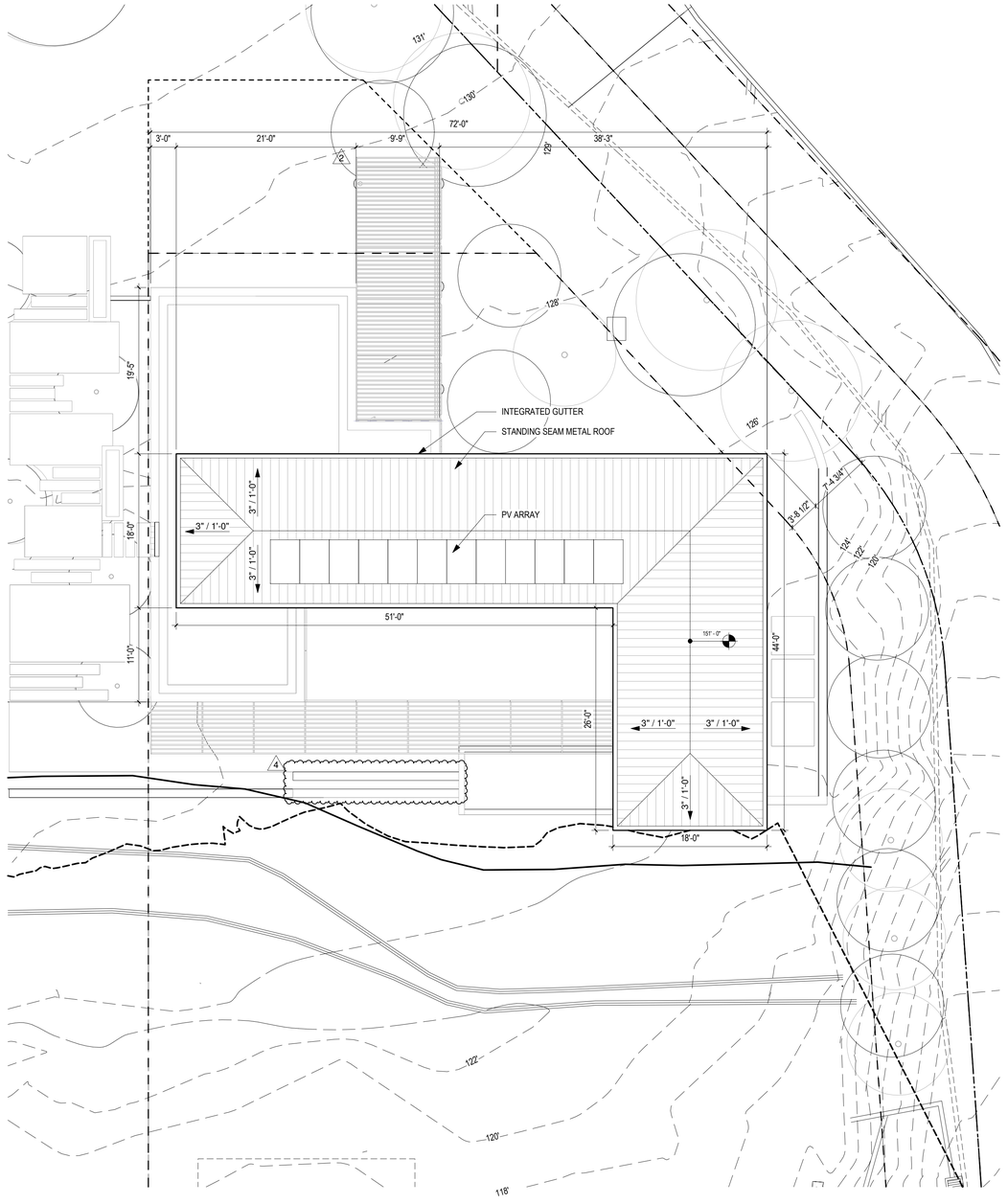
PROJECT NO. 2102 | DRAWN BY MG

SHEET NAME

SITE PLAN

SHEET NUMBER

A1.01



1 A1.04 FLOOR PLAN - ROOF LEVEL W/ TOPOGRAPHY

SCALE: 1/8" = 1'-0"

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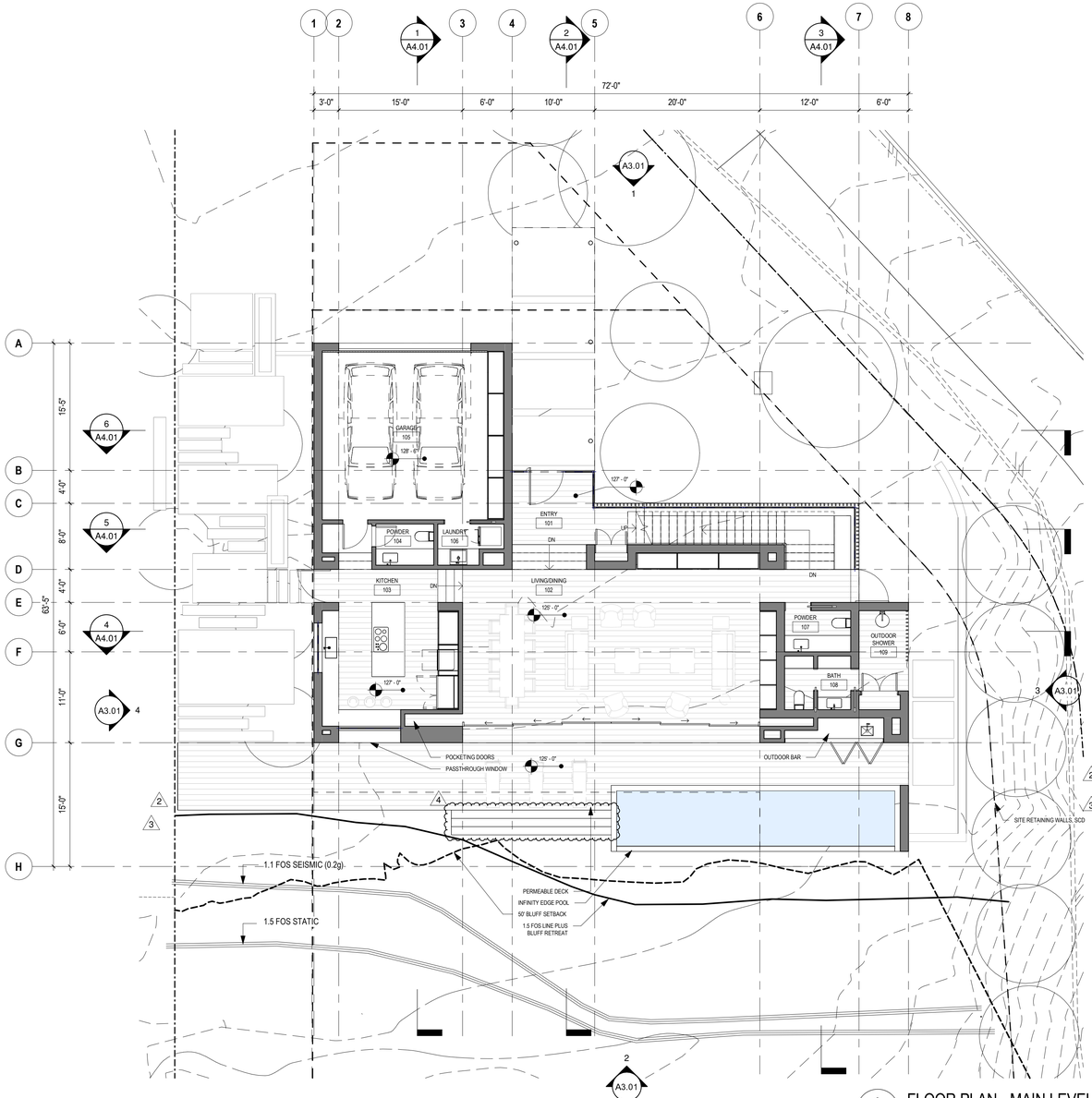
PROJECT NO. 2102
DRAWN BY Author

SHEET NAME

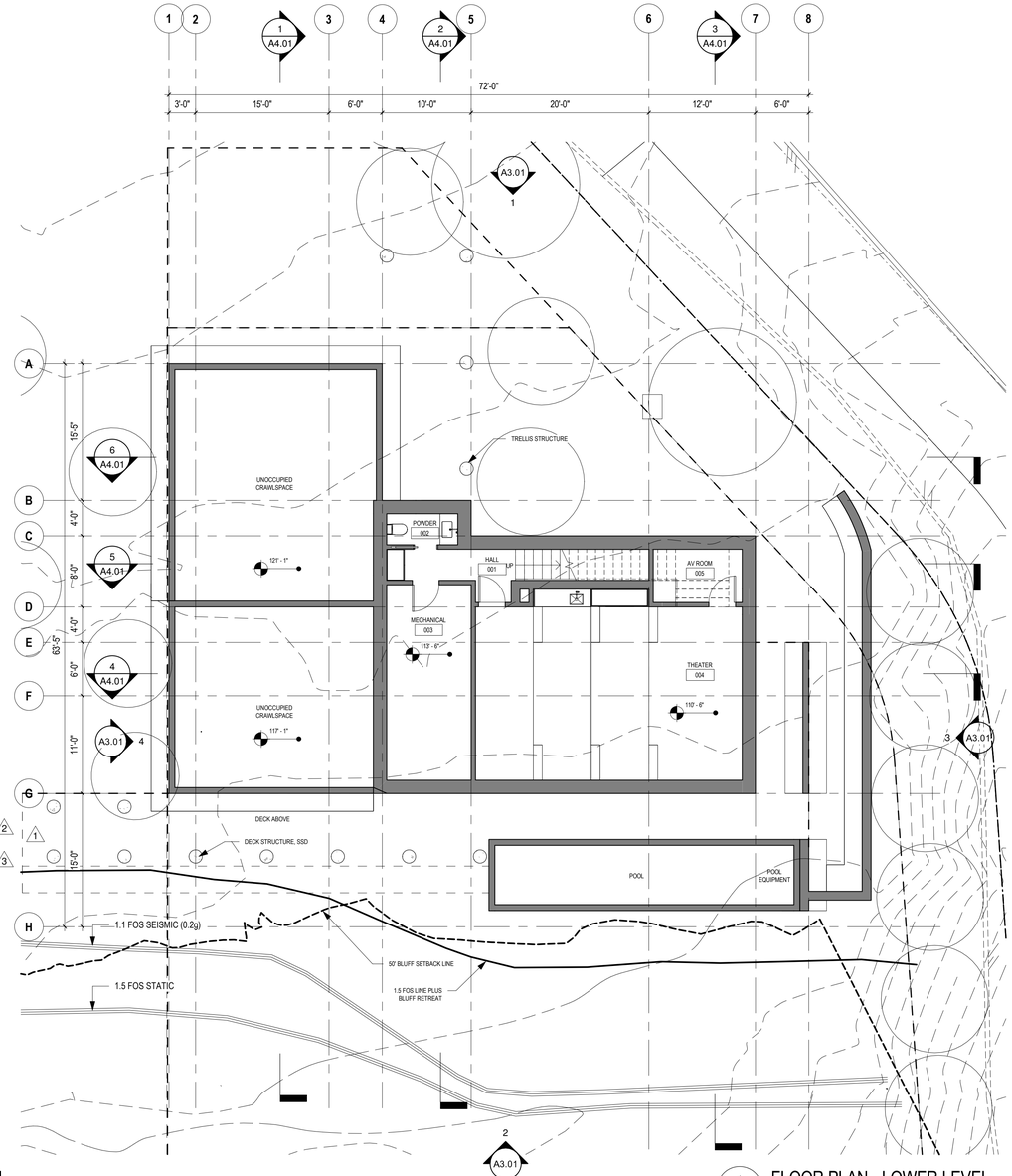
ROOF PLAN

SHEET NUMBER

A1.04



2 A2.01 FLOOR PLAN - MAIN LEVEL
SCALE: 1/8" = 1'-0"



1 A2.01 FLOOR PLAN - LOWER LEVEL
SCALE: 1/8" = 1'-0"

0 4' 8' 16' 32'

PROJECT NORTH / TRUE NORTH

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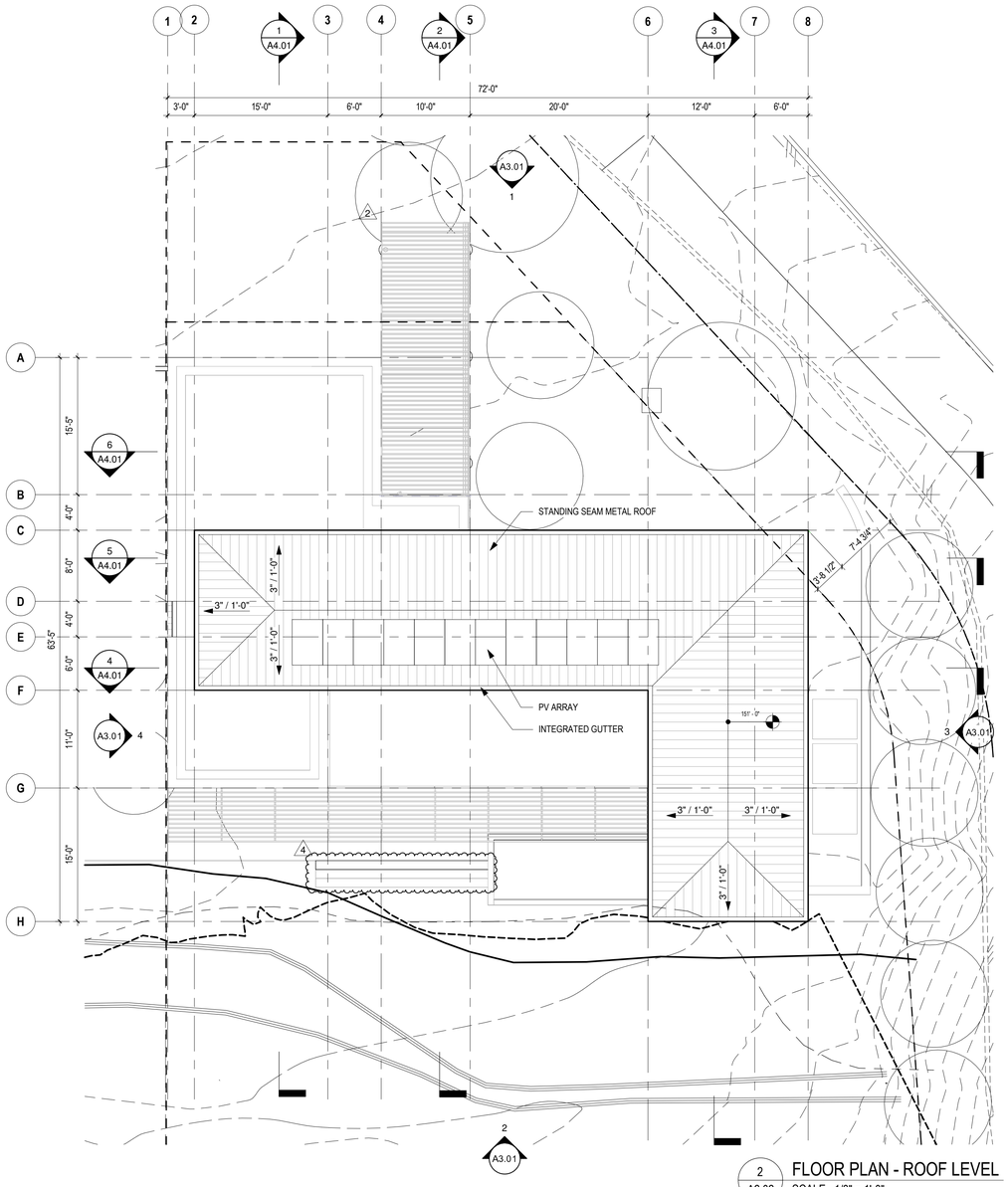
PROJECT NO. 2102 | DRAWN BY Author

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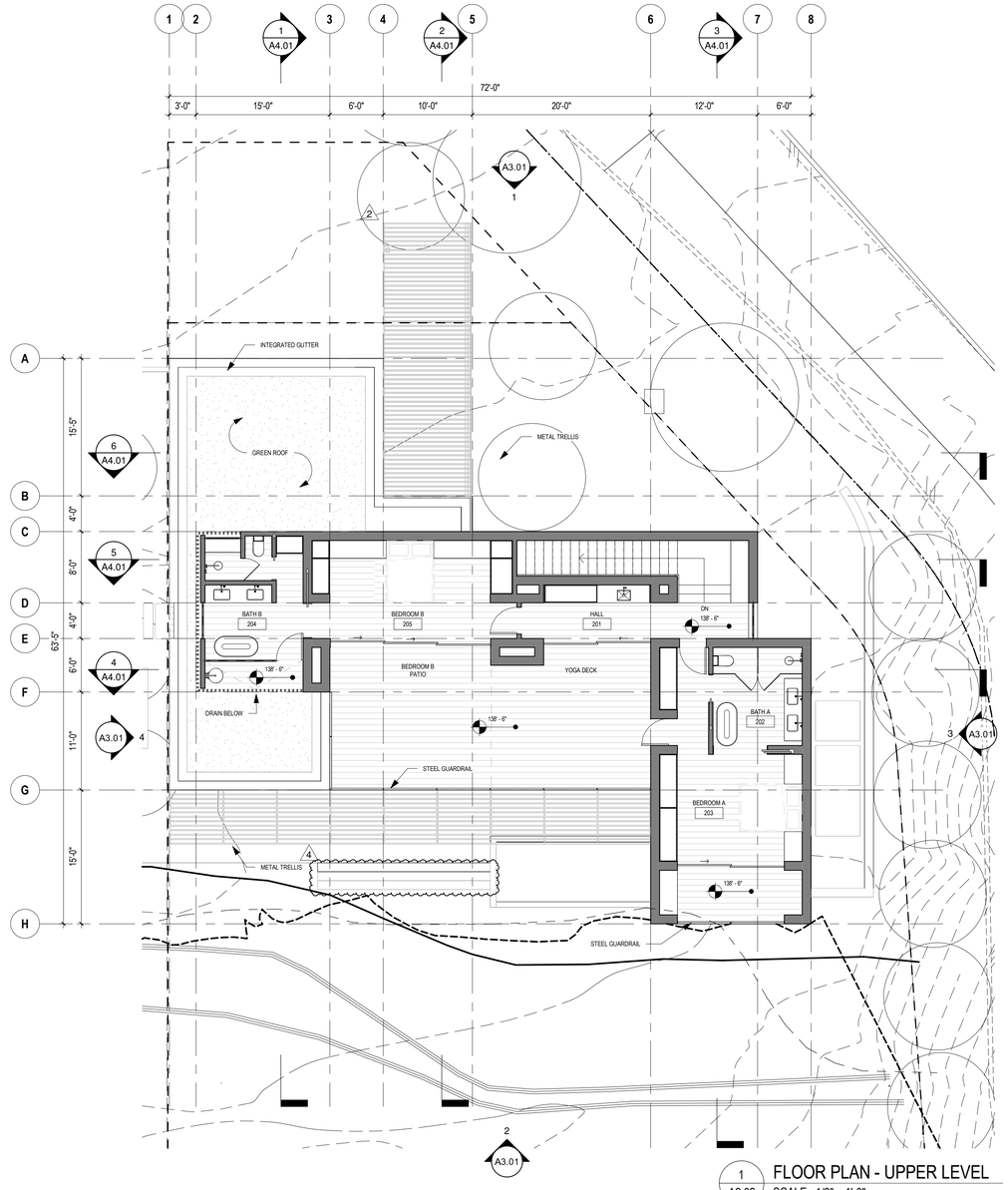
FLOOR PLANS

SHEET NUMBER

A2.01



2 A2.02 FLOOR PLAN - ROOF LEVEL
SCALE: 1/8" = 1'-0"



1 A2.02 FLOOR PLAN - UPPER LEVEL
SCALE: 1/8" = 1'-0"

0 4' 8' 16' 32'

PROJECT TRUE NORTH

SEAL

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4	JUL 03.2024	CDP rev 4

ISSUANCE

CDP REV 4

DATE 03 JULY 2024

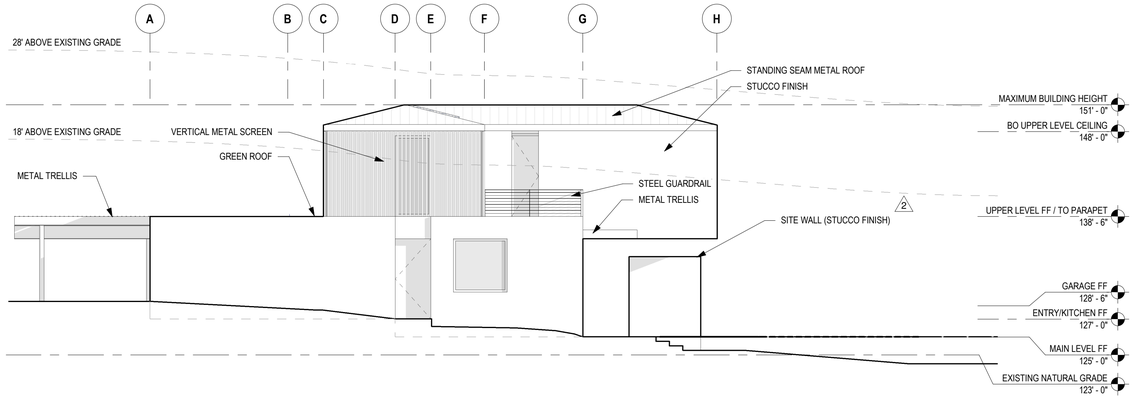
PROJECT NO. 2102 | DRAWN BY Author

SHEET NAME

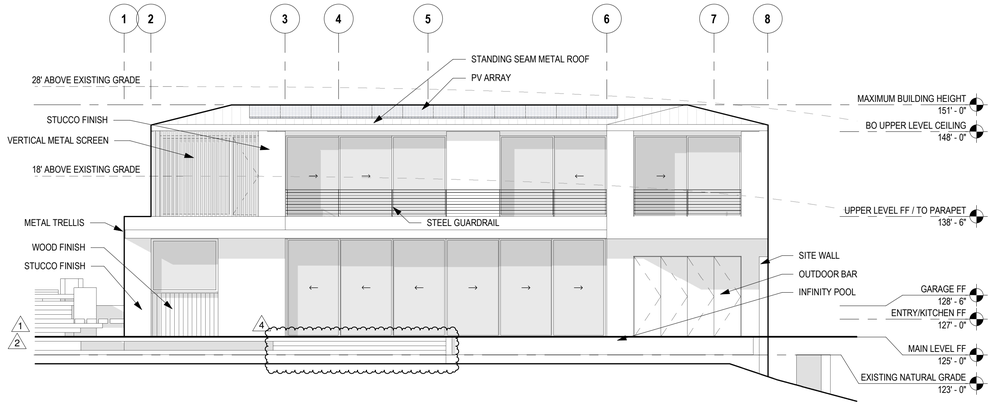
FLOOR PLANS

SHEET NUMBER

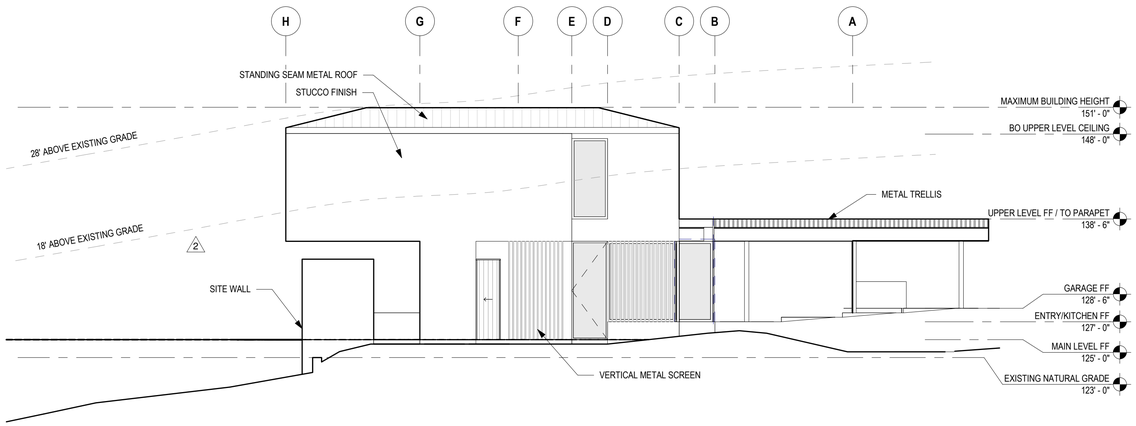
A2.02



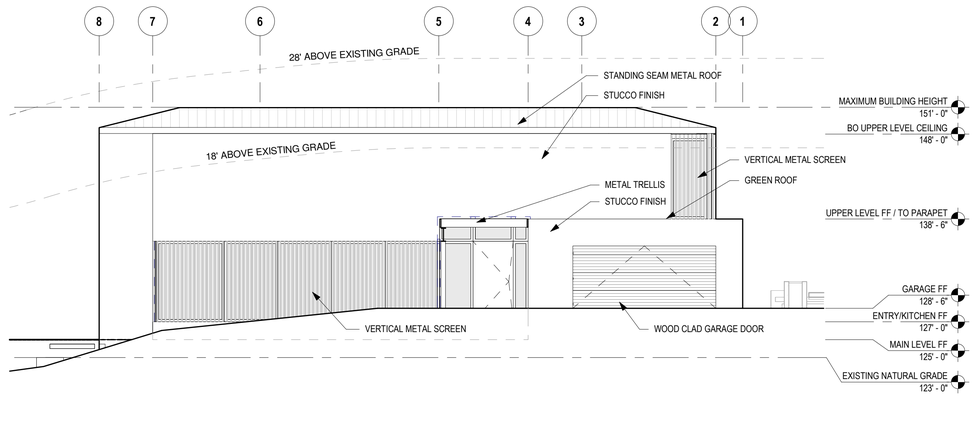
4 A3.01 **WEST ELEVATION**
SCALE: 1/8" = 1'-0"



2 A3.01 **SOUTH ELEVATION**
SCALE: 1/8" = 1'-0"



3 A3.01 **EAST ELEVATION**
SCALE: 1/8" = 1'-0"



1 A3.01 **NORTH ELEVATION**
SCALE: 1/8" = 1'-0"

0 4' 8' 16' 32'

SEAL



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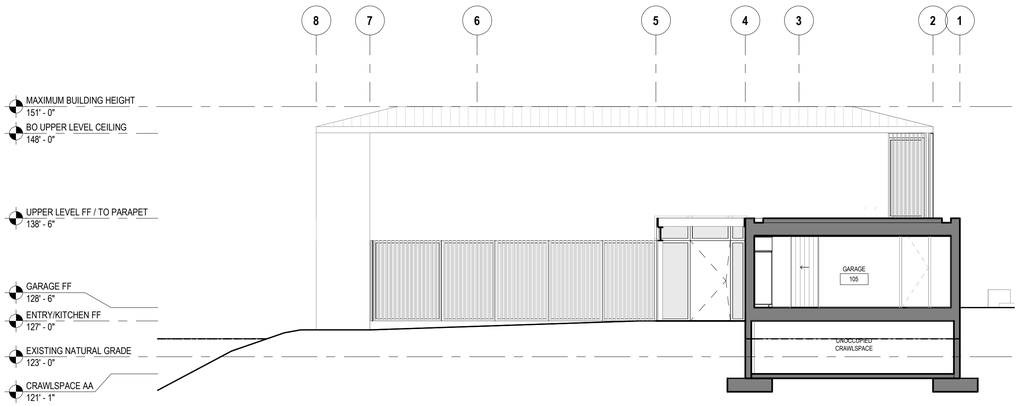
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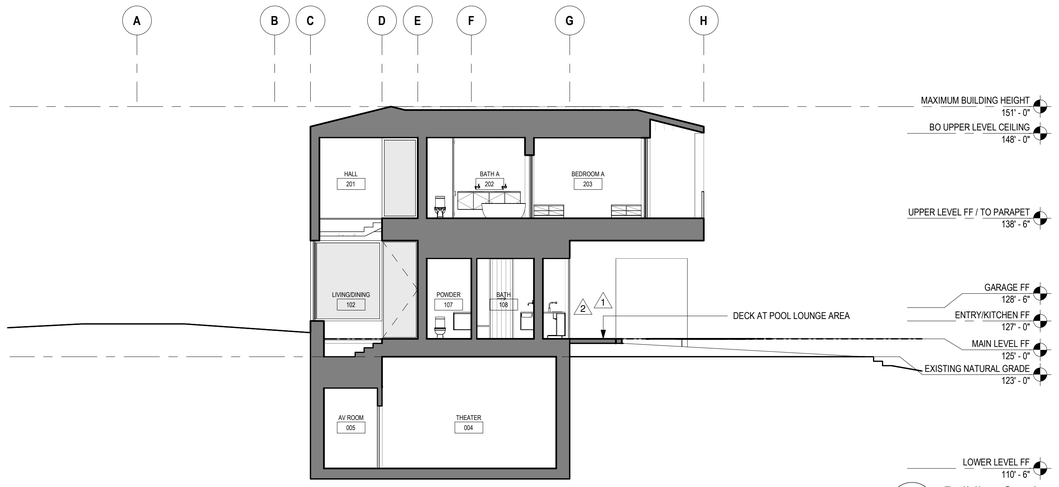
EXTERIOR ELEVATIONS

SHEET NUMBER

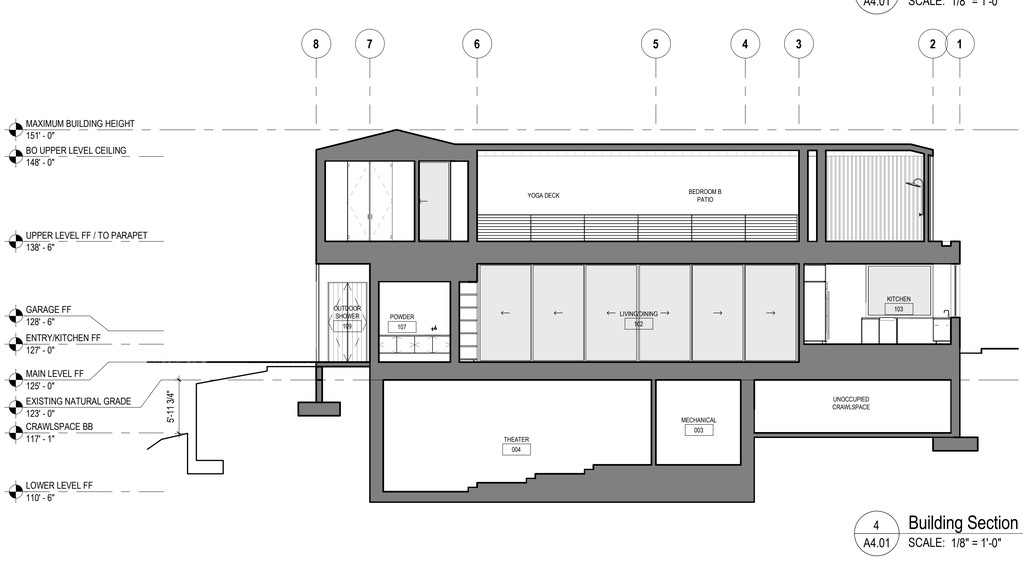
A3.01



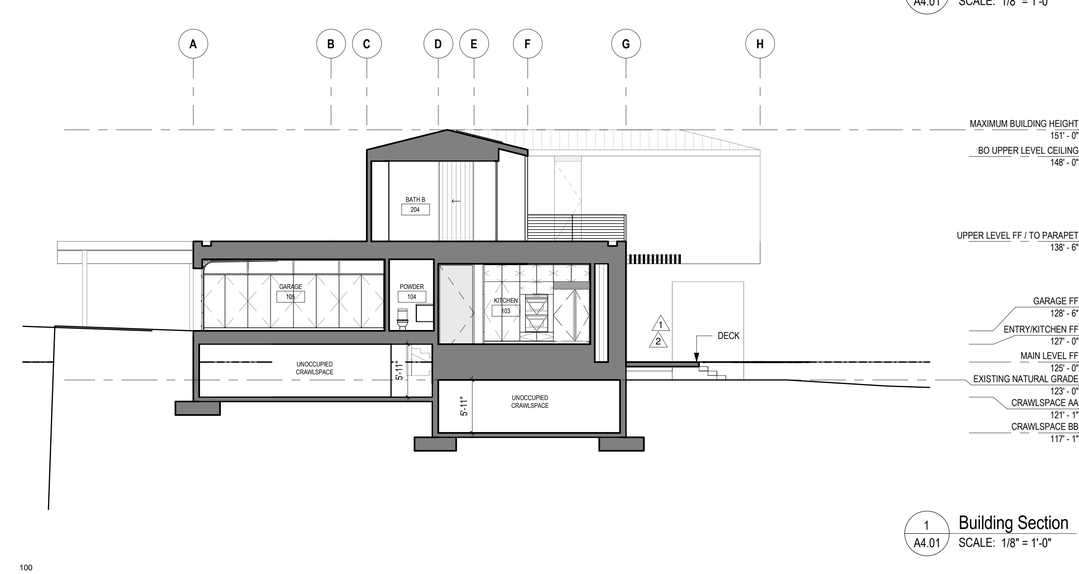
6 A4.01 Building Section
SCALE: 1/8" = 1'-0"



3 A4.01 Building Section
SCALE: 1/8" = 1'-0"



5 A4.01 Building Section
SCALE: 1/8" = 1'-0"



2 A4.01 Building Section
SCALE: 1/8" = 1'-0"

4 A4.01 Building Section
SCALE: 1/8" = 1'-0"

1 A4.01 Building Section
SCALE: 1/8" = 1'-0"

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A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 PACIFIC COAST HWY
MALIBU, CA 90265

REVISIONS

No.	Date:	Description:
1	MAY 25.2023	CDP rev1
2	OCT 27.2023	CDP rev2

ISSUANCE

CDP REV 4

DATE
03 JULY 2024

PROJECT NO. 2102 | DRAWN BY Author

SHEET NAME

BUILDING SECTIONS

SHEET NUMBER

A4.01

Received
7/8/2024
Planning Dept.

33610 PCH - LANDSCAPE

MALIBU, CALIFORNIA



VICINITY MAP

SHEET SCHEDULE

L-0.0 TITLE SHEET
L-2.0 HARDSCAPE AND FENCING PLAN
L-2.1 HARDSCAPE ENLARGEMENT PLAN
L-2.2 LIGHTING ENLARGEMENT PLAN
L-2.3 VIEW CORRIDOR DIAGRAM
L-5.0 FUEL MODIFICATION PLAN
L-5.1 PLANTING ENLARGEMENT PLAN
L-7.1 IRRIGATION PLAN
L-7.2 IRRIGATION LEGEND AND NOTES
L-7.3 IRRIGATION DETAILS
L-7.4 IRRIGATION DETAILS
L-7.5 IRRIGATION DETAILS

2

SEAL

LICENSED LANDSCAPE ARCHITECT
MARK D. TESSIER 5043
SIGNATURE
REN DATE 03/31/2025
DATE 04/11/2023
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
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5	10/08/24	SURVEY OMITTED

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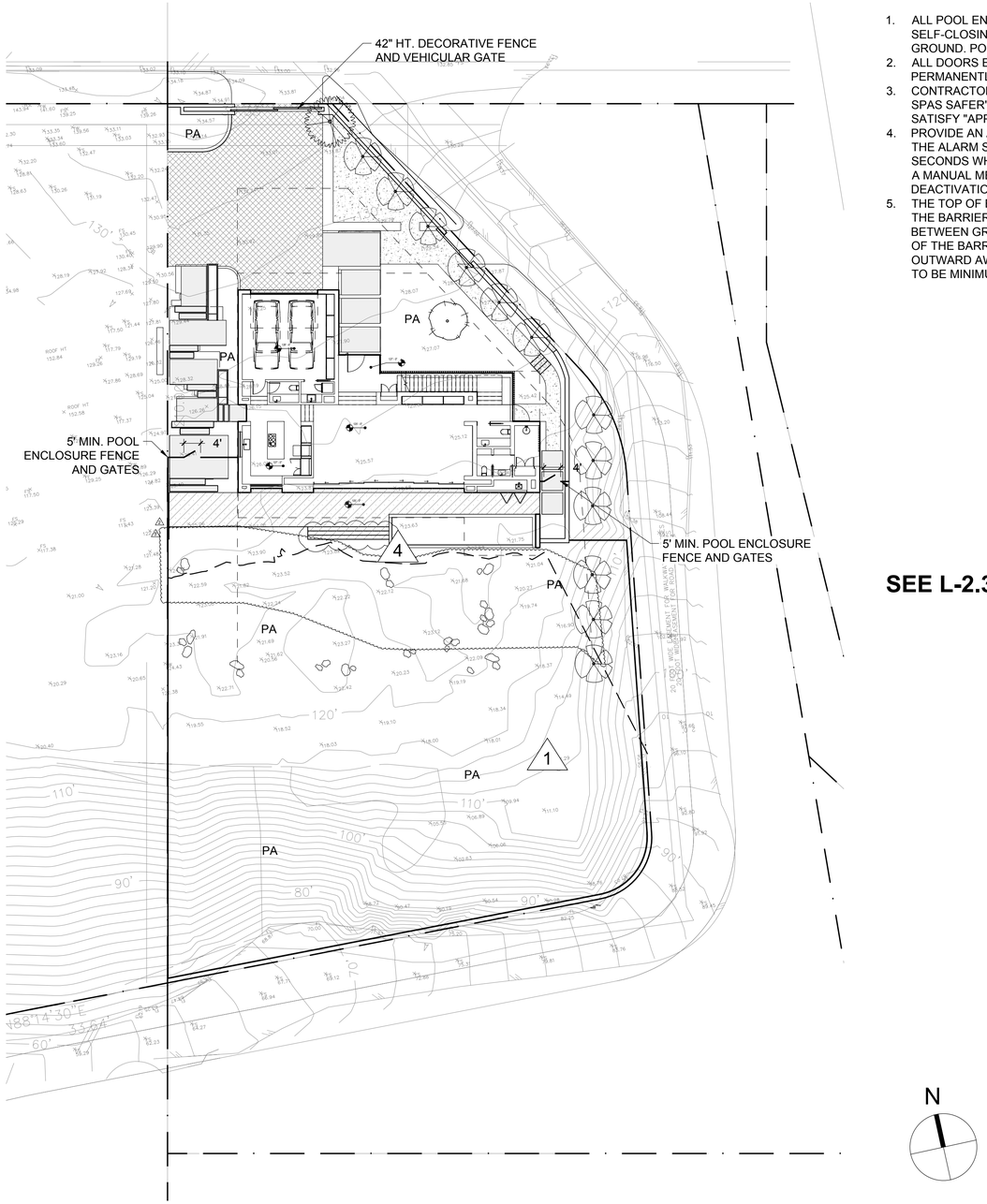
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SHEET NAME

LANDSCAPE
TITLE SHEET

SHEET NUMBER

L0.00



GENERAL POOL ENCLOSURE NOTES

1. ALL POOL ENCLOSURE GATES SHALL OPEN AWAY FROM THE SPA AREA AND SHALL BE SELF-CLOSING W/A SELF-LATCHING DEVICE, PLACED NO LOWER THAN 60 INCHES ABOVE THE GROUND. POOL ENCLOSURE FENCE TO BE 5'-0" HT. MINIMUM, NON CLIMBABLE PER CODE.
2. ALL DOORS EXITING FROM THE RESIDENCE DIRECTLY TO THE SPA AREA ARE TO HAVE PERMANENTLY ATTACHED "EXIT ALARMS" PER LABC SECTION 91.3150B
3. CONTRACTOR TO ADHERE TO "GUIDELINES FOR ENTRAPMENT HAZARDS: MAKING POOLS AND SPAS SAFER" BY U.S. CONSUMER PRODUCT SAFETY COMMISSION, DATED MARCH, 2005 AND IS TO SATISFY "APPLICABLE STANDARDS" LOCATED IN APPENDIX A IN SAID GUIDELINES
4. PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL ACTIVATE WITHIN 7 SECONDS AND SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX.) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 54" ABOVE THE FLOOR. (3109.4.1.8)
5. THE TOP OF BARRIER SHALL BE AT LEAST 60 INCHES ABOVE GRADE MEASURED ON THE SIDE OF THE BARRIER THAT FACES AWAY FROM THE SWIMMING POOL. THE MAX VERTICAL CLEARANCE BETWEEN GRADE AND THE BOTTOM OF THE BARRIER SHALL BE 2 INCHES MEASURED ON THE SIDE OF THE BARRIER THAT FACES AWAY FROM THE SWIMMING POOL. THE GATE SHALL OPEN OUTWARD AWAY FROM THE POOL AND SHALL BE SELF-CLOSING AND SELF-LATCHING. THE LATCH TO BE MINIMUM 4.5 FT MIN ABOVE THE GROUND.

SEE L-2.30 FOR NOTES ON VIEW CORRIDORS

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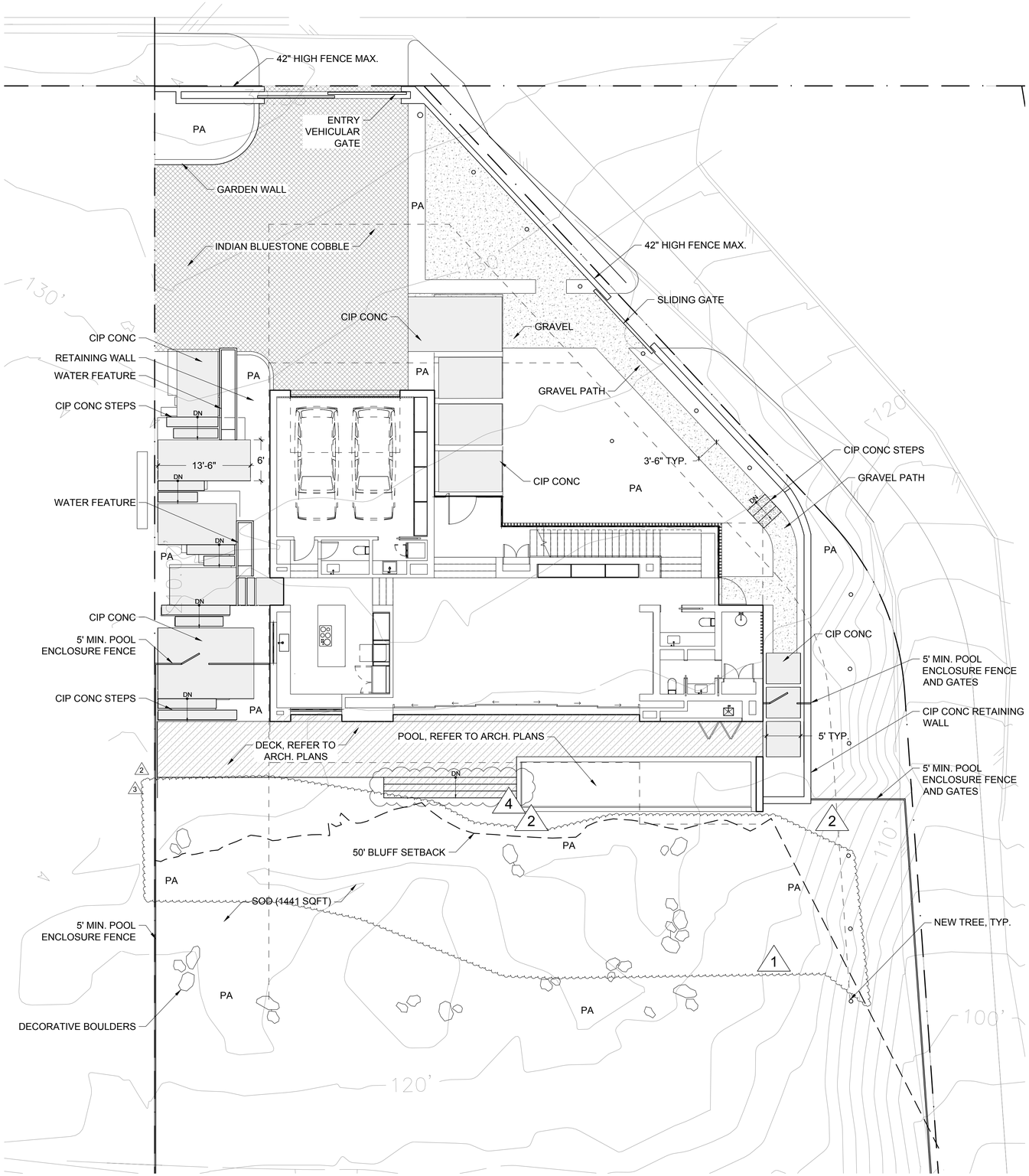
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SHEET NAME

HARDSCAPE AND FENCING PLAN

SHEET NUMBER

L2.00



MATERIAL SCHEDULE			
	SITE ELEMENT	**MATERIAL SPECIFICATIONS**	**SOURCES**
P1	PAVING TYPE 1	INDIAN BLUESTONE COBBLE, PERMEABLE SET ON SAND	
P2	PAVING TYPE 2	NATURAL GREY CIP CONCRETE	
P3	PAVING TYPE 3	3/8" GRANITE GRAVEL	

GENERAL HARDSCAPE NOTES:

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

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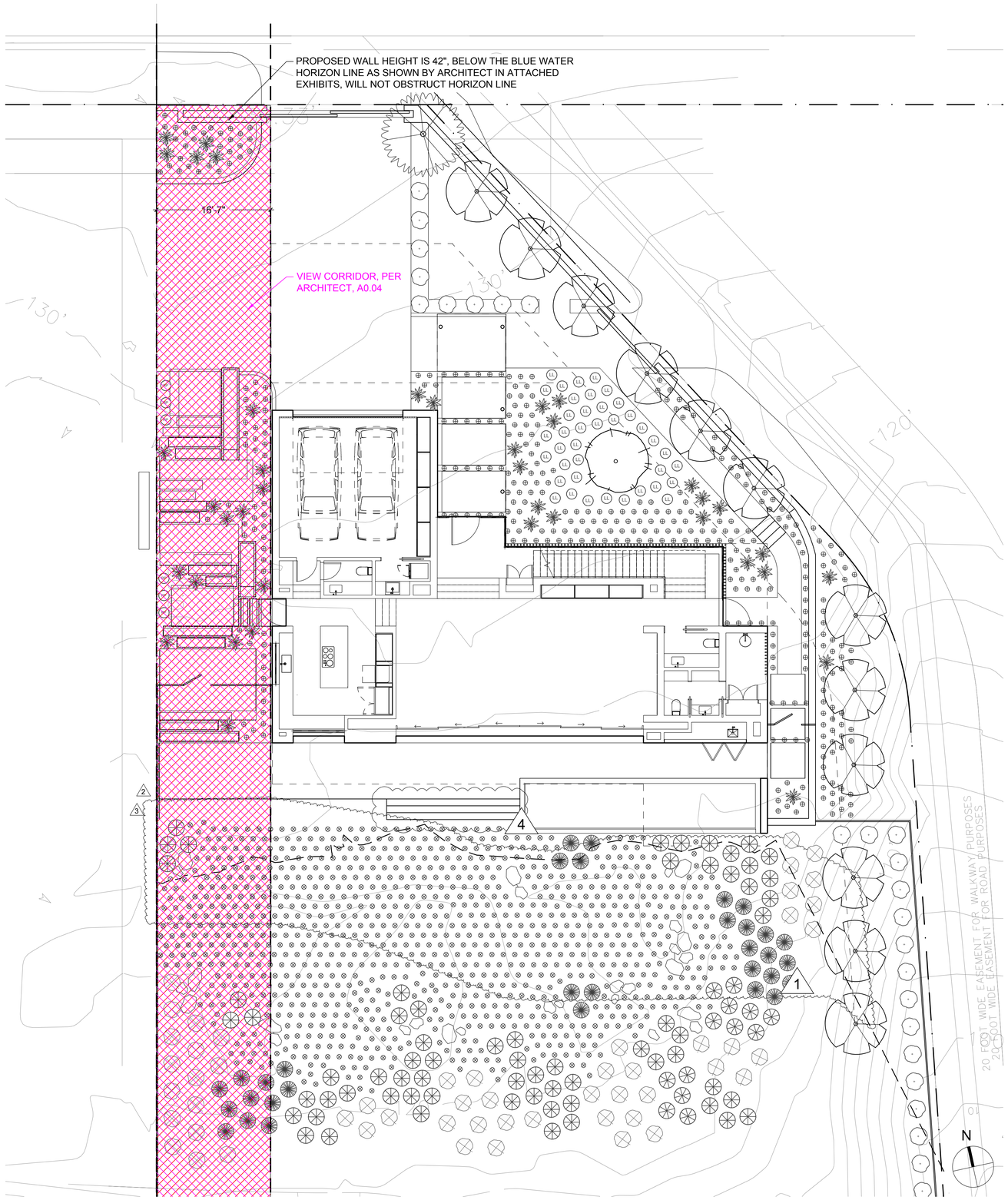
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SHEET NAME

HARDSCAPE ENLARGEMENT

SHEET NUMBER

L2.10



NOTES:

ALL UNDERSTORY PLANTING AT FULL MATURITY WILL BE SHORTER THAN THE BLUE WATER HORIZON LINE AS SHOWN BY THE ARCHITECT, AND BELOW THE HEIGHT OF ANY FENCES AT THE EDGE OF THE PROPERTY

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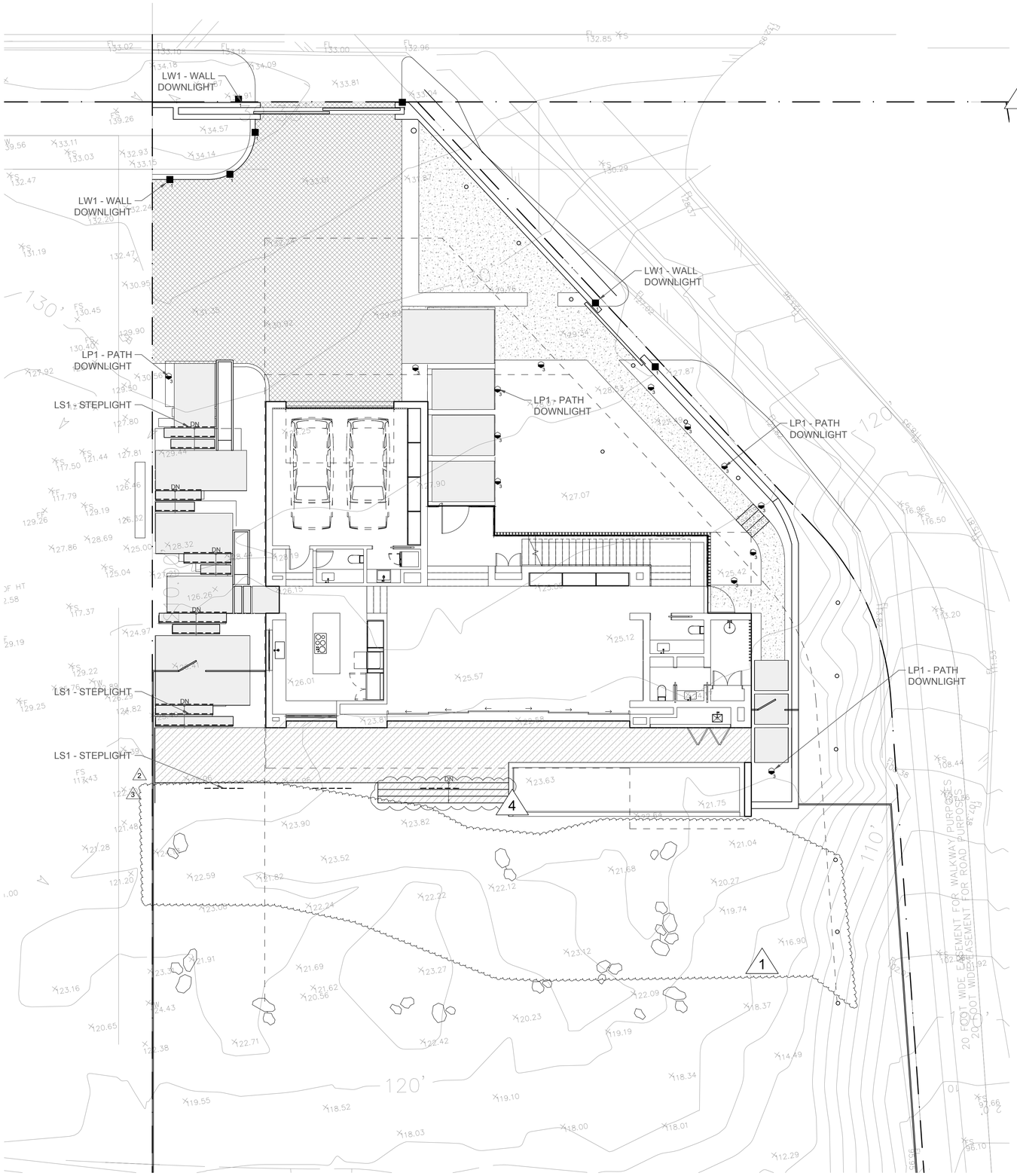
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SHEET NAME

VIEW CORRIDOR DIAGRAM

SHEET NUMBER

L2.30 2



LIGHTING SCHEDULE				
SYM	TYPE	CATEGORY	QTY	NOTES
■	LW1	WALL LIGHT	7	FULLY SHIELDED FIXTURE, MAX 3000K
– – –	LS1	STRIP LIGHT	23	BELOW-TREAD LIGHT, MAX 3000K
◒	LP1	SPOTLIGHT	16	FULLY SHIELDED FIXTURE, MAX 3000K
◔	LT1	TREE-MOUNTED LIGHT	2	FULLY SHIELDED FIXTURE, MAX 3000K

GENERAL LIGHTING NOTES:

1. LIGHTING SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD.
2. LUMEN COUNT SHALL NOT EXCEED 850 LUMENS.
3. SECURITY LIGHTING SHALL BE ATTACHED TO BUILDINGS AND CONTROLLED BY MOTION SENSORS WHICH EXTINGUISH NO LATER THAN 10 MINUTES AFTER ACTIVATION.
4. COLOR TEMPERATURE SHALL NOT EXCEED 3000 KELVIN.
5. CURFEW: UNLESS CONTROLLED BY MOTION SENSORS, OUTDOOR LIGHTING SHALL BE EXTINGUISHED BY 11:00 PM OR WHEN PEOPLE ARE NO LONGER PRESENT IN EXTERIOR AREAS.
6. OUTDOOR LIGHTING SHALL ONLY BE USED WITHIN 50 FEET OF A RESIDENTIALLY HABITABLE BUILDING OR POOL WITH THE EXCEPTION OF SECURITY, DRIVEWAY AND WALKWAY LIGHTING.

ALL PROPOSED LIGHTING WILL CONFORM TO THE CITY'S DARK SKY ORDINANCE

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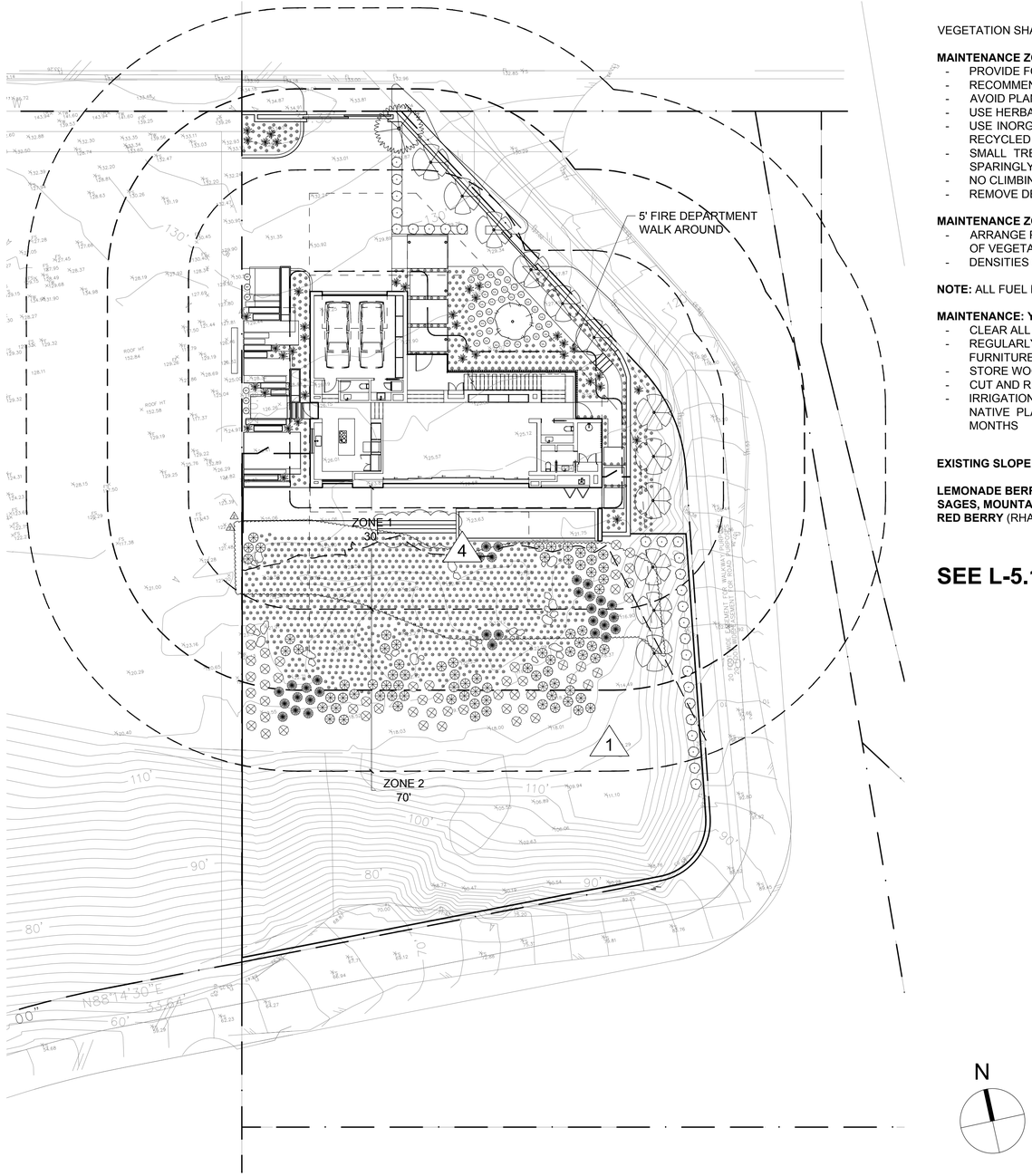
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LIGHTING ENLARGEMENT

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L2.20



FUEL MODIFICATION PLAN NOTES

VEGETATION SHALL BE MAINTAINED AS APPROVED. THE FOLLOWING NOTES SHALL BE ADHERED TO

MAINTENANCE ZONE 1: FROM EDGE OF THE STRUCTURE TO A DISTANCE OF 30 FEET.
- PROVIDE FOR 5FT FIRE DEPARTMENT WALK AROUND WITH HERBACEOUS PLANTS
- RECOMMENDED TO PLACE WALKWAYS, PATIOS, SPORTS COURTS ETC. ABUTTING STRUCTURE
- AVOID PLANTING WOODY PLANTS WITHIN 10 FEET OF STRUCTURE.
- USE HERBACEOUS PLANTS, SUCCULENTS, LOW GROWING GRASSES AND GRASS LIKE PLANTS
- USE INORGANIC MULCHES SUCH AS GRAVEL WITHIN 10 FEET OF THE STRUCTURE. DO NOT USE RECYCLED RUBBER
- SMALL TREE SPECIES (15'-25' IN HEIGHT) MAY BE PLANTED 10' FROM STRUCTURE IF USED SPARINGLY
- NO CLIMBING VINES ON STRUCTURES
- REMOVE DEAD AND DOWN PLANT MATERIAL, WOOD PILES, PATIO FURNITURE, ETC.

MAINTENANCE ZONE 2 : 30-100FT FROM BUILDING.
- ARRANGE PLANTS AND LIMIT DENSITIES SO NOT TO CREATE LADDER FUELS OR DENSE THICKETS OF VEGETATION
- DENSITIES CAN BE INCREASED SLIGHTLY IN THIS ZONE

NOTE: ALL FUEL MODIFICATION ZONES ARE TERMINATED AT THE SUBJECT PARCEL/TRACT BOUNDARY.

MAINTENANCE: YEAR ROUND
- CLEAR ALL LEAVES, LITTER AND DEBRIS FROM FROM RAIN GUTTERS AND ROOF
- REGULARLY REMOVE ALL DEAD VEGETATION, FLAMMABLE DEBRIS, FLAMMABLE PATIO FURNITURE FROM LANDSCAPE
- STORE WOOD PILES, COMPOST BINS, MULCH BINS ETC. 30' FROM STRUCTURES
- CUT AND REMOVE ANNUAL GRASSES DOWN TO 4 INCHES
- IRRIGATION OF ANY FORM SHALL BE APPLIED TO MAINTAIN HIGH FUEL MOISTURE. IRRIGATION TO NATIVE PLANTS IS BENEFICIAL IN SMALL AMOUNTS 1-2 TIMES PER MONTH DURING SUMMER MONTHS

EXISTING SLOPE WITH NATIVE PLANTS:

LEMONADE BERRY (RHUS INTEGRIFOLIA), **DWARF COYOTE BUSH** (BACCHARIS PILULARIS) **GROUNDCOVER SAGES, MOUNTAIN SAGE, CATALINA CHERRY** (PRUNUS ILICIFOLIA), **TOYON** (HETEROMELES ARBUTIFOLIA), **RED BERRY** (RHAMNUS CROCEA), MANZANITAS.

SEE L-5.10 FOR PLANT SCHEDULE

STATEMENT OF COMPLIANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE LANDSCAPE WATER CONSERVATION ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

PREPARER NAME: MARK TESSIER
PROFESSIONAL LICENSE: LICENSE #5043

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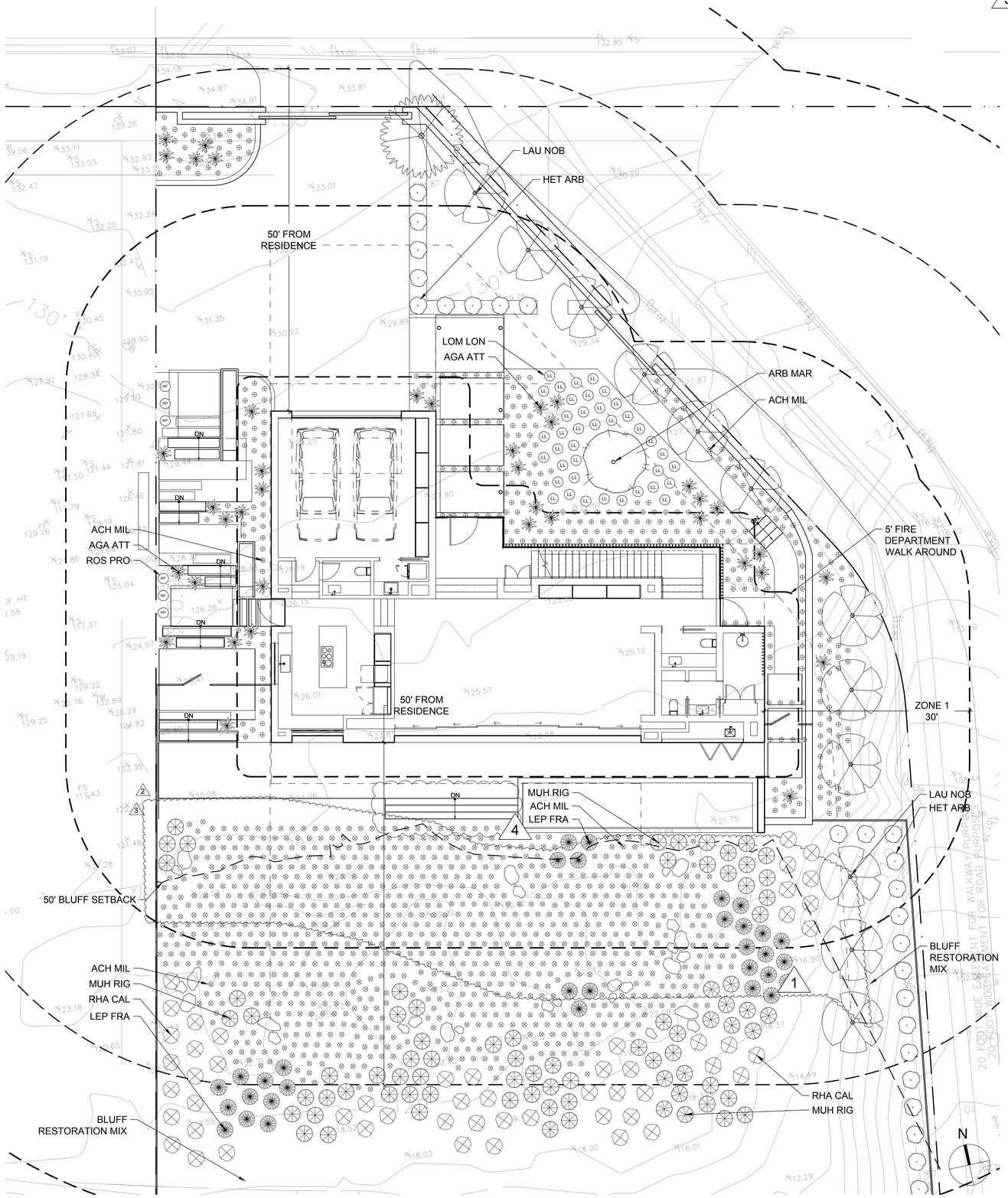
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SHEET NAME

PLANTING PLAN WITH FUEL MODIFICATION ZONES

SHEET NUMBER

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3

PLANT SCHEDULE								
SYM	KEY	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USE	PLANT FACTOR (PF)	SPACING
	TREES							
	ARB MAR	ARBUTUS MARINA	ARBUTUS 'MARINA'	36" BOX	1	L	0.3	
	LAU NOB	LAURUS NOBILIS (STANDARD)	BAY LAUREL	36" BOX	13	L	0.3	
	QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX	2	L	0.3	
	SHRUBS							
	ACH MIL	ACHILLEA MILLEFOLIUM (WHITE)	YARROW	1 GAL	1304	L	0.3	20" O.C.
	AGA ATT	AGAVE ATTENUTA	AGAVE	15 GAL	40	L	0.3	30" O.C.
	HET ARB	HETEROMELES ARBUTIFOLIA	TOYON	24" BOX	27	L	0.3	
	LEP FRA	LEPECHINIA FRAGRANS	WHITE PITCHER SAGE	5 GAL	32	L	0.3	36" O.C.
LL	LOM LON	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MATT RUSH	5 GAL	39	L	0.3	30" O.C.
	MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	79	L	0.3	36" O.C.
	RHA CAL	RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	1 GAL	53	L	0.3	48" O.C.
RP	SAL ROS	SALVIA ROSMARINUS PROSTRATUS	CREEPING ROSEMARY	1 GAL	6	L	0.3	30" O.C.

BLUFF RESTORATION SEED MIX TO INCLUDE THE FOLLOWING SPECIES, SOURCED FROM S&S SEEDS, CARPINTERIA, CA.

ARTEMISIA CALIFORNICA, ENCELIA CALIFORNICA, ERIOGONUM FASCICULATUM, RHAMNUS CALIFORNICA, RHUS INTEGRIFOLIA, AND PENNISETUM SETACEUM

1

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DATE 27 OCT2023

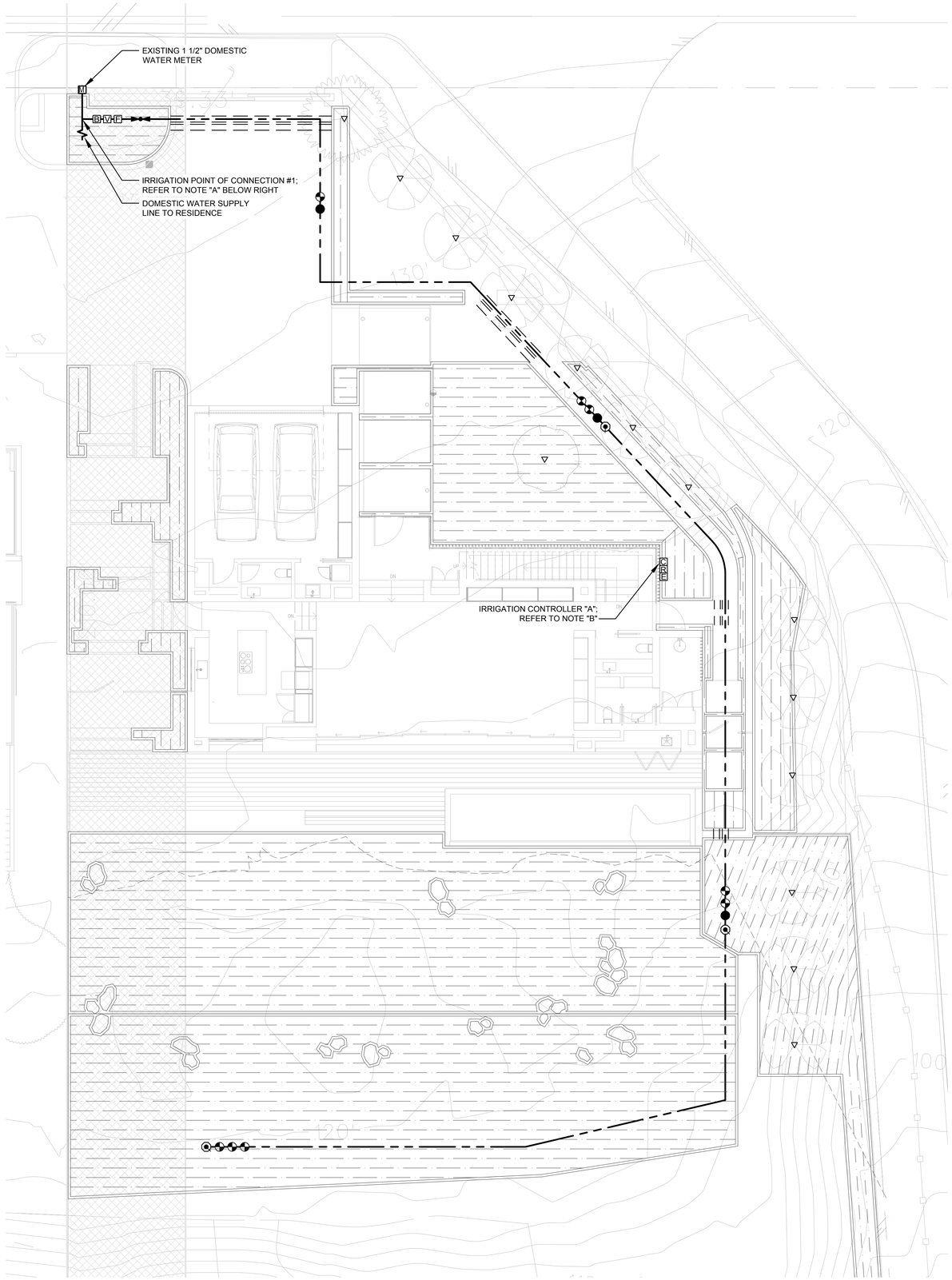
PROJECT NO. 2102 | DRAWN BY JK/MT

SHEET NAME

PLANTING ENLARGEMENT

SHEET NUMBER

L5.10



NOTE A:
POINT OF CONNECTION (POC) #1 SHALL BE A 2" IRRIGATION MAINLINE TEE OFF THE DOMESTIC WATER SUPPLY LINE, DOWNSTREAM OF THE EXISTING 1 1/2" DOMESTIC WATER METER. THE CONTRACTOR SHALL VERIFY THE ACTUAL LOCATION, WATER TYPE, METER SIZE AND WATER PRESSURE IN THE FIELD PRIOR TO STARTING WORK. MEASUREMENT OF THE STATIC (NO WATER MOVING) WATER PRESSURE IS ACCEPTABLE FOR POTABLE WATER SYSTEMS WHERE NO PUMP HAS BEEN INDICATED ON THESE PLANS. WHEN USING RECYCLED WATER, OR ON POTABLE WATER SYSTEMS REQUIRING A PUMP, ONLY THE MEASUREMENT OF DYNAMIC (WATER MOVING THROUGH THE METER) WATER PRESSURE, SHALL BE ACCEPTABLE. THE DYNAMIC WATER PRESSURE SHALL BE MEASURED AT THE MAXIMUM SYSTEM DEMAND AS INDICATED BELOW. IF ANY OF THE POC INFORMATION SHOWN ON THESE DRAWING IS FOUND TO BE DIFFERENT THAN THE ACTUAL POC INFORMATION GATHERED IN THE FIELD, IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT AND IRRIGATION CONSULTANT. SHOULD THE CONTRACTOR FAIL TO VERIFY THE POC INFORMATION AS SHOWN HEREIN, ANY CHANGES REQUIRED BY LOW PRESSURE OR VOLUME SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

WATER PRESSURE AT POC:	N/A	PSI (STATIC / DYNAMIC)
DESIGN WATER PRESSURE:	N/A	PSI
MAXIMUM SYSTEM DEMAND:	N/A	GPM
PRESSURE BOOST REQUIRED:	N/A	PSI
RESIDUAL WATER PRESSURE:	N/A	PSI

NOTE B:
CONTROLLER "A" SHALL BE OF THE BRAND, MODEL AND STATION SIZE AS INDICATED ON THE IRRIGATION MATERIALS LEGEND. THE CONTROLLER SHALL BE INSTALLED IN THE APPROXIMATE LOCATION SHOWN. THE CONTRACTOR SHALL COORDINATE THE REQUIRED ELECTRICAL POWER SUPPLY AT THIS LOCATION WITH THE OWNER'S AUTHORIZED REPRESENTATIVE. FINAL LOCATION OF CONTROLLER AND ELECTRICAL POINT OF CONNECTION SHALL BE CONFIRMED WITH OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO STARTING WORK.

NOTE C:
THESE PLANS ARE DIAGRAMMATIC, THE MAINLINE AND RELATED IRRIGATION EQUIPMENT IS SHOWN WITHIN THE PAVING FOR CLARITY ONLY. THE ACTUAL LOCATION OF MAINLINE AND RELATED IRRIGATION EQUIPMENT SHALL BE WITHIN PLANTER AND A MINIMUM OF 18" OFF ADJACENT HARDSCAPE AND OTHER OBSTACLES, TYPICAL.

NOTE D:
CONTRACTOR SHALL ADJUST ALL HEADS AS REQUIRED TO ACCOMMODATE ANY VERTICAL OBSTRUCTIONS THAT MAY OCCUR IN THE LANDSCAPE, INCLUDING BUT NOT LIMITED TO LIGHT POLES, FIRE HYDRANTS, TREES, ETC. WHEN A SLIGHT RELOCATION OF THE HEAD IS NOT SUFFICIENT TO CLEAR THE OBSTACLE, OR IF IT NEGATIVELY AFFECTS THE COVERAGE, AN ADDITIONAL HEAD SHALL BE INSTALLED TO PLACE ONE HEAD ON EITHER SIDE OF THE OBSTACLE. THE NOZZLES OF THESE TWO HEADS SHALL HAVE ARC PATTERNS THAT ADD UP TO THE ORIGINAL ARC PATTERN OF THE HEAD INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL HEAD LAYOUT WITH OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO STARTING WORK.

NOTE E:
THESE PLANS ARE DIAGRAMMATIC, TREE BUBBLERS AND LATERAL LINES ARE SHOWN WITHIN THE PAVING FOR CLARITY ONLY, THE ACTUAL LOCATIONS SHALL BE WITHIN THE PLANTER. THE TREE BUBBLERS SHALL BE ALIGNED WITH TREES AS SHOWN ON THE PLANTING PLANS, AND AS DIRECTED BY OWNER'S AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL CONFIRM ALL LAYOUT IN FIELD WITH OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO STARTING WORK.

NOTE F:
PRIOR TO START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE OWNER AND LANDSCAPE ARCHITECT A SCALED SHOP DRAWING INDICATING THE PROPOSED LOCATIONS FOR THE IRRIGATION EQUIPMENT LISTED BELOW. THE SHOP DRAWING SHALL BE PREPARED TO THE SATISFACTION OF THE OWNER AND LANDSCAPE ARCHITECT. SHOP DRAWINGS MUST INCLUDE THE PROPOSED LOCATIONS FOR THE FOLLOWING ITEMS:

1. POINT OF CONNECTION (INCLUDING WATER POC, BACK FLOW DEVICES, MASTER CONTROL VALVES, FLOW SENSORS, ETC.)
2. ISOLATION VALVES
3. AUTOMATIC CONTROL VALVES (INDICATE STATION NUMBER)
4. QUICK COUPLING VALVES
5. IRRIGATION CONTROLLER(S)
6. RELATED EQUIPMENT (AS MAY BE DIRECTED).

EACH PIECE OF AFOREMENTIONED EQUIPMENT SHALL HAVE IT'S PROPOSED INSTALLED LOCATION SHOWN ON THE SHOP DRAWINGS. THE SYMBOL FOR EACH PRODUCT SHALL BE A SCALED REPRESENTATION OF THE FOOTPRINT OF THE EQUIPMENT OR THE VALVE BOX IN WHICH THE EQUIPMENT IS INSTALLED. CONTRACTOR SHALL INSTALL ALL VALVE BOXES AND RELATED EQUIPMENT PER THE OWNER APPROVED SHOP DRAWINGS. ONCE THE SHOP DRAWING LOCATIONS ARE APPROVED, THE LANDSCAPE ARCHITECT OR OWNER'S AUTHORIZED REPRESENTATIVE WILL ALLOW NO ADJUSTMENTS TO THE APPROVED VALVE BOX PLACEMENT WITHOUT PRIOR WRITTEN ACCEPTANCE. ANY IRRIGATION EQUIPMENT INSTALLED WITHOUT PRIOR APPROVAL WITH SHOP DRAWINGS WILL BE SUBJECT TO RELOCATION BASED ON DIRECTION BY THE LANDSCAPE ARCHITECT AT THE CONTRACTOR'S EXPENSE.

IRRIGATION CONTROLLER IS A WEATHER BASED CONTROLLER.

BUILDINGS ON SITES WITH OVER 2,500 SQ. FT. OF CUMULATIVE IRRIGATED LANDSCAPED AREAS SHALL HAVE IRRIGATION CONTROLLERS WHICH ARE EITHER WEATHER OR SOIL BASED (PER SECTION 4.304.2)

FOR PROJECTS THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GRN 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL. (PER STATE ASSEMBLY BILL NO. 1881)

AN OPERATION AND MAINTENANCE MANUAL INCLUDING, AT MINIMUM, THE ITEMS LISTED IN SECTION 4.410.1, SHALL BE COMPLETED AND PLACED IN THE BUILDING AT THE TIME OF FINAL INSPECTION.

PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.

NO OVERHEAD IRRIGATION WITHIN 24" OF ANY NON-PERMEABLE SURFACE

CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

A CERTIFICATION OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED EITHER BY THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

UNLESS CONTRADICTED BY A SOILS TESTS, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

DEDICATED WATER SERVICE METERS OR PRIVATE SUB-METERS ARE TO INSTALLED FOR ALL NON RESIDENTIAL IRRIGATED LANDSCAPES 1,000 SQUARE FEET UP TO 5,000 SQUARE FEET AND RESIDENTIAL IRRIGATED LANDSCAPES OF 5,000 SQUARE FEET OR GREATER.

ALL IRRIGATION EMISSION DEVICES WILL MEET THE CRITERIA AS SET FORTH IN MWELO SECTION 492.7(a)(1)(M) AND SHALL BE INSTALLED AND OPERATED ACCORDING TO MANUFACTURER'S INSTRUCTIONS/RECOMENDATIONS.

RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES

CONTRACTOR TO PROTECT AND PRESERVE IN PLACE ALL EXISTING SURVEY MONUMENTS. ANY MONUMENTS DISTURBED SHALL BE RESET BY A LICENSED LAND SURVEYOR AND THE APPROPRIATE CORNER RECORD MUST BE FILED WITH THE COUNTY OF LOS ANGELES.

N

SCALE : 1/8" = 1'-0"

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE

SIGNATURE: 02/08/24 DATE:

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

sweeney + associates
IRRIGATION DESIGN AND CONSULTING
38730 Sky Canyon Drive, Suite C
Murrieta, Ca 92563
e: info@sweeneyassoc.com t: (951) 461-6830
w: www.sweeneyassoc.com f: (951) 461-6850

SEAL

LICENSED LANDSCAPE ARCHITECT
MARK O. TESSIER 5043
SIGNATURE
REN DATE 03/31/2025
DATE 04/11/2023
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Architecture, Inc.
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
LC Engineering
889 Pierce Ct., Ste 101
Thousand Oaks, CA 91360

STRUCTURAL
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014

SEPTIC
EPD Consultants
20722 Main St.
Carson, CA 90745

GEOTECH
Geosoils
6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 Pacific Coast Hwy
Malibu, CA 90265

REVISIONS

No.	Date:	Description:
1	05/24/23	CDP REV 1
2	10/27/23	CDP REV 2
3	02/06/24	CDP REV 3
4	06/28/24	

ISSUANCE

CDP REV 3

DATE 27 OCT2023

PROJECT NO. 2102 DRAWN BY JK/MT

SHEET NAME

IRRIGATION PLAN

SHEET NUMBER

L7.10

WATER AUDIT AND MAINTENANCE SCHEDULE

THE CONTRACTOR WILL CONDUCT AN IRRIGATION AUDIT USING A CERTIFIED IRRIGATION AUDITOR, AFTER THE FINAL FIELD OBSERVATION HAS BEEN COMPLETED AND ALL IRRIGATION COMPONENTS ARE INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THE IRRIGATION SYSTEM IS ACCEPTED BY THE PROJECT ARCHITECT FOR MAINTENANCE.

THE IRRIGATION AUDIT WILL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

1. PLACE FLAGS AT EACH HEAD IN THE ZONE
2. MEASURE SPACING AND MARK MID POINTS BETWEEN HEADS.
3. PLACE WATER MEASURING RECEPTACLES.
4. TAKE READINGS OF WATER LEVEL IN RECEPTACLES AND RECORD RESULTS.
5. MEASURE HEAD PRESSURE IN EACH ZONE AND RECORD RESULTS.
6. AFTER COMPLETING ZONE ADVANCE TO NEXT ZONE AND REPEAT PROCEDURE.
7. SUBMIT THE RESULTS OF THE AUDIT TO THE PROJECT ARCHITECT.

THE IRRIGATION MAINTENANCE SCHEDULE TASKS LISTED BELOW ARE INTENDED AS MINIMUM STANDARDS AND MORE FREQUENT ATTENTION MAY BE REQUIRED DEPENDING ON THE PARTICULAR SITE CONDITIONS.

MAINTENANCE TASK

1. CONTROLLER CABINET - OPEN CABINET AND CLEAN OUT DEBRIS AND REPLACE BATTERY AS NECESSARY. CHECK WIRING AND REPAIR AS NEEDED AND CHECK CLOCK AND RESET IF NECESSARY.
FREQUENCY: QUARTERLY

2. IRRIGATION SCHEDULE - ADJUST SCHEDULE FOR SEASONAL VARIATIONS AND OTHER CONDITIONS WHICH MAY AFFECT THE AMOUNT OF WATER NEEDED TO MAINTAIN PLANT HEALTH ADJUST AS NECESSARY.
FREQUENCY: MONTHLY

3. POC - VISUALLY INSPECT COMPONENTS FOR LEAKS, PRESSURE SETTINGS, SETTLEMENT OR OTHER DAMAGE AFFECTING THE OPERATION OF A COMPONENT. REPAIR AS NEEDED.
FREQUENCY: QUARTERLY

4. REMOTE CONTROL VALVES, ISOLATION VALVES AND QUICK COUPLER VALVES - VISUALLY INSPECT FOR LEAKS, SETTLEMENT, WIRE CONNECTIONS AND PRESSURE SETTINGS. REPAIR OR ADJUST AS NEEDED.
FREQUENCY: QUARTERLY

5. MAINLINE & LATERALS - VISUALLY INSPECT FOR LEAKS OR SETTLEMENT OF TRENCH.
FREQUENCY: QUARTERLY

6. SPRINKLERS - VISUALLY CHECK FOR ANY BROKEN MISALIGNED OR CLOGGED HEADS. HEADS WITH INCORRECT ARC, INADEQUATE COVERAGE OR OVERSPRAY AND LOW HEAD DRAINAGE. REPAIR AS NEEDED.
FREQUENCY: WEEKLY

7. FILTERS AND STRAINERS - VISUALLY CHECK FOR LEAKS, BROKEN FITTING, CLEAN AND FLUSH SCREENS.

AUDIT SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LATEST LANDSCAPE IRRIGATION AUDITOR HANDBOOK. THE LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AND THE AUDIT SCHEDULE SHALL BE CONDUCTED AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

MAINTENANCE SCHEDULES:

MAINTENANCE SCHEDULES. A REGULAR MAINTENANCE SCHEDULE SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

LANDSCAPE SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY. A REGULAR MAINTENANCE SCHEDULE SHALL INCLUDE, BUT NOT BE LIMITED TO, CHECKING, ADJUSTING, AND REPAIRING IRRIGATION EQUIPMENT, RESETTING THE AUTOMATIC CONTROLLER, AERATING AND DETHATCHING TURF AREAS, REPLENISHING MULCH, FERTILIZING, PRUNING, AND WEEDING IN ALL LANDSCAPE AREAS.

WHENEVER POSSIBLE, REPAIR OF IRRIGATION EQUIPMENT SHALL BE DONE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR EQUIVALENTS.

A LANDSCAPE IRRIGATION AUDIT SCHEDULE AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 MAY BE RECOMMENDED. THE MAXIMUM PERIOD BETWEEN AUDITS SHALL BE FIVE YEARS.

IRRIGATION AUDIT SCHEDULES:

LANDSCAPE IRRIGATION AUDIT SCHEDULES. A SCHEDULE OF LANDSCAPE IRRIGATION AUDITS OF AT LEAST EVERY FIVE YEARS MUST BE ESTABLISHED, FOR ALL BUT SINGLE-FAMILY RESIDENCES, AND OTHER PROJECTS WITH LANDSCAPE AREA LESS THAN 1 ACRE (0.405 HA). AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 (UTILITY CODES), AN AUDIT SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED TO THE COUNTY AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

AT A MINIMUM, AUDITS SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LANDSCAPE IRRIGATION AUDITOR HANDBOOK, PREPARED FOR THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, WATER CONSERVATION OFFICE, THE ENTIRE DOCUMENT, WHICH IS HEREBY INCORPORATED BY REFERENCE.

THE SCHEDULE SHALL PROVIDE FOR LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AS DETERMINED BY THE DIRECTOR AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

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 VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE COMMENCING WORK. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THESE PLANS ARE APPROXIMATE ONLY. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE.
3. THE CONTRACTOR SHALL OBTAIN THE PERTINENT ENGINEERING OR ARCHITECTURAL PLANS BEFORE BEGINNING WORK.
4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK INDICATED HEREIN BEFORE BEGINNING WORK.
5. THIS DESIGN IS DIAGRAMMATIC. ALL EQUIPMENT SHOWN IN PAVED AREAS IS FOR DESIGN CLARITY ONLY AND IS TO BE INSTALLED WITHIN PLANTING AREAS.
6. 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.
7. 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.
8. ACTUAL LOCATION FOR THE INSTALLATION OF THE BACKFLOW PREVENTER AND THE AUTOMATIC CONTROLLER IS TO BE DETERMINED IN THE FIELD BY THE OWNER'S AUTHORIZED REPRESENTATIVE.
9. 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.
10. 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.
11. 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.
12. ALL HEADS ARE TO BE INSTALLED WITH THE NOZZLE, SCREEN AND ARCS SHOWN ON THE PLANS. ALL HEADS ARE TO BE ADJUSTED TO PREVENT OVERSPRAY ONTO BUILDINGS, WALLS, FENCES AND HARDSCAPE. THIS INCLUDES, BUT NOT LIMITED TO, ADJUSTMENT OF DIFFUSER PIN OR ADJUSTMENT SCREW, REPLACEMENT OF PRESSURE COMPENSATING SCREENS, REPLACEMENT OF NOZZLES WITH MORE APPROPRIATE RADIUS UNITS AND THE REPLACEMENT OF NOZZLES WITH ADJUSTABLE ARC UNITS.
13. CONTRACTOR SHALL INSTALL ADDITIONAL CHECK VALVES TO HEADS AND LATERALS AS REQUIRED TO PREVENT LOW HEAD DRAINAGE.
14. THE CONTRACTOR SHALL USE PROPER GROUNDING TECHNIQUES FOR GROUNDING THE CONTROLLER AND RELATED EQUIPMENT PER MANUFACTURERS SPECIFICATIONS. SWEENEY AND ASSOCIATES RECOMMENDS MEASURING FOR PROPER GROUND AT LEAST ONCE ANNUALLY, AND NECESSARY ADJUSTMENTS MADE TO COMPLY WITH MANUFACTURER SPECIFICATIONS.
15. THE CONTRACTOR IS REQUIRED TO CONTACT DIGALERT OR 811 A MINIMUM OF TWO (2) DAYS PRIOR TO THE START OF ANY EXCAVATIONS ON THE PROJECT AND SPECIFICALLY PRIOR TO THE INSTALLATION OF ANY GROUNDING RODS. DIAL 811 OR LOG ONTO WWW.DIGALERT.ORG TO START A PROJECT TICKET. DIGALERT AND 811 IS A FREE SERVICE PROVIDED TO THE PROJECT. FAILURE TO CONTACT AND HAVE THE EXISTING UTILITIES IDENTIFIED, LOCATED AND MARKED SHALL MAKE THE CONTRACTOR SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES.

PRELIM WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package

Project Name: 33610 Pacific Coast Hwy

Project Address: Malibu, CA 90265

sweeney + associates IRRIGATION DESIGN AND CONSULTING

Reference Evapotranspiration (ETo) 50.1 In./Yr. **Residential Project?** YES

Hydrozone # / Planting Description[a]	Plant Factor	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF / IE)	Landscape Area (Sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
1. Low Water Use Plantings	0.30	Drip	0.81	0.38	6,863	2,608	81,008
2. Low Water Use Trees	0.30	Bubb	0.81	0.38	1,680	638	19,830
Water Feature / Pool / Spa	1.00	Direct Fill	1.00	1.00	218	218	6,772
				Totals:	**8,761**	**3,464**	
Special Landscape Areas							
				Totals:	**0**	**0**	
				Estimated Total Water Use (ETWU) Total:			**107,609**
				Maximum Applied Water Allowance (MAWA)[e]:			**149,674**

[a] **Hydrozone # / Planting Description** — [b] **Irrigation Method** — [c] **Irrigation Efficiency**
E.g. — *Overhead Spray of* — *0.75 for Spray*
1.) Front Lawn — *Drip* — *0.81 for Drip*
2.) Low Water Use Plantings
3.) Medium Water Use Plantings

[d] ***ETWU (Annual Gallons Required)*** = *ETo x 0.62 x ETAF x Area*
Where 0.62 is a conversion factor that converts acre-inches/acre/year to gallons/square foot/year.

[e] ***MAWA (Annual Gallons Allowed)*** = *ETo x 0.62 x [(ETAF x LA) + ((1 - ETAF) x SLA)]*
Where 0.62 is a conversion factor that converts acre-inches/acre/year to gallons/square foot/year,
LA is the total landscape area in square feet, SLA is the total special landscape area in square feet,
and ETAF is 0.55 for residential projects and 0.45 for non-residential projects.

Evapotranspiration Adjustment Factor (ETAF) Calculations

This residential project complies with the WELO and its average ETAF is less than ***0.55***

Regular Landscape Areas	
Total ETAF x Area	3,464
Total Area	8,761
Average ETAF	**0.4**

All Landscape Areas	
Total ETAF x Area	3,464
Total Area	8,761
Average ETAF	**0.4**

IRRIGATION MATERIAL LEGEND

SYMBOL	MANUFACTURER	MODEL NO. / DESCRIPTION	FLOW RATE (GPM)	PSI	RADIUS	P.R. (TRI.)	DETAIL
NO SYMBOL	RAIN BIRD	RD-06-S 6" POP-UP BUBBLER HEAD WITH A HUNTER MSBN-50Q STREAM BUBBLER NOZZLE EACH SYMBOL REPRESENTS TWO (2) BUBBLERS, TO PROVIDE A TOTAL OF TWO (2) BUBBLERS PER TREE. PLACE THE BUBBLER HEADS SIX (6) INCHES FROM THE ROOT BALL OF THE TREE AND ON OPPOSITE SIDES OF TREE OR PALM. ADJUST BUBBLER STREAMS TO WET THE ROOT BALL AND ADJACENT AMENDED SOIL WITHOUT HITTING THE TRUNK OF THE TREE.	.50 (1.0 TOTAL)	30	1 FT	1.00 IN./HR.	A,B
NO SYMBOL	RAIN BIRD	RD-06-S 6" POP-UP BUBBLER HEAD WITH A HUNTER MSBN-25Q STREAM BUBBLER NOZZLE EACH SYMBOL REPRESENTS ONE (1) BUBBLER PER SHRUB.	.25	30	1 FT	1.00 IN./HR.	A,B
	NETAFIM	SUB-SURFACE DRIP TUBING AS DESCRIBED BELOW: TLHCVXR5-12 SUBSURFACE DRIP TUBING (BROWN EXTERIOR COLOR WITH A COPPER OXIDE STRIPE) WITH 0.53 GPH, PRESSURE COMPENSATING EMITTERS INTERNALLY INSTALLED IN THE DRIP TUBING AT 12" O.C. SPACING. DRIP TUBING SHALL BE EQUIPPED WITH A CONTINUOUS EXTERIOR CUPRON STRIPE, COPPER OXIDE INFUSED EMITTERS AND A PHYSICAL BARRIER TO PREVENT ROOT INTRUSION INTO THE DRIP EMITTER. DRIP EMITTERS SHALL BE CONTINUOUS FLUSHING TYPE AND EQUIPPED WITH A CHECK VALVE AND ANTI-SIPHON FEATURE. DRIP TUBING SHALL BE INSTALLED 4" BELOW THE FINISHED SOIL GRADE (NOT COUNTING MULCH) AND IN PARALLEL ROWS A MAXIMUM OF 16" ON CENTER. THE PERIMETER ROW OF DRIP TUBING SHALL BE INSTALLED A MAXIMUM OF 4" FROM THE EDGE OF ANY HARDSCAPE OR TURF EDGE. ALL SUBSEQUENT INTERIOR ROWS SHALL BE ADJUSTED TO PROVIDE AN EVEN SPACING ACROSS THE PLANTER WITHOUT EXCEEDING 16" MAXIMUM SPACING. INSTALL 9" PVC COATED GALVANIZED TUBING STAKES A MAXIMUM OF FIVE (5) FEET ON CENTER ALONG THE LENGTH OF THE TUBING. TUBING STAKES SHALL BE MODEL #GDTS140900 AS MANUFACTURED BY GPH IRRIGATION PRODUCTS (866) 582-6684. THE LINES SHOWN ON THE PLANS REPRESENT THE APPROXIMATE DIRECTION AND SPACING OF THE DRIP TUBING ROWS, SEE SPACING REQUIREMENTS ABOVE AND IN DETAILS.	0.53 GPH / EMITTER	30	N/A	0.70 IN./HR.	A
NO SYMBOL	NETAFIM	CONNECTION BETWEEN DRIP TUBING AND PVC SUPPLY AND DISCHARGE HEADERS SHALL BE MADE USING SCH. 40 PVC SXT FITTINGS, TL BARBED DRIP TUBING FITTINGS AND BLANK DRIP TUBING. USE A SCH. 40 PVCVLATERAL X LATERAL X 1/2" SxSxT TEE (OR A LATERAL X 1/2" SxT 90° ELBOW) FITTING ON THE PVC LATERAL LINE HEADER, A TL050MA BARB X 1/2" MALEVADAPTER, A SHORT LENGTH OF BLANK DRIP TUBING, AND A TLTEE BARBED TEE FITTING. ALL END RUNS OF TUBING SHALL BE CONNECTED WITH A PVC DISCHARGE HEADER. NO HEATING OF TUBING SHALL BE ALLOWED FOR ASSEMBLY.					A
NO SYMBOL	NETAFIM	TL SERIES 17mm BARBED FITTINGS FOR CONNECTIONS BETWEEN DRIP TUBING (TUBING-TO-TUBING ONLY). NO HEATING OF TUBING SHALL BE ALLOWED.					A
	AS APPROVED	PVC SUPPLY AND DISCHARGE HEADERS SHALL BE PVC LATERAL LINE PIPE (AS SHOWN BELOW), 1" MINIMUM SIZE WITH SCH. 40 PVC FITTINGS.					A
NO SYMBOL	NETAFIM	WHERE VINES ARE PLANTED ON WALLS, FENCES OR COLUMNS WITHIN THE DRIP TUBING ZONES, ADDITIONAL DRIP EMITTERS SHALL BE REQUIRED FOR THESE VINE PLANTINGS. THE CONTRACTOR SHALL INSTALL TWO (2) SPCV10 1 GPH DRIP EMITTERS PER VINE PLANTING. THESE ADDITIONAL EMITTERS SHALL BE PUNCHED DIRECTLY INTO THE DRIP TUBING. EMITTERS SHALL BE INSTALLED USING A SPDT EMITTER INSTALLATION TOOL. EACH DRIP EMITTER SHALL BE INSTALLED WITH AN 18" LENGTH OF EDTUBE-01 1/4" DISTRIBUTION TUBING, AN EDTUBESTK TUBING STAKE, AND A VINYL 1/4" TUBING BUG CAP. LOCATE EMITTERS DIRECTLY OVER THE ROOT BALL OF THE VINE PLANTINGS.					G
Ⓕ	GPH IRRIGATION/ HUNTER	GDFN DRIP FLUSH / INDICATOR NOZZLE, ORANGE IN COLOR, INSTALLED ONTO A HUNTER ECO-ID-12 12" POP-UP SPRINKLER BODY (NO PRS DEVICE). THE FLUSH NOZZLE SHALL BE CLOSED FOR NORMAL OPERATION OF THE DRIP SYSTEM.					C,H
Ⓜ	P.O.C.	EXISTING 1 1/2" POTABLE (DOMESTIC) WATER METER WITH 1 1/2" SERVICE LINE. VERIFY SIZE, LOCATION AND PRESSURE IN FIELD.					N/A
Ⓑ	WILKINS	975XLS, 1 1/4" R/P BACK FLOW PREVENTION DEVICE WITH WYE STRAINER, INSTALL WITH BRASS NIPPLES, UNIONS AND FITTINGS, SIZED PER DEVICE					I
NO SYMBOL	WILKINS	500XL-HLR 1 1/4" BRONZE, HIGH LOW RANGE (10-125 PSI) PRESSURE REGULATOR, WITH SINGLE UNION FIPT X FIPT CONNECTIONS, INSTALL PRESSURE REGULATOR ON THE DOWNSTREAM SIDE OF THE BACK FLOW DEVICE. SET WATER PRESSURE TO 10 PSI ABOVE DESIGN PRESSURE SHOWN ON POC NOTES.					I
Ⓥ	BUCKNER	3200-100 1" NORMALLY CLOSED, BRASS MASTER CONTROL VALVE. WIRE MCV TO THE CONTROLLER USING A SEPARATE PILOT AND GROUND WIRE, ROUTE INSIDE 1" SCH. 40 PVC (GRAY) ELECTRICAL CONDUIT. INSTALL INSIDE A STANDARD RECTANGULAR VALVE BOX.					K
Ⓕ	HUNTER	HC-100-FLOW 1" FLOW SENSING SUB-METER, WIRE TO CONTROLLER USING TWO (2) #14UF AWG WIRES INSIDE A 1" SCH. 40 PVC (GRAY) ELECTRICAL CONDUIT. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND INSIDE A STANDARD RECTANGULAR VALVE BOX.					L
▶◀	LASCO	V17101N-SC 1 1/2" 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.					N
◉	RAIN BIRD	33DLRC 3/4" QUICK COUPLER VALVE WITH LOCKING VINYL COVER. INSTALL WITHIN A JUMBO RECTANGULAR BOX, GROUPED WITH RCVS					M
●	HUNTER	ICV-101G-FS-AS-ADJ 1" PRESSURE REGULATING, PLASTIC REMOTE CONTROL VALVE (RCV), SET AS-ADJ PRESSURE REGULATOR TO PROVIDE THE OPERATING PRESSURE OF THE SPRINKLER / BUBBLER HEAD TO THE HIGHEST OR FARTHEST HEAD ON THE CONTROL VALVE ZONE. INSTALL THE RCV INSIDE A JUMBO RECTANGULAR VALVE BOX GROUPED WITH RCVS.					K,M
◉	HUNTER	ICV-101G-FS 1" PLASTIC DRIP REMOTE CONTROL VALVE. INSTALL A DISC FILTER AND AN INLINE PRESSURE REGULATOR ON THE DOWNSTREAM SIDE OF EACH DRIP REMOTE CONTROL VALVE (DRCV). FOR 1" DRCV'S INSTALL A RAIN BIRD LCRBY-100D DISC FILTER AND A SENNINGER 1" PMR-30-MF PRESSURE REGULATOR. INSTALL THE DRCV ASSEMBLY INSIDE A JUMBO RECTANGULAR VALVE BOX GROUPED WITH RCVS.					L,M
NO SYMBOL	LASCO	ULTRA-ZONE SCH. 80 PVC MANIFOLD ASSEMBLIES SHALL BE USED TO INSTALL MULTIPLE 1" SIZED REMOTE CONTROL VALVES AND DRIP REMOTE CONTROL VALVES INSIDE A SINGLE JUMBO RECTANGULAR VALVE BOX. USE ALL COMPONENTS DESCRIBED IN THE DETAIL TO INSTALL THE VALVE ASSEMBLY.					M
Ⓒ	HUNTER	IC-600-PL 6 STATION BASE CONTROLLER WITH ONE (1) ICM-600 EXPANSION MODULE, CREATING A TOTAL OF 12 STATIONS. CONTROLLER SHALL BE INSTALLED ON WALL PER MANUFACTURER'S RECOMMENDATIONS.					Q
Ⓡ	HUNTER	SOLAR-SYNC-SEN WIRED RAIN SENSOR, MOUNT TO EXTERIOR OF BUILDING IN A WEATHER EXPOSED LOCATION AND WIRE TO THE CONTROLLER.					N/A
Ⓔ	N/A	120 VOLT ELECTRICAL POWER FOR CONTROLLER, PROVIDED BY ELECTRICIAN, VERIFY ACTUAL LOCATION IN FIELD					N/A
	AS APPROVED	PVC PIPE 3/4" - 1 1/4" SCH. 40, SOLVENT WELD WITH SCH. 40 PVC FITTINGS, AS LATERAL LINES INSTALLED 12" BELOW FINISHED GRADE					R
	AS APPROVED	PVC PIPE 1 1/2" SCH. 40, SOLVENT WELD WITH SCH. 80 PVC FITTINGS, AS MAINLINES INSTALLED 18" BELOW FINISHED GRADE					R
	AS APPROVED	PVC PIPE SCH. 40 AS SLEEVING, 2 TIMES THE DIAMETER OF PIPE OR WIRE BUNDLE CARRIED (2" MINIMUM SIZE) INSTALL ALL PIPE AND WIRE UNDER PAVING, HARDSCAPE, ETC. (OR AS DIRECTED BY OWNER'S AUTHORIZED REPRESENTATIVE) INSIDE SLEEVES. SLEEVES UNDER PEDESTRIAN PAVING SHALL BE INSTALLED 24" BELOW FINISHED GRADE. SLEEVES UNDER VEHICULAR PAVING SHALL BE INSTALLED 36" BELOW FINISHED GRADE.					S
NO SYMBOL	LASCO	ALL FITTINGS USED WITH SOLVENT WELD MAINLINE PIPE SHALL BE SCH. 80 PVC FITTINGS, GRAY IN COLOR, AND SIZED TO MATCH THE MAINLINE PIPE. ALL FITTINGS USED WITH SOLVENT WELD LATERAL LINE PIPE SHALL BE SCH. 40 PVC, WHITE IN COLOR, AND SIZED TO MATCH THE LATERAL LINE PIPE. ALL THREADED PVC NIPPLES SHALL BE SCH. 80 PVC PIPE, DARK GRAY IN COLOR, WITH MOLDED THREADS.					N/A
NO SYMBOL	AS APPROVED	ALL SOLVENT WELD CONNECTIONS FOR BOTH MAINLINE AND LATERAL LINE SHALL BE MADE USING THE TWO-STEP PROCESS OF PRIMER AND SOLVENT CEMENT. PRIMER SHALL BE LOW VOC "PURPLE PRIMER". MAINLINE SOLVENT CEMENT SHALL BE LOW VOC, "GRAY-HEAVY BODY" CEMENT. LATERAL LINE SOLVENT CEMENT SHALL BE LOW VOC, GRAY OR BLUE COLORED MEDIUM BODIED CEMENT. USE DAUBERS SIZED AT LEAST ONE-HALF THE SIZE OF THE LARGEST PIPE BEING JOINED. ALL SOLVENT CEMENTED JOINTS SHALL BE MADE PER THE PIPE AND FITTING MANUFACTURER'S RECOMMENDATIONS.					N/A
NO SYMBOL	AS APPROVED	1" SCH. 40 PVC, GRAY ELECTRICAL CONDUIT FOR FLOW SENSOR / MASTER VALVE WIRES, PROVIDE PULL BOX AT A MAXIMUM OF 200 FEET ON CENTER FOR A 3 FOOT WIRE LOOP OR ANY SPLICES. INSTALL INSIDE A STANDARD RECTANGULAR VALVE BOX.					N/A
NO SYMBOL	PAIGE ELECTRIC	P7079D POLYETHYLENE INSULATED, SOLID COPPER CONDUCTOR IRRIGATION CONTROL WIRE #14UF AWG DIRECT BURIAL (U.L. APPROVED). PILOT WIRES SHALL BE RED IN COLOR, COMMON GROUND WIRE SHALL BE WHITE IN COLOR, SPARE WIRES SHALL BE YELLOW IN COLOR. WHERE MULTIPLE CONTROLLERS ARE USED ON THE PROJECT, EACH CONTROLLER SHALL HAVE A DIFFERENT COLOR FOR PILOT WIRES. THE CONTRACTOR SHALL ROUTE TWO (2) SPARE CONTROL WIRES (YELLOW) FROM THE CONTROLLER ALONG THE MAINLINE IN ALL DIRECTIONS AWAY FROM THE CONTROLLER. LOOP SPARE WIRES UP AND INTO EACH VALVE BOX ALONG THE MAINLINE, PROVIDING A 3 FOOT MINIMUM LOOP.					R,S,T
NO SYMBOL	GPH IRRIGATION	GDBRY6 DIRECT BURIAL, 100% SILICONE GEL, WATER-PROOF WIRE CONNECTORS FOR USE ON ALL WIRE SPLICES AND CONNECTIONS					T
NO SYMBOL	NDS (K.B.I.)	KSC-XXX-S SWING CHECK VALVE, LATERAL LINE SIZE, INSTALL ONE (1) ON THE DOWNSTREAM SIDE OF EACH RCV WHEN THE RCV IS LOWER THAN THE SPRINKLERS, BUBBLERS OR DRIP EMITTERS. INSTALL WITHIN SPRINKLER / BUBBLER / DRIP ZONES AS REQUIRED TO PREVENT LOW HEAD DRAINAGE.					N/A
NO SYMBOL	NDS (K.B.I.)	KC-XXX-S SPRING CHECK VALVE, LATERAL LINE SIZE, INSTALL ONE (1) ON THE DOWNSTREAM SIDE OF EACH RCV WHEN THE RCV IS HIGHER THAN THE SPRINKLERS, BUBBLERS OR DRIP EMITTERS. INSTALL WITHIN SPRINKLER / BUBBLER / DRIP ZONES AS REQUIRED TO PREVENT LOW HEAD DRAINAGE.					N/A
NO SYMBOL	RAIN BIRD	ALL VALVE BOXES SHALL BE VB SERIES, PLASTIC TYPE WITH OVERLAPPING LIDS. VALVE BOX BODIES SHALL BE BLACK IN COLOR. LIDS FOR BOXES IN TURF AREAS SHALL BE GREEN. LIDS FOR VALVE BOXES IN SHRUB AREAS SHALL BE BLACK. ALL BOXES SHALL BE SECURED WITH A RAIN BIRD VB-LOCK-P PENTA HEAD BOLT, WASHER AND CLIP. BOXES SHALL BE AS SHOWN BELOW:					U

DESCRIPTION	TURF AREAS (GREEN LIDS)	SHRUB AREAS (BLACK BOXES AND LIDS)
10" ROUND BOXES	VB-10RND	VB-10RNDB (BOX) AND VB-10RNDBKL (LID)
STANDARD RECTANGULAR BOXES	VB-STD	VB-STDB (BOX) AND VB-STDBKL (LID)
JUMBO RECTANGULAR BOXES	VB-JMB	VB-JMBB (BOX) AND VB-JMBBKL (LID)

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

811

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SEAL

LICENSED LANDSCAPE ARCHITECT — MARK O. TESSIER - 5043 — SIGNATURE — REN DATE 03/31/2025 — DATE 04/11/2023 — STATE OF CALIFORNIA

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MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 Pacific Coast Hwy
Malibu, CA 90265

REVISIONS

No.	Date:	Description:
1	05/24/23	CDP REV 1
2	10/27/23	CDP REV 2
3	02/06/24	CDP REV 3

ISSUANCE

CDP REV 3

DATE 27 OCT2023

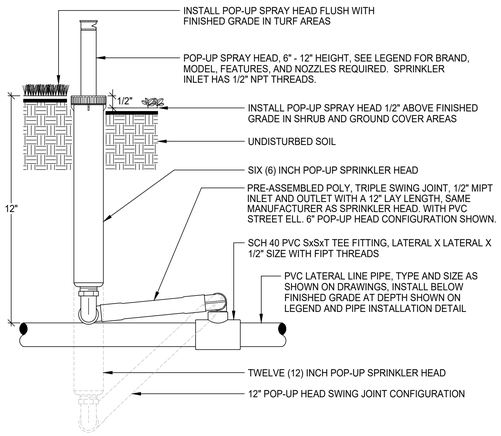
PROJECT NO. 2102 — DRAWN BY JK/MT

SHEET NAME

IRRIGATION LEGEND AND NOTES

SHEET NUMBER

L7.20



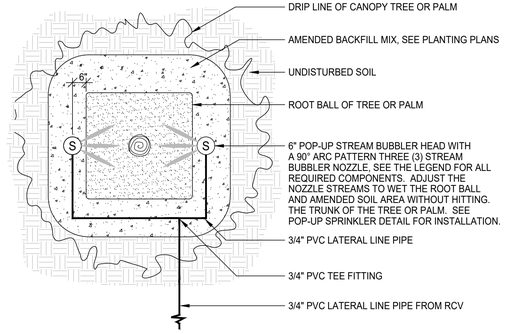
NOTE:
INSTALL SPRAY HEADS 4" FROM PAVING EDGE IN TURF AREAS.
INSTALL SPRAY HEADS 6" FROM PAVING EDGE IN SHRUB AND GROUND COVER AREAS.
INSTALL SPRAY HEADS 12" FROM THE FACE OF BUILDING WALLS OR WINDOWS.

INSTALL SPRAY HEADS PLUMB. ADJUST NOZZLE STREAM TO COVER THE LANDSCAPE AREA WITHOUT OVERSPRAY ONTO PAVING, FENCES, WALLS OR BUILDINGS.

SECTION VIEW - N.T.S.

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A POP-UP BUBBLER HEAD

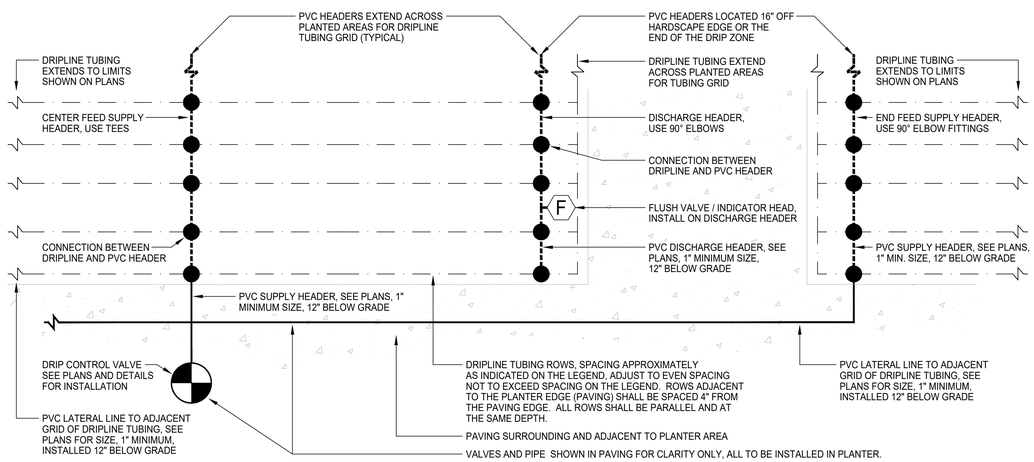


NOTE:
POSITION MSBN-50Q STREAM BUBBLER HEADS 6" FROM THE ROOT BALL.

PLAN VIEW - N.T.S.

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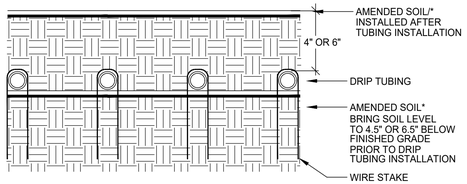
B TREE BUBBLER LAYOUT



PLAN VIEW - N.T.S.

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C DRIP TUBING LAYOUT (PLAN VIEW)



* AS PER LANDSCAPE DRAWINGS

RECOMMENDED INSTALLATION:

TO INSURE EVEN PARALLEL AND LEVEL TUBING ROWS IT IS RECOMMENDED THAT THE SOIL LEVEL IN THE PLANTER AREAS BE BROUGHT TO 4.5" BELOW FINISHED GRADE IN SHRUB AREAS AND 6.5" BELOW FINISHED GRADE IN TURF AREAS AND PROPERLY COMPACTED AS PER THE LANDSCAPED DRAWINGS PRIOR TO THE INSTALLATION OF THE TUBING.

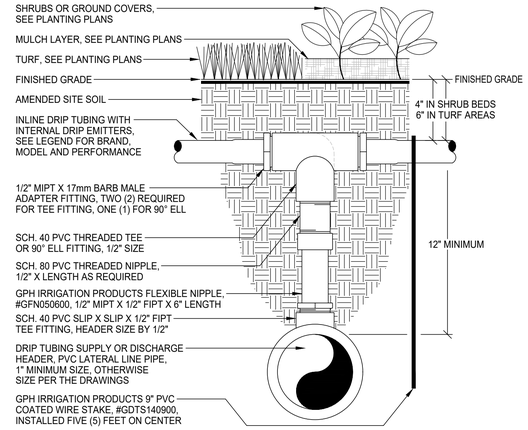
INSTALL TUBING AS INDICATED ON THESE DRAWINGS AND SECURE TO GRADE USING WIRE HOOP STAKES AT 5 FEET ON CENTER SPACING.

BACKFILL FINAL 4.5" OF SOIL OVER THE TUBING AFTER INSTALLATION OF THE TUBING AND OBSERVATION BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

SECTION VIEW - N.T.S.

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D DRIP TUBING LAYOUT (SECTION VIEW)



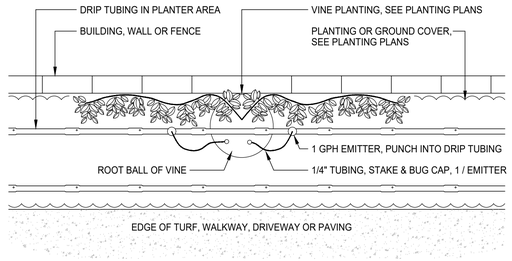
NOTE:
DRIP TUBING CONNECTION REQUIRED FOR ALL CONNECTIONS BETWEEN DRIP TUBING AND PVC HEADERS.
FOR CONNECTIONS AT END RUNS OF TUBING, USE A 90° ELL FITTING AND ONE ADAPTER FITTING FOR CONNECTION.
FOR CONNECTIONS IN THE MIDDLE OF RUNS OF TUBING, USE A TEE FITTING AND
TWO ADAPTER FITTINGS FOR THE CONNECTION.

SECTION VIEW - N.T.S.

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E DRIP TUBING CONNECTION

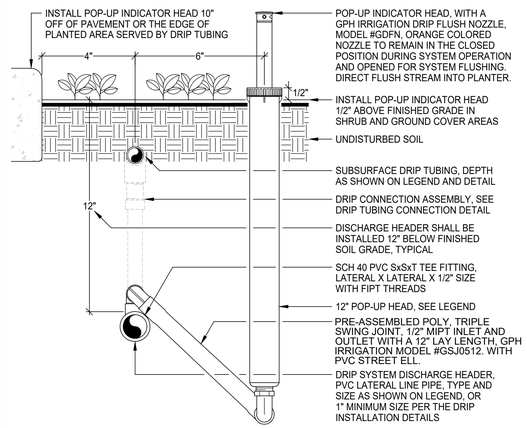
NOTE:
1. INSTALL DRIP TUBING IN PLANTERS AS INDICATED ON DRIP TUBING DETAILS.
2. FOR EACH VINE, INSTALL TWO (2) ADDITIONAL 1.0 GPH DRIP EMITTERS TO PROVIDE ADDITIONAL WATER TO THE VINE.
3. PUNCH EMITTERS DIRECTLY INTO THE DRIP TUBING, MINIMUM 3" FROM INTERNAL EMITTERS.
4. USE 1/4" DRIP TUBING, 24" MAXIMUM PER EMITTER, TO DIRECT WATER FROM EMITTER ONTO THE TOP OF THE ROOT BALL OF THE VINE PLANT.
5. INSTALL A PLASTIC TUBING STAKE AND A BUG CAP ONTO THE END OF EACH LENGTH OF 1/4" TUBING FROM THE EMITTER. STAKE 1/4" TUBING DOWN TO THE SOIL GRADE USING WIRE TUBING STAKES, INSTALL STAKES 12" ON CENTER.



PLAN VIEW - N.T.S.

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F DRIP VINE EMITTERS



NOTE:
INSTALL INDICATOR HEAD 10" FROM THE EDGE OF PAVING OR THE PLANTER EDGE.

INSTALL ORANGE COLORED INDICATOR NOZZLE ON POP-UP HEAD AND ADJUST TO FULLY CLOSED.

SECTION VIEW - N.T.S.

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G FLUSH VALVE/INDICATOR HEAD

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

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SEAL

LICENSED LANDSCAPE ARCHITECT
MARK O. TESSIER -5043
SIGNATURE
REN DATE 03/31/2025
DATE 04/11/2023
STATE OF CALIFORNIA

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MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
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STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 Pacific Coast Hwy
Malibu, CA 90265

REVISIONS

No.	Date:	Description:
1	05/24/23	CDP REV 1
2	10/27/23	CDP REV 2
3	02/06/24	CDP REV 3

ISSUANCE

CDP REV 3

DATE 27 OCT2023

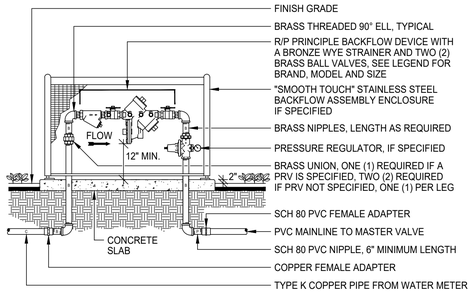
PROJECT NO. 2102 | DRAWN BY JK/MT

SHEET NAME

IRRIGATION LEGEND AND NOTES

SHEET NUMBER

L7.20

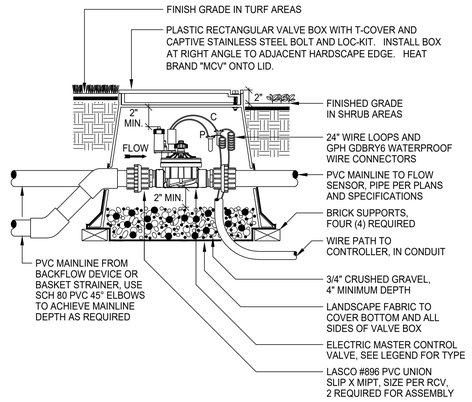


NOTE:
INSTALL THE PRESSURE REGULATOR ONLY IF IT IS SPECIFIED IN THE LEGEND.
BACKFLOW DEVICE OUTLET SHALL BE INSTALLED A MINIMUM OF 12" ABOVE FINISHED GRADE.
ASSEMBLY PIPING AND FITTINGS SHALL BE SIZED EQUAL TO THE SIZE OF THE BACKFLOW PREVENTION DEVICE
USE AN APPROVED, NON-HARDENING, TEFLON ASSEMBLY PASTE ON ALL THREADED FITTINGS.
CONCRETE SLAB SHALL BE A MINIMUM OF 4" THICK, 18" WIDE AND EXTEND AT LEAST 8" PAST THE BACKFLOW ASSEMBLY PIPING, OR BE THE SIZE REQUIRED BY THE ENCLOSURE MANUFACTURER.

SECTION VIEW - N.T.S.

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(H) BACKFLOW PREVENTOR

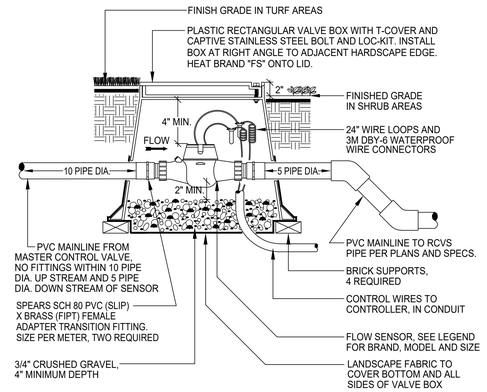


NOTE:
USE STANDARD OPENINGS PROVIDED IN VALVE BOX FOR PIPE, DO NOT CUT BOX.

SECTION VIEW - N.T.S.

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(I) MASTER CONTROL VALVE

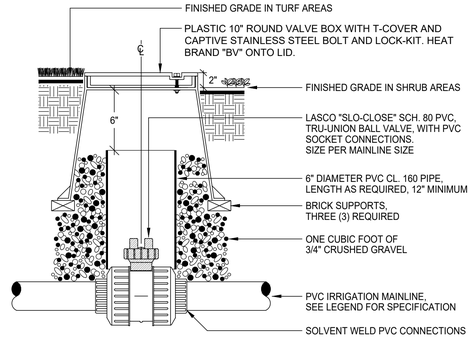


NOTE:
USE STANDARD OPENINGS PROVIDED IN VALVE BOX FOR PIPE, DO NOT CUT BOX.
USE SCH 80 PVC 45 DEGREE ELLS TO ACHIEVE MAINLINE DEPTH AS REQUIRED.

SECTION VIEW - N.T.S.

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(J) FLOW SENSING SUB-METER

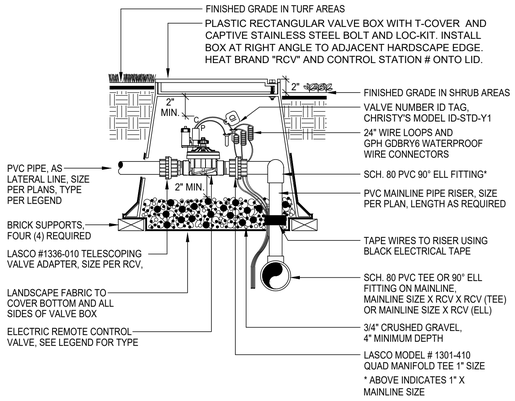


NOTE:
PROVIDE ONE (1) 30" LONG STEEL "VALVE KEY" FOR EACH TEN (10) BALL VALVES INSTALLED ON THE PROJECT.

SECTION VIEW - N.T.S.

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(K) BALL VALVE

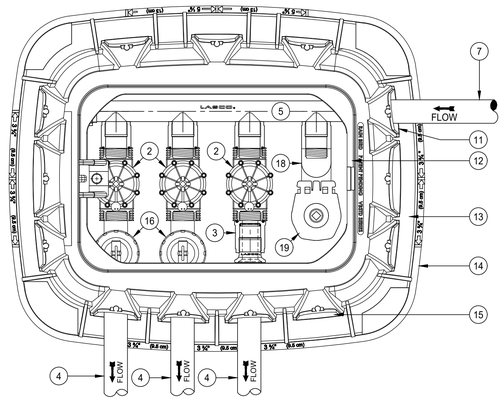


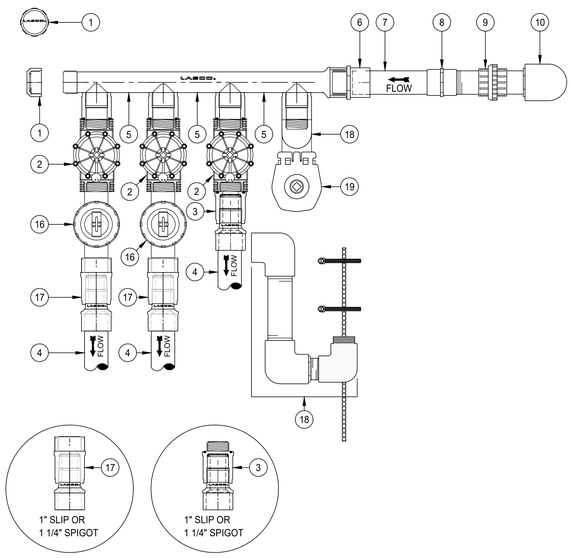
NOTE:
USE AN APPROVED, NON-HARDENING, TEFLON ASSEMBLY PASTE ON ALL THREADED FITTINGS.
USE STANDARD BOX OPENINGS FOR ALL PIPING INTO THE BOX, DO NOT CUT THE BOX.

SECTION VIEW - N.T.S.

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(L) REMOTE CONTROL VALVE





1. LASCO END CAP # 1348-010
2. 1" REMOTE CONTROL VALVE, FIPT ON BOTH ENDS, SEE LEGEND
3. TELESCOPING VALVE ADAPTER, LASCO MODEL #1336-010, FOR USE WITH FIPT VALVES
4. LATERAL LINE, 1" OR 1 1/4" PVC PIPE, SEE LEGEND FOR TYPE. FOR 1 1/4" LATERAL LINE INSTALL A 1 1/4" SCH. 40 SLIP COUPLING ONTO THE END OF THE ADAPTER
5. QUAD MANIFOLD TEE, (NUT x MTHD x MVConn), LASCO MODEL #1301-410, FOR USE WITH FIPT VALVES
6. 1" SCH 80 PVC MALE ADAPTER, SOCKET X MIPT
7. 1" SCH 40 PVC MAINLINE PIPE
8. 1" SCH 80 PVC FEMALE ADAPTER, SOCKET X FIPT
9. 1" LASCO #896 SLIP X MPT SCH 80 PVC UNION FITTING
10. MAINLINE SIZE SCH 80 PVC SLIP 90° ELBOW WITH A SCH 40 PVC REDUCER BUSHING TO REDUCE TO 1" SIZE PIPE
11. USE ONE (1) OF THREE (3) STANDARD OPENINGS ON THE SHORT SIDE OF THE RAIN BIRD VALVE BOX FOR THE MAINLINE INTO THE VALVE BOX
12. TOP OF RAIN BIRD STANDARD VALVE BOX
13. RAIN BIRD VB SERIES STANDARD VALVE BOX
14. BOTTOM OF RAIN BIRD STANDARD VALVE BOX
15. FOUR (4) STANDARD OPENINGS ON THE LONG SIDE OF THE RAIN BIRD VALVE BOX FOR LATERAL LINES OUT OF THE VALVE BOX
16. 1" PRESSURE REGULATING BASKET FILTER, MIPT ON BOTH ENDS, SEE LEGEND
17. TELESCOPING VALVE ADAPTER, LASCO MODEL #1236-010, FOR USE WITH MIPT FILTER
18. QCV ASSEMBLY: TWO (2) 1" SCH 80 PVC THD. 90° ELLS, ONE (1) 1" X 4" SCH 80 THD. NIPPLE, ONE (1) 1" X 3/4" PVC THD. REDUCER BUSHING, ONE (1) 3/4" X 3" SCH 80 PVC THD.

   REBAR STAKE, AND TWO (2) S.S. HOSE CLAMPS
19. 3/4" QUICK COUPLER VALVE, TOP OF QCV TO BE 1" BELOW BOTTOM OF THE VALVE BOX LID

NOTE:
USE THIS ASSEMBLY FOR ANY GROUP OF TWO (2), THREE (3) OR FOUR (4) 1" REMOTE CONTROL VALVES, OR FOR GROUPS OF TWO (2) OR THREE (3) 1" REMOTE CONTROL VALVES AND A 3/4" QUICK COUPLER VALVE. USE LASCO ULTRAZONE DOUBLE TEE (#1301210), TRIPLE TEE (#1301310), OR QUAD TEE (#1301410) UNITS FOR ASSEMBLIES AS NEEDED. CAP UNUSED OUTLETS ON MANIFOLD TEES.

INSTALL A 4" DEEP LAYER OF 3/4" CRUSHED GRAVEL IN THE BOTTOM OF THE VALVE BOX.

ENTIRE VALVE BOX BOTTOM AND SIDES TO BE WRAPPED WITH LANDSCAPE FABRIC.

DO NOT USE TEFLON PASTE ON THE VALVE CONNECTIONS TO THE LASCO ULTRA ZONE MANIFOLD CONNECTIONS.

USE STANDARD BOX OPENINGS FOR ALL PIPING INTO THE BOX, DO NOT CUT THE BOX.

PLAN VIEW - N.T.S.

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(M) COMBINED REMOTE CONTROL VALVES AND QUICK COUPLER WITHIN ONE VALVE BOX ASSEMBLY

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

sweeney + associates
IRRIGATION DESIGN AND CONSULTING
38730 Sky Canyon Drive, Suite C
Murrieta, Ca 92563
e: info@sweeneyassoc.com t: (951) 461-6830
w: www.sweeneyassoc.com f: (951) 461-6850

SEAL

LICENSED LANDSCAPE ARCHITECT
MARK D. TESSIER -5043
SIGNATURE
REN DATE 03/31/2025
DATE 04/11/2023
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Architecture, Inc.
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
LC Engineering
889 Pierce Ct., Ste 101
Thousand Oaks, CA 91360

STRUCTURAL
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014

SEPTIC
EPD Consultants
20722 Main St.
Carson, CA 90745

GEOTECH
Geosoils
6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 Pacific Coast Hwy
Malibu, CA 90265

REVISIONS

No.	Date:	Description:
1	05/24/23	CDP REV 1
2	10/27/23	CDP REV 2
3	02/06/24	CDP REV 3

ISSUANCE

CDP REV 3

DATE 27 OCT2023

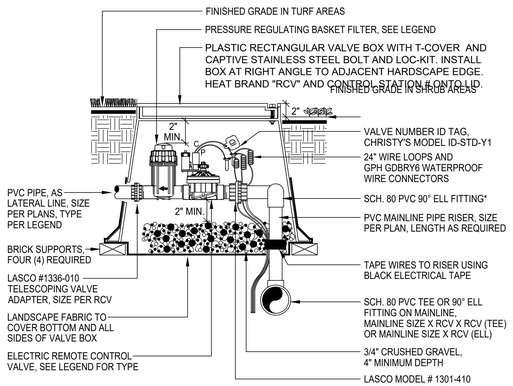
PROJECT NO. 2102 | DRAWN BY JK/MT

SHEET NAME

IRRIGATION LEGEND AND NOTES

SHEET NUMBER

L7.40

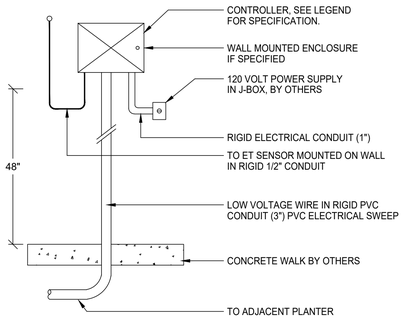


NOTE:
USE AN APPROVED, NON-HARDENING, TEFLON ASSEMBLY PASTE ON ALL THREADED FITTINGS.
USE STANDARD BOX OPENINGS FOR ALL PIPING INTO THE BOX, DO NOT CUT THE BOX.

SECTION VIEW - N.T.S.

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(N) DRIP REMOTE CONTROL VALVE



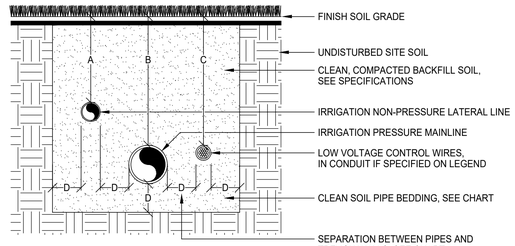
NOTE:
INSTALL ENCLOSURE AS INDICATED BY CITY STAFF & MANUFACTURER'S RECOMMENDATION.

ROUTE WIRES AND SLEEVE THROUGH WALL AS PER LANDSCAPE ARCHITECT'S RECOMMENDATION.

SECTION VIEW - N.T.S.

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(O) WALL MOUNTED CONT. ASSEMBLY



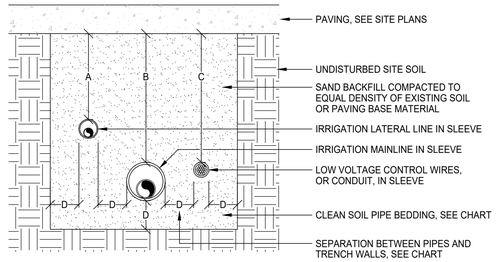
PIPE SIZES	A	B	C	D
SIZES 3/4" TO 2 1/2"	12"	18"	18"	4"
SIZES 3" AND 4"	18"	24"	24"	4"
SIZES 6" AND LARGER		30"	24"	6"

NOTE:
CONTRACTOR IS REQUIRED TO CONTACT 811 OR DIGALERT A MINIMUM OF TWO (2) DAYS PRIOR TO ANY EXCAVATION ON THE PROJECT. DIAL 811 OR LOG ONTO WWW.DIGALERT.ORG.

SECTION VIEW - N.T.S.

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(P) PIPE INSTALLATION



PIPE SIZES	A	B	C	D
UNDER PEDESTRIAN PAVING	12"	24"	24"	4"
UNDER VEHICULAR PAVING	24"	36"	36"	6"

NOTE:
CONTRACTOR IS REQUIRED TO CONTACT 811 OR DIGALERT A MINIMUM OF TWO (2) DAYS PRIOR TO ANY EXCAVATION ON THE PROJECT. DIAL 811 OR LOG ONTO WWW.DIGALERT.ORG.

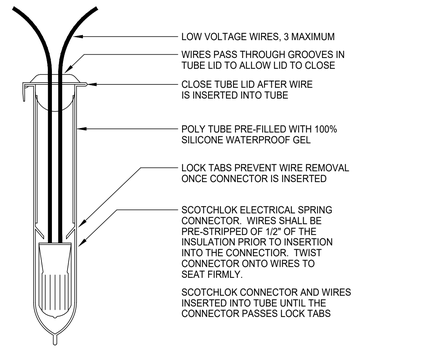
SLEEVES SHALL BE TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE CARRIED WITHIN, EXCEPT WHEN USING BELL AND GASKET PIPING WHERE MAINLINE SLEEVES SHALL BE 2.5 TIMES THE SIZE OF THE PIPE.

SLEEVES SHALL EXTEND 12" PAST THE EDGE OF PAVING INTO THE PLANTER.

SECTION VIEW - N.T.S.

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(Q) SLEEVE INSTALLATION



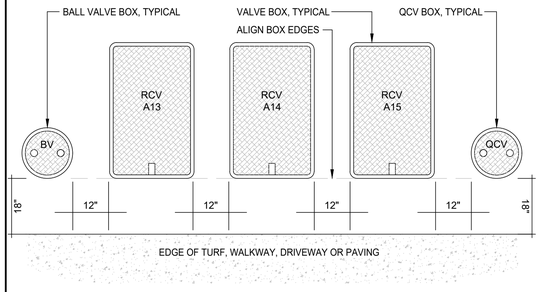
NOTE:
WIRE CONNECTOR SHALL BE A GPH IRRIGATION GDBRY6 DIRECT BURY SPLICE KIT.
KIT SHALL INCLUDE A SCOTCHLOK SPRING CONNECTOR, A POLYPROPYLENE TUBE AND A 100% SILICONE WATERPROOF SEALING GEL. TUBE SHALL BE SUPPLIED PRE-FILLED WITH GEL.

SECTION VIEW - N.T.S.

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(R) WIRE CONNECTION

NOTE:
1. CENTER VALVE BOX OVER REMOTE CONTROL VALVE OR DRIP ASSEMBLY TO FACILITATE SERVICING OF THE VALVE OR EQUIPMENT.
2. SET RCV AND VALVE BOX ASSEMBLY IN GROUND COVER OR SHRUB AREAS WHERE EVER POSSIBLE, VALVES IN TURF AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT.
3. SET BOXES PARALLEL TO EACH OTHER AND PERPENDICULAR TO ADJACENT PAVING EDGE.
4. AVOID HEAVILY COMPACTING SOIL AROUND VALVE BOXES TO PREVENT THE COLLAPSE AND / OR DEFORMATION OF VALVE BOXES.
5. BOX LOCATIONS SHALL BE STAKED IN THE FIELD PRIOR TO MAINLINE INSTALLATION FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT.



NOTE:
VALVE BOXES SHALL BE INSTALLED IN SHRUB AND GROUND COVER AREAS. NO VALVES SHALL BE INSTALLED IN TURF AREAS WITHOUT PRIOR APPROVAL BY THE LANDSCAPE ARCHITECT.

PLAN VIEW - N.T.S.

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(S) VALVE BOX LAYOUT

SEAL

LICENSED LANDSCAPE ARCHITECT
MARK D. TESSIER 5043
SIGNATURE
REN DATE 03/31/2025
DATE 04/11/2023
STATE OF CALIFORNIA

PROJECT TEAM

OWNER
Peaches, LLC
47 W. Division Street, #362, Chicago, IL 60610

ARCHITECT
STUDY Architects
81 Langton St., Unit 11, San Francisco, CA 94103

LANDSCAPE
Mark Tessier Landscape Architecture, Inc.
1424 4th Street, Ste 300, Santa Monica, CA 90401

CIVIL
LC Engineering
889 Pierce Ct., Ste 101
Thousand Oaks, CA 91360

STRUCTURAL
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014

SEPTIC
EPD Consultants
20722 Main St.
Carson, CA 90745

GEOTECH
Geosoils
6634 Valjean Ave.
Van Nuys, CA 91406

MECHANICAL, ELECTRICAL & PLUMBING
Company Name
No. Street, City, ST ZIP

LIGHTING
Company Name
No. Street, City, ST ZIP

STUDY.

DRAWING SERIES

A1 SITE
A2 PLANS & RCPS
A3 EXTERIOR ELEVATIONS
A4 BUILDING SECTIONS
A5 WALL SECTIONS
A6 TYPICAL DETAILS
A7 INTERIOR ELEVATIONS
A8 DETAILS
A9 SCHEDULES

W. MALIBU

PROJECT DESCRIPTION

MAIN RESIDENCE

ADDRESS

33610 Pacific Coast Hwy
Malibu, CA 90265

REVISIONS

No.	Date:	Description:
1	05/24/23	CDP REV 1
2	10/27/23	CDP REV 2
3	02/06/24	CDP REV 3

ISSUANCE

CDP REV 3

DATE
27 OCT2023

PROJECT NO. 2102 | DRAWN BY JK/MT

SHEET NAME

IRRIGATION DETAILS

SHEET NUMBER

L7.50

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

sweeney + associates
IRRIGATION DESIGN AND CONSULTING
38730 Sky Canyon Drive, Suite C
Murrieta, Ca 92563
e: info@sweeneyassoc.com t: (951) 461-6830
w: www.sweeneyassoc.com f: (951) 461-6850

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

FROM: City of Malibu Planning Department **REVISED DATE** 02/22/2024

PROJECT NUMBER:	CDP 19-011
JOB ADDRESS:	33610 PACIFIC COAST HWY
APPLICANT / CONTACT:	Justin Block, Block and Block
APPLICANT ADDRESS:	1880 Century Park East Los Angeles, CA 90067
APPLICANT PHONE #:	(310) 552-3336
APPLICANT FAX #:	(310) 552-1850
APPLICANT EMAIL:	justin@blocklaw.net
PLANNER:	Adam Pisarkiewicz
PROJECT DESCRIPTION:	NSFR, NOWTS, pool, spa, retaining wall

TO: Malibu Planning Department and/or Applicant

FROM: City Biologist, Courtney McCammon

_____ **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).

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).**

Courtney McCammon — 3/3/24

Signature — Date

Additional requirements/conditions may be imposed upon review of plan revision

Contact Information:

Courtney McCammon, City Biologist, biology@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) 456-3356 · www.malibucity.org

BIOLOGY REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email)	Justin Block, Block and Block justin@blocklaw.net		
Project Address:	**33610 PACIFIC COAST HWY** Malibu, CA 90265		
Planning Case No.:	CDP 19-011		
Project Description:	NSFR, NOWTS, pool, spa, retaining wall		
Date of Review:	March 3, 2024		
Reviewer:	Courtney McCammon	Signature:	Courtney McCammon
Contact Information:	Phone: (310) 456-2489 ext 277	Email:	biology@malibucity.org

SUBMITTAL INFORMATION

Site Plan:	2/22/24
Site Survey:	2/22/24
Landscape Plan:	2/22/24
Hydrozone Plan:	2/22/24
Irrigation Plan:	2/22/24
Fuel Modification Plan:	2/22/24
Grading Plan:	2/22/24
OWTS Plan:	2/22/24
Bio Assessment:	2/2/24 (Forde Biological)
Bio Inventory:	
Native Tree Survey:	
Native Tree Protection Plan:	
Miscellaneous:	
Previous Reviews:	1/1/24 (Incomplete)

REVIEW FINDINGS

Review Status:	☐	**INCOMPLETE**: Additional information and/or a response to the listed review comments is required.
	☒	**APPROVED**: The project has been approved with regards to biological impacts.
	☐	**CANNNOT APPROVE AS SUBMITTED**: The proposed project does not conform to the requirements of the MMC and/or LCP.
	☐	**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

DISCUSSION:

1. The Maximum Applied Water Allowance (MAWA) for this project totals 149,674 gallons per year (gpy). The Estimated Applied Water Use (EAWU) totals 107,609 gpy. Therefore, the project meets the Landscape Water Conservation Ordinance Requirements.

2. The submitted biological assessment provided sufficient evidence that there is no mapped ESHA within 300 feet of the proposed residence due to the presence of existing fuel modification zones. Additionally, the mapped stream to the north and east was determined to not be a stream by Forde Biological and it was determined to be an erosional run-off feature. The City Biologist concurs with this determination.

RECOMMENDATIONS:

1. The project is recommended for **APPROVAL** with the following conditions:

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

   B. 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.

   C. Prior to final Planning inspection or other final project sign off (as applicable), the applicant shall submit to the Planning Director for review and approval a certificate of completion in accordance with the Landscape Water Conservation Ordinance (MMC Section 17.53.030). The certificate shall include the property owner's signed acceptance of responsibility for maintaining the landscaping and irrigation in accordance with the approved plans and MMC Section 17.53.030. (form attached)

   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:

      Roberto Perez Sandoval
      Address: 23533 West Civic Center Way, Malibu, CA 90265-4804
      Email: Robsandoval@dpw.lacounty.gov (Preferred)
      Phone: (310) 317-1389

      Ron Dhillon
      Address: 23533 Civic Center Way, Malibu, CA 90265
      Email: rdhillon@dpw.lacounty.gov
      Phone: (310) 317-0209

      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 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. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

F. 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). The planting plan must adhere to the view corridor requirements for the property.

G. Invasive plant species, as determined by the City of Malibu, are prohibited.

H. No non-native plant species shall be approved greater than 50 feet from the residential structure.

I. Native species of the Santa Monica Mountains, characteristic of the local habitat, shall be used on graded slopes or where slope plantings are required for slope stabilization, erosion control, and watershed protection. Plants should be selected to have a variety of rooting depths. A spacing of 15 feet between large woody (≥10-foot canopy) shrubs is recommended by the Fire Department. Lawns are prohibited on slopes > 5%.

J. Slope planting measures such as contour planting and terracing or other techniques shall be incorporated on slopes to interrupt the flow and rate of surface runoff in order to prevent surface soil erosion.

K. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote and copper arsenate.

L. Grading/excavation/vegetation removal scheduled between February 1 - September 15 will require nesting bird surveys by a qualified biologist prior to initiation of such activities. Surveys shall be completed no more than five 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 two business days of completion of surveys.

M. All new development including structures, septic systems, or landscaping, shall be set back no less than (*50*) feet from the (*bluff*).

N. 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 lighting of natural habitat areas. Up-lighting is prohibited.

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

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-3356 www.malibucity.org

ENVIRONMENTAL HEALTH REVIEW
REFERRAL SHEET

TO: City of Malibu Environmental Health Administrator

FROM: City of Malibu Planning Department **REVISED DATE** 07/18/2023

PROJECT NUMBER:	CDP 19-011
JOB ADDRESS:	33610 PACIFIC COAST HWY
APPLICANT / CONTACT:	Justin Block, Block and Block
APPLICANT ADDRESS:	1880 Century Park East Los Angeles, CA 90067
APPLICANT PHONE #:	(310) 552-3336
APPLICANT FAX #:	(310) 552-1850
APPLICANT EMAIL:	justin@blocklaw.net
PROJECT DESCRIPTION:	NSFR, NOWTS, pool, spa, retaining wall

TO: Malibu Planning Department and/or Applicant

FROM: City of Malibu Environmental Health Reviewer

✓ **Conformance Review Complete** for project submittals reviewed with respect to the City of Malibu Local Coastal Plan/Local Implementation Plan (LCP/LIP) and Malibu Municipal Code (MMC). The Conditions of Planning conformance review and plan check review comments listed on the attached review sheet(s) (or else handwritten below) shall be addressed prior to plan check approval.

____ **Conformance Review Incomplete** for the City of Malibu LCP/LIP and MMC. The Planning stage review comments listed on the City of Malibu Environmental Health review sheet(s) shall be addressed prior to conformance review completion.

OWTS Plot Plan: ☐ **NOT REQUIRED**

☑ **REQUIRED (attached hereto)** ☐ **REQUIRED (not attached)**

Matthew Sammak — July 25, 2023

Signature **Date**

The applicant must submit to the City of Malibu Environmental Health Specialist to determine whether or not an onsite wastewater treatment system (OWTS) Plot Plan approval is required.

The Environmental Health Specialist may be contacted Tuesday and Thursday from 8:00 am to 11:00 am, or by calling (310) 456-2489, extension 364.

Rev 141008

City of Malibu

Environmental Health ● Environmental Sustainability Department
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

ENVIRONMENTAL HEALTH REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email address)	Justin Block justin@blocklaw.net		
Project Address:	**33610 Pacific Coast Highway** Malibu, California 90265		
Planning Case No.:	CDP 19-011		
Project Description:	NSFR, NOWTS, pool, spa, retaining wall - Revised		
Date of Review:	July 25, 2023		
Reviewer:	Matt Janousek	Signature:	
Contact Information:	Phone: (310) 456-2489	Email:	mjanousek@malibucity.org

SUBMITTAL INFORMATION

Architectural Plans:	Burdge and Associates: Plans dated 3-4-19, revised 7-10-20, updated 3-18-22. **STUDY: Plans dated 5-25-2023.**
Grading Plans:	LC Engineering: Plans dated 12-14-18; updated 3-24-22; **updated 5-25-23**
Landscape Plans:	**Mark Tessier Landscape Architecture: Plans dated 5-24-23**
OWTS Plan:	EPD: OWTS plan dated 2-14-19; updated 7-16-20, updated 2-23-22; **updated 5-25-23**
OWTS Report:	EPD: OWTS report dated 2-14-19; updated 3-22-22; Reduction in setback letter dated 5-29-19; Revised report dated 7-16-20; **Add. I report dated 6-7-23**
Geology Report:	Stratum: Geotechnical report dated 12-21-18. GeoSoils Consultants Inc.: Response to Geotechnical Review dated 6-14-19; **Response to Geotechnical Review dated 6-14-23**.
Miscellaneous:	Larry Young: Percolation test report dated 1-23-19. Reduction in setback letter by GeoSoils Consultants Inc. dated 6-13-19, revised 8-25-20. Reduction in setback letter by LC Engineering Group Inc. dated 6-4-1, revised 8-25-20. Reduction in setback letter by Burdge and Associates dated 10-2-20; **Revision and Response letter by STUDY dated 6-23-2023**
Previous Reviews:	3-12-19, 8-21-19 (CRC), 10-21-20, 7-7-22; 7-15-19 (ECDP 19-015)

REVIEW FINDINGS

Planning Stage:	☒	**CONFORMANCE REVIEW COMPLETE** for the City of Malibu Local Coastal Program (LCP)/Local Implementation Plan (LIP) and Malibu Municipal Code (MMC). The listed conditions of Planning stage conformance review and plan check review comments shall be addressed prior to plan check approval.
	☐	**CONFORMANCE REVIEW INCOMPLETE** for the City of Malibu LCP/LIP and MMC. The listed Planning stage review comments shall be addressed prior to conformance review completion.
OWTS Plot Plan:	☐	**NOT REQUIRED**
	☒	**REQUIRED (attached hereto)** ☐ **REQUIRED (not attached)**

Based upon the project description and submittal information noted above, a **conformance review** was completed for a new advanced onsite wastewater treatment system (OWTS) proposed to serve the onsite wastewater treatment and disposal needs of the subject property. The proposed advanced OWTS meets the minimum requirements of the Malibu Municipal Code (MMC) and the City of Malibu Local Coastal Program (LCP)/Local Implementation Plan (LIP). Please distribute this review sheet to all of the project

consultants and, prior to final approval, provide a coordinated submittal addressing all conditions for final approval and plan check items.

The conditional conformance findings hereby transmitted complete the Planning stage Environmental Health review of the subject development project. In order to obtain Environmental Health final approval of the project OWTS Plot Plan and associated construction drawings (during Building Safety plan check), all conditions and plan check items listed below must be addressed through submittals to the Environmental Health office.

Conditions of Planning Conformance Review for Building Plan Check Approval:

1) **OWTS on Final Plans:** The final architectural, grading and landscape plans must show the proposed onsite wastewater treatment system (OWTS), including the treatment tank, present/future seepage pits, and all lines of connection to the residence.

2) **Final Onsite Wastewater Treatment System (OWTS) Plot Plan:** A final plot plan prepared by a City Registered OWTS Designer shall be submitted showing an OWTS design meeting the minimum requirements of the Malibu Municipal Code (MMC) and the Local Coastal Program (LCP)/Local Implementation Plan (LIP). The plans must include all necessary construction details, the proposed drainage plan for the developed property, and the proposed landscape plan for the developed property. The OWTS Plot Plan shall show essential features of the OWTS, existing improvements, and proposed/new improvements. The plot plan must fit on an 11" x 17" sheet leaving a 5" left margin clear to provide space for a City-applied legend.

3) **Final OWTS Design Report, Plans, and System Specifications:** A final OWTS design report and large set of construction drawings with system specifications (four sets) shall be submitted to describe the OWTS design basis and all components proposed for use in the construction of the OWTS. All plans and reports must be signed by a City Registered OWTS Designer, and the plans stamped by the project Geologist, Coastal Engineer, and Structural Engineer as applicable. The final OWTS design report and construction drawings shall be submitted with the designer's signature, professional registration number, and stamp (if applicable).

   The final OWTS design submittal shall contain the following information (in addition to the items listed above).

   a. Required treatment capacity for wastewater treatment and disinfection systems. The treatment capacity shall be specified in terms of flow rate, gallons per day (gpd), and shall be supported by calculations relating the treatment capacity to the number of bedroom equivalents, plumbing drainage fixture units, and the subsurface effluent dispersal system acceptance rate. The drainage fixture unit count must be clearly identified in association with the design treatment capacity, even if the design is based on the number of bedrooms. Average and peak rates of hydraulic loading to the treatment system shall be specified in the final design.

   b. Sewage and effluent pump design calculations (as applicable).

   c. Description of proposed wastewater treatment and/or disinfection system equipment. State the proposed type of treatment system(s) (e.g., aerobic treatment, textile filter, ultraviolet disinfection, etc.); major components, manufacturers, and model numbers for "package" systems; and the design basis for engineered systems.

d. Specifications, supporting geology information, and percolation test results for the subsurface effluent dispersal portion of the onsite wastewater disposal system. This must include the proposed type of effluent dispersal system (drainfield, trench, seepage pit, subsurface drip, etc.) as well as the system's geometric dimensions and basic construction features. Supporting calculations shall be presented that relate the results of soils analysis or percolation/infiltration tests to the projected subsurface effluent acceptance rate, including any unit conversions or safety factors. Average and peak rates of hydraulic loading to the effluent dispersal system shall be specified in the final design. The projected subsurface effluent acceptance rate shall be reported in units of total gallons per day (gpd) and gallons per square foot per day (gpsf). Specifications for the subsurface effluent dispersal system shall be shown to accommodate the design hydraulic loading rate (i.e., average and peak OWTS effluent flow, reported in units of gpd). The subsurface effluent dispersal system design must take into account the number of bedrooms, fixture units, and building occupancy characteristics.

e. All OWTS design drawings shall be submitted with the wet signature and typed name of the OWTS designer. If the plan scale is such that more space than is available on the 11" x 17" plot plan is needed to clearly show construction details, larger sheets may also be provided (up to a maximum size of 18" x 22" for review by Environmental Health). [Note: For OWTS final designs, full-size plans for are also required for review by Building & Safety and Planning.]

4) **Building Plans:** All project architectural plans and grading/drainage plans shall be submitted for Environmental Health review and approval. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval.

5) **Traffic-Rated Slab Plan(s):** All project traffic rated slab plans shall be submitted for Environmental Health review and approval. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval. Traffic rated covers shall also be provided for the seepage pits.

6) **Proof of Ownership:** Proof of ownership of subject property shall be submitted.

7) **Operations & Maintenance Manual:** An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed advanced OWTS.

8) **Maintenance Contract:** A maintenance contract executed between the owner of subject property and an entity qualified in the opinion of the City of Malibu to maintain the proposed advanced onsite wastewater treatment system shall be submitted prior to Environmental Health approval. ***Please note only original "wet* signature" documents are acceptable**.

9) **Advanced Onsite Wastewater Treatment System (OWTS) Covenant:** A covenant running with the land shall be executed between the City of Malibu and the holder of the fee simple absolute as to subject real property and recorded with the City of Malibu Recorder's Office. Said covenant shall serve as constructive notice to any future purchaser for value that the OWTS serving subject property is an advanced method of sewage disposal pursuant to the City of Malibu Municipal Code. Said covenant shall be provided by the City of Malibu Environmental Health Administrator. ***Please submit a certified* copy issued by the City of Malibu Recorder**.

10) **Project Geologist/Geotechnical Consultant Approval:** Project Geologist/Geotechnical Consultant final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

11) **City of Malibu Geologist/Geotechnical Approval:** City of Malibu geotechnical staff final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

12) **City of Malibu Public Works Approval:** City of Malibu Public Works final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

13) **City of Malibu Planning Approval:** City of Malibu Planning Department final approval of the OWTS plan shall be obtained.

14) **Environmental Health Final Review Fee:** A final fee in accordance with the adopted fee schedule at the time of final approval shall be paid to the City of Malibu for Environmental Health review of the OWTS design and system specifications.

15) **Operating Permit Application and Fee:** In accordance with Malibu Municipal Code, an application shall be made to the Environmental Health office for an Onsite Wastewater Treatment System operating permit. An operating permit fee in accordance with the adopted fee schedule at the time of final approval shall be submitted with the application.

-o0o-

If you have any questions regarding the above requirements, please contact the Environmental Health office at your earliest convenience.

cc: Environmental Health file
Planning Department

33610 PACIFIC COAST HWY (CDP 19-011)
MALIBU, CA 90265

S.F.D.:	2 Bedroom/50 Fixture Units (N)
PUMP:	Sewage Ejector Pump (N)
TREATMENT TANK:	2,500 Gallon MicroSepTec ES7.5 with UV Disinfection Unit (N)
ACTIVE:	2 – 6' x 37' BI w/ 8' Cap (N) (PP-1, PP-2)(proj P-3, P-4)
FUTURE:	1 – 6' x 37' BI w/ 8' Cap (F) (FP-1) (proj P-2)
PERC RATE:	8,553 gpd/12.3 gpsf (proj; P-2)
	21,150 gpd/30.3 gpsf (proj; P-3)
	7,380 gpd/10.6 gpsf (proj; P-4)
DESIGNER:	Kevin Poffenbarger, PE 69089
REFERENCE:	EPD: OWTS reports dated 2-14-2019, 3-22-2022, 6-7-2023
	Larry Young: Percolation test report dated 1-23-2019
	Stratum: Geotechnical report dated 12-21-2018. GeoSoils: Geotechnical reports dated 6-13-2019, 8-25-2020, 6-14-2023

*SEE REVERSE SIDE FOR MORE OWTS INFORMATION.

NOTES:

1. This conformance review is for a 2 bedroom (50 fixture units) new single family dwelling. The new advanced onsite wastewater treatment system conforms to the requirements of the Malibu Municipal Code (MMC) and the Local Coastal Program (LCP).

2. This review relates only to the minimum requirements of the MMC, and the LCP, and does not include an evaluation of any geological or other potential problems, which may require an alternative method of review treatment.

3. This review is valid for one year, or until MMC, and/or LCP, and/or Administrative Policy changes render it noncomplying.

CITY OF MALIBU
ENVIRONMENTAL SUSTAINABILITY DEPT.
ENVIRONMENTAL HEALTH

CONFORMANCE REVIEW

SIGNATURE: DATE: 7/25/23

THIS IS NOT AN APPROVAL. FINAL APPROVAL IS REQUIRED PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMITS

LEGEND:

- PROPERTY LINE
- (E) BLUFF SETBACK LINE
- (E) LACWWD PRESSURE PUBLIC WATER MAIN (APPROXIMATE)
- EASEMENT
- (P) RESIDENCE
- (P) SS PIPES (GRAVITY)
- (P) SS PIPES (PRESSURE)
- (P) SS PIPES (VENTILATION)
- (P) SS PIPES (ELECTRICAL)
- (P) SS PIPES (AIR)
- GEOLOGIC BORING (P–X, B–X) APPROXIMATE PER STRATUM GEOTECHNICAL CONSULTANTS
- (P) PRESENT SEEPAGE PIT (PP–X)
- (P) FUTURE SEEPAGE PIT (FP–X)

ABBREVIATIONS:

APPROX	APPROXIMATE	MPC	MALIBU PLUMBING CODE
BI	BELOW INLET	OWS	ONSITE WASTEWATER SYSTEM
DEMO	DEMOLITION		
DFU	DRAINAGE FIXTURE UNIT	(P)	PROPOSED
(E)	EXISTING	PERC.	PERCOLATION
EG	EXISTING GRADE	POC	POINT OF CONNECTION
FF	FINISHED FLOOR	R&R	REMOVAL AND REPLACEMENT
FL	FLOW LINE		
FS	FINISHED SURFACE	SF	SQUARE FEET
INV	INVERT	SFR	SINGLE FAMILY RESIDENCE
LACWD	LOS ANGELES COUNTY WATERWORKS DISTRICT	SS	SANITARY SEWER
		TOT	TOP OF TANK
MMC	MALIBU MUNICIPAL CODE	VIF	VERIFY IN FIELD

NOTES:

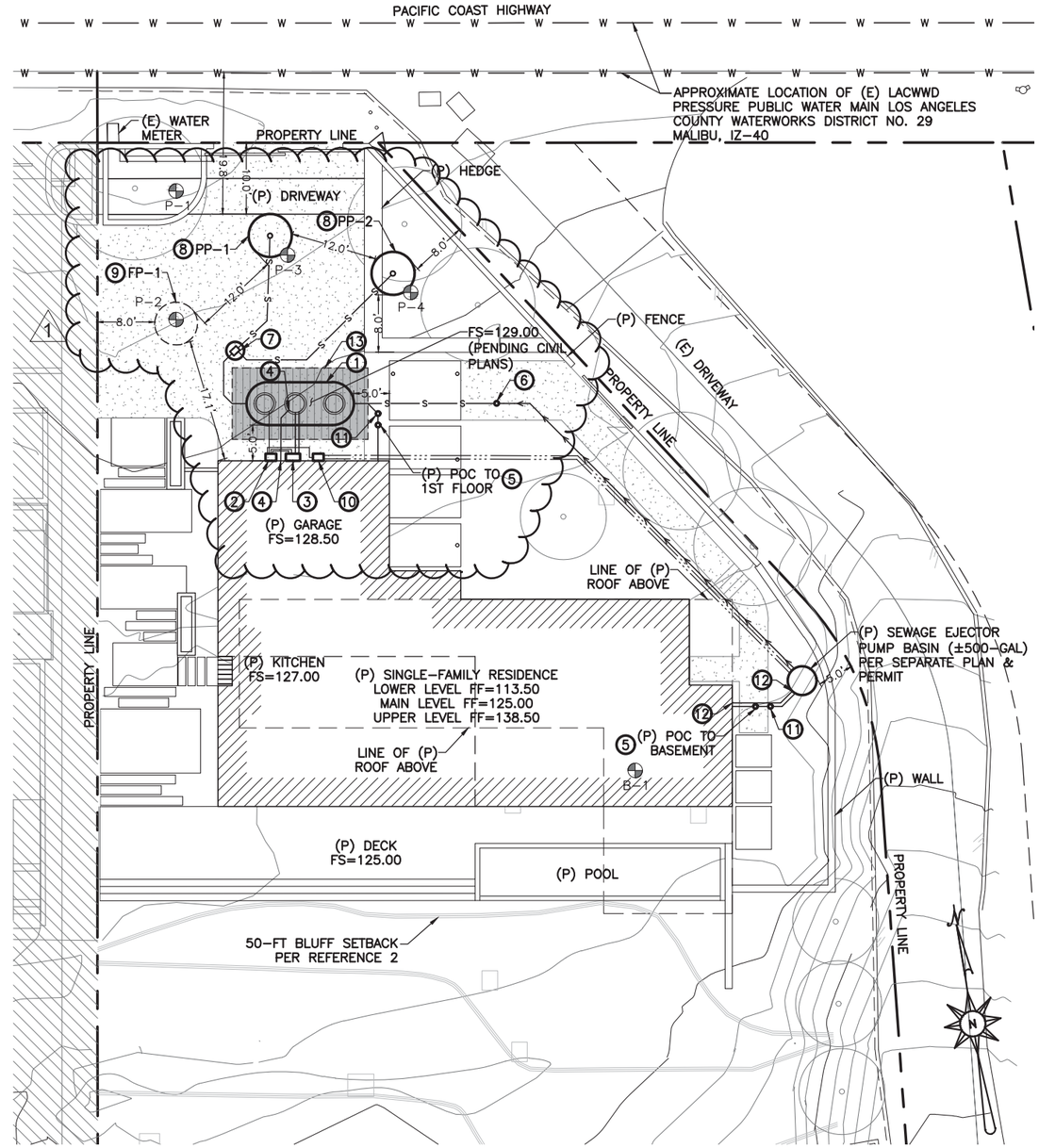
1. ONSITE WASTEWATER SYSTEM (OWS) OVERALL SITE PLAN PER DETAIL 1, SHEET W0.00.
2. OWS GENERAL NOTES PER DETAIL 2, SHEET W0.00.
3. OWS PROCESS FLOW SCHEMATIC PER DETAIL 6 SHEET W0.00.
4. OWS CALCULATIONS PER DETAIL 5 SHEET W0.00.
5. OWS KEYNOTES PER DETAIL 3, SHEET W0.00.
6. OWS SEEPAGE PIT ELEVATIONS PER DETAIL 4, SHEET W0.00.

OUTDOOR SHOWER NOTE:
THE PROJECT ARCHITECT SHALL PROVIDE DETAILS ON THEIR PLANS FOR THE PROPOSED OUTDOOR SHOWER(S) AND SINK(S) TO HAVE A PERMANENT COVER INSTALLED TO DIRECT STORM WATER FROM ENTERING THE SANITARY SEWER AT ALL TIMES.

SOILS NOTE:
THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE AND APPROVE THE INSTALLATION OF THE SEEPAGE PITS AND PROVIDE THE CITY INSPECTOR WITH A FIELD MEMORANDUM(S) DOCUMENTING AND VERIFYING THAT THE SEEPAGE PITS WERE INSTALLED PER THE APPROVED OWTS PLANS.

TREES NOTE:
ALL TREES (E) OR (P) SHALL MAINTAIN A MINIMUM OF 10–FT FROM THE (P) OWS.

PRELIMINARY - NOT FOR CONSTRUCTION



1 OWS SITE PLAN

Scale: 1"=20'

GRAPHIC SCALE: 1"=20'

consultants
sustainable water systems & solutions
20722 MAIN STREET
CARSON, CA 90745
Phone (310) 241-6565
Fax (310) 241-6566

REGISTERED PROFESSIONAL ENGINEER KEVIN L. POFFENBARGER No. 69089 CIVIL STATE OF CALIFORNIA

▽ NO.	REVISIONS:	DATE:	BY:
1	CDP_rev 1	5/25/23	MD
123			

SHEET TITLE: ONSITE WASTEWATER SYSTEM (OWS) SITE PLAN

PROJECT: 33610 PACIFIC COAST HIGHWAY

DATE	SCALE	DRAWN BY
5/25/2023	AS_SHOWN	FA

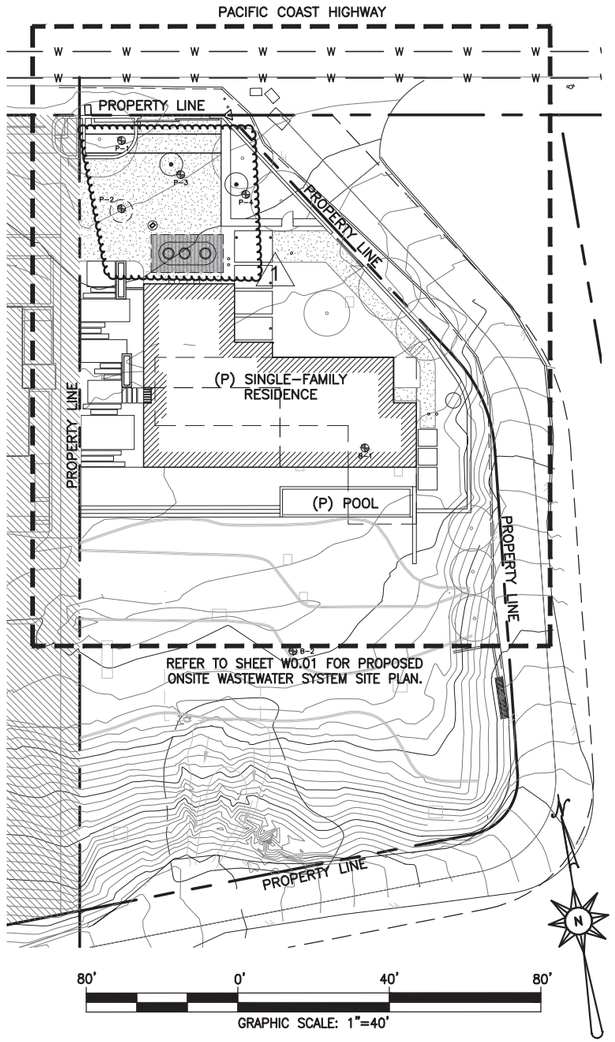
PROJECT NO. G800

DRAWING NO. W0.01

SHEET 2 OF 2 SHEETS

LEGEND:

PROPERTY LINE
EASEMENT
(E) LACWWD WATER MAIN (APPROX)
(P) RESIDENCE
(P) SEEPAGE PIT (PRESENT)
(P) SEEPAGE PIT (FUTURE)
GEOLOGIC BORING (P–X, B–X) APPROXIMATE PER STRATUM GEOTECHNICAL CONSULTANTS



1 ONSITE WASTEWATER SYSTEM OVERALL SITE PLAN

Scale: 1"=40'-0"

1. THESE PLANS ARE ACCURATE FOR PROPOSED ONSITE WASTEWATER SYSTEM (OWS) ONLY. TOPOGRAPHIC SURVEY PROVIDED BY LAND & AIR SURVEY, INC. DATED JUNE 1, 2018. ARCHITECTURAL PLANS PROVIDED BY STUDY ARCHITECTS, DATED MAY 18, 2023. ELEVATIONS ARE APPROXIMATE PER THE REFERENCED PLANS. CONTRACTOR TO VERIFY EXACT LOCATION OF PROPERTY LINES.
2. ALL BORINGS (P–X, B–X) ARE APPROXIMATE PER SUPPORTING GEOTECHNICAL REPORT BY STRATUM GEOTECHNICAL CONSULTANTS, DATED DECEMBER 21, 2018.
3. CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF APPROVED FINAL FULL SIZE PROJECT PLANS & SPECIFICATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE FINAL APPROVED FULL SIZE PLANS & SPECIFICATIONS FROM THE SYSTEM ENGINEER PRIOR TO PROCEEDING WITH WORK.
4. ALL SEPTIC PIPING SHOWN HEREIN IS APPROXIMATE.

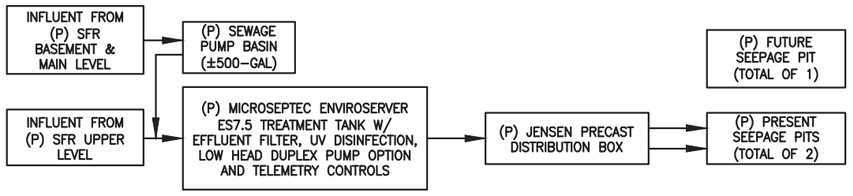
2 ONSITE WASTEWATER SYSTEM GENERAL NOTES

Scale: N.T.S.

SOILS NOTE:
THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE AND APPROVE THE INSTALLATION OF THE SEEPAGE PITS AND PROVIDE THE CITY INSPECTOR WITH A FIELD MEMORANDUM(S) DOCUMENTING AND VERIFYING THAT THE SEEPAGE PITS WERE INSTALLED PER THE APPROVED OWTS PLANS.

OUTDOOR SHOWER NOTE:
THE PROJECT ARCHITECT SHALL PROVIDE DETAILS ON THEIR PLANS FOR THE PROPOSED OUTDOOR SHOWER(S) AND SINK(S) TO HAVE A PERMANENT COVER INSTALLED TO DIRECT STORM WATER FROM ENTERING THE SANITARY SEWER AT ALL TIMES.

TREES NOTE:
ALL TREES (E) OR (P) SHALL MAINTAIN A MINIMUM OF 10–FT FROM THE (P) OWS.



6 ONSITE WASTEWATER SYSTEM PROCESS FLOW SCHEMATIC

Scale: N.T.S.

TOTAL BEDROOMS: 2
TOTAL DRAINAGE FIXTURE UNITS: 50

SINGLE–FAMILY RESIDENCE: 2 BEDROOMS
1 BEDROOM @ 300 GPD/BED = 300 GPD
1 BEDROOMS @ 150 GPD/BED = 150 GPD

PEAK DESIGN DAILY FLOWRATE: 450 GPD
AVERAGE DESIGN DAILY FLOWRATE: 250 GPD
STRENGTH OF SEPTIC TANK EFFLUENT: 200mg/L OR LESS

MIN SEPTIC TANK CAPACITY (MMC TABLE 15.42.070): 1,500–GAL
(BASED UPON BEDROOM COUNT ONLY)

MIN SEPTIC TANK CAPACITY (MMC TABLE 15.42.070): 2,250–GAL
(BASED UPON DFU COUNT ONLY)

MIN SEEPAGE PIT CAPACITY (PRESENT AND FUTURE): 6,750–GAL

EFFLUENT DISPERSAL:
PERC RATE PRESENT: P–3 = 30.34 GPD/SF (21,150 GPD/6'ø PIT)
P–4 = 10.59 GPD/SF (7,380 GPD/6'ø PIT)
TOTAL = 28,530 GPD/6'ø PIT

PERC RATE FUTURE: P–2 = 12.27 GPD/SF (8,553 GPD/6'ø PIT)
TOTAL = 8,553 GPD/6'ø PIT

(LAWRENCE YOUNG, REHS, 1/23/19 PERCOLATION TEST REPORT)

PRESENT SEEPAGE PITS: 2 TOTAL (6'ø X 37' BI PITS W/ 8' CAP DEPTHS FROM EG)

FUTURE SEEPAGE PIT: 1 TOTAL (6'ø X 37' BI PIT W/ 8' CAP DEPTH FROM EG)

PEAK DESIGN DISPERSAL LOADING RATE: 0.32 GPD/SF
AVERAGE DESIGN DISPERSAL LOADING RATE: 0.18 GPD/SF

5 ONSITE WASTEWATER SYSTEM CALCULATIONS

Scale: N.T.S.

REFERENCES:
1. LAND & AIR SURVEYING, INC.: ARCHITECTURAL SURVEY, DATED JUNE 1, 2018.
2. STUDY ARCHITECTS: (a) ARCHITECTURAL PLANS, DATED MARCH 18, 2022; (b) ARCHITECTURAL PLANS, DATED MAY 18, 2023.
3. STRATUM GEOTECHNICAL CONSULTANTS: GEOTECHNICAL REPORT ADDRESSING THE PROPOSED OWTS, DATED DECEMBER 21, 2018.
4. CITY OF MALIBU: (a) ENVIRONMENTAL HEALTH CONFORMANCE REVIEW, DATED OCTOBER 21, 2020; (b) ENVIRONMENTAL HEALTH REVIEW SHEET, DATED JULY 7, 2022.
5. LAWRENCE YOUNG, REHS: PERCOLATION TEST REPORT, DATED JANUARY 23, 2019.
6. GEOSOILS CONSULTANTS, INC.: RESPONSE TO CITY OF MALIBU GEOTECHNICAL REVIEW SHEET, DATED JANUARY 17, 2020.
7. EPD CONSULTANTS, INC.: (a) PRELIMINARY ENGINEERING FEASIBILITY REPORT, DATED FEBRUARY 14, 2019; (b) ADDENDUM I FEASIBILITY REPORT, DATED JULY 16, 2020; (c) PRELIMINARY ENGINEERING FEASIBILITY REPORT, DATED MARCH 22, 2022.

① (P) MICROSEPTEC ENVIROSERVER ES7.5 TREATMENT TANK HOUSED IN A 2,500–GALLON FIBERGLASS REINFORCED PLASTIC (FRP) TANK PROVIDED BY THE MFR, W/ EFFLUENT FILTER, UV DISINFECTION, LOW HEAD DUPLEX EFFLUENT PUMPS, TELEMETRY CONTROLS, AND THREE (3) 30"ø FRP LIDS/RISERS TO GRADE, SPECIFIED GAS AND WATER TIGHT AND VENTED TO THE ROOF PER MPC.
② (P) MICROSEPTEC TELEMETRY CONTROL PANEL (CP–1). REQUIRES DEDICATED IP ADDRESS, INTERNET CONNECTION, AND POWER TO THE PANEL. LICENSED ELECTRICIAN TO DETERMINE NUMBER AND SIZING OF WIRES.
③ (P) MICROSEPTEC HIBLOW HP–150 AIR COMPRESSOR (TYP. OF 1) IN ABOVE GROUND ENCLOSURE FURNISHED BY CONTRACTOR PER MFR RECOMMENDATIONS.
④ (P) ENVIROSERVER ES7.5 AIR VENT W/ 3"ø SCH 40 PVC AIR VENT PIPE TO ROOF PER MPC.
⑤ (P) GRAVITY CLEANOUT TO GRADE (CONSTRUCT EVERY 100–FT OF DRAINAGE PIPE PER MPC).
⑥ (P) PRESSURE TO GRAVITY CLEANOUT TO GRADE.
⑦ (P) JENSEN PRECAST MODEL D5 DISTRIBUTION BOX INSTALLED IN ONE (1) 24"ø H–20 TRAFFIC–RATED ENCLOSURE W/ WATERTIGHT LID, RISER & MANHOLE TO GRADE OR APPROVED EQUAL. NUMBER OF OUTLETS PER PLAN.
⑧ (P) PRESENT 2 X 6'ø X 37' BI SEEPAGE PITS W/ 8' CAP DEPTHS FROM EG @ BORINGS P–3 AND P–4. CONSTRUCT WITH 8"ø ACCESS PORTS INSIDE A H–20 TRAFFIC RATED ENCLOSURES TO GRADE.
⑨ (P) FUTURE 1 X 6'ø X 37' BI SEEPAGE PIT W/ 8' CAP DEPTH FROM EG @ BORING P–2.
⑩ (P) SJE RHOMBUS CONTROL PANEL (CP–2) FOR (P) PUMP BASIN. REQUIRES POWER TO THE PANEL. LICENSED ELECTRICIAN TO DETERMINE NUMBER AND SIZING OF WIRES. CONNECT SJE RHOMBUS CONTROL PANEL (CP–2) TO MICROSEPTEC TELEMETRY CONTROL PANEL (CP–1).
⑪ (P) BACKWATER VALVE.
⑫ (P) 2"ø SCH 40 PVC AIR VENT PIPE TO ROOF PER MPC.
⑬ (P) H–20 TRAFFIC RATED SLAB WITH THREE (3) 30"ø H–20 TRAFFIC RATED RISERS & 36"ø MANHOLE COVERS TO GRADE FOR MICROSEPTEC ES7.5 TANK.

3 ONSITE WASTEWATER SYSTEM KEYNOTES

Scale: N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

	SEEPAGE PIT #	PERC.TEST BORING PIT #	EXISTING GRADE (FT)	CAP DEPTH FROM EG (FT)	PROPOSED GRADE (FG) (FT)	CAP DEPTH FROM FG (FT)	PROPOSED CAP ELEVATION (FT)	15–FT HORIZONTAL DOWNHILL ELEV. (FT)
PRESENT SEEPAGE PITS	PP–1	P–3	132.00	8.00	132.00	8.00	124.00	130.00
	PP–2	P–4	131.00	8.00	131.00	8.00	123.00	129.50
FUTURE SEEPAGE PIT	FP–1	P–2	132.00	8.00	132.00	8.00	124.00	130.00

4 ONSITE WASTEWATER SYSTEM SEEPAGE PIT ELEVATIONS

Scale: N.T.S.

EPD consultants
sustainable water systems & solutions
20722 MAIN STREET
CARSON, CA 90745
Phone (310) 241-6565
Fax (310) 241-6566

REGISTERED PROFESSIONAL ENGINEER KEVIN C. POFFENBARGER No. 79089 CIVIL STATE OF CALIFORNIA

▽ NO.	REVISIONS:	DATE:	BY:
1	CDP_rev 1	5/25/23	MD

ADDRESS:
APN 4473-021-012
33610 PACIFIC COAST HIGHWAY
MALIBU, CA 90265

124

SHEET TITLE:
ONSITE WASTEWATER SYSTEM (OWS) OVERALL SITE PLAN

PROJECT:
33610 PACIFIC COAST HIGHWAY

DATE	SCALE	DRAWN BY
5/25/2023	AS_SHOWN	CL

PROJECT NO.
G800

DRAWING NO.
W0.00

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:** 3/4/2019

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDP 19-011
JOB ADDRESS:	33610 PACIFIC COAST HWY
APPLICANT / CONTACT:	Upadi Yuliatmo, Burdge and Associates Architects
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310)456-5905
APPLICANT FAX #:	
PROJECT DESCRIPTION:	NSFR, NOWTS, pool, spa, retaining wall

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	X
The project DOES NOT require Fire Department Plan Review	
The required fire flow for this project is 1,250 gallons per minute at 20 pounds per square inch for a 1 hour duration. (Provide flow information from the water dept.)	X
The project is required to have an interior automatic fire sprinkler system.	X
Final Fuel Modification Plan Approval is required prior to Fire Department Approval	X

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.	X	
Required and/or proposed Fire Department Vehicular Turnaround	X	
Required 5 foot wide Fire Department Walking Access (including grade %)	X	
Width of proposed driveway/access roadway gates	X	

*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.

C. KENNELLY — SIGNATURE

11-13-2020 — 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

FIRE DEPARTMENT NOTES

1. PROVIDE A MINIMUM UNOBSTRUCTED WIDTH OF 20 FEET, EXCEPT FOR APPROVED SECURITY GATES IN ACCORDANCE WITH SECTION 503.6 AND AN UNOBSTRUCTED VERTICAL CLEARANCE "CLEAR TO SKY" FIRE DEPARTMENT VEHICULAR ACCESS TO WITHIN 150 FEET OF ALL PORTIONS OF THE EXTERIOR BUILDING WALLS. FIRE CODE 503.2.1

2. DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH AN APPROVED FIRE DEPARTMENT TURNAROUND. FIRE CODE 503.2.5

3. FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL BE PROVIDED WITH A 32 FOOT CENTERLINE TURNING RADIUS. FIRE CODE 503.2.4

4. THE GRADIENT OF FIRE DEPARTMENT VEHICLE ACCESS ROADS SHALL NOT EXCEED 15% UNLESS APPROVED BY THE FIRE CODE OFFICIAL. FIRE CODE 503.2.7

5. A MINIMUM 5 FOOT WIDE APPROVED FIREFIGHTER ACCESS WALKWAY LEADING FROM THE FIRE APPARATUS ACCESS ROAD TO THE BUILDINGS EXTERIOR OPENINGS SHALL BE PROVIDED FOR FIREFIGHTING AND RESCUE PURPOSES. FIRE CODE 504.1

6. GRADE BREAKS SHALL NOT EXCEED THE MAXIMUM ANGLE OF APPROACH OR DEPARTURE FOR FIRE DEPARTMENT APPARATUS.

7. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE FIRE SPRINKLER PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE. FIRE CODE 901.6

8. PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903. AND FIRE CODE 903. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

REASON : FIRE CODE 903.2.8 AND 903.2.11.7
LOCATION : MAIN HOUSE, GUEST HOUSE, AND DETACHED GARAGE
TYPE OF FIRE SPRINKLER SYSTEM : FIRE CODE 903.3.1.3 - NFPA 13D

9. FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL BE HARDSCAPE ALL WEATHER ACCESS IN ACCORDANCE WITH THE DEPARTMENT'S ALL WEATHER ACCESS REQUIREMENTS. FIRE CODE 503.2.3

10. APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1

11. FIRE APPARATUS ACCESS ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT AND BE MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS. FIRE CODE 505.1

12. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. BUILDING CODE 1008.1.9

13. ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)

14. ROOF VALLEY FLASHINGS SHALL BE NOT LESS THAN 0.0019-INCH (NO. 26 GALVANIZED SHEET GAGE) CORROSION-RESISTANT METAL INSTALLED OVER A MINIMUM 36-INCH WIDE UNDERLAYMENT CONSISTING OF ONE LAYER OF NO. 72 ASTM CAP SHEET MEETING RUNNING THE FULL LENGTH OF THE VALLEY. (RESIDENTIAL CODE R327.5.3 AND BUILDING CODE 705A.3)

15. ROOF GUTTERS SHALL BE PROVIDED WITH A MEANS TO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER. (RESIDENTIAL CODE R327.534 AND BUILDING CODE 705A.4)

16. CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325

17. FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 501.4

18. PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEROF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.

19. AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.

20. THE ELECTRIC SECURITY GATE SHALL PROVIDE AN APPROVED MEANS OF EMERGENCY OPERATION, AND SHALL BE MAINTAINED OPERATIONAL AT ALL TIMES AND REPLACED OR REPAIRED WHEN DEFECTIVE. ELECTRIC GATE OPERATORS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325. GATES INTENDED FOR AUTOMATIC OPERATION SHALL BE DESIGNED, CONSTRUCTED AND INSTALLED TO COMPLY WITH THE REQUIREMENTS OF ASTM F220. GATES SHALL BE OF THE SWINGING OR SLIDING TYPE. CONSTRUCTION OF GATES SHALL BE OF MATERIALS THAT ALLOW MANUAL OPERATION BY ONE PERSON. FIRE CODE 503.6.

21. ALL FIRE HYDRANTS SHALL MEASURE 6" X 4" X 2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL, AND SHALL BE INSTALLED IN ACCORDANCE WITH THE COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 8.

22. SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4

23. AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. REQUIRED CARBON MONOXIDE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING WHERE SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACK-UP. WHERE MORE THAN ONE CARBON MONOXIDE ALARM IS REQUIRED TO BE INSTALLED WITHIN THE DWELLING UNIT OR WITHIN A SLEEPING UNIT THE ALARM SHALL BE INTERCONNECTED IN A MANNER THAT ACTIVATION OF ONE ALARM SHALL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R315.1.2, BUILDING CODE 420.4.1

24. VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBERS AND FLAME THROUGH THE VENTILATION OPENINGS. VENT OPENINGS SHALL BE PROTECTED BY CORROSION-RESISTANT, NONCOMBUSTIBLE WIRE MESH WITH A MINIMUM 1/16TH INCH OPENINGS AND SHALL NOT EXCEED 1/8TH INCH. VENTS SHALL NOT BE INSTALLED IN EAVES OR CORNICES. (RESIDENTIAL CODE R327.6.1 AND BUILDING CODE 706A.1)

25. CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325

FIRE FLOW AVAILABILITY

THE REQUIRED FIRE FLOW FOR FIRE HYDRANTS AT THIS LOCATION IS 1,750 GPM, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF ONE (2) HOUR OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 507.3 AND APPENDIX B105.1 APPENDIX B.

THE REQUIRED FIRE FLOW IS BASED ON THE FOLLOWING CALCULATION:

TYPE OF CONSTRUCTION PER THE BUILDING CODE:	TYPE VB
VHFHSZ	YES
SIZE OF LOT (ACRES)	0.45 AC
FIRE FLOW BASED ON THE FIRE-FLOW CALCULATION AREA	1,750 GPM
REDUCTION FOR FIRE SPRINKLERS (MAXIMUM 50%):	.875 GPM
TOTAL FIRE FLOW REQUIRED:	1,250 GPM (MIN)

FEPC2020-1268

RE-SUBMIT FULL ARCHITECTURAL DRAWINGS TO THE FIRE DEPARTMENT FOR BUILDING PLAN APPROVAL

FIREFIGHTER WALKING ACCESS HOSE PULL DISTANCE

A-A^1 = 150'
B-B^1 = 150'

FIRE DEPT. LEGEND

FIRE DEPT. VEHICULAR AND WALKING ACCESS

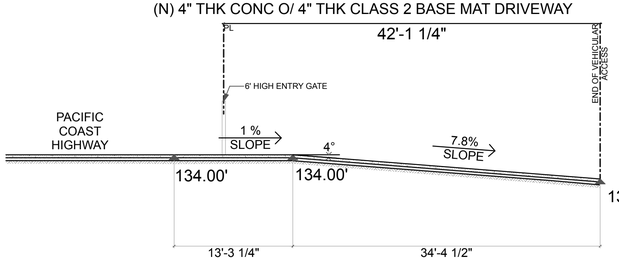
ROAD DETAIL

(N) 4" THK CONC O/ 4" THK CLASS 2 BASE MAT DRIVEWAY

BUILDING AREA UNDER HORIZONTAL PROJECTION

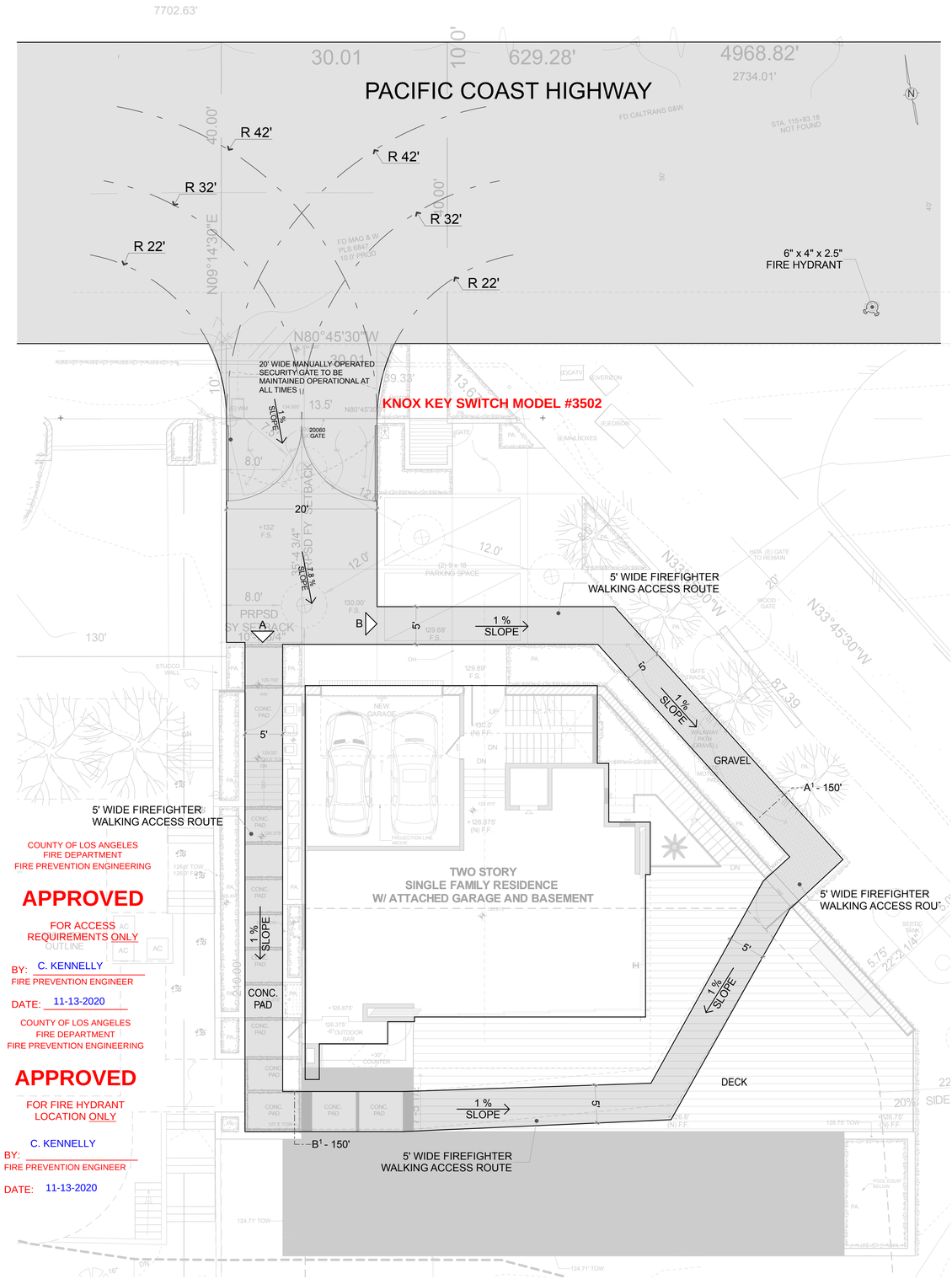
SQ.FT.

FIRE DEPARTMENT VEHICULAR ACCESS
(LESS THAN 150; NO TURNAROUND REQUIRED)
(N) 4" THK CONC O/ 4" THK CLASS 2 BASE MAT DRIVEWAY



ROAD PROFILE

SCALE: 1/8" = 1'-0"



COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION ENGINEERING

APPROVED

FOR ACCESS REQUIREMENTS ONLY

BY: C. KENNELLY
FIRE PREVENTION ENGINEER

DATE: 11-13-2020

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION ENGINEERING

APPROVED

FOR FIRE HYDRANT LOCATION ONLY

BY: C. KENNELLY
FIRE PREVENTION ENGINEER

DATE: 11-13-2020

FIRE DEPARTMENT

SCALE: 1/8" = 1'-0"

KEYWELL RESIDENCE

33610 PACIFIC COAST HIGHWAY
MALIBU, CA 90265

LICENSED ARCHITECT
DOUGLAS W. BURDGE
C-16899
RENEWAL 11/30/2019
STATE OF CALIFORNIA

THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF THE ARCHITECT AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AGREEMENT WITH THE ARCHITECT.

WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.
BUAIA.COM

24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5905

SHEET TITLE

FIRE DEPARTMENT SITE PLAN & ROAD PROFILE

DRAWING NO.

A-003

PROJECT	KEYWELL RESIDENCE
DATE	Plot Date: 11/10/20
SCALE	AS NOTED
DRAWN BY	D.W.B., J.T.,

GeoSoils Consultants Inc.
GEOTECHNICAL ENGINEERING / ENGINEERING GEOLOGY

July 2, 2024
W.O. 7300

Received
7/8/2024
Planning Dept.

PEACHES LLC (DBA 33616 MALIBU LLC)
285 Old Green Bay Road
Glencoe, Illinois 60022

Attention: Mr. Brad Keywell

Subject: Review of Revised Grading and Drainage Plan, 33610 Pacific Coast Highway, Malibu, California

Reference: GeoSoils Consultants, Inc., February 9, 2024, Response to City of Malibu Geotechnical Review Letter dated January 12, 2024, 33610 Pacific Coast Highway, Malibu, California

Dear Mr. Keywell:

As requested, GeoSoils Consultants, Inc. (GSC) has reviewed the revised Grading and Drainage Plan for the subject project. The revisions to the plan include moving the proposed wood deck north and outside of the 1.5 Factor of Safety and Bluff Treat Line (Sheet C2.1). The revisions are acceptable from a geotechnical standpoint.

We appreciate this opportunity to be of service to you. If you have any questions regarding the content of this letter or any other aspects of the project, please do not hesitate to contact us.

Very truly yours,

GEOSOILS CONSULTANTS, INC.

CERTIFIED ENGINEERING GEOLOGIST
RUDY F. RUBERTI
No. 1708
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
KAREN L. MILLER
No. 2257
Exp. 3/31/26
GEOTECHNICAL
STATE OF CALIFORNIA

RUDY F. RUBERTI
CEG 1708

KAREN L. MILLER
GE 2257

Encl: City of Malibu Geotechnical Review Letter dated April 12, 2024
Sheet C2.1, Enlarged Grading and Drainage Plan by LC Engineering Group

cc: (1) Addressee

MDN 24292

6634 Valjean Avenue, Van Nuys, California 91406 Phone: (818) 785-2158 Fax: (818) 785-1548

City of Malibu

23825 Stuart Ranch Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 456-3356 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date:	April 12, 2024	**Review Log #:**	**4245**
Site Address:	33610 Pacific Coast Highway		
Lot/Tract/PM #:	n/a	**Planning #:**	**CDP 19-011 P6**
Applicant/Contact:	Justin Block, justin@blocklaw.net	**BPC/GPC #**	
Contact Phone #:	310-552-3336 **Fax #:**	**Planner:**	**Adam Pisarkiewicz**
Project Type:	New single-family residence, Onsite Wastewater Treatment System (OWTS), swimming pool, spa, and retaining walls.		

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in **Bold**.)*	GeoSoils Consultants Inc. (Ruberti, CEG 1708; Miller, GE 2257): **2-9-2024**, 12-4-2023, 6-19-2023, 4-14-2022, 3-10-2021 (revised 5-17-2021), 3-10-2021 GeoSoils Consultants Inc. (Van Meter, CEG 2031; Rana,RCE 70659): 6-24-2020, 4-10-2020, 9-26-2019, 6-14-2019, 1-17-2019 Ref: Stratum Geotechnical Consultants (Robinson, CEG 1902, GE 2491): 12-21-2018, 9-28-18 EPD Consultants (Poffenbarger, RCE 69089): 6-7-2023, 3-22-2022 **6th Planning Submittal** Architectural Plans prepared by STUDY Architects dated October 27, 2023. Structural plan (schematic foundation plan) prepared by Holmes Structures dated May 25, 2023. **Grading & Drainage Plans, 4 sheets, prepared by LC Engineering Group, Inc. dated February 14, 2024.** OWTS plans prepared by EPD Consultants dated May 25, 2023. **Landscape and Irrigation Plans prepared by Mark Tessier Landscape Architecture, Inc. dated February 6, 2024.** **Landscape Impact on Bluff, Planting, Irrigation and Evapotranspiration exhibit prepared by GeoSoils Consultants, Inc. dated November 14, 2023.** Plan corrections prepared by STUDY Architects dated September 29,2023.
Previous Reviews:	1-12-2024, 8-9-2023, 7-29-2022, 5-28-2021, Environmental Health Conformance Reviews dated 7-25-2023, 10-21-2020, 9-8-2020, 6-17-2020, 2-6-2020, 7-2-2019, 3-15-2019, Geotechnical Review Referral Sheet dated 03-04-19.

Review Findings

Coastal Development Permit Review

☒ The proposed residential development is **ACCEPTABLE** from a geotechnical perspective, with the following comments to be addressed prior to building plan check stage completion.

☐ The proposed residential development is **NOT ACCEPTABLE** from a geotechnical perspective. The listed 'Review Comments' shall be addressed prior to acceptance.

Building Plan-Check Stage Review

☒ Awaiting Building plan check submittal.

☐ The plans are **COMPLETE** from a geotechnical perspective. Please review the attached 'Geotechnical Notes for Building Plan Check' and incorporate into Building Plan-Check submittals.

☐ The plans are **NOT COMPLETE** from a geotechnical perspective. The listed 'Building Plan-Check Stage Review Comments' shall be addressed prior to Building Plan-Check Stage completion.

Project submittals were reviewed from a geotechnical perspective for conformance with applicable codes, guidelines, and standards of practice, including the following current City adopted standards:

- City of Malibu Local Coastal Program – Land Use Plan and Local Implementation Plan (LCP-LUP and LCP-LIP)
- Malibu Municipal Code – Title 15, Buildings and Construction
- City of Malibu Guidelines for the Preparation of Geotechnical Reports and Procedures for Report Submittal (November 2013) referred to herein as Geotechnical Report Guidelines

In the case of conflicting requirements between the Geotechnical Guidelines and any other referenced standards, the latest standard will apply. The Applicant is responsible for complying with the submittal requirements for all Planning variances, as appropriate; any questions regarding variances should be directed to the case Planner.

Remarks

The referenced response geotechnical report, grading plans, Landscape and Irrigation Plans, and Landscape Impact on Bluff Exhibit were reviewed by the City from a geotechnical perspective. The revised project includes the construction of a new two-story 3,832 square foot single-family residence with an attached 2-car garage and a 1,291 square foot basement, a swimming pool, wood decks, flatwork, metal trellises, and retaining walls. Grading consists of 1,636 yards of R & R; 1,094 yards of cut and 1 yard of fill under structure; 97 yards of cut and 43 yards of fill non-exempt; and 1,147 yards of export. A new onsite wastewater treatment system (OWTS) will be installed on the property that consists of a 2,500-gallon MicroSepTec Enviroserver ES7.5 treatment tank system with UV disinfection and two 6' diameter x 37' BI seepage pits with 8' caps in the vicinity of borings P-3 and P-4 and 100% expansion (one 6' diameter x 37' BI seepage pit with an 8' cap in the vicinity of boring P-2).

The residence is proposed on a relatively flat building pad surrounded by descending slopes to the south and east. The descending bluff slope to the south has surficially failed in the past. A similar surficial failure occurred on the adjacent site to the west at 33616 Pacific Coast Highway in 2011. That slope failure was remedially repaired. The descending slope south of the proposed building area does not meet the minimum requirements for factors of safety for gross rotational (deep-seated) and surficial mode of failure. Recommended mitigation measures include deepening the foundations of the residence to meet the required setback, covering the descending slope with wire mesh such as Geobrugg DELTAX or GREENAX, and installing a 3-foot-high impact wall at the toe of the descending slope. It is our

understanding from email correspondence with the previous case planner, Lilly Rudolph (email dated May 5, 2021), that the proposed mitigation measures are acceptable from a planning standpoint.

NOTE 1: The Project Landscape Architect and Geotechnical Consultant have performed a water balance study and prepared an exhibit showing that the landscaping supported by a drip irrigation system seaward of the swimming pool and deck, encroaching toward the bluff edge, will utilize 0.05 gallons per day per square foot. The Project Geotechnical Consultant concludes that, considering the low water usage, controlled irrigation and management, and mitigation measures including the drainage swale and the use of a wire mesh on the bluff face, that the landscaping and irrigation should not negatively impact the bluff. The geotechnical reviewers accept this conclusion and analyses at face value.

NOTE 2: The Project Geotechnical Consultant asserted that previous surficial erosion and failures within the bluff slope were mostly due to surface water runoff flow over the slope, and recommended installing a swale at the top of the bluff slope to intercept surface runoff and prevent water from flowing over the slope face; hence reducing the potential for surficial failure and erosion. However, the anticipated bluff retreat by the Project Geotechnical Consultant of 2 inches per year could potentially undermine the swale and accelerate the rate of erosion. As such, additional mitigation measures to redirect surficial run off away from the top of the slope (example: rebuilding/relocating the swale, installing an auxiliary swale) may need to be considered to maintain the long-term positive drainage away from the face of the bluff slope (see Building Plan Check Comment below).

The previous residential development project was approved by the City's consultants from a geotechnical perspective in a geotechnical review sheet dated May 28, 2021.

Building Plan-Check Stage Review Comments:

1. Please submit a fee of $1,179.00 to City geotechnical staff for building plan check review.
2. The grading and drainage plan should address and include measures to maintain long-term drainage away from the top of the slope during the life span of the project.
3. When foundation plans become available, the Consultant needs to evaluate the potential for interaction between the basement/subterranean sidewalls and adjacent structures/foundations. Mitigation measures should be recommended, as necessary.
4. Please reference the current building codes on the cover sheet of the all sets of plans.
5. Please include a detail for the hydrostatic relief valve below the pool on the 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 these requirements.
7. The following note needs to be included on the grading, swimming pool, and residence plans. *'Prior to the placement of concrete slabs, the slab subgrade soils shall be pre-moistened to at least 120% of the optimum moisture content to the depth specified by the geotechnical engineer. The pre-moistened soils should be tested and verified by the geotechnical engineer within one day prior to the placement of the moisture barrier and sand.'*
8. One set of final electronic grading, retaining wall, slope mitigation, swimming pool and spa, and residence plans **(APPROVED BY BUILDING AND SAFETY)** incorporating the Project Geotechnical Consultant's recommendations and items in this review sheet must be **reviewed and e-stamped and e-signed by the Project Engineering Geologist and Project Civil/Geotechnical Engineer**. City geotechnical staff will review the plans for conformance with the Project Geotechnical Consultants' recommendations and items in this review sheet.

Please direct questions regarding this review sheet to the City's geotechnical consultants listed below.

Engineering Geology Review by: _____ *4-12-2024*

Christopher Dean, C.E.G. #1751, Exp. 9-30-24 Date
Engineering Geology Reviewer (408-656-3210)
Email: cdean@malibucity.org

Geotechnical Engineering Review by: _____ *4-12-2024*

Ali Abdel-Haq, G.E. #2308, Exp. 12-31-25 Date
Geotechnical Engineering Reviewer (805-496-1222)
Email: ali@geodynamics-inc.com

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, swimming pool and spa, slope mitigation, and residence 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 Swimming pool 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 swimming pool and spa shall clearly depict the embedment material and minimum depth of embedment for the foundations in accordance with the Project Geotechnical Consultant's recommendations.
5. Show the onsite wastewater treatment system on the Site Plan.
6. Please contact the Building and Safety Department regarding the submittal requirements for a grading and drainage plan review.
7. A comprehensive Site Drainage Plan, incorporating the Project 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. Grading Plans shall clearly depict the limits and depths of overexcavation, as applicable.

Retaining Walls (As Applicable)

1. Show 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 Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 456-3356 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date:	August 13, 2024	**Review Log #:**	**4245**
Site Address:	33610 Pacific Coast Highway		
Lot/Tract/PM #:	n/a	**Planning #:**	**CDP 19-011 P7**
Applicant/Contact:	Justin Block, justin@blocklaw.net	**BPC/GPC #**	
Contact Phone #:	310-552-3336 **Fax #:**	**Planner:**	**Richard Greenbauer**
Project Type:	**Revision: removal of the south edge of the wood deck and stairs to north of the bluff setback line:** New single-family residence, Onsite Wastewater Treatment System (OWTS), swimming pool, spa, and retaining walls.		

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in **Bold**.)*	GeoSoils Consultants Inc. (Ruberti, CEG 1708; Miller, GE 2257): **7-2-2024**, 2-9-2024, 12-4-2023, 6-19-2023, 4-14-2022, 3-10-2021 (revised 5-17-2021), 3-10-2021 GeoSoils Consultants Inc. (Van Meter, CEG 2031; Rana,RCE 70659): 6-24-2020, 4-10-2020, 9-26-2019, 6-14-2019, 1-17-2019 Ref: Stratum Geotechnical Consultants (Robinson, CEG 1902, GE 2491): 12-21-2018, 9-28-18 EPD Consultants (Poffenbarger, RCE 69089): 6-7-2023, 3-22-2022 **7th Planning Submittal** **Architectural Plans prepared by STUDY Architects dated July 3, 2024.** Structural plan (schematic foundation plan) prepared by Holmes Structures dated May 25, 2023. **Grading & Drainage Plans, 4 sheets, prepared by LC Engineering Group, Inc. plotted June 25, 2024.** OWTS plans prepared by EPD Consultants dated May 25, 2023. **Landscape and Irrigation Plans prepared by Mark Tessier Landscape Architecture, Inc. dated July 3, 2024.** Landscape Impact on Bluff, Planting, Irrigation and Evapotranspiration exhibit prepared by GeoSoils Consultants, Inc. dated November 14, 2023. Plan corrections prepared by STUDY Architects dated September 29,2023.
Previous Reviews:	4-12-2024, 1-12-2024, 8-9-2023, 7-29-2022, 5-28-2021, Environmental Health Conformance Reviews dated 7-25-2023, 10-21-2020, 9-8-2020, 6-17-2020, 2-6-2020, 7-2-2019, 3-15-2019, Geotechnical Review Referral Sheet dated 03-04-19.

Review Findings

Coastal Development Permit Review

☒ The proposed residential development is **ACCEPTABLE** from a geotechnical perspective, with the following comments to be addressed prior to building plan check stage completion.

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Building Plan-Check Stage Review

☒ Awaiting Building plan check submittal.

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In the case of conflicting requirements between the Geotechnical Guidelines and any other referenced standards, the latest standard will apply. The Applicant is responsible for complying with the submittal requirements for all Planning variances, as appropriate; any questions regarding variances should be directed to the case Planner.

Remarks

The referenced revised grading and drainage plan review report by the Project Geotechnical Consultant, and revised architectural plans, grading and drainage plans, and landscape and irrigation plans were reviewed by the City's consultants from a geotechnical perspective. This review is for the removal of a portion of the southern edge of the wood deck and stairs south of the residence that extend south of the bluff setback line so that the entire deck and stairs are sited north of the bluff setback line.

The project includes the construction of a new two-story 3,832 square foot single-family residence with an attached 2-car garage and a 1,291 square foot basement, a swimming pool, wood decks, flatwork, metal trellises, and retaining walls. Grading consists of 1,636 yards of R & R; 1,094 yards of cut and 1 yard of fill under structure; 97 yards of cut and 43 yards of fill non-exempt; and 1,147 yards of export. A new onsite wastewater treatment system (OWTS) will be installed on the property that consists of a 2,500-gallon MicroSepTec Enviroserver ES7.5 treatment tank system with UV disinfection and two 6' diameter x 37' BI seepage pits with 8' caps in the vicinity of borings P-3 and P-4 and 100% expansion (one 6' diameter x 37' BI seepage pit with an 8' cap in the vicinity of boring P-2).

The residence is proposed on a relatively flat building pad surrounded by descending slopes to the south and east. The descending bluff slope to the south has surficially failed in the past. A similar surficial failure occurred on the adjacent site to the west at 33616 Pacific Coast Highway in 2011. That slope failure was remedially repaired. The descending slope south of the proposed building area does not meet the minimum requirements for factors of safety for gross rotational (deep-seated) and surficial mode of

failure. Recommended mitigation measures include deepening the foundations of the residence to meet the required setback, covering the descending slope with wire mesh such as Geobrugg DELTAX or GREENAX, and installing a 3-foot-high impact wall at the toe of the descending slope. It is our understanding from email correspondence with the previous case planner, Lilly Rudolph (email dated May 5, 2021), that the proposed mitigation measures are acceptable from a planning standpoint.

NOTE 1: The Project Landscape Architect and Geotechnical Consultant have performed a water balance study and prepared an exhibit showing that the landscaping supported by a drip irrigation system seaward of the swimming pool and deck, encroaching toward the bluff edge, will utilize 0.05 gallons per day per square foot. The Project Geotechnical Consultant concludes that, considering the low water usage, controlled irrigation and management, and mitigation measures including the drainage swale and the use of a wire mesh on the bluff face, that the landscaping and irrigation should not negatively impact the bluff. The geotechnical reviewers accept this conclusion and analyses at face value.

NOTE 2: The Project Geotechnical Consultant asserted that previous surficial erosion and failures within the bluff slope were mostly due to surface water runoff flow over the slope, and recommended installing a swale at the top of the bluff slope to intercept surface runoff and prevent water from flowing over the slope face; hence reducing the potential for surficial failure and erosion. However, the anticipated bluff retreat by the Project Geotechnical Consultant of 2 inches per year could potentially undermine the swale and accelerate the rate of erosion. As such, additional mitigation measures to redirect surficial run off away from the top of the slope (example: rebuilding/relocating the swale, installing an auxiliary swale) may need to be considered to maintain the long-term positive drainage away from the face of the bluff slope (see Building Plan Check Comment below).

The previous residential development project was approved by the City's consultants from a geotechnical perspective in a geotechnical review sheet dated May 28, 2021.

Building Plan-Check Stage Review Comments:

1. Please submit a fee of $1,179.00 to City geotechnical staff for building plan check review.
2. The grading and drainage plan should address and include measures to maintain long-term drainage away from the top of the slope during the life span of the project.
3. When foundation plans become available, the Consultant needs to evaluate the potential for interaction between the basement/subterranean sidewalls and adjacent structures/foundations. Mitigation measures should be recommended, as necessary.
4. Please reference the current building codes on the cover sheet of the all sets of plans.
5. Please include a detail for the hydrostatic relief valve below the pool on the 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 these requirements.
7. The following note needs to be included on the grading, swimming pool, and residence plans. *'Prior to the placement of concrete slabs, the slab subgrade soils shall be pre-moistened to at least 120% of the optimum moisture content to the depth specified by the geotechnical engineer. The pre-moistened soils should be tested and verified by the geotechnical engineer within one day prior to the placement of the moisture barrier and sand.'*
8. One set of final electronic grading, retaining wall, slope mitigation, swimming pool and spa, and residence plans **(APPROVED BY BUILDING AND SAFETY)** incorporating the Project Geotechnical Consultant's recommendations and items in this review sheet must be **reviewed and e-stamped and e-signed by the Project Engineering Geologist and Project Civil/Geotechnical**

Engineer. City geotechnical staff will review the plans for conformance with the Project Geotechnical Consultants' recommendations and items in this review sheet.

Please direct questions regarding this review sheet to the City's geotechnical consultants listed below.

Engineering Geology Review by: _____ *8-13-2024*

Christopher Dean, C.E.G. #1751, Exp. 9-30-24 Date
Engineering Geology Reviewer (408-656-3210)
Email: cdean@malibucity.org

Geotechnical Engineering Review by: _____ *8-13-2024*

Ali Abdel-Haq, G.E. #2308, Exp. 12-31-25 Date
Geotechnical Engineering Reviewer (805-496-1222)
Email: ali@geodynamics-inc.com

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, swimming pool and spa, slope mitigation, and residence 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 Swimming pool 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 swimming pool and spa shall clearly depict the embedment material and minimum depth of embedment for the foundations in accordance with the Project Geotechnical Consultant's recommendations.
5. Show the onsite wastewater treatment system on the Site Plan.
6. Please contact the Building and Safety Department regarding the submittal requirements for a grading and drainage plan review.
7. A comprehensive Site Drainage Plan, incorporating the Project 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. Grading Plans shall clearly depict the limits and depths of overexcavation, as applicable.

Retaining Walls (As Applicable)

1. Show 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 90265-4861
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW
REFERRAL SHEET

TO: Public Works Department

FROM: City of Malibu Planning Department **REVISED DATE** 05/10/2022

PROJECT NUMBER:	CDP 19-011
JOB ADDRESS:	33610 PACIFIC COAST HWY
APPLICANT / CONTACT:	Justin Block, Block and Block
APPLICANT ADDRESS:	1880 Century Park East Los Angeles, CA 90067
APPLICANT PHONE #:	(310) 552-3336
APPLICANT FAX #:	(310) 552-1850
APPLICANT EMAIL:	justin@blocklaw.net
PROJECT DESCRIPTION:	NSFR, NOWTS, pool, spa, retaining wall

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

____ The following items described on the attached memorandum shall be addressed and resubmitted.

_X_ 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.

Julie K Santia — SIGNATURE

6/13/22 — DATE

Rev 120910

City of Malibu
MEMORANDUM

To: Planning Department

From: Public Works Department
Julie Santia, Associate Engineer

Date: June 13, 2022

Re: Proposed Conditions of Approval for 33610 Pacific Coast Hwy, CDP 19-011

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.

GRADING AND DRAINAGE

1. 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

2. 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.**

3. 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.

4. 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.

STORMWATER

5. The ocean between Latigo Point and the West City limits has been established by the State Water Resources Control Board as an Area of Special Biological Significance (ASBS) as part of the California Ocean Plan. This designation allows discharge of storm water only where it is essential for flood control or slope stability, including roof, landscape, road and parking lot drainage, to prevent soil erosion, only occurs during wet weather, and is composed of only storm water runoff. The applicant shall provide a drainage system that accomplishes the following:

    - Installation of BMPs that are designed to treat the potential pollutants in the storm water runoff so that it does not alter the natural ocean water quality. These

pollutants include trash, oil and grease, metals, bacteria, nutrients, pesticides, herbicides and sediment.

- Prohibits the discharge of trash.
- Only discharges from existing storm drain outfalls are allowed. No new outfalls will be allowed. Any proposed or new storm water discharged shall be routed to existing storm drain outfalls and shall not result in any new contribution of waste to the ASBS (i.e. no additional pollutant loading).
- Elimination of non-storm water discharges.

6. A Local 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	Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Entrance
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

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.

7. 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.

8. 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 Department 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 copy of the WQMP shall be submitted to the Public Works Department prior to the certificate of occupancy.

MISCELLANOUS

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

10. 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.

RECEIVED
DEC 18 2023
PLANNING DEPT.

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-3356 www.malibucity.org

LOS ANGELES COUNTY WATERWORKS DISTRICTS REVIEW
REFERRAL SHEET

FROM: City of Malibu Planning Department **REVISED DATE 10/10/2023**

PROJECT NUMBER: CDP 19-011
JOB ADDRESS: 33610 PACIFIC COAST HWY
APPLICANT / CONTACT: Justin Block, Block and Block
APPLICANT EMAIL: justin@blocklaw.net
APPLICANT PHONE #: (310) 552-3336
PLANNER: Adam Pisarkiewicz
PROJECT DESCRIPTION: NSFR, NOWTS, pool, spa, retaining wall

TO: Malibu Planning Department and/or Applicant

FROM: LACWD No. 29, Malibu

Compliance with the conditions checked below is required prior to Waterworks District approval

The project **DOES NOT** require any system improvements for domestic and/or fire flow conditions	X
The project **DOES NOT** require capital improvement fees and/or participation fees	
The project **DOES** require a Will Serve Letter ***(Final Waterworks Districts approval)***	X
The project **DOES** require capital improvement fees and/or participation fees	X
The project **DOES** require the owner to execute an agreement and participate financially in the design and construction of a future water system to increase local storage and conveyance capacity in the event of an interruption of the primary water supply	
The project **DOES** require private contract water system improvements for domestic and/or fire flow conditions	

The required fire flow for this project set by the Fire Department is 1250* gallons per minute at 20 pounds per square inch for a 1* hour duration

Scope of water system improvements required:
*Fire Department requirements specified in FEPC2023-3245.

Note: Los Angeles County Waterworks District No. 29, Malibu approval expires upon the earliest of the following: 1) Two years from the date of this form; 2) Expiration date of the City Planning permit(s), or 3) Date County adopts changes to the county of Los Ange/es Fire Code an makes revisions to appli le ire Department regulations and standards.

SIGNATURE

12/4/2023
DATE

Additional requirements/conditions may be imposed upon review of complete architectural plans.
Los Angeles County Waterworks District No. 29, Malibu may be contacted by phone at (310) 317-1389 or at the Waterworks Public Counter 23533 Civic Center Way, Malibu CA 90265; Hours: Monday-Thursday 8:00am – 12:00pm



ATTACHMENT 4


MOAU
C54 794 8
2261


mobile mini




SoCal
mobile mini


THE PLUMBING
PRINCE INC.
805-421-9277


PRINCE
INC.


PRINCE
THE PLUMBING
INC.



City Of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265
Phone (310) 456-2489
www.malibucity.org

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The Malibu Planning Commission will hold a public hearing on **Monday, December 2, 2024, at 6:30 p.m**. in the Council Chambers, Malibu City Hall, 23825 Stuart Ranch Road, Malibu, CA and via teleconference, for the project identified below.

COASTAL DEVELOPMENT PERMIT NO. 19-011, SITE PLAN REVIEW NO. 24-022, AND MINOR MODIFICATION NO. 24-006 - An application to construct a new 3,977 square foot, two-story single-family residence with attached two-car garage, basement, pool, retaining wall, landscaping, hardscape, and new onsite wastewater treatment system; including a site plan review for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof, and a minor modification to reduce the required front yard setback by 50 percent

LOCATION / APN / ZONING:	**33610 Pacific Coast Hwy** / 4473-021-012 / Rural Residential-Two Acre (RR-2)
APPLICANT / OWNER:	Block and Block / Peaches LLC
APPEALABLE TO:	City Council and California Coastal Commission
ENVIRONMENTAL REVIEW:	Categorical Exemption CEQA Guidelines Sections 15303(a), 15303(e), and 15304(b)
APPLICATION FILED:	March 4, 2019
CASE PLANNER:	Richard Greenbauer, Contract Planner, greenbauer@civicsolutions.com (949) 489-1442, ext. 132

A written staff report will be available at or before the hearing for the project, typically 10 days before the hearing in the Agenda Center: http://www.malibucity.org/agendacenter. Related documents are available for review at City Hall during regular business hours. You will have an opportunity to testify at the public hearing; written comments which shall be considered public record, may be submitted any time prior to the beginning of the public hearing.

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 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 246.

COASTAL COMMISSION APPEAL - An aggrieved person may appeal the Planning Commission's approval directly to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. More information may be found online at www.coastal.ca.gov or by calling 805-585-1800.

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.

MAUREEN TAMURI, Interim Planning Director — Date: November 7, 2024

ATTACHMENT 5

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 24-77

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 19-011 FOR THE CONSTRUCTION OF A NEW 3,977.5 SQUARE FOOT, 28 FOOT HIGH TWO-STORY SINGLE-FAMILY HOME WITH BASEMENT, POOL, SPA, RETAINING WALLS, NEW ONSITE WASTEWATER TREATMENT SYSTEM, AND ASSOCIATED DEVELOPMENT; INCLUDING SITE PLAN REVIEW NO. 24-022 FOR CONSTRUCTION OVER 18 FEET UP TO A MAXIMUM OF 28 FEET IN HEIGHT FOR A PITCHED ROOF AND MINOR MODIFICATION NO. 24-006 TO REDUCE THE REQUIRED FRONT YARD SETBACK BY 50 PERCENT, FOR A PROPERTY LOCATED IN THE RURAL RESIDENTIAL, TWO-ACRE (RR-2) ZONING DISTRICT AT 33610 PACIFIC COAST HIGHWAY (PEACHES LLC)

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

SECTION 1. Recitals.

A. On March 4, 2019, an application for Coastal Development Permit (CDP) No. 19-011, Site Plan Review (SPR) No. 24-022, and Minor Modification (MM) No. 24-006 was submitted to the Planning Department by the applicant, Block and Block, on behalf of the property owner, Peaches LLC DBA. The application was routed to the City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, City Public Works Department, Waterworks District No. 29 (WD29), and Los Angeles County Fire Department (LACFD) for review.

B. On July 24, 2024, the applicant posted a Notice of CDP Application on the subject property and staff deemed the CDP application complete for processing.

C. On October 24, 2024, story poles representing the location and height of the new 2-story single-family residence were installed.

D. On November 8, 2024, Planning Department staff conducted a site visit to document site conditions, the property and surrounding area and to determine potential visual impacts of the proposed project on any scenic area, scenic road, or public viewing area.

E. On November 7, 2024, 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.

F. On December 2, 2024, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record.

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The Planning Commission has found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA according to CEQA Guidelines Sections 15303 (a) and (e) – New Construction – and Section 15304(b) – Minor Alterations to Land. The Planning Commission has further determined that none of the six exceptions to the use of a categorical exemption applies to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Coastal Development Permit Findings.

Based on evidence contained within the record, including the agenda report for the project and the hearing on December 2, 2024, and pursuant to the Local Coastal Program (LCP) Local Implementation Plan (LIP) including Sections 13.7(B) and 13.9 and Malibu Municipal Code (MMC), the Planning Commission adopts the findings of fact, and approves CDP No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system (OWTS), and associated development; including SPR No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and MM No. 24-006 to reduce the required front yard setback by 50 percent, for a property located in the Rural Residential, Two-Acre (RR-2) zoning district at 33610 Pacific Coast Highway (Peaches LLC).

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

A. General Coastal Development Permit (LIP Chapter 13)

1. The project is located in the RR-2 zoning district, an area designated for rural residential uses. A single-family residence and associated development components are permitted uses. The proposed project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Geotechnical Reviewers, City Public Works Department, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis, and site investigations, the proposed project, as conditioned, conforms to the LCP and MMC in that it meets all applicable residential development standards with the inclusion of the requested SPR and MM.

2. The project is located between the first public road and the sea. However, the proposed project and related construction activities are not anticipated to interfere with the public's right to access the coast as the site offers no direct or indirect public beach access. The proposed development of this property would be located atop a coastal bluff and inland canyon bluff. The upper three-fourths of the property is flatter than 5:1 and gently slopes from Pacific Coast Highway seaward to the south and east and then steeply descends, varying from 2 ½:1 or steeper for approximately 40 feet to the private access road to the south. The property is not subject to direct wave action but has been determined by the CCC and confirmed by the City of Malibu's Coastal

Engineer that the steep slope to the south is a coastal bluff subject to Malibu Local Coastal Program (LCP) coastal bluff policies and standards. Adequate public access exists nearby, as the closest Park Lands to the site are El Sol County Beach approximately 0.3 miles to the east and Nicolas Canyon County Beach approximately 0.6 miles to the west. As such, no potential project-related or cumulative impact on public access and recreation policies of Chapter 3 of the Coastal Act of 1976 are anticipated.

3. The proposed project meets the development policies of the LCP and MMC, with the inclusion of the SPR and MM, and has been determined to be the least environmentally damaging alternative and would actually provide for environmental enhancements by correcting historical issues on the sites slopes and developing site improvements that mitigate storm water flow across the site and minimizes erosion and sediment transport off-site.

B. Site Plan Review for Construction in Excess of 18 Feet in Height (LIP Section 13.27.5)

1. The project has been reviewed for conformance with all relevant policies and provisions of the LCP. Based on submitted reports, visual impact analysis, and a detailed site investigation, the project is consistent with all policies and provisions of the LCP and MMC, inclusive of the SPR and MM.

2. Story poles were installed in October of 2024. Staff visited the project site in November 2024, photo-documented the story poles, and evaluated the project for conformance with City codes. Properties in the vicinity of the subject property are predominantly developed with two-story single-family residences and accessory structures such as second units, detached garages, and swimming pools. The proposed grading will result in a lower finished grade which will decrease the building profile when viewed from PCH. Furthermore, as noted in Section A Finding 3, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond, and will not adversely affect the neighborhood character with the proposed scale of development. Based on the existing development pattern in the area, the proposed project is expected to blend with the surrounding built environment. Based on the surrounding topography and existing development, the proposed project will blend with the surrounding built environment and will not have an adverse effect on neighborhood character. The neighboring properties are developed with one- and two-story single-family residences. Therefore, the project is similar in height and scale to other buildings in the same neighborhood.

3. The project provides maximum feasible protection to significant public views as required by Chapter 6 of the Malibu LIP. The site is constrained by geological landslide areas, an irregular lot configuration, and the presence of coastal and canyon bluffs. Because the development cannot be sited completely below road grade to ensure the maximum protection of ocean views, the development proposes a view corridor double the size required by LIP Section 6.5 and will provide public visibility through the site as seen from PCH, a designated scenic roadway. The project is not expected to have significant impacts to scenic vistas and provides the maximum feasible protection to significant public views as required by LIP Chapter 6.

4. As previously discussed in Section A, Finding 1, the project complies with all applicable requirements of the LCP. The Planning Department, City Biologist, City Environmental Health Administrator, City Geotechnical Consultant Reviewers, LACFD and WD29 reviewed the proposed project and determined it was in conformance with the LCP and other State and local

requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies.

5. The proposed project, as designed, is consistent with the applicable land use designation, is consistent with all applicable development and design standards of the LCP and goals and policies of the General Plan because the project is located in an area that has been identified for residential use and the proposed residence incorporates siting and design measures to minimize visual impacts and landform alteration.

6. Based on the visual impact analysis (aerial photographs, site visits and story pole placement), staff has determined that the portions of the project above 18 feet in height are not expected to obstruct visually impressive scenes of the Pacific Ocean, off-shore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in MMC Section 17.40.040(A)(17). No nearby property owners have requested a primary view determination in response to the courtesy notice or story pole installation.

C. Minor Modification for a reduced front yard setback (LIP Section 13.27)

1. The project is consistent with the policies of the Malibu LCP in that the project has been reviewed and analyzed for conformance with the LCP. The project is consistent with the policies and provisions of the LCP and MMC. The project, with the inclusion of the requested MM, as designed and conditioned, conforms to all applicable LCP policies and provisions. A reduction in the front yard setback is needed to avoid construction on slopes 4 to 1 and steeper and that provides the required bluff retreat setback from the Coastal Bluff located on the southern portion of the site.

2. The project does not adversely affect neighborhood character. As previously stated in Section B, Finding 2, story poles were placed on the site to demonstrate the project's potential for view impacts to the surrounding area. The proposed project consists of a new 3,977.5 square foot two-story single-family residence with a footprint of 2,636 square feet, pool, 8,761 square feet of landscaping, and associated development. The project site's size coupled with geologic constraints and bluff setback requirements limits the ability to develop the site in any other manner than what is being proposed. The project's height and bulk will not adversely affect neighborhood character. Additionally, the proposed TDSF is considerably smaller than the adjacent property to the west and surrounding properties beyond and will not adversely affect the neighborhood character with the proposed scale of development. The proposed structure complies with the residential development standards of the LCP and MMC, consistent with the RR-2 zoning designation, with the inclusion of the MM and SPR request. The building is designed and sited in a manner that allows for visual access to the ocean through creation of a view corridor, while allowing development of the highly constrained site. As stated earlier, the lot size, view corridor requirement, and seismic hazard area located along the southern portion of the property limit where development can be sited. Based on conformance with development standards, inclusive of the MM and SPR, along with project conditions for building, driveway, and wall materials and colors,

proposed site and building design characteristics, the surrounding topography, and surrounding existing development, the project is not expected to have an adverse effect on neighborhood character.

3. The proposed project complies with all applicable requirements of State and local law, in that the 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. The City Biologist, City geotechnical consultant reviewers, City Environmental Health Administrator, City Public Works Department, WD29, and LACFD reviewed the proposed project and determined it was in conformance with State and local requirements. Prior to issuance of grading permits, the Building Safety Division will plan check the grading plans and structural plans for the residence and other improvements to verify conformance with State and local law. Construction of the proposed improvements will comply with all building code requirements and will incorporate all recommendations from applicable City and County agencies. Therefore, the proposed project complies with all applicable requirements of State and local law.

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

1. The proposed project is a new two-story single-family residence on a vacant parcel currently developed with an existing single-family residence, in a neighborhood developed with single-family residences. As proposed, the project complies with the non-beachfront residential standards. Based on a staff site visit and analysis it was determined that due to the lot location, dimensions, and topography, there is no feasible alternative building site where the development would be obscured from view from a scenic area. The proposed project has been designed to provide a view corridor of 16 feet, 7 inches, which is approximately 42 percent of the lot's frontage and more than twice the required width. LIP chapter 6 requires a view corridor of 20 percent of the lot frontage to ensure that the proposed development would not obstruct views to the ocean from PCH. Additionally, the proposed landscaping and pedestrian walkway along the west side of the project will not be visible from the scenic road; therefore, the proposed project has been determined not have a significant adverse scenic or visual impact as seen from PCH.

2. The project as conditioned will not have significant adverse scenic or visual impacts. The project has been conditioned to include limitations on lighting and colors of the materials used to prevent any visual impacts to scenic areas.

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

4. The project, as designed and conditioned, is not expected to adversely affect scenic and visual resources and no feasible alternatives would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

5. As discussed in Findings 1, 2, and 4 above, the project as proposed and conditioned, would not have significant adverse impacts on scenic and visual resources, nor eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.

E. Hazards (LIP Chapter 9)

1. The project will not increase the instability of the site from geologic, flood, or fire hazards. The proposed development is suitable for the intended use provided that the certified engineering geologist and/or geotechnical engineer's recommendations and governing agency's building codes are followed.

2. The project, as designed, conditioned, and approved by the City geotechnical consultant reviewers and City Public Works Department, does not pose any significant adverse impacts on the site stability or structural integrity from geologic or fire hazards due to the project design.

3. The project, as designed and conditioned, is the least environmentally damaging alternative.

4. The proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, and LACFD. These specialists and agencies determined that the proposed project does not impact site stability or structural integrity, nor increase the fire hazard beyond what exist today and will actually correct existing surficial erosion through the development of the site.

5. The proposed project, as designed and conditioned, will not have adverse impacts on sensitive resources.

F. Shoreline and Bluff Development (LIP Chapter 10)

1. As previously discussed in Section A, Finding 2, the proposed project is not anticipated to interfere with public access to the ocean. The proposed development and related construction activities are at least 50 feet from the bluff edge and beach access is available at El Sol County Beach, located approximately 0.3 miles to the east and Nicolas Canyon County Beach, located approximately 0.6 miles to the west. No development is proposed on or near the shoreline sand supply or other resources as the development finished floor elevation (approximately 125 feet above sea level) will be 50 feet landward of the bluff edge. The proposed development complies with the reduced 50-foot setback from the coastal bluff edge pursuant to LIP 10.4(D) and the 25-foot setback from the canyon bluff pursuant to MMC Section 17.40.040(A)(6)(e) as the static factor of safety is greater than 1.5.

2. The project, as proposed and conditioned, is consistent with LIP Section 10.4.D.1 and LIP Section 10.4.H and will not have significant adverse impacts on public access, shoreline sand supply or other resources.

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

4. As previously stated, the proposed project as designed, conditioned, and approved by City staff, the project will not have any significant adverse impacts on public access or shoreline

sand supply, or other resources.

SECTION 4. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDP No. 19-011, SPR No. 24-022 and MM No. 24-006, subject to the following conditions.

SECTION 5. 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. Approval of this application is to allow for the project described herein. The scope of work approved includes:

Construction

a. New 3,977.5 square foot, two-story single-family residence with a 1,291 square foot basement;
b. Decks and outdoor shower;
c. Swimming pool and spa;
d. Grading
e. Landscaping and hardscape;
f. New driveway and associated retaining walls; and
g. New OWTS;

Discretionary Request

The proposed project includes the following discretionary requests:

a. SPR No. 24-022 for construction over 18 feet up to a maximum height of 28 feet for a pitched roof.
b. MM No.24-006 for a 50 percent reduction of the front yard setback

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Department date stamped **July 8, 2024**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

4. Pursuant to LIP Section 13.18.2, this permit and rights conferred in this approval shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions of approval set forth herein. The applicant shall file this form with the Planning Department prior to the issuance of any development permits.

5. The applicant shall digitally submit a complete set of plans to the Planning Department for consistency review and approval prior to plan check and again prior to the issuance of any building or development permits.

6. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

7. Any questions of intent or interpretation of any condition of approval will be resolved by the Planning Director upon written request of such interpretation.

8. All development shall conform to requirements of the City of Malibu Environmental Sustainability Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29 and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured.

9. Minor changes to the approved plans or the conditions of approval may be approved by the Planning Director, provided such changes achieve substantially the same results and the project is still in compliance with the Malibu Municipal Code and the Local Coastal Program. Revised plans reflecting the minor changes and additional fees shall be required.

10. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that the CCC denies the permit or issues the permit on appeal, the coastal development permit approved by the City is void.

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

12. The property owner shall comply with all provisions of the MMC and LIP.

Cultural Resources

13. 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 until the

Planning Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

14. If human bone is discovered during geologic testing or during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Lighting

15. Exterior lighting must comply with the Dark Sky Ordinance and shall be minimized, shielded, or concealed and restricted to low intensity features, so that no light source is directly visible from public view. Permitted lighting shall conform to the following standards:
    a. Lighting for walkways shall be limited to fixtures that do not exceed two feet in height and are directed downward, and limited to 850 lumens (equivalent to a 60-watt incandescent bulb);
    b. Security lighting controlled by motion detectors may be attached to the residence provided it is directed downward and is limited to 850 lumens;
    c. Driveway lighting shall be limited to the minimum lighting necessary for safe vehicular use. The lighting shall be limited to 850 lumens;
    d. Lights at entrances as required by the Building Code shall be permitted provided that such lighting does not exceed 850 lumens;
    e. Site perimeter lighting shall be prohibited; and
    f. Outdoor decorative lighting for aesthetic purposes is prohibited.

16. Night lighting for sports courts or other private recreational facilities shall be prohibited.

17. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness. Lighting levels on any nearby property from artificial light sources on the subject property(ies) shall not produce an illumination level greater than one foot-candle.

18. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded directed downward and inward so there is no offsite glare or lighting of natural habitat areas. High intensity lighting of the shore is prohibited.

19. String lights are allowed in occupied dining and entertainment areas only and must not exceed 3,000 Kelvin.

20. Motion sensor lights shall be programmed to extinguish ten minutes after activation.

21. Three violations of the conditions by the same property owner will result in a requirement to permanently remove the outdoor light fixture(s) from the site.

22. Up-lighting of landscaping is prohibited.

Fencing/Walls/Screening

23. Any above-ground equipment shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

24. The applicant shall include an elevation of the proposed electronic driveway gate on the architectural plans that are submitted for building plan check. The gate and all fencing along the front property line shall comply with the regulations set forth in LIP Section 3.5.

25. The height of fences and walls shall comply with LIP Section 3.5.3(A). No retaining wall shall exceed six feet in height or 12 feet in height for a combination of two or more walls.

26. New boundary fencing of any single area exceeding ½ acre shall be of an open rail-type design with a wooden rail at the top (instead of wire), be less than 40 inches high, and have a space greater than 14 inches between the ground and the bottom post or wire. A split rail design that blends with the natural environment is preferred.

Construction / Framing

27. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all recoverable/recyclable material. Recoverable material shall include but shall not be limited to: asphalt, dirt and earthen material, lumber, concrete, glass, metals, and drywall.

28. Prior to the issuance of a building/demolition permit, an Affidavit and Certification to implement waste reduction and recycling shall be signed by the Owner or Contractor and submitted to the Environmental Sustainability Department. The Affidavit shall indicate the agreement of the applicant to divert at least 65 percent (in accordance with CalGreen) of all construction waste from the landfill.

29. Prior to the issuance of a building permit, the applicant shall confirm with the City Building Official if a Los Angeles County Fire Department compliant second egress point from the basement will be required and shall update plans accordingly should that be required.

30. Prior to the commencement of work, the applicant shall submit a copy of their Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right of way.

31. A construction staging plan shall be reviewed and approved by the Planning Director prior to plan check submittal.

32. Construction hours shall be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturdays from 8:00 a.m. to 5:00 p.m. No construction activities shall be permitted on Sundays or City-designated holidays.

33. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

34. All new development, including construction, grading, and landscaping shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter 17, including:
    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. Grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.

35. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the highest roof member elevation, lowest finish floor elevation and elevation of centerline of Pacific Coast Highway. Prior to the commencement of further construction activities, said document shall be submitted to the assigned Building Inspector and Planning Department for review and sign off on framing.

36. For the transportation of heavy construction equipment and/or material, which requires the use of oversized-transport vehicles on State highways, the applicant / property owner is required to obtain a transportation permit from the California Department of Transportation.

Biology/Landscaping

37. Except as permitted pursuant to the provisions in LUP policies 3.18 and 3.20, throughout the City of Malibu, development that involves the use of pesticides, including insecticides, herbicides, rodenticides or any other similar toxic chemical substances, shall be prohibited in cases where the application of such substances would have the potential to significantly degrade Environmentally Sensitive Habitat Areas or coastal water quality or harm wildlife. Herbicides may be used for the eradication of invasive plant species or habitat restoration, but only if the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls are infeasible. Herbicides shall be restricted to the least toxic product and method, and to the maximum extent feasible, shall be biodegradable, derived from natural sources, and used for a limited time.

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

39. 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.

40. Prior to final Planning inspection or other final project sign off (as applicable), the applicant shall submit to the Planning Director for review and approval a certificate of completion in accordance with the Landscape Water Conservation Ordinance (MMC Section 17.53.030). The certificate shall include the property owner's signed acceptance of responsibility for maintaining the landscaping and irrigation in accordance with the approved plans and MMC Section 17.53.030.

41. 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.

42. 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 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. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

43. 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). The planting plan must adhere to the view corridor requirements for the property.

44. Invasive plant species, as determined by the City of Malibu, are prohibited.

45. No non-native plant species shall be approved greater than 50 feet from the residential structure.

46. Native species of the Santa Monica Mountains, characteristic of the local habitat, shall be used on graded slopes or where slope plantings are required for slope stabilization, erosion control, and watershed protection. Plants should be selected to have a variety of rooting depths. A spacing of 15 feet between large woody ($\geq$10-foot canopy) shrubs is recommended by the Fire Department. Lawns are prohibited on slopes > 5%.

47. Slope planting measures such as contour planting and terracing or other techniques shall be incorporated on slopes to interrupt the flow and rate of surface runoff in order to prevent surface soil erosion.

48. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote and copper arsenate.

49. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to 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 nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

50. 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 lighting of natural habitat areas. Up-lighting is prohibited.

Fire Department/Fuel Modification

51. The project shall receive LACFD approval of a Final Fuel Modification Plan prior to the issuance of final building permits.

52. The project is required to have an interior automatic sprinkler system.

Public Works

53. Clearing and grading during the rainy season (extending from November 1 to March 31) shall be prohibited for development that:
    a. Is located within or adjacent to ESHA, or
    b. Includes grading on slopes greater than 4 to 1.

    Approved grading for development that is located within or adjacent to ESHA or on slopes greater than 4 to 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.

54. 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.

55. A grading and drainage plan containing the following information shall be approved, and submitted to the Public Works Department, prior to the issuance of grading permits for the project:
    a. Public Works Department general notes;
    b. 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);
    c. The limits of land to be disturbed during project development shall be delineated and a total area shall be shown on this 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;
    d. The limits to land to be disturbed during project development shall be delineated and a total area of disturbance should be shown on this plan. Areas disturbed by

grading equipment beyond the limits of grading shall be included within the area delineated;

e. If the property contains rare, endangered or special status species as identified in the Biological Assessment, this plan shall contain a prominent note identifying the areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on this plan as required by the City Biologist;
f. The grading limits shall include the temporary cuts made for retaining walls, buttresses and over excavations for fill slopes; and
g. Public storm drain systems shall be shown on this plan. Systems greater than 12 inch in diameter shall also have a plan and profile for the system included with this plan.

56. 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.

57. The ocean between Latigo Point and the west City limits has been established by the State Water Resources Control Board as an Area of Special Biological Significance (ASBS) as part of the California Ocean Plan. This designation prohibits the discharge of any waste, including stormwater runoff, directly into the ASBS. The applicant shall provide a drainage system that accomplishes the following:

a. Installation of BMPs that are designed to treat the potential pollutants in the stormwater runoff so that it does not alter the natural ocean water quality. These pollutants include trash, oil and grease, metals, bacteria, nutrients, pesticides, herbicides and sediment.
b. Prohibits the discharge of trash.
c. Only discharges from existing storm drain outfalls are allowed. No new outfalls will be allowed. Any proposed or new storm water discharged shall be routed to existing storm drain outfalls and shall not result in any new contribution of waste to the ASBS (i.e., no additional pollutant loading).
d. Elimination of non-storm water discharges.

58. A Local Storm Water Pollution Prevention Plan (LSWPPP) shall be provided prior to issuance of grading/building permits. This plan shall include an Erosion and Sediment Control Plan (ESCP) that includes, but is not limited to:

Erosion Controls Scheduling	Erosion Controls Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Entrance
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage

	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

All BMPs 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.

59. 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.

60. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. 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 on the site. The QQMP 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:
    a. Site Design BMPs:
    b. Source Control BMPs;
    c. Treatment Control BMPs that retain on-site 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;
    d. Drainage improvements;
    e. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure;
    f. Methods of onsite percolation, site re-vegetation and an analysis for off-site project impacts;
    g. Measures to treat and infiltrate runoff from impervious areas;
    h. 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 measure installed during construction prior to the issuance of grading or building permits; and
    i. The WQMP shall be submitted to the Public Works Department and the fee applicable at the time of submittal for review of the WQMP shall be paid prior to the start of the technical review. The WQMP shall be approved prior 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 Office of the Los Angeles County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the issuance of the certificate of occupancy.

Geology

61. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City geotechnical staff shall be incorporated into all final design and construction including foundations, grading, sewage disposal, and drainage. Final plans shall be reviewed and approved by the City geotechnical consultant reviewers prior to the issuance of permits.

62. Final plans approved by the City geotechnical consultant reviewers shall be in substantial conformance with the approved CDP relative to construction, grading, sewage disposal and drainage. Any substantial changes may require a CDP amendment or a new CDP.

Swimming Pool / Spa / Mechanical Equipment

63. Onsite noise, including that which emanates from swimming pool and air conditioning equipment, shall be limited as described in MMC Chapter 8.24 (Noise).

64. Pool and air conditioning equipment that will be installed shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

65. All swimming pools shall contain double walled construction with drains and leak detection systems capable of sensing a leak of the inner wall.

66. 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:
    a. The discharge water is dechlorinated, debrominated or if the water is disinfected using ozonation;
    b. There are sufficient BMPs in place to prevent soil erosion; and
    c. The discharge does not reach into the MS4 or to the ASBS (including tributaries).

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

68. A sign stating "It is illegal to discharge pool, spa, or water feature waters to a street, drainage course, or storm drain per MMC Section 13.04.060(D)(5)" 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.

Environmental Health

69. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan prepared by a City Registered OWTS Designer shall be submitted showing an OWTS design meeting the minimum requirements of the MMC and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The OWTS plot plan shall show essential features of the OWTS and must fit onto an 11-inch by 17-inch sheet leaving a five-inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

70. Final OWTS Design Report, Plans, and System Specifications: A final OWTS design report and large set of construction drawings with system specifications (four sets) shall be submitted to describe the OWTS design basis and all components proposed for use in the construction of the OWTS. All plans and reports must be signed by a City Registered OWTS Designer, and the plans stamped by the project Geologist, and Structural Engineer as applicable. The final OWTS design report and construction drawings shall be submitted with the designer's signature, professional registration number, and stamp (if applicable).

71. The final design report shall contain the following information (in addition to the items listed above).
    a. Required treatment capacity for wastewater treatment and disinfection systems. The treatment capacity shall be specified in terms of flow rate, gallons per day, and shall be supported by calculations relating the treatment capacity to the number of bedroom equivalents, plumbing drainage fixture equivalents, and the subsurface effluent dispersal system acceptance rate. The drainage fixture unit count must be clearly identified in association with the design treatment capacity, even if the design is based on the number of bedrooms. Average and peak rates of hydraulic loading to the treatment system shall be specified in the final design;
    b. Sewage and effluent pump design calculations (as applicable).
    c. Description of proposed wastewater treatment and/or disinfection system equipment. State the proposed type of treatment system(s) (e.g., aerobic treatment, textile filter ultraviolet disinfection, etc.); major components, manufacturers, and model numbers for "package" systems; and conceptual design for custom engineered systems;
    d. Specifications, supporting geology information, and percolation test results for the subsurface effluent dispersal portion of the onsite wastewater disposal system. This must include the proposed type of effluent dispersal system (drainfield, trench, seepage pit subsurface drip, etc.) as well as the system's geometric dimensions and basic construction features. Supporting calculations shall be presented that relate the results of soils analysis or percolation/infiltration tests to the projected subsurface effluent acceptance rate, including any unit conversions or safety factors. Average and peak rates of hydraulic loading to the effluent dispersal system shall be specified in the final design. The projected subsurface effluent acceptance rate shall be reported in units of total gallons per day and gallons per square foot

per day. Specifications for the subsurface effluent dispersal system shall be shown to accommodate the design hydraulic loading rate (i.e., average and peak OWTS effluent flow, reported in units of gallons per day). The subsurface effluent dispersal system design must take into account the number of bedrooms, fixture units and building occupancy characteristics; and

e. All final design drawings shall be submitted with the wet signature and typed name of the OWTS designer. If the scale of the plan is such that more space is needed to clearly show construction details, larger sheets may also be provided (up to a maximum size of 18 inch by 22 inch, for review by Environmental Health). Note: For OWTS final designs, full-size plans are required for review by the Building Safety Division and/or the Planning Department.

72. Proof of Ownership: Proof of ownership of subject property shall be submitted to the City Environmental Health Administrator.

73. Operations & Maintenance Manual: An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed advanced OWTS.

74. Maintenance Contract: A maintenance contract executed between the owner of the subject property and an entity qualified in the opinion of the City of Malibu to maintain the proposed onsite wastewater disposal system after construction shall be submitted. Note only original "wet signature" documents are acceptable.

75. Advanced OWTS Covenant: Prior to final Environmental Health approval, a covenant running with the land shall be executed between the City of Malibu and the holder of the fee simple absolute as to subject real property and recorded with the Office of the Los Angeles County Recorder. Said covenant shall serve as constructive notice to any future purchaser for value that the onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the Malibu Municipal Code. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

76. Project Geologist/Geotechnical Consultant Approval: Project Geologist/Geotechnical Consultant final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

77. City of Malibu Geologist/Geotechnical Consultant Approval: City of Malibu geotechnical staff final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

78. City of Malibu Public Works Approval: City of Malibu Public Works final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

79. City of Malibu Planning Approval: City of Malibu Planning Department final approval of the OWTS plan shall be obtained.

80. Environmental Health Final Review Fee: A final fee in accordance with the adopted fee schedule at the time of final approval shall be paid to the City of Malibu for Environmental Health review of the OWTS design and system specifications.

81. Operating Permit Application and Fee: In accordance with Malibu Municipal Code, an application shall be made to the Environmental Health office for an Onsite Wastewater Treatment System operating permit. An operating permit fee in accordance with the adopted fee schedule at the time of final approval shall be submitted with the application.

82. Prior to the issuance of a building permit the applicant shall demonstrate, to the satisfaction of the Building Official, compliance with the City of Malibu's Onsite Wastewater Treatment regulations including provisions of LIP Section 18.9 related to continued operation, maintenance and monitoring of onsite facilities.

83. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan shall be submitted showing an AOWTS design meeting the minimum requirements of the Malibu Plumbing Code (MPC) and the LCP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The AOWTS plot plan shall show essential features of the AOWTS and must fit onto an 11-inch by 17-inch sheet leaving a five-inch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

84. Final OWTS Design Report, Plans, and System Specifications: If the OWTS design and/or bedroom/drainage fixture unit counts are modified in any way subsequent to the Planning-stage review, then a final design and system specifications shall be submitted as to all components (i.e., alarm system, pumps, timers, flow equalization devices, backflow devices, etc.) proposed for use in the construction of the proposed OWTS. For all OWTS, final design drawings and calculations must be signed by a California registered civil engineer, a registered environmental health specialist or a professional geologist who is responsible for the design. The designer must also be a registered OWTS designer with the City of Malibu. The final OWTS design report and drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

Water Service

85. Prior to the issuance of a building permit, the applicant shall submit an updated Will Serve Letter from Los Angeles County Waterworks District No. 29 to the Planning Department indicating the ability of the property to receive adequate water service.

Prior to Occupancy

86. Prior to a final Building inspection, the applicant shall provide a Recycling Summary Report (Summary Report) and obtain the approval from the Environmental Sustainability Department. Applicant must provide haul tickets and diversion information. The final Summary Report shall

designate the specific materials that were land filled or recycled and state the facilities where all materials were taken.

87. The applicant shall request a final Planning Department inspection prior to final inspection by the City of Malibu Building Safety Division. A Certificate of Occupancy shall not be issued until the Planning Department has determined that the project complies with this coastal development permit. A temporary Certificate of Occupancy may be granted at the discretion of the Planning Director, provided adequate security has been deposited with the City to ensure compliance should the final work not be completed in accordance with this permit.

88. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the project site and determine that all Planning Department conditions to protect natural resources are in compliance with the approved plans.

89. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

View Corridor

90. No landscaping on the east side of the property shall be more than six feet high for the first 100 feet from the Pacific Coast Highway boundary.

91. Pursuant to LIP Section 6.5(E)(2) and in order to ensure the protection of scenic and visual resources, the applicant is required to maintain:
    a. A view corridor a minimum of 16 feet 7 inches adjacent to the western property line extending the length of the property.
    b. No portion of any structure shall extend into the view corridor above the elevation of the adjacent street.
    c. Any fencing across the view corridor shall be permanently maintained as visually permeable. Tinted or frosted glass, and louvered or slatted screen fences are not permitted.
    d. Any landscaping in this area shall include only low-growing species that will not obscure or block bluewater views.
    e. If at any time the property owner allows the view corridor to become impaired or blocked, it would constitute a violation of the coastal development permit and the Coastal Act and be subject to all civil and criminal remedies.

Fixed Conditions

92. This coastal development permit shall run with the land and bind all future owners of the property.

93. Violation of any of the conditions of this approval may be cause for revocation of this permit and termination of all rights granted there under.

Deed Restrictions

94. 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 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 Planning Department staff prior to final Planning Department approval.

95. Prior to final Planning Department approval, the applicant shall be required to execute and record a deed restriction reflecting lighting requirements set forth in Condition Nos. 15-22. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

96. The property owner is required to acknowledge, by recordation of a deed restriction, that the property is subject to wave action, erosion, flooding, landslides, or other hazards associated with development on a beach or bluff, 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 any liability, claims, damages or expenses arising from any injury or damage due to such hazards. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

SECTION 6. The Planning Commission shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 2nd day of December, 2024.

DREW LEONARD, Planning Commission Chair

ATTEST:

REBECCA EVANS, Recording Secretary

LOCAL APPEAL - Pursuant to Local Coastal Program Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals) 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. 246.

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 24-77 was passed and adopted by the Planning Commission of the City of Malibu at the regular meeting held on the 2nd day of December 2024 by the following vote:

AYES:	4	Commissioners: Mazza, Peak, Smith, Leonard
NOES:	1	Commissioner: Hill
ABSTAIN:	0	
ABSENT:	0	

Rebecca Evans

REBECCA EVANS, Recording Secretary

Agenda Item: 5.A
CDP No. 19-011

33610 Pacific Coast Highway

Malibu, California





Location Map

Project Location

The project site is located over looking Watkins Cove on the Encinal Bluffs on the southwest side of PCH, approximatley a half mile west of Decker Edison Road.

AERIAL VIEW OF PROJECT SITE



PROJECT DESCRIPTION

Coastal Development Permit for a

New:

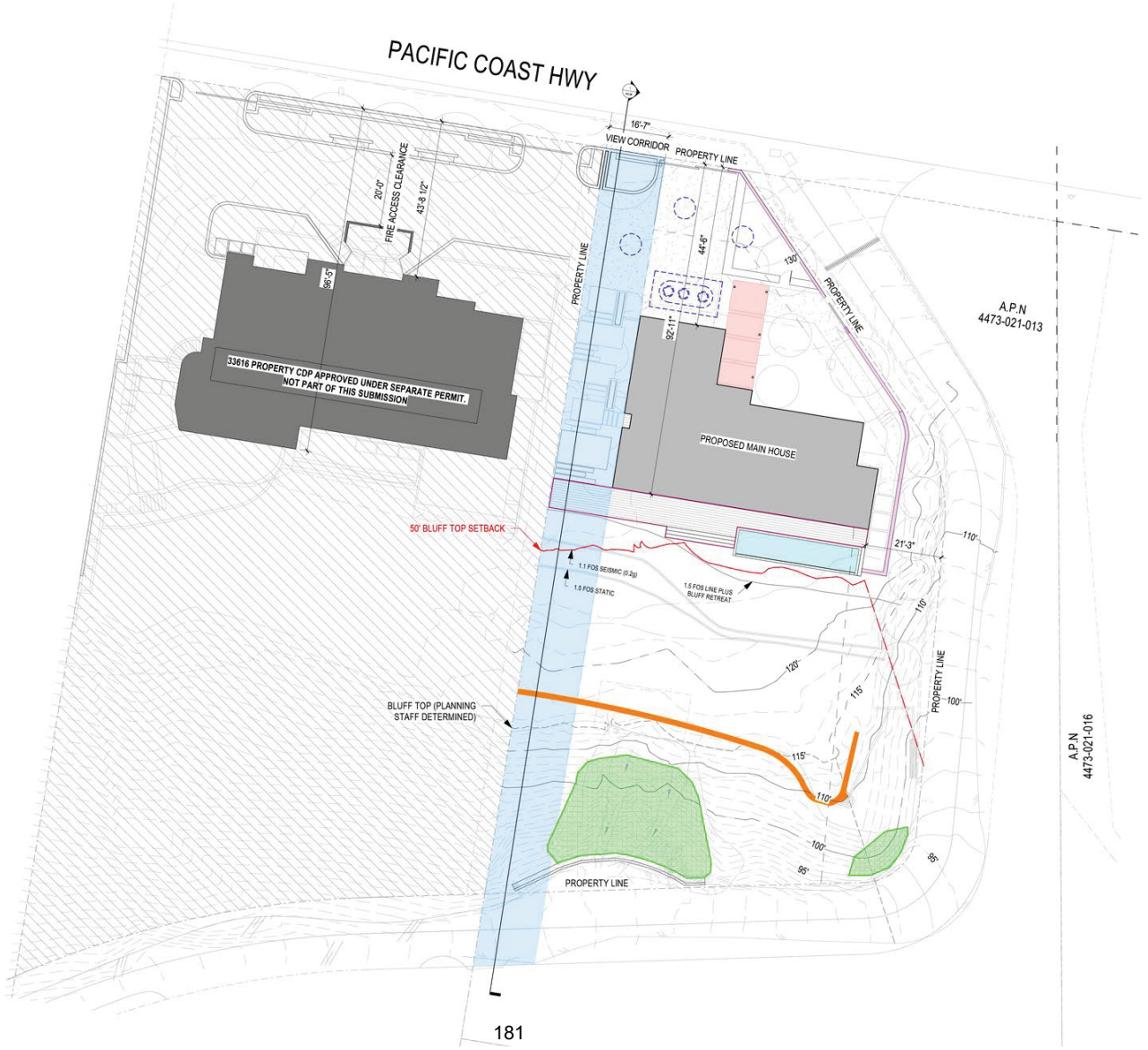
- Two Story, 28'-0" High SFR
- 3,983 Square Foot SFR with 1,291 Square Foot Basement
- View Corridor Equal to 42% of PCH Frontage (code required 20%)
- AOWTS
- Swimming Pool
- Landscaping | Hardscape | Outdoor Lighting | New Entry Gate
- Grading | Site Walls
- Swale | Wire Mesh | 3' Impact Wall at Toe of Slope to Protect Private Driveway & Existing Residences

Discretionary Approvals

- SPR | Height in Excess of 18'-0"
- Minor Modification | Reduce FYSB by 50%

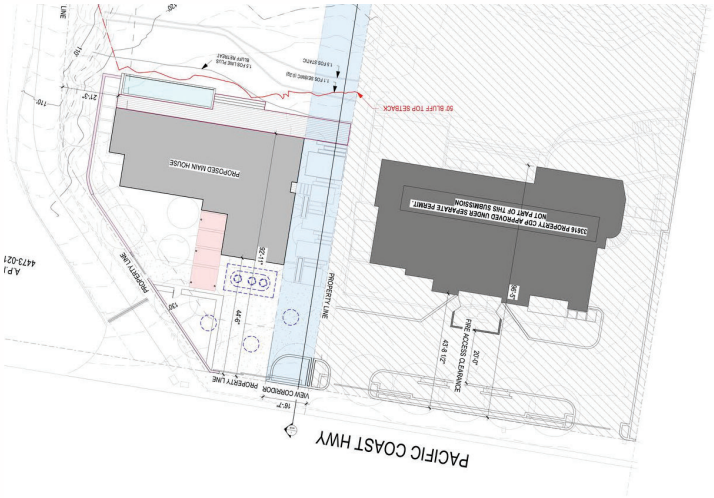
PROJECT COMPONENTS

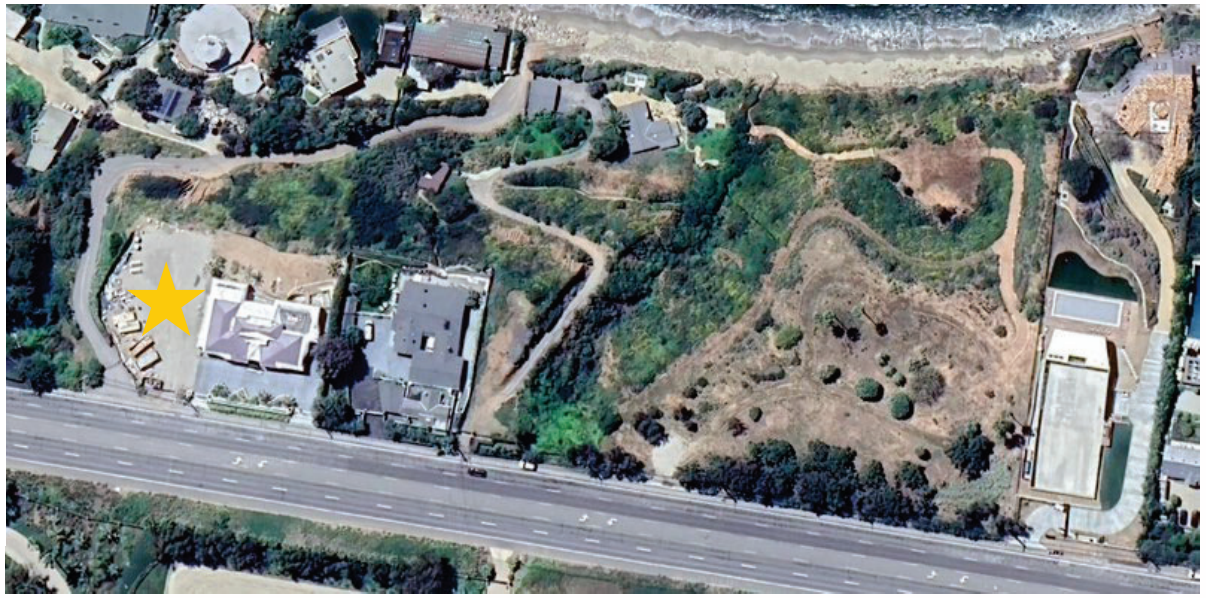




MINOR MODIFICATION - FRONT YARD SETBACK

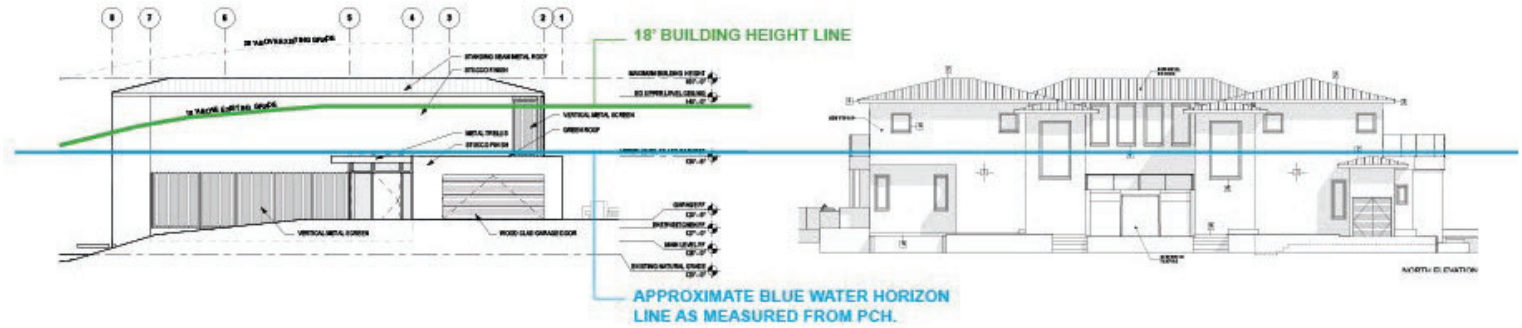
- PROPERTY CHARACTERISTICS UNUSUAL MAKE MINOR MODIFICATION NECESSARY
- THE HOUSE SETBACK CONFORMS TO CODE WITHOUT REDUCTION PROPOSED WITH MINOR MODIFICATION
- OPEN AIR TRELLIS OVER FRONT WALKWAY IS ONLY DEVELOPMENT PROPOSED IN MINOR MODIFICATION AREA
- MASSING OF PROPOSED SFR & TRELLIS LINES UP WITH MASSING OF SFR ON ADJACENT PROPERTIES
- MINOR MODIFICATION FINDINGS MADE IN AFFIRMATIVE





SITE PLAN REVIEW - 28' - 0" HIGH PITCHED ROOF

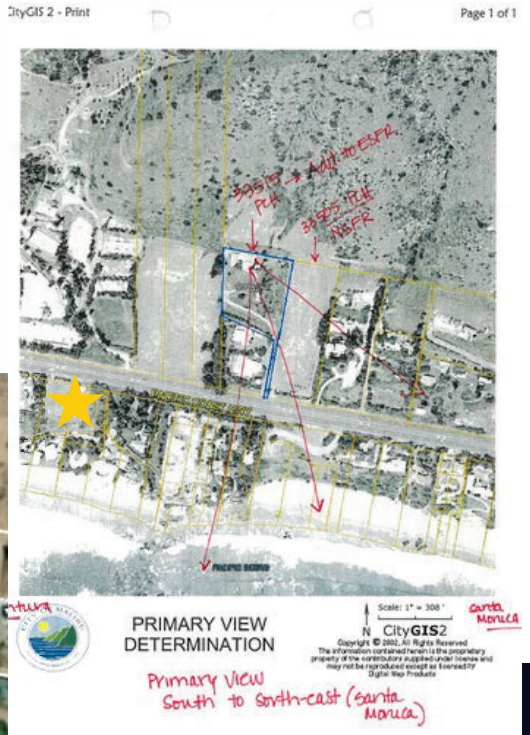
- AREA OF PROPOSED RESIDENCE GREATER THAN 18' - 0" DOES NOT OBSTRUCT A PRIMARY VIEW. ONLY 1 OF THE ADJACENT PROPERTIES LANDWARD OF PCH & WITHIN 1,000 FEET OF THE SUBJECT PROPERTY HAS A PVD OF RECORD. THAT PROPERTY'S PRIMARY VIEW IS TO THE SOUTH / SOUTH - EAST AND NOT IN THE DIRECTION OF THE SUBJECT PROPERTY
- BLUE WATER / HORIZON LINE AS MEASURED FROM PCH WOULD BE OBSTRUCTED WITH AN 18' - 0" STRUCTURE
- HEIGHT OF PROPSOED RESIDENCE CONSISTENT WITH SIMILARLY SITUATED NEIGHORING PROPERTIES ON PCH
- SPR FINDINGS MADE IN AFFIRMATIVE

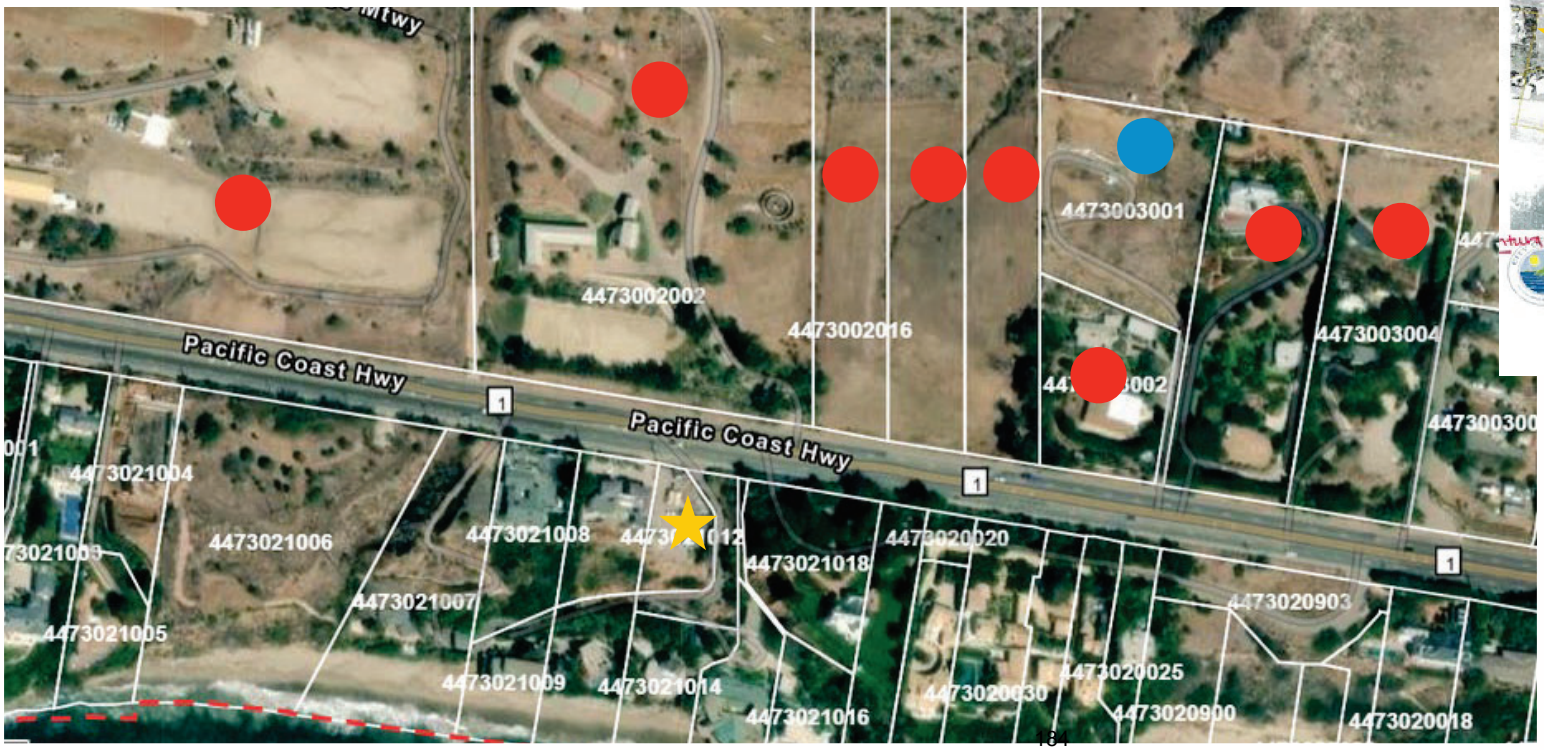




SITE PLAN REVIEW | SURROUNDING PRIMARY VIEW DETERMINATION

- AS STATED ABOVE, AREA OF PROPOSED RESIDENCE GREATER THAN 18' -0" (★) DOES NOT OBSTRUCT A PRIMARY VIEW. ONLY 1 OF THE ADJACENT PROPERTIES LANWARD OF PCH WITHIN 1,000 FEET OF THE SUBJECT PROPERTY HAS A PVD OF RECORD (● PROPERTY WITIN 1000' | = PROPERTY WITH PVD OF RECORD. THAT PROPERTY'S PRIMARY VIEW IS TO THE SOUTH / SOUTH -EAST AND NOT IN THE DIRECTION OF THE SUBJECT PROPERTY



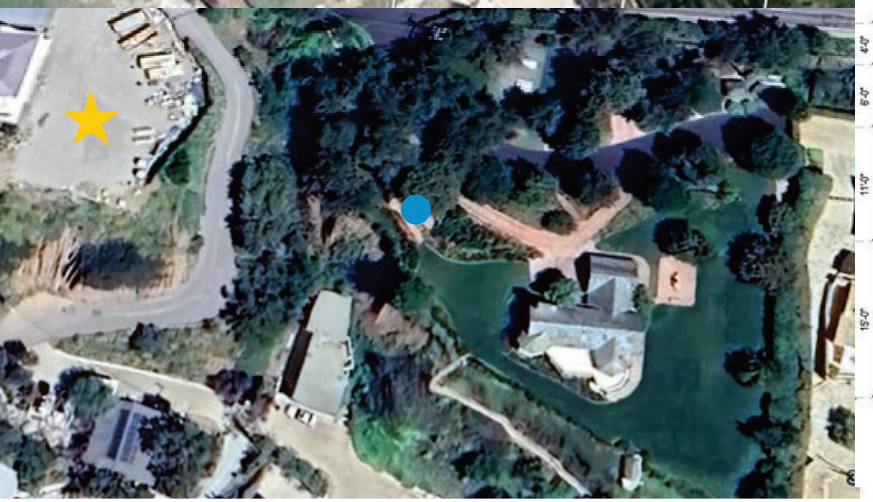


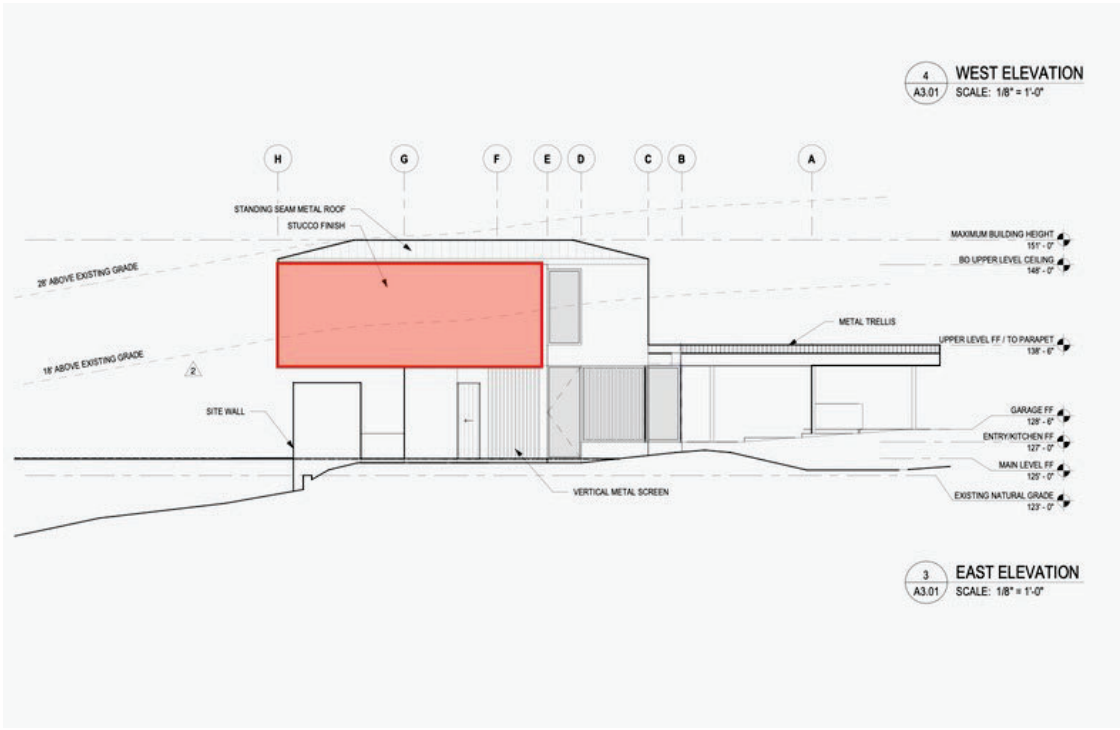
PEACHES LLC | CDP NO. 19 -011

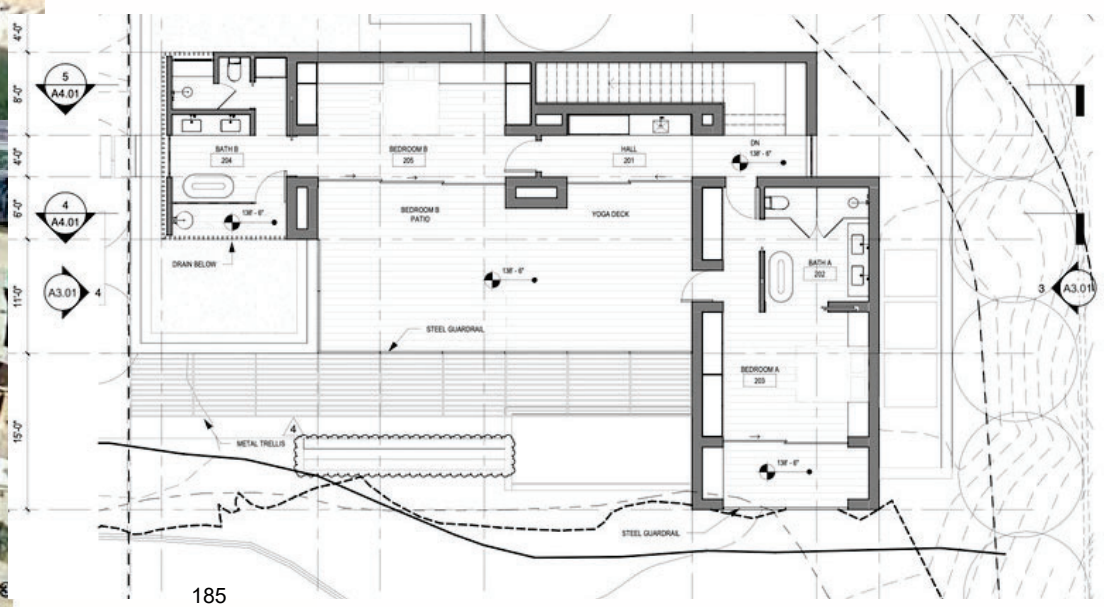
08

ANALYZING NEIGHBOR CONCERN AT 33572 PCH









VIEW CORRIDOR

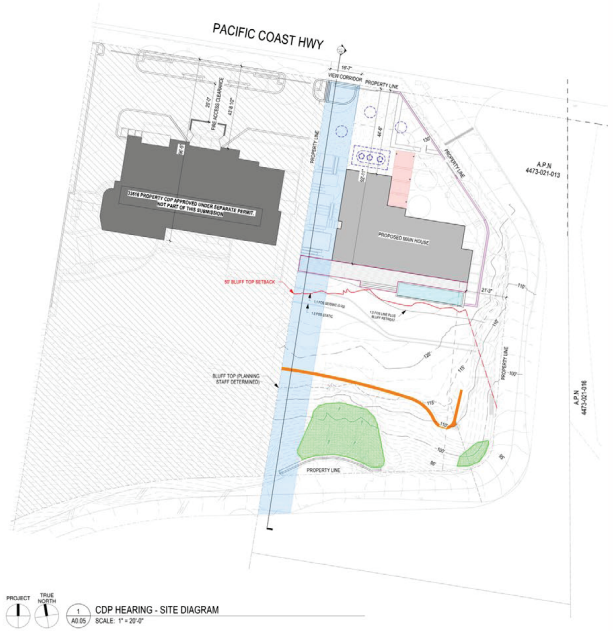
- PROJECT COMPLIES WITH LIP SECTION 6.5(E)(2) WHERE THE DEVELOPMENT CANNOT BE SITED / DESIGNED BELOW ROAD GRADE SO WE ARE PROPOSING A VIEW CORRIDOR

- VIEW CORRIDOR WIDTH = 16' - 7"

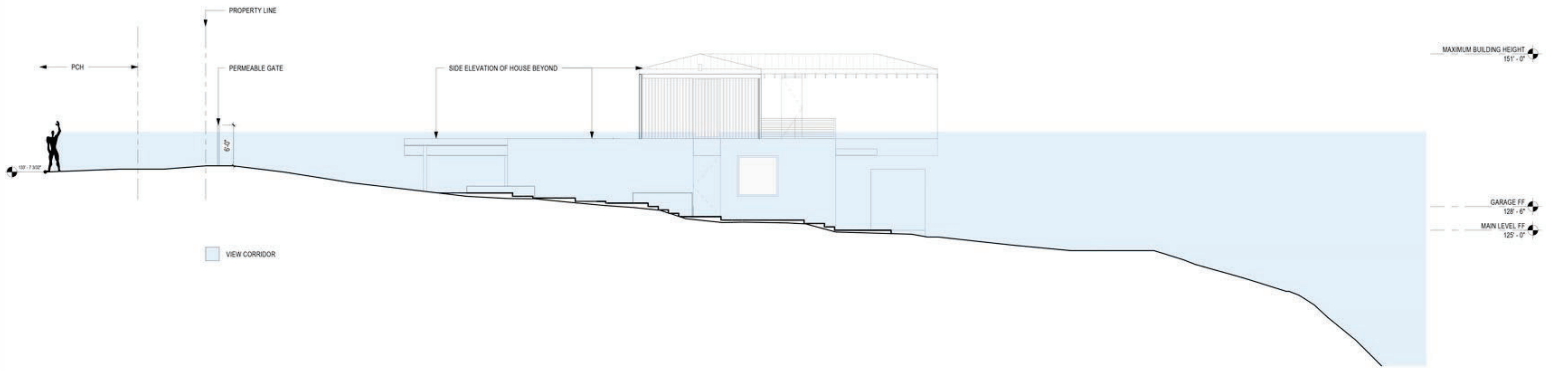
  - SUBJECT PROPERTY'S FRONTAGE ALONG PCH = 39' - 4"
  - VIEW CORRIDOR PERCENTAGE OF TOTAL FRONTAGE = 42% (CODE REQUIRED 20%)

- ALL IMPROVEMENTS WITHIN VIEW CORRIDOR ARE EITHER VISUALLY PERMEABLE AND / OR BELOW ROAD GRADE ELEVATION AS THE SITE DECENDS FROM PCH TOWARDS OCEAN

- NO UNENCLOSED PARKING SPACES WITHIN VIEW CORRIDOR



CDP HEARING - SITE DIAGRAM
SCALE: 1" = 20'-0"



SECTION THROUGH VIEW CORRIDOR
SCALE: 1/8" = 1'-0"

BLUFF TOP DEVELOPMENT

- TOP OF SLOPE DETERMINED BY PLANNING STAFF
- all development associated with sfr setback behind:
  - 50' - 0" bluff top setback line; and
  - 1.5 Factor of Safety line + Bluff retreat line



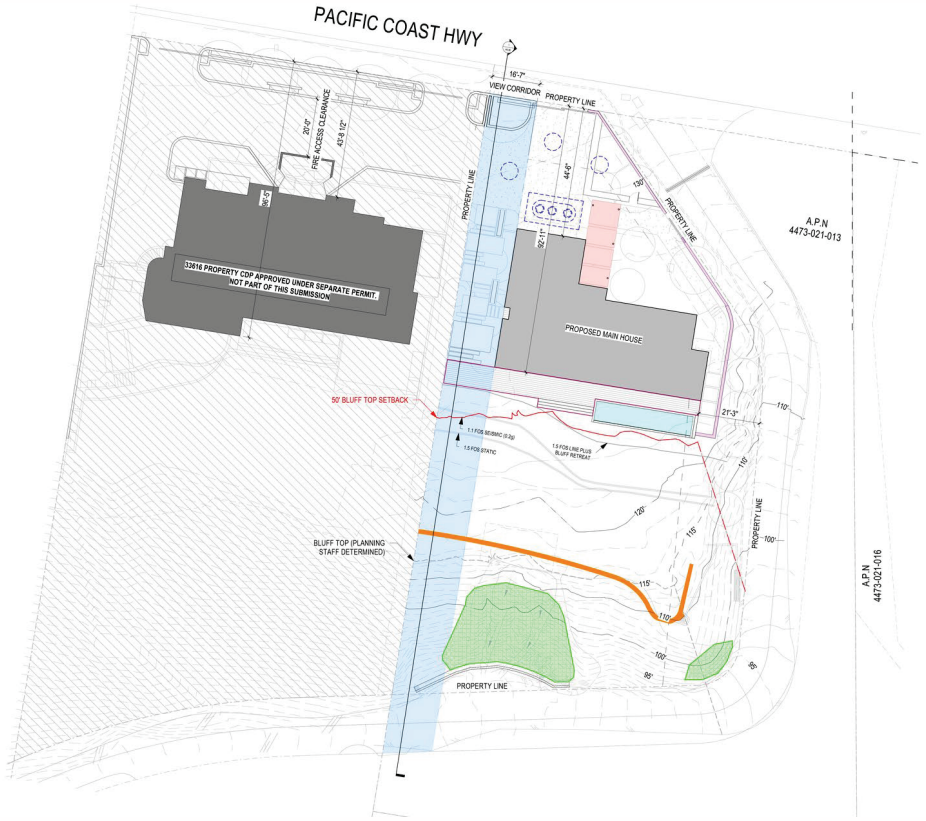
SLOPE

- SLOPE FAILURE OCCURED IN LATE 2010 / EARLY 2011 FOLLOWING HEAVY RAINS. CITY ISSUED CDP NO. 12 -042 FOR SLOPE REPAIR.

- MORE RECENTLY, AFTER HEAVY RAINS SURFACE WATER FLOWED OVER TOP OF SLOPE CAUSING ADDITIONAL EROSION TO THE TOP OF SLOPE & SLOPE FACE. THE EROSION OF THE SLOPE CAUSED DEBRIS TO FALL AND BLOCK THE PRIVATE ACCESS ROAD BELOW.

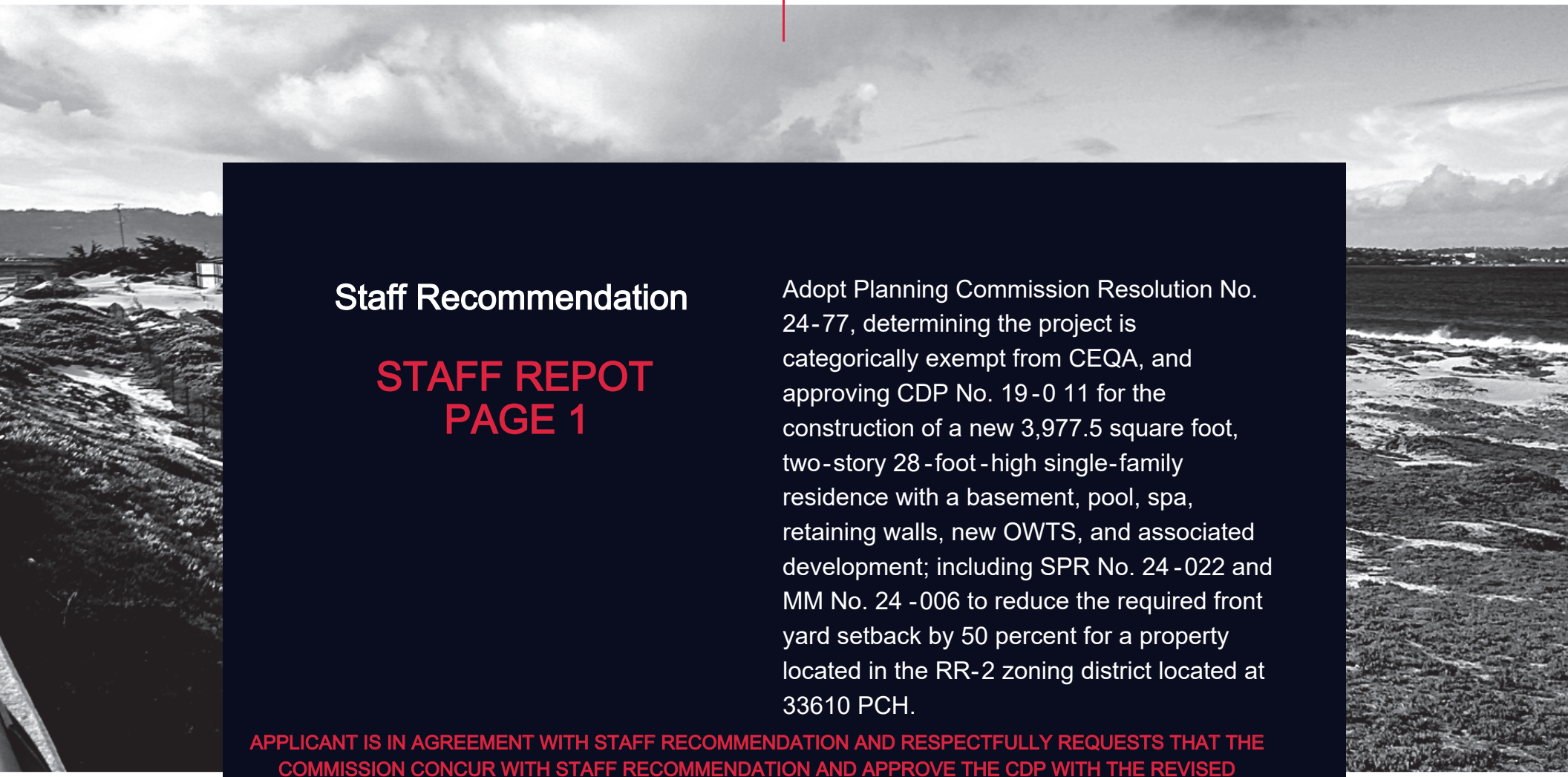
- PROPOSED PROJECT INCLUDES A NEW GEOGRID ON FAILURE AREAS OF SLOPE & AREAS THAT HAVE BEEN SUBJECT TO REPEATED EROSION; A 3' -0' IMPACT WALL IN CERTAIN LOCATIONS AT THE TOE OF THE SLOPE TO SAFEGUARD THE PRIVATE ROAD & EXISTING RESIDENCES BELOW.

- A NEW DRAINAGE SWALE IS ALSO BEING PROPOSED AT TOP OF THE SLOPE TO CAPTURE WATER AND PREVENT SURFACE WATER FROM FLOWING OVER THE SLOPE FACE CAUSING INSTABILITY AND / OR EROSION WHICH COULD CAUSE DEBRIS TO FALL ON PRIVATE ACCESS ROAD.



LANDSCAPING

- INSTALLATION OF 8,761 OF NEW DROUGHT - TOLERANT SHRUB AND GROUNDCOVER PLANTING | ALL PLANTING ADHERES TO LACFD FUEL MODIFICATION REQUIREMENTS
- NEW DRIP IRRIGATION SYSTEM WITH WEATHER BASED CONTROLLER
- PERMEABLE STONE COBBLE DRIVEYWAY | CONCRETE AND PERMEABLE GRAVEL GARDEN WALKING PATHS
- LANDSCAPE LIGHTING COMPLIES WITH DARK SKY ORDINANCE
- APPROVED BY CITY BIOLOGIST | MEETS THE CITY'S LANDSCAPE WATER CONSERVATION ORDINANCE



Staff Recommendation

STAFF REPOT PAGE 1

Adopt Planning Commission Resolution No. 24-77, determining the project is categorically exempt from CEQA, and approving CDP No. 19-0 11 for the construction of a new 3,977.5 square foot, two-story 28-foot-high single-family residence with a basement, pool, spa, retaining walls, new OWTS, and associated development; including SPR No. 24-022 and MM No. 24-006 to reduce the required front yard setback by 50 percent for a property located in the RR-2 zoning district located at 33610 PCH.

APPLICANT IS IN AGREEMENT WITH STAFF RECOMMENDATION AND RESPECTFULLY REQUESTS THAT THE COMMISSION CONCUR WITH STAFF RECOMMENDATION AND APPROVE THE CDP WITH THE REVISED SPECIAL CONDITIONS

Received
12/2/24
Planning Dept.

Planning Commission

From: Richard Greenbauer <greenbauer@civicsolutions.com>
Sent: Friday, November 29, 2024 3:55 PM
To: Planning Commission
Cc: Raneika Brooks; Justin Block, Block & Block; Jason Ernst; Rebecca Evans; Maureen Tamuri
Subject: PC Agenda Item 5.A. Email Correspondence RE: 33610 PCH – CDP 19-011

Good evening,

Attached is correspondence received for item 5.A. on the agenda of the upcoming City of Malibu Planning Commission meeting scheduled for December 2, 2024.

- 33610 PCH – CDP 19-011

From: Charmaine Mark <[redacted]>
Sent: Monday, November 25, 2024 5:20 PM
To: Richard Greenbauer <greenbauer@civicsolutions.com>
Cc: [redacted]; Raneika Brooks <rbrooks@malibucity.org>
Subject: Re: 33610 Pacific Coast Highway, Malibu

Richard,
Please submit our comment to the planning commission regarding the height of 33610 Pacific Coast Highway, Malibu. As far as we know, we are the only neighbor with a view of 33610. It is close to the property line. We signed off on a variance for the first structure, but are against this new development. The previous owner wasn't looking into our backyard.

Respectfully,

Richard Greenbauer, Contract Consultant

(949) 489-1442, ext. 132 or via email at greenbauer@civicsolutions.com.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/2/24 Time 8:00 AM
Planning Commission meeting of 12/2/24
Agenda Item No. 5A
Total No. of Pages 1

Received
12/2/24
Planning Dept.

Planning Commission

From: Richard Greenbauer <greenbauer@civicsolutions.com>
Sent: Monday, December 2, 2024 2:42 PM
To: Planning Commission
Cc: Raneika Brooks; Rebecca Evans
Subject: PC Agenda Item 5.A. CDP19-011 - Fw: Another Letter of Support for our Project
Attachments: Letter_of_Support_33604 PCH LLC.pdf

Please find attached a letter of support for the subject project that was received today 12/2/2024

Respectfully,

Richard Greenbauer, Contract Consultant

(949) 489-1442, ext. 132 or via email at greenbauer@civicsolutions.com.

From: Justin Block <[redacted]>
Sent: Monday, December 2, 2024 1:32 PM
To: Raneika Brooks <rbrooks@malibucity.org>; Richard Greenbauer <greenbauer@civicsolutions.com>
Subject: Another Letter of Support for our Project

Please see the letter attached from the Manager of the LLC that owns the property at 33604 PCH which is located immediately below our property.

Justin

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/2/24 Time 2:50 PM
Planning Commission meeting of 12/2/24
Agenda Item No. 5A
Total No. of Pages 2

December 1, 2024

Re: CDP No. 19-011 | 33610 PCH

Mr. Greenbauer:

I am the beneficial owner of the property located at 33604 PCH. We have been provided the project plans by the applicant and after our review want to offer our support for CDP No. 19-011 and the project located at 33610 PCH.

Thank you,



33604 PCH, LLC

Docusign Envelope ID: E7231E53-FCDF-441C-A1EE-D76CEA925A45

Received
11/22/2024
Planning Dept.

CIRCLE THREE

November 22, 2024

RE: CDP No. 19-011 | 33610 PCH

Mr. Greenbauer:

We are the manager of the entity that owns the property located at 33602 Pacific Coast Highway. We have been provided the project plans by the applicant and after our review, we want to offer our support for CDP No. 19-011 and the project located at 33610 Pacific Coast Highway.

Sincerely,

DocuSigned by:
Sarah Coyne
D53BD1F7BD1D4E9...

Authorized Individual, Circle Three Management, LLC
Manager of Pacific Wave LLC
Sarah Coyne

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 11/22/2024 Time 3:30pm
Planning Commission meeting of 12/2/24
Agenda Item No. 5.A.
Total No. of Pages 1

33610 Pacific Coast Highway

Coastal Development Permit 19-011
Site Plan Review 24-022
Minor Modification No. 24-006

December 02, 2024
Planning Commission Meeting
Item No. 5.A.

Project History

- September 17, 2012 – PC Approved CDP No. 12-042 and Site Plan Review No. 12-037 - for grading to re-establish original site contours following work that took place without the benefit of permits and a slope repair consisting of a 1.3 to 1 geogrid-reinforced compacted fill slope and landscaping for erosion control on the vacant parcel.

- March 4, 2019 – CDP No. 19-011 was submitted to the City requesting approval to develop the site with a new 3,977 square foot, 28'-0" high two-story single-family home with basement, pool, spa, retaining walls, OWTS, and associated development.

- April 17, 2024 – Malibu Public Works Approved COC No. 21-007 and was sent to the City Clerk for recordation as a legally created lot

Vicinity Map



Current Site Conditions



Current Site Conditions



Proposed Project

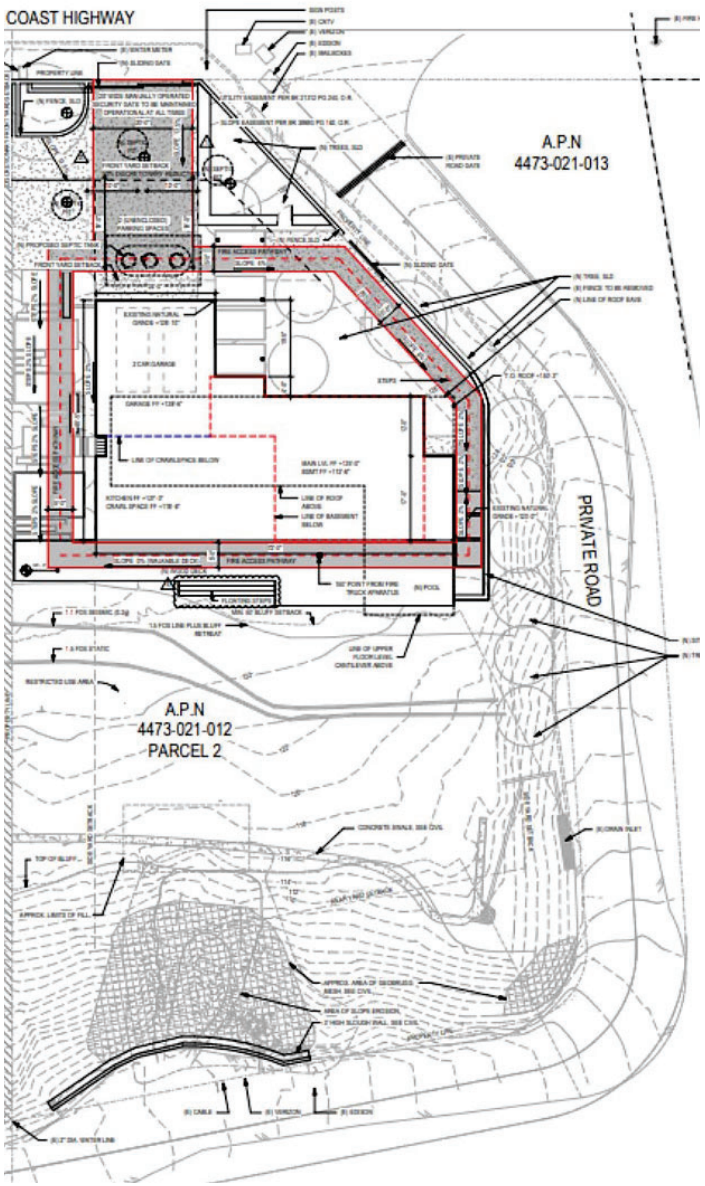
- 3,977 square foot, two-story single-family residence;
- 1,291 square foot basement;
- 2 car attached garage;
- Outdoor decks and outdoor shower;
- Swimming pool, spa, and associated equipment;
- New OWTS;
- Landscaping and hardscaping;
- Grading and retaining walls.

Discretionary Request

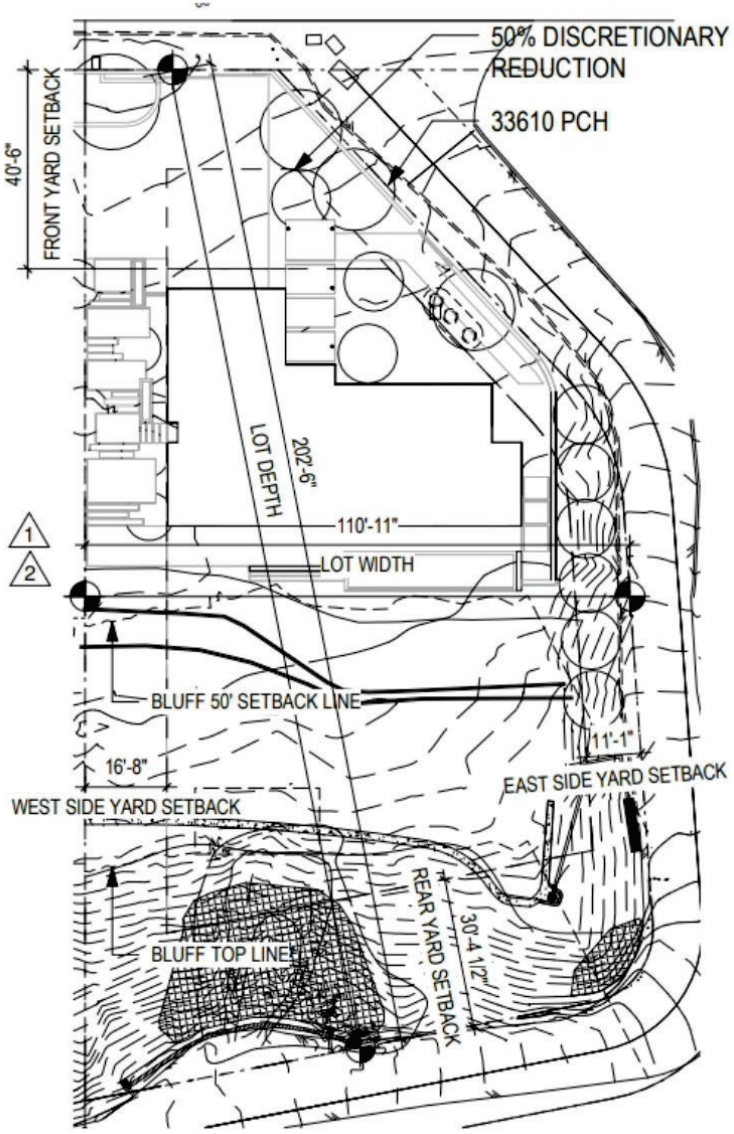
- Site Plan Review No. 24-022 to exceed the height of the SFR over 18 feet, up to 28 feet.
- Minor Modification No. 24-006 to reduce the front yard setback by no more than 50 percent.

Front Yard Setback	
Allowed/Required	**Proposed**
40 feet, 6 inches	20 feet, 3 inches

Site Plan


COAST HIGHWAY
A.P.N
4473-021-013
PRIVATE ROAD
A.P.N
4473-021-012
PARCEL 2

Site Plan W/ Setbacks



Historical Aerial



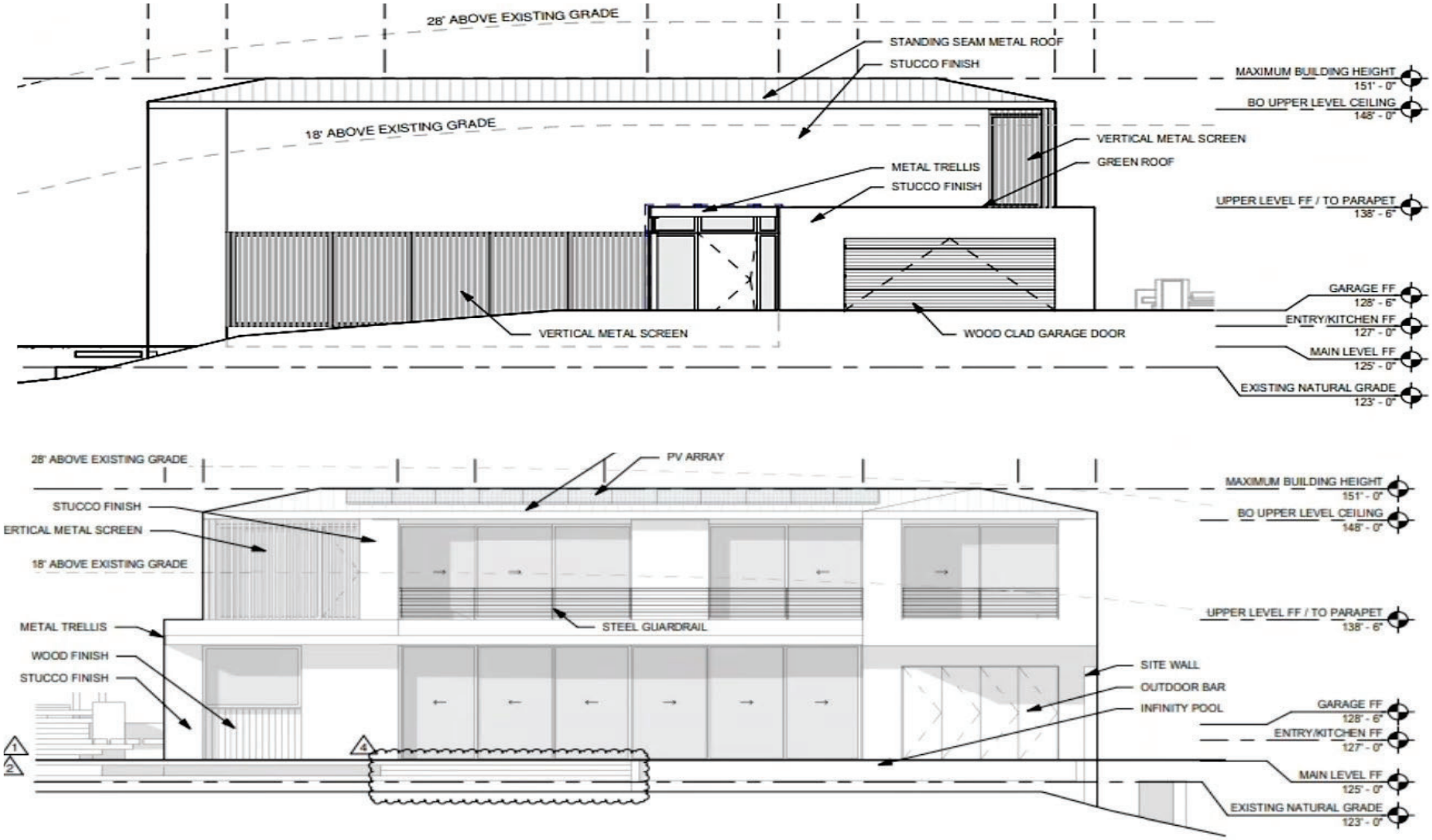
Story Pole Photo of South View from PCH



Story Pole Photo of View Corridor



Front and Rear Elevations



Correspondence

- November 22, 2024: Correspondence in support of the project was received by staff from the manager of the entity that owns the property located at 33602 Pacific Coast Highway.
- November 25, 2024: Email Correspondence from Charmaine and Matthew Marks (neighbors to the east) concerned with the height of the project was received and an application for a PVD was submitted.
- December 2, 2024: Correspondence in support from the beneficial owner of the property located at 33604 PCH. We have been provided the project plans by the applicant and after our review want to offer our support for CDP No. 19-011 and the project located at 33610 PCH. 33604 PCH, LLC

PVD Analysis

Marks ★
Residence



PVD Analysis

PVD Photos from Marks Residence W/ Story Poles



PC Resolution Revisions

~~90. Pursuant to LIP Section 6.5(E)(1)(e) and in order to ensure the protection of scenic and visual resources, the project is conditioned as follows:~~

~~a. Structures shall extend no higher than the road grade of PCH adjacent to the project site in the area of the View Corridor.~~

~~b. Fences shall be located away from the road edge and fences or walls shall be no higher than adjacent road grade of PCH, with the exception of fences that are composed of visually permeable design and material.~~

~~c. The project site shall be landscaped with native vegetation types that have a maximum growth height at maturity and are located such that landscaping will not extend above PCH road grade.~~

~~d. Existing vegetation shall be removed, or trimmed and maintained in perpetuity so as not to extend above the adjacent road elevation of PCH.~~

91. Pursuant to LIP Section 6.5(E)(2)~~(e)~~ and in order to ensure the protection of scenic and visual resources, the applicant is required to maintain:

Recommendation

Staff recommends the Planning Commission adopt Planning Commission Resolution No. 24-77 determining the project is categorically exempt from the California Environmental Quality Act and approving of Coastal Development Permit No. 19-011, Site Plan Review 24-022, and Minor Modification No. 24-006.

33610 Pacific Coast Highway

Coastal Development Permit – No. 19-011
Site Plan Review – No. 24-022
Minor Modification - No. 24-006

December 2, 2024
Planning Commission Meeting
Item No. 5.A.

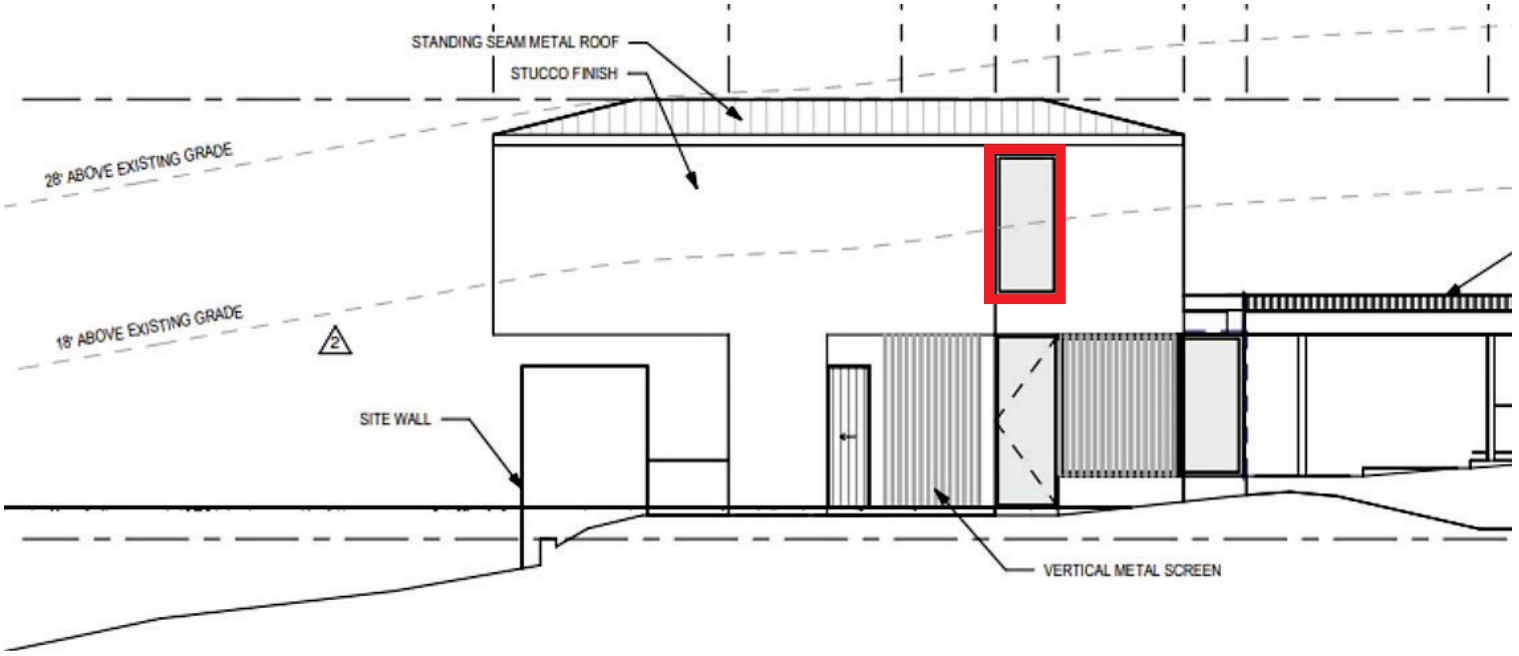
PVD Analysis

PVD Photos from Outside Marks Residence W/ Story Poles



PVD Analysis

East Elevation W/ Location of Window



City of Malibu

23825 Stuart Ranch Rd. · Malibu, California · 90265-4816
Phone (310) 456-2489 · Fax (310) 456-7650 · www.malibucity.org

PLANNING DEPARTMENT

PRIMARY VIEW DETERMINATION

Primary View Determination No. PVD 24-031
33572 Pacific Coast Highway, Malibu, CA 90265
December 6, 2024

On December 2, 2024, staff conducted a primary view determination at 33572 Pacific Coast Highway in response to a project located at 33610 Pacific Coast Highway. The property is zoned Rural Residential (RR-2) and is developed with a single-family residence. The site is denoted by the red star in the neighborhood map below (Exhibit 1).



Exhibit 1: Neighborhood map showing 33572 Pacific Coast Highway (Source: Malibu GIS, 2024)

Pursuant to Malibu Municipal Code Section (MMC) 17.45.050, staff captured the primary view from an elevation of five feet, standing within a verified living room as determined by staff. The following exhibits are provided to confirm that the chosen observation point complies with the MMC. (Exhibit 2)





Exhibit 2A and 2B: The primary view was documented from an interior location, at an elevation of five feet. (Source: Staff photo, 12/3/2024)

The view location and orientation was agreed upon by the property owner. The 180-degree primary view faces predominately southwest toward the Pacific Ocean. The nature of the view primarily consists of the ocean and existing development. The location where the primary view determination photographs were taken is denoted by a red star in the aerial below. (Exhibit 3)

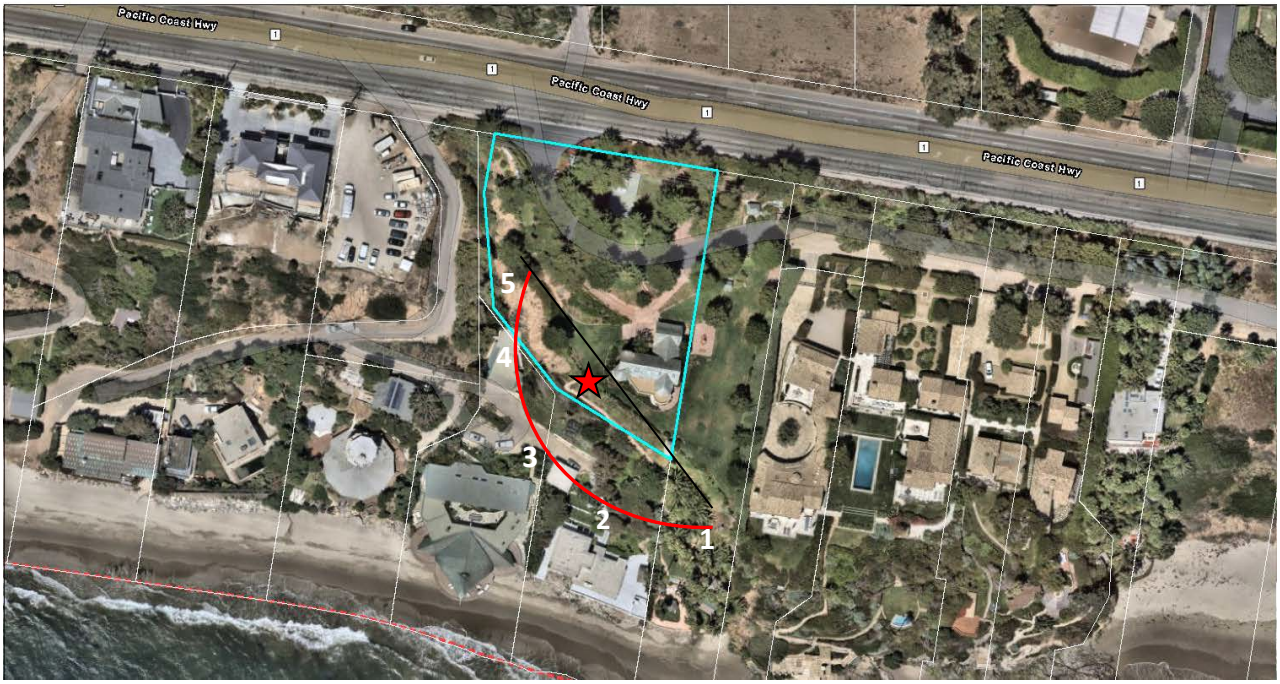


Exhibit 3: Aerial view of the 180-degree circumference at 33572 Pacific Coast Highway. (Source: Malibu GIS, 2024) *This is a general location of the view

The following photographs (Views 1 through 5) represent the property's recorded primary view.



View 1- Looking East (Source: Staff Photo, 12/2/2024)



View 2- Looking South/ Southeast (Source: Staff Photo, 12/2/2024)



View 3- Looking Southwest (Source: Staff Photo, 12/2/2024)



View 4- Looking West (Source: Staff Photo, 12/2/2024)



View 5- Looking Northwest (Source: Staff Photo, 12/2/2024)

BLOCK & BLOCK

ALAN ROBERT BLOCK
JUSTIN MICHAEL BLOCK

A PROFESSIONAL CORPORATION
9777 WILSHIRE BLVD., SUITE 400
BEVERLY HILLS, CALIFORNIA 90212
TELEPHONE (310) 552-3336
TELEFAX (310) 552-1850

SENDER'S E-MAIL
justin@blocklaw.net

Appeal of PVD No. 24-031

33572 Pacific Coast Highway

Our office takes exception with the primary view location and orientation selected in PVD No. 24-031. The location of the main viewing area was solely selected in an effort to claim a view obstruction in an effort to challenge the development proposed under CDP No. 19-011. The selection of this area should not have been allowed by Planning Staff and is clearly an abuse of the code as it does not meet the intent of the applicable MMC Section which is to preserve a property's primary view.

Factual Background

The property located at 33572 Pacific Coast Highway ("Subject Property" | ★) is an approximate 2-acre, bluff top property with unobstructed panoramic views of the Pacific Ocean.



Towards the end of October 2024, story poles were erected on the property located at 33610 Pacific Coast Highway (★) in furtherance of CDP No. 19-011 which was scheduled for a Planning Commission hearing on December 2nd, 2024.

On October 25, 2024, the owner of the Subject Property emailed the City raising concerns that the story poles "block our entrance view of the ocean". A true and correct copy of an October 25, 2024 email from the Subject Property's owner to City of Malibu is attached hereto as **Exhibit 1** and hereby incorporated by reference. In response, the City informed the owner of the Subject Property that the Subject Property did not have a Primary View Determination ("PVD") of record and provided them with an application to establish a PVD.

On or around November 26, 2024, two business days before the Planning Commission hearing on CDP No. 19-011, the owners of the Subject Property submitted a PVD application stating a view impact based upon CDP No. 19-011's current project design. On November 27th, 2024, Planning Staff went to the Subject Property and conducted a PVD, however, they captured photos of the alleged view obstruction from an area adjacent to a beach access stairway located at the top of the bluff which does not meet the criteria of a main viewing area per the MMC. A true and correct copy of the photo is attached hereto as **Exhibit 2** and hereby incorporated by reference.

On December 2nd, 2024, the day of the scheduled Planning Commission hearing for CDP No. 19-011, the owners of the Subject Property requested a "formal" PVD to be recorded from a different location on their property. On that same day, Staff conducted another PVD. This time the location selected was from a partially ocean facing window located in the western most corner of their residence that provided them with the best chance to assert a view obstruction in an effort of opposing CDP No. 19-011 (⇨). Still Staff determined there was no view obstruction from CDP No. 19-011's proposed development. See photos below delineating the two properties, the Subject Property and the property located at 33610 PCH, as well as, the location of the primary viewing area and 180-degree view from that main viewing area as contained in the PVD.

///

///

///

///




Pacific Coast Hwy
5
4
3
2
1

Applicable Law

Malibu Municipal Code ("MMC") Section 17.40.040(A)(17) states: Landscaping. Prior to issuance of a grading or building permit, the applicant shall submit a landscaping plan to the planning division for approval. Vegetation provided for in the plan shall be situated on the property so as not at any time (given consideration of its future growth) to obstruct significantly the primary view from private property, and shall otherwise be in conformance with all city requirements. Vegetation, excepting that with a mature height of six feet or less, shall not be planted on the property unless in conformance with an approved landscaping plan. The planning manager/director may approve modifications to a landscaping plan. Assistance and information will be provided by the city biologist.

"Primary view" means visually impressive scenes of the Pacific Ocean, offshore islands, the Santa Monica Mountains, canyons, valleys, or ravines shall be protected. *The planning manager/director shall assess the "primary view corridor" of any principal residence located within 1,000 feet of a proposed structure or addition.* The primary view corridor shall be assessed from a single fixed location and direction within only one of the selected main viewing areas, at an elevation of five feet as measured from the room floor or on an abutting outdoor deck or patio at any one point within 10 feet of the nearest outside wall of the building as selected by the affected property owner and the city.

The "main viewing area" shall be limited to the ground floor of the principal residence, or the primary living area (excluding bedrooms) if not located on the ground floor, or abutting outdoor deck or patio area at relatively the same elevation as the ground floor of the principal residence whichever has the superior view corridor. Hallways, closets and mechanical rooms shall not be considered main viewing areas.

The planning manager/director shall determine the "main viewing area" by balancing the nature of the view to be protected and the importance of the area within the structure where the view is taken.

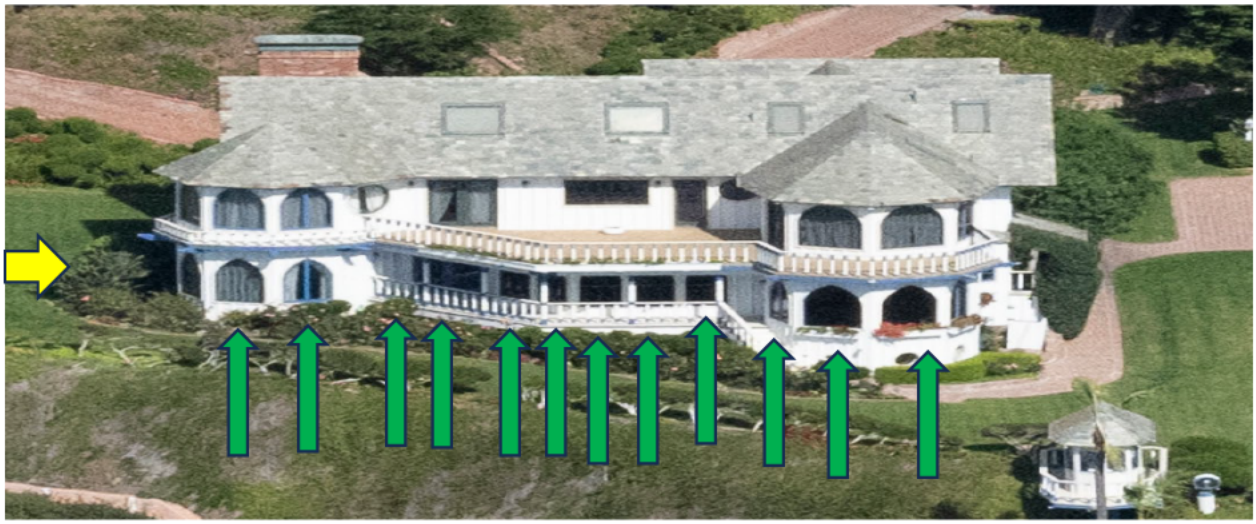
The affected property owner shall be entitled to one primary view corridor; and once finally determined for a particular application, the main viewing area and primary view corridor may not be changed for any subsequent application. *In the event the city and owner cannot agree on the main viewing area, the decision of the city shall control.*

The width of the primary view corridor shall extend the entire width of the protected primary view not to exceed a maximum of 180 degrees in width from the selected fixed location and direction. The primary view corridor shall exclude the first 18 feet of the proposed building height as measured from the existing natural grade or

> finish grade whichever results in a lower building height. No view obstruction within blue-water ocean, mountain or canyon-view elements per project shall be permitted. Existing foliage shall be considered to have no visual impact to the primary view corridor. New foliage shall not be placed in a manner that creates visual impacts to the primary view corridor and shall meet all landscaping requirements as outlined in this section. *[Emphasis Added]*

Basis for Appeal

Per the MMC, the Planning Director has the authority to choose a "primary view corridor" and "main living area" by balancing the nature of the view to be protected and the importance of the area within the structure where the view is taken. Here, it appears Planning Staff allowed the property owner to choose their primary view corridor and main viewing area not based upon their property's primary unobstructed panoramic view of the Pacific Ocean from an entire wall of ocean facing windows and abutting deck (⬆) but out of a partially ocean facing window located in the western most corner of their residence partially obstructed by their own landscaping and window coverings (⇨) that would provide them with the best chance to claim a view of the Santa Monica Mountains over 33610 PCH, and an obstruction of their Santa Monica Mountain view by the development proposed in CDP No. 19-011 in an effort to challenge the project.



This should not have been allowed by Planning Staff as the selected main viewing area or the primary view corridor as it clearly does not represent the main viewing area or the primary view corridor of the Subject Property. The nature of the primary view corridor is straight out of the numerous ocean-facing windows of the bluewater views of the Pacific Ocean.

There are no mountain or canyon views. This is abundantly clear to anyone who has been on site or viewed an aerial of the Subject Property and orientation of the residence. This fact is corroborated by the Subject Property owners. While the Subject Property is zoned residential it is mainly utilized as an event space and film / photo location. On their website, www.cypressseacove.com, they state "For over 35 years, Cypress Sea Cove has been Malibu's premier photo, film and wedding location. Cypress Sea Cove is a two acre bluff top Victorian estate with panorama ocean views, private beach frontage, and expansive lawns and greens." What is noticeable missing from that description is any reference of a view of the Santa Monica Mountains. Furthermore, the website contains a video and 48 photos of the Subject Property broken into the following categories: "Beach", "East", "Entrance", "Bluff", "Night" and "West". A true and correct copy of the photos from their website www.cypressseacove.com are attached hereto as **Exhibit 3** and hereby incorporated by reference. Neither the video nor one of the 48 photos depict a view of the Santa Monica Mountains nor the primary view corridor selected in the PVD. The reason being is that the main viewing area and primary view corridor in PVD is fabricated to oppose and delay a project.

Conclusion

Based upon the evidence presented, the PVD's selected primary view corridor and main viewing area does not reflect the Subject Property's primary view corridor or main viewing area. The primary view corridor and main viewing area selected does not meet the intent of the code and was merely selected as an attempt to weaponize the code to delay and torpedo CDP No. 19-011. Thus far, they have been unsuccessful as CDP No. 19-011 was approved at the Planning Commission, however, the Subject Property owners have filed an appeal to the City Council based upon the fabricated PVD and an alleged view obstruction of the Santa Monica Mountains. This bad faith, made-up primary view corridor and main viewing area has given the Subject Property Owner's an avenue to challenge CDP No. 19-011 and file a frivolous appeal. The MMC provides the Planning Director the authority to overrule a property owner's desired primary view corridor and main viewing area selections and given the blatant fabricated primary view corridor and main viewing area selected in PVD No. 24-031, they must do so and throw out the frivolous appeal.

EXHIBIT 1

[redacted]

[redacted]

[redacted]

[redacted]

From: malibu planning <mplanning@malibucity.org>
Sent: Friday, October 25, 2024 2:00 PM
To: Richard Greenbauer <greenbauer@civicsolutions.com>; Raneika Brooks <rbrooks@malibucity.org>
Subject: Fw: 33610 Pacific Coast Highway, Malibu

Hi Richard and Raneika,
The email below is from a concerned neighbor of a proposed NSFR. Would you like me to respond and offer a PVD or would either of you prefer to respond?

Kindly,
Adriana

Planning Department
Office: (310) 456-2489 ext. 485
23825 Stuart Ranch Road | Malibu, CA 90265
Email: mplanning@malibucity.org

From: Charmaine Mark [redacted]
Sent: Friday, October 25, 2024 11:53 AM
To: malibu planning <mplanning@malibucity.org>
Cc: Matthew Mark <matthew.mark@usrecorp.com>
Subject: 33610 Pacific Coast Highway, Malibu

[redacted]

Good to.

FYI Sabine – Please you had mentioned cost on no fit the two gillies- you be in tg to see its enlarge?

Respectfully,

Fi chia of E. services , Cover and Consultant

(905) 468-1 643, ext. 1122 • e-service of

[redacted]

Hi Fi chia and Services
The email below is chia services mail no gillies or any opposed NB. Fi Would you like me to respond back on a s NO to cancel either or you p a to approve?

Kindly
Mr chia

[redacted]

Looks like our neighbor is trying to build a 2 story home? We are not happy with the height. It blocks our entrance view of the ocean. Where are you with the permitting process? We would like to weigh in.

Charmaine Mark

[redacted]

EXHIBIT 2



EXHIBIT 3

BEACH






EAST

BEACH






EAST

BEACH






EAST

BEACH






EAST

BLUFF






240

BLUFF






NIGHT

EAST









EAST









ENTRANCE

ENTRANCE






ENTRANCE






NIGHT









NIGHT






WEST










BEACH







NOTICE OF PUBLIC HEARING
CITY OF MALIBU
CITY COUNCIL

The Malibu City Council will hold public hearings on **WEDNESDAY, February 18, 2026, at 2:00 p.m. in the Council Chambers, Malibu City Hall**, 23825 Stuart Ranch Road, Malibu, CA on the project identified below.

APPEAL NO. 24-010 - An appeal of Planning Commission Resolution No 24-39 determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit-Woolsey Fire No. 23-004 for the construction of a 4,620 square foot addition to a destroyed single-family residence with an attached garage approved under Planning Verification-Woolsey Fire No. 21-034, extension of the existing swimming pool and spa, driveway reconfiguration, improvements to existing tennis court, new hardscaping, landscaping, grading, and onsite wastewater treatment system; including Demolition Permt No. 24-020 for the demolition of an existing hardscape and landscape; and Site Plan Review No. 23-026 for construction of the residence over 18 feet in height not to exceed 24 feet in height for a flat roof

Location:	29738 Cuthbert Road
APN:	4469-041-011
Zoning:	Rural Residential, Two-Acre (RR-2)
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15301(e) and (l), and 15303(d)
Applicant:	JTD Architects
Owner:	Malibo LLC
Appellant:	Charlotte Frieze Jones on behalf of Malibu Park Neighbors Group
Application Filed:	October 26, 2023
Appeal Filed:	August 15, 2024
Appealable to:	California Coastal Commission
Case Planner:	Aakash Shah, Contract Planner (310) 456-2489, extension 385 ashah@malibucity.org

APPEAL NO. 24-011 - An appeal of Planning Commission Resolution No 24-77 approving Coastal Development Permit No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system and associated development; including Site Plan Review No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification No. 24-006 to reduce the required front yard setback by 50 percent

Location:	33610 Pacific Coast Highway
APN(s):	4473-021-012
Zoning:	Rural Residential, Two-Acre (RR-2)
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15303(a), 15303(e) and 15304(b)
Applicant:	Block and Block
Owner:	Peaches LLC, DBA 33616 PCH
Appellant:	Matthew Mark
Application Filed:	March 4, 2019
Appeal Filed:	December 9, 2024
Appealable to:	California Coastal Commission

Exhibit F

Case Planner: Richard Greenbauer, Contract Planner
(949) 489-1442, extension 132
greenbauer@civicsolutions.com

For the projects identified above with a categorical exemption for environmental review, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Community Development Director has analyzed these proposed projects and found that they are listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the projects are categorically exempt from the provisions of CEQA. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to these projects (CEQA Guidelines Section 15300.2).

PROCEDURE: A written staff report will be available 30 days prior to the hearing for the projects. Any written comments or audiovisual materials from the applicants, appellants, and/or their representatives, including any that they intend to present at the hearing, must be submitted ten (10) business days in advance, by 5:00 p.m. on February 3, 2026. Any written comments or audiovisual materials from members of the public, including any that they intend to present at the hearing, must be submitted three (3) business days in advance, by 4:00 p.m. on February 12, 2026. No additional materials from any party or the public will be accepted after these deadlines. All materials should be emailed to citycouncil@malibucity.org

To view and participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation. All persons wishing to address the Council regarding this matter will be afforded an opportunity in accordance with the Council's procedures.

Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours.

COASTAL COMMISSION APPEAL – For projects appealable to the Coastal Commission, an aggrieved person may appeal the City Council's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling 805-585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

IF YOU CHALLENGE THE CITY COUNCIL'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR OTHERWISE HELD BY THE CITY, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, EITHER AT OR PRIOR TO THE PUBLIC HEARING.

If there are any questions regarding this notice, please contact the assigned case planner.

Yolanda Bundy, Community Development Director

Publish Date: January 15, 2026

City Council Meeting
03-18-26
Item 1.B.

Council Agenda Report

To: Mayor Silverstein and the Honorable Members of the City Council

Prepared by: Courtney Brown, Senior Planner

Reviewed by: Yolanda Bundy, Community Development Director
Tyler Eaton, Assistant Community Development Director

Approved by: Robert DuBoux, Interim City Manager
Trevor Rusin, Interim City Attorney

Date prepared: February 12, 2026 Meeting date: March 18, 2026

Subject: Appeal of Planning Commission Resolution No. 25-78 Regarding Coastal Development Permit No. 25-041 (within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, Owner: California Department of Transportation; Appellant: Dr. Thomas G. Diamantidis)

RECOMMENDED ACTION: Either: 1) Adopt Resolution No. 26-10 (Exhibit A) denying Appeal (AP) No. 26-001 (Exhibit B), determining the pilot project is exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 25-041, an application for the temporary improvements within the Pacific Coast Highway (PCH) public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation (Caltrans) (City of Malibu Public Works Department and Caltrans); or 2) Direct staff to return with a resolution consistent with the City Council's decision.

FISCAL IMPACT: There is no fiscal impact associated with the recommended action.

STRATEGIC PLAN IMPLEMENTATION: In November 2025, the City Council adopted a three-year Strategic Plan that includes Goal 4, which prioritizes the improvement of public safety. This goal incorporates Objective 4.1, which aims to reduce injury and fatal collisions along PCH.

DISCUSSION: The matter before the Council is an appeal of the Planning Commission's approval of CDP No. 25-041, an application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation. The appellant, Dr. Thomas G. Diamantidis (and a group of residents as described in Exhibit B), subsequently filed an appeal of the Planning Commission's decision to approve the project.

This agenda report provides a project overview, a summary of the surrounding land uses and project setting, a description of the proposed project, the staff's analysis of the proposed project's consistency with the Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC), and environmental review pursuant to CEQA. The analysis and findings contained herein demonstrate that the proposed project is consistent with the LCP, MMC, and CEQA.

Project Background and Overview

PCH, which is owned and controlled by Caltrans and the State, historically has received complaints about drivers exceeding the allowable speed limits, parking issues, and safe access to popular visitor-serving areas along the coast. Over the past five years, and primarily due to the location of PCH within it, the City has experienced a high number of fatalities and serious injuries due to vehicular collisions compared to similarly sized cities. Compared to California's other 483 cities, the City of Malibu is ranked 91st per capita, despite being one of the smallest cities in the State. On June 22, 2015, the City Council adopted the 2015 PCH Safety Study,[1] wherein the City, the Southern California Association of Governments (SCAG), and Caltrans examined the current road conditions, analyzed accident patterns, assessed traffic conflicts, and developed recommended strategies to improve safety along the PCH corridor.

Caltrans, working with the City's Public Works Department, has proposed a pilot project to improve safety, slow vehicular speeds, and reduce crash severity along PCH. The pilot project proposes the installation of various temporary roadway improvements entirely within the PCH public right-of-way and existing roadway prism (i.e., completely within the disturbed and paved area along PCH) along an approximate 1.2-mile stretch of PCH between Broach Beach Road and La Piedra Beach Road. The temporary pilot project is intended to gather community feedback and test the effectiveness of the project to

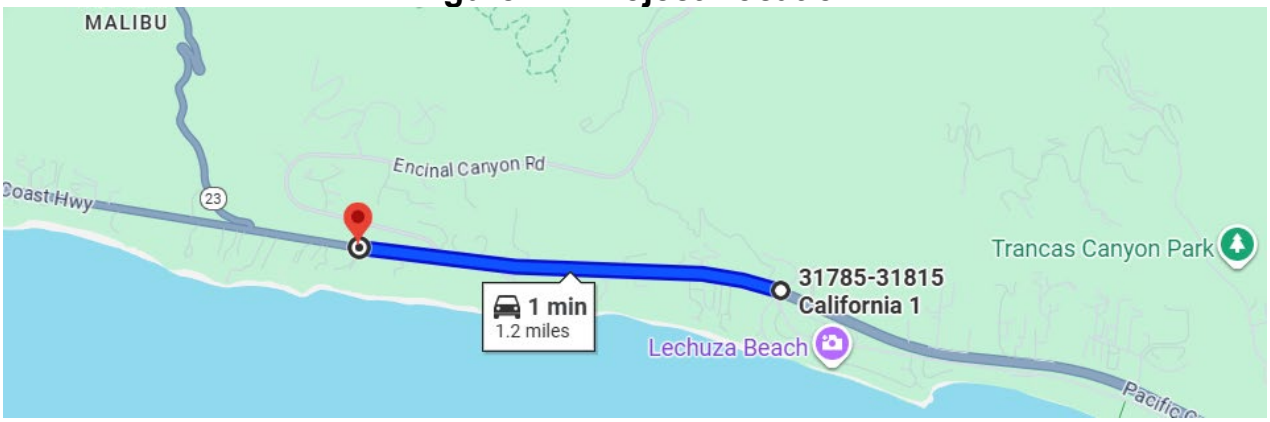
[1] The final PCH Safety Study is available for review at: https://www.malibucity.org/443/PCH-Safety-Study. Recommended projects are included in Appendix C. Recommended intersection focused project figures are included in Appendix D. Final recommended project prioritizations are included in Appendix H.

evaluate the feasibility of installing a permanent roundabout at this location or at similar locations within the PCH roadway prism. Figure 1 below displays the project location.

The proposed project has been reviewed by the Planning Division, City Biologist. And City Public Works Department (Exhibit C, Attachment 4 -Department Review Sheets).

Project Setting

Figure 1 – Project Location



Source: Google Maps

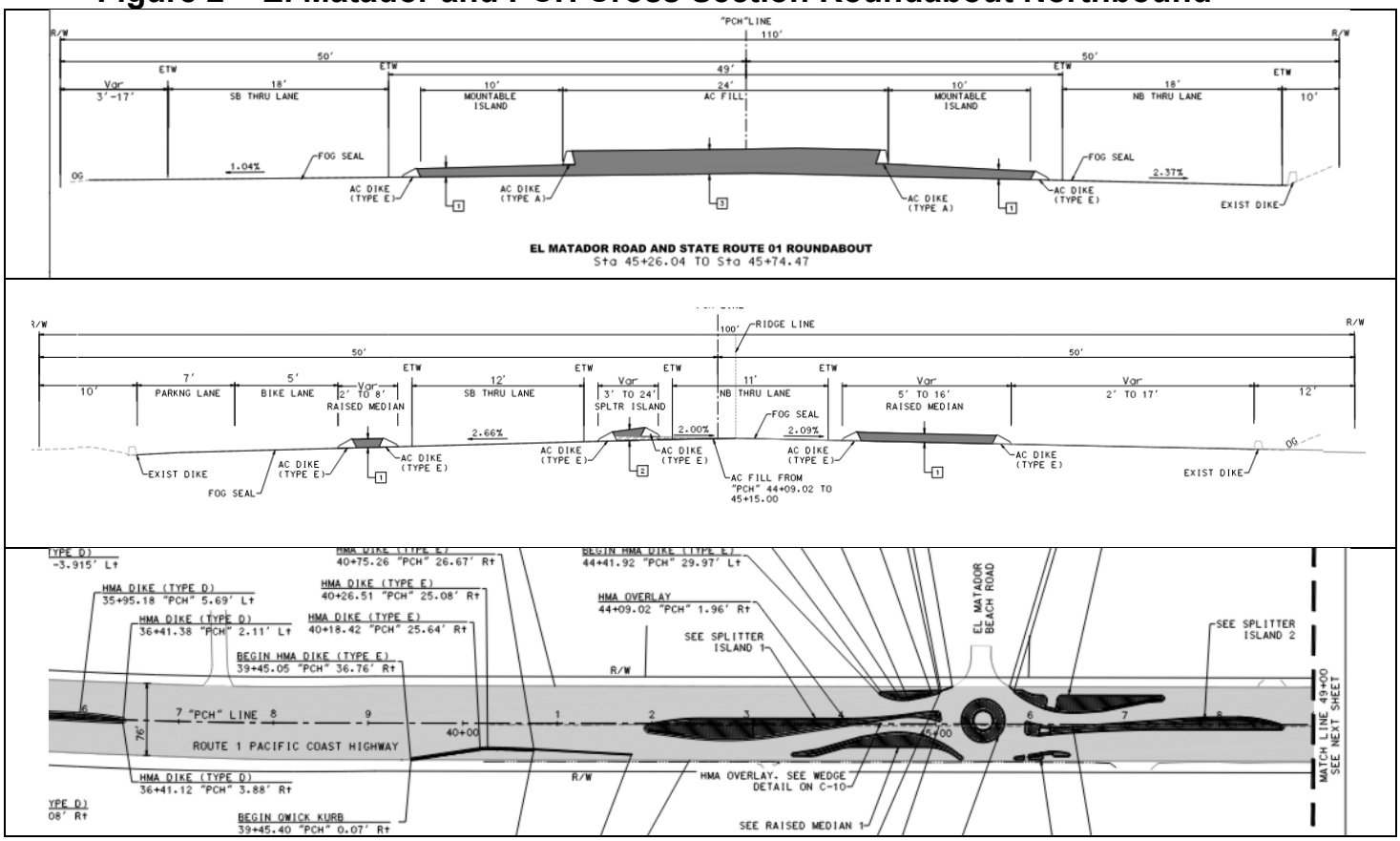
The project site is partially located within the Appealable Jurisdiction of the California Coastal Commission, as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map. The project site does not contain mapped trails according to the LCP Park Lands Map. The development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LCP Local Implementation Plan (LIP) Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway.

Project Elements

The proposed improvements would begin at the intersection of PCH and Broad Beach Road (approximately 0.5 miles east of the El Matador State Beach entrance). Utilizing striping and medians, the number of northbound travel lanes would be reduced from two lanes in each direction to one lane in each direction. Traveling west along PCH and leading up to the proposed roundabout at El Matador Beach Road, raised medians of varying widths (2 to 16 feet) would be constructed in one of the travel lanes in each direction. The

single northbound and southbound lanes would be separated with an island varying in width from 3 to 24 feet, with five-foot-wide bicycle lanes proposed adjacent to each lane. The bike lanes are Class II lanes and striped for one-way bike travel in each direction with striped buffers. A seven-foot parking lane is proposed along the southbound lane. The proposed roundabout is expected to have a raised island width of 49 feet with 18-foot thru-lanes. Figure 2 below shows the median plan.

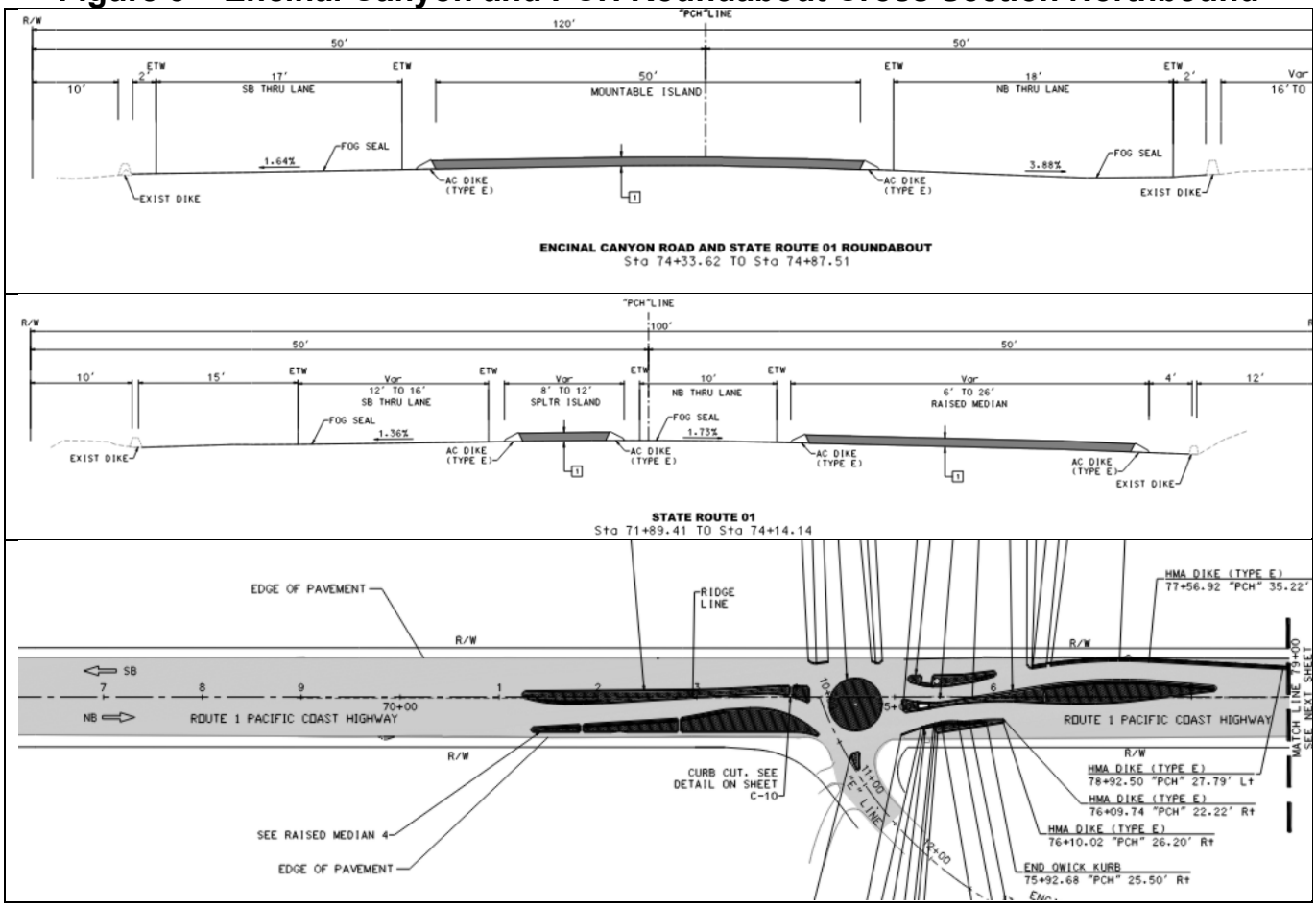
Figure 2 – El Matador and PCH Cross Section Roundabout Northbound



Source: Caltrans

After exiting the El Matador State Beach roundabout traveling west, PCH will continue to operate as a single-lane highway in each direction for vehicles with striped bicycle lanes. At the intersection of Encinal Canyon Road, a second roundabout would be installed with raised medians ranging in width from 6 to 26 feet. North and southbound traffic will be separated with an island, which will vary in width from 8 to 12 feet. The roundabout is expected to have a raised island width of 50 feet with 18-foot-wide thru-lanes. After exiting the Encinal Canyon Road roundabout traveling west, the number of highway lanes will return to their current condition resulting in an increase from two to four lanes, with two northbound and two southbound lanes. Figure 3 shows the roundabout and median plan.

Figure 3 – Encinal Canyon and PCH Roundabout Cross Section Northbound



Source: Caltrans Project Plans

For safety purposes, a total of eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes as well as the pedestrian crosswalks. The proposed fixtures would be pole-mounted and installed within the public right-of-way, with the illumination directed downward to the roadway. The proposed lighting is not subject to the Dark Sky Ordinance as it is considered lighting solely for the use of the public right-of-way (MMC Section 17.41.040(E); however, the lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and be mounted on a 25-foot pole with a four-foot arm. Additionally, a condition has been added to ensure the lights will not exceed trespass limits onto adjacent properties, further protecting neighboring sites. Each pole would include a solar panel for system charging during the day. The poles would be constructed on a portable three-foot-tall foundations for a total height of 28 feet. Figure 4 provides an example of the proposed lighting included in the application materials. The application materials include the complete set of lights involved with the project, including any navigational signals proposed with the project. Details can be found int the project plans, Exhibit C.

LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. A condition of approval has been added to ensure further protection of adjacent ESHA via light trespass being limited to the roadway.

Figure 4 – Example Roundabout Lighting Design



Source: Fonroche Lighting Plan

Streetlights serve as a critical navigational feature, enhancing visibility and improving driver orientation when accessing the proposed roundabouts at night. Figure 4 illustrates that the proposed street lighting would be centrally located within the roadway prism and is not expected to result in light trespass onto ESHA or adjacent residential properties.

To accommodate the roundabouts and to provide safe pedestrian crossing, additional improvements are proposed, including new crosswalk striping and portable temporary rectangular rapid flashing beacons (RRFB), new Quick-Kurb bollards for traffic channelization, and the installation of new roadway signs.

The construction period for the pilot project is expected to take up to 90 days. To facilitate the proposed work, phased lane closures will be required. All lane closures will comply with Caltrans Standard Plans for Traffic Control, including applicable lane closure charts contained in the Maintaining Traffic Specifications and/or reversible lane closure requirements. Attachment 2 – Project Plans (Sheets TC-01 to TC-04) reflect the proposed traffic control plan.

The roadway improvements are temporary and are to be utilized for a minimum of 15 months and would be eligible for up to a three-month time extension. This period would allow Caltrans and the City's Public Works Department to perform Safety and Operational Performance Assessments to determine if the roundabouts provide significant safety enhancements to PCH. At the conclusion of the pilot program period and based on the data received, the improvements would either be removed and the PCH travel lanes restored to pre-condition, or the improvements would be retained permanently, subject to an approved permit, including a new or amended CDP. This is reflected in Condition No. 3 in the attached resolution.

The project is proposed along a designated scenic road pursuant to LCP Land use Plan (LUP) Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed the width of 48 inches.

On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, who recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

LCP Analysis

The LCP consists of the Land Use Plan (LUP) and the 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. The project's conformance with the LCP is analyzed in the Planning Commission Staff Report (Exhibit C).

Planning Commission Hearing

On December 16, 2025, the Planning Commission considered the item. Members of the public, both in-person and virtually, spoke in opposition and in favor of the project. After deliberation, the Commission approved the pilot project on a 3-2 vote as proposed and added the following conditions:

1. Amending Condition No. 3 in Resolution No. 25-78 to state, "The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended

to allow Caltrans and the City Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently as designed, authorization shall be subject to an approved CDP."

2. Adding Condition No. 34 to state, "The applicant must submit a report to the Planning Commission at the conclusion of the 15-month test period, detailing the impact of the temporary improvements." (This has been changed "submit a report to the City Council" in the resolution)
3. Modify Condition No. 15b to state, "The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible."
4. Addition Condition No. 28e to state, "Construction is prohibited between Memorial Day and Labor Day."

APPEAL TO THE CITY COUNCIL

Following the Planning Commission approval, Appeal No. 26-001 was submitted by Dr. Thomas G. Diamantidis, who is the primary contact on behalf of all the individuals who appealed the Planning Commission's decision. The complete appeal can be found in Exhibit B. The main points brought forth in the appeal are summarized below followed by staff analysis.

Appeal Item 1. The 2015 PCH Safety Study did not recommend a roundabout at the intersection of Encinal Canyon Road and PCH.

Staff Response: This argument solely relates to policy issues and does not provide grounds to deny the application. The Council and Caltrans may independently, as co-applicants, choose to alter the project—but that is not before the Council. The Council is acting as a quasi-judicial body in evaluating this project and whether the evidence supports the required findings for the project's approval. The Council, at a future meeting, could choose not to fund or move forward with the project—but again, that is not before the Council today where the sole issue is whether the evidence supports the required findings, and if it does, a CDP should be issued.

Nevertheless, the 2015 PCH Safety Study recommended realigning Encinal Canyon Road to intersect with La Piedra Beach Road and considered a roundabout at the newly aligned intersection. The realignment of Encinal Canyon Road would occur on a fifty-foot-wide strip of property located at 32701 Pacific Coast Highway that was previously owned by the State of California. The realignment of Encinal Canyon Road, and the connector to La Piedra Beach Road, is not proposed. The safety study included roundabouts at the

intersection of Encinal Canyon Road and PCH, but the canyon road is not being realigned. The City's Public Works Department and Caltrans concluded that the proposed locations, directly at the existing intersections, is the best location to slow down traffic on PCH and increase safety as recommended by the 2015 safety study.

Appeal Item 2. Adequate information as required by the City's LCP to approve the project including supporting documents, such as a transportation study or traffic analysis, were not provided to substantiate the safety of the proposed roundabout at the intersection of Encinal Canyon Road and PCH.

Staff Response:

The appellant does not identify a section of the LIP or LUP that would require additional information to be provided. In addition, the 2015 safety study was the result of years-long studies conducted by the City, in collaboration with the Southern California Association of Governments (SCAG), which concluded that a roundabout along PCH at a newly realigned Encinal Canyon Road intersection was a recommended measure to increase safety on PCH.

The entire study can be found on the City's website. A total of nine public meetings were held over the course of the study. Members of the community in attendance had the opportunity to share ideas and concerns. Public input was presented to the Project Steering Committee in April 2015, and the Public Works Commission and Public Safety Commission at a Joint Special Meeting on May 21, 2015, before going to the City Council for final review and approval on June 22, 2015. The Project Steering Committee included representatives from the City of Malibu, the offices of Senator Fran Pavley, Assemblymember Richard Bloom, and County Supervisor Sheila Kuehl, Caltrans, California Highway Patrol, SCAG, Metro, County of Los Angeles, City of Malibu, Santa Monica-Malibu Unified School District, Pepperdine University, A Safer PCH, Los Angeles County Bike Coalition, the Malibu Chamber of Commerce, and residents.

Appeal Item 3. The proposed roundabout at the intersection of Encinal Canyon and PCH would encroach on private driveways and would not meet the guidelines of the United States Department of Transportation Federal Highway Administration (USDOT FHWA) and *removal of vehicle separation will create a less safe condition for bicyclists and vehicles.*

Staff Response: The project is proposed by the City in collaboration with Caltrans who are responsible to ensure that the project complies with all federal regulations including any required measures by the FHWA. Caltrans has ensured that the design of the roundabouts is in compliance with all FHWA requirements. Caltrans also owns the property on which the project will be constructed or has property rights that allow the proposed construction.

Caltrans also could be able to acquire any needed property through eminent domain proceedings—though no such proceedings are required for the project.

Appeal Item 4. The proposed roundabout at Encinal Canyon Road and PCH would encroach into ESHA, and the project was not presented to the Environmental Review Board (ERB) which conflicts with LIP Section 13.C(4).

Staff Response: The pilot project will be constructed entirely within the existing roadway prism and would not expand outside of the existing developed accessway. A portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a mapped blueline stream at La Piedra Beach Road. The pilot project would be constructed outside of ESHA but within the ESHA buffer. LIP Section 4.5.4(A) permits public accessways within an ESHA buffer. The project would not create a significant impact on any sensitive habitats, since all development would occur within the boundaries of the roadway prism.

LIP Section 4.4.4 exempts projects from ERB review if it includes additions to existing structures that are within a lawfully established graded pad area that does not require additional fuel modification. The project is proposed completely within a pre-existing graded pad area of a State Highway and the highway is not being expanded to accommodate the improvements. There is no fuel modification associated with the project and as a result, there are no direct impacts to nearby ESHAs or streams. Therefore, referral to the ERB for review is not required.

Appeal Item 5. The project would inhibit public access opportunities.

Staff Response: The project will not impact public access. Currently, there are 299 total parking spaces along the PCH corridor between PM 58.4 and 59.9, comprising 123 oceanside and 176 landside spaces. To accommodate the proposed roundabouts, some existing spaces will be relocated to areas previously designed as “No Parking”. Within the PCH roadway prism, 39 existing parking spaces will be relocated, which will result in a total of 146 oceanside parking spaces and 153 inland parking spaces. The number of parking spaces to access El Matador State Beach will not change. But rather, parking will be installed in close proximity to the roundabouts to encourage visitors to use the designated crosswalks and rectangular rapid flashing beacons (RRFB). Contrary to the appellant’s assertions, the project will improve public access via vehicle, bicycle, and on-foot through these improvements.

Appeal Item 6. The installation of walls, lights, foundation, and other improvements will create a significant adverse scenic or visual impact.

Staff Response: The eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The light fixtures

would be downward-directed, utilizing 40-watt and 4,000 Kelvin LED fixtures mounted on a 25-foot pole with four-foot arms, with the inclusion of a solar panel atop the pole. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. The light poles will be installed outside of the thru-lanes parking areas along PCH and will not impact beach access. A condition of approval was added to ensure that light trespass will be limited to the highway and not spill onto adjacent properties, congruent with City Dark Sky principles.

The oceanside light poles would be located adjacent to existing Southern California (SoCal) Edison power poles and vegetation and would not result in a substantial obstruction of views of the Pacific Ocean. The new poles would blend in with existing utility poles in the area. In addition, the inland light poles would be sited to avoid obstruction of blue-water ocean views from properties located north of Pacific Coast Highway and Encinal Canyon Road. The northbound inland pole at the intersection of Encinal Canyon Road will be constructed near existing power boxes, power poles, and light poles. Finally, the three-foot-tall foundations will be at similar heights to existing bollards and will blend in with the environment as designed. The street directional signs, while new should not exceed a width of 48 inches and should not have a significant adverse or scenic or visual impacts due to project design, location on the site or other reasons per LIP Section 6.4(A)((1). A State highway already exists in this area and is not proposed to encroach beyond its existing envelope. Small visual changes to the look of the highway do not constitute an adverse impact upon scenic areas.

Appeal Item 7. The project would not be exempt from the CEQA and will increase transportation hazards on PCH due to the inclusion of the private driveways into the roundabout design and conflict with guidance from the USDOT FHWA, reduction of lanes, reducing vehicle separation, and creating less safe conditions on PCH.

Staff Response: The proposed pilot project would be constructed entirely within the PCH right-of-way and would not extend beyond the existing roadway prism. As such, the project qualifies for a CEQA exemption pursuant to Section 15301(c) (Class 1 – Existing Facilities), as it involves minor alterations to an existing public facility. The categorical exemption allows for highway improvements including improvements for public safety that do not increase the number of lanes, consistent with the proposed project. Condition of Approval No. 19 states that “access to driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access;” accordingly, the pilot project would not result in impacts to private driveways during construction or throughout the pilot project.

In addition, the pilot project qualifies for a CEQA exemption pursuant to Section 15303(d) (Class 3 – New Construction), which allows for street improvements of reasonable length. Accordingly, the proposed reduction in vehicle thru-lanes, installation of bicycle lanes, on-street parking, and pedestrian crossings would be exempt from CEQA.

Appeal Item 8. Lack of fair or impartial hearing, claiming the City did not properly notice the project.

Staff Response: On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, which recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

All CDP projects are required to provide public notice of the application prior to a public hearing. The applicant team laminated and properly posted physical notices at the intersection of Encinal Canyon Road and PCH, as well as at the entrance to El Matador State Beach. In compliance with LIP Section 13.12.1(A), on December 4, 2025, the application was noticed at least ten calendar days prior to the first public hearing and published in a newspaper for general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the pilot project, between PM 58.4 and PM 59.9.

Staff presented the application to the Planning Commission on December 16, 2025. After the project was presented by staff, a public hearing was held with the applicant team and members of the public; the Planning Commission deliberated and approved the project with a 3-2 vote. Appellants had notice of the hearing, and an opportunity to be heard. In addition, any concerns regarding the conduct of the hearing would be cured as the hearing before the City Council is on a de novo basis.

For more details on the project and compliance with the LCP, the December 16, 2025 Planning Commission staff report is found in Exhibit C.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Community Development Director has analyzed the proposed pilot project. The Community Development Director found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the proposed pilot project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities along Highways and 15303(d) – New Construction or Conversion of Small Structures. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

CORRESPONDENCE: Correspondence received prior to the Planning Commission meeting for the subject application is included in Exhibit D. Correspondence received on or after that meeting and prior to the City Council meeting are attached within Exhibit D.

PUBLIC NOTICE: On February 12, 2026, staff published a Notice of Public Hearing in a newspaper of general circulation within the City of Malibu and the notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area (Exhibit E).

EXHIBITS:

A. Council Resolution No. 26-10
B. Appeal No. 26-001
C. December 16, 2025, Planning Commission Agenda Report and Attachments
D. Correspondence Received on or after the Planning Commission Meeting
E. Public Hearing Notice

RESOLUTION NO. 26-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MALIBU, DENYING APPEAL NO. 26-008, DETERMINING THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, APPROVING COASTAL DEVELOPMENT PERMIT NO. 25-041 FOR A PILOT PROJECT FOR TEMPORARY IMPROVEMENTS WITHIN THE PACIFIC COAST HIGHWAY PUBLIC RIGHT-OF-WAY BETWEEN BROAD BEACH ROAD AND LA PIEDRA BEACH ROAD, INCLUDING LANE REDUCTIONS, SIGNAGE, AND THE INSTALLATION OF TWO ROUNDABOUTS WITH SAFETY LIGHTING AT THE INTERSECTIONS OF EL MATADOR BEACH ROAD AND ENCINAL CANYON ROAD, BETWEEN POST MILE 58.4 AND 59.9, AS RECOMMENDED IN THE 2015 PACIFIC COAST HIGHWAY SAFETY STUDY CONDUCTED BY THE CITY OF MALIBU IN PARTNERSHIP WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CITY OF MALIBU PUBLIC WORKS DEPARTMENT AND CALTRANS)

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

SECTION 1. Recitals.

A. On June 22, 2015, the Malibu's City Council adopted the Pacific Coast Highway (PCH) Safety Study, developed in partnership with the California Department of Transportation (Caltrans), which authorized recommendations for measures to improve safety along the Pacific Coast Highway (PCH) corridor to reduce vehicle, bicycle, and pedestrian conflicts.

B. On September 9, 2025, an application for Coastal Development Permit (CDP) No. 25-041 was submitted to the Planning Division by the City of Malibu Public Works Department to request authorization for improvements on a 1.2-mile stretch of PCH between Broad Beach Road and La Pietra Beach Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study.

C. On October 3, 2025, Notices of Coastal Development Permit Application were posted along PCH at the intersections of El Matador State Beach Road and Encinal Canyon Road.

D. On October 22, 2025, the City Public Works Department held a virtual town hall meeting to gain community insight on the proposed project.

E. On December 2, 2025, the City Public Works Department held a second town hall meeting to gain community insight on the proposed project.

F. On December 4, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area.

G. On December 16, 2025, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony and other information in the record. The Planning Commission approved the project with added conditions on a 3-2 vote.

H. On January 6, 2026, Appeal No. 26-001 was filed by a resident group.

I. On February 12, 2026, a Notice of City Council Public Hearing was published in newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within 500-foot radius of the subject property.

J. On March 18, 2026, the City Council held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record.

Section 2. Environmental Review.

Pursuant to the authority and criteria contained in California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The City Council found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) and Existing Facilities, 15303(d) – New Construction or Conversion of Small Structures. The City Council has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Appeal of Action.

The appellant contends that the Planning Commission's decision is based on the findings or conditions not supported by evidence, or the decision is not supported by the findings, lack of a fair or impartial hearing, and the decision was contrary to law. Based on the evidence in the record, as detailed below, in the agenda report, and at the public hearings on the matter, the City Council has determined that the project does conform to the findings required by the Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC), denying the appeal and approving the project. The Council finds that the evidence supports the findings and is consistent with the City's past application of the applicable provisions of the LCP Local Implementation Plan (LIP).

This argument solely relates to policy issues and does not provide grounds to deny the application. The Council and Caltrans may independently, as co-applicants, choose to alter the project—but that is not before the Council. The Council is acting as a quasi-judicial body in evaluating this project and whether the evidence supports the required findings for the project's approval. The Council, at a future meeting, could choose not to fund or move forward with the project—but again, that is not before the Council today where the sole issue is whether the evidence supports the required findings, and if it does a CDP should be issued.

Nevertheless, the 2015 PCH Safety Study recommended realigning Encinal Canyon Road to intersect with La Piedra Beach Road and considered a roundabout at the newly aligned intersection. The realignment of Encinal Canyon Road would occur on a fifty-foot-wide strip of property located at 32701 Pacific Coast Highway that was previously owned by the State of California. The realignment of Encinal Canyon Road, and the connector to La Piedra Beach Road, is not proposed. The safety study included roundabouts at the intersection of Encinal Canyon Road and PCH, but the canyon road is not being realigned. The City's Public Works Department and Caltrans concluded that the proposed locations, directly at the existing intersections, is the best location to slow down traffic on PCH and increase safety as recommended by the 2015 safety

study.

The 2015 safety study was the result of years-long studies conducted by the City, in collaboration with the Southern California Association of Governments (SCAG), which concluded that a roundabout along PCH at a newly realigned Encinal Canyon Road intersection was a recommended measure to increase safety on PCH. A total of nine public meetings were held over the course of the study. Members of the community in attendance had the opportunity to share ideas and concerns. Public input was presented to the Project Steering Committee in April 2015, and the Public Works Commission and Public Safety Commission at a Joint Special Meeting on May 21, 2015, before going to the City Council for final review and approval on June 22, 2015. The Project Steering Committee included representatives from the City of Malibu, the offices of Senator Fran Pavley, Assemblymember Richard Bloom, and County Supervisor Sheila Kuehl, Caltrans, California Highway Patrol, SCAG, Metro, County of Los Angeles, City of Malibu, Santa Monica-Malibu Unified School District, Pepperdine University, A Safer PCH, Los Angeles County Bike Coalition, the Malibu Chamber of Commerce, and residents.

The project is proposed by the City in collaboration with Caltrans who are responsible to ensure that the project complies with all federal regulations including any required measures by the Federal Highway Administration (FHWA). Caltrans has ensured that the design of the roundabouts is in compliance with all FHWA requirements. Caltrans also owns the property on which the project will be constructed, or has property rights that allow the proposed construction. Caltrans also could be able to acquire any needed property through eminent domain proceedings—though no such proceedings are required for the project.

The pilot project will be constructed entirely within the existing roadway prism and would not expand outside of the existing developed accessway. A portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a mapped blueline stream at La Piedra Beach Road. The pilot project would be constructed outside of ESHA but within the ESHA buffer. LIP Section 4.5.4(A) permits public accessways within an ESHA buffer. The project would not create a significant impact on any sensitive habitats, since all development would occur within the boundaries of the roadway prism. LIP Section 4.4.4 exempts projects from the Environmental Review Board (ERB) review if it includes additions to existing structures that are within a lawfully established graded pad area that does not require additional fuel modification. The project is proposed completely within a pre-existing graded pad area of a State Highway and the highway is not being expanded to accommodate the improvements. There is no fuel modification associated with the project and as a result, there are no direct impacts to nearby ESHAs or streams. Therefore, referral to the ERB for review is not required.

The project will not impact public access. Currently, there are 299 total parking spaces along the PCH corridor between PM 58.4 and 59.9, comprising 123 oceanside and 176 landside spaces. To accommodate the proposed roundabouts, some existing spaces will be relocated to areas previously designed as “No Parking”. Within the PCH roadway prism, 39 existing parking spaces will be relocated, which will result in a total of 146 oceanside parking spaces and 153 inland parking spaces. The number of parking spaces to access El Matador State Beach will not change. But rather, parking will be installed in close proximity to the roundabouts to encourage visitors to use the designated crosswalks and rectangular rapid flashing beacons (RRFB). Contrary of the appellant’s assertions, the project will improve public access via vehicle, bicycle, and on-foot

through these improvements.

The eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The light fixtures would be downward-directed, utilizing 40-watt and 4,000 Kelvin LED fixtures mounted on a 25-foot pole with four-foot arms, with the inclusion of a solar panel atop the pole. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. The light poles will be installed outside of the thru-lanes parking areas along PCH and will not impact beach access. A condition of approval was added to ensure that light trespass will be limited to the highway and not spill onto adjacent properties, congruent with City Dark Sky principles.

The oceanside light poles would be located adjacent to existing Southern California (SoCal) Edison power poles and vegetation and would not result in a substantial obstruction of views of the Pacific Ocean. The new poles would blend in with existing utility poles in the area. In addition, the inland light poles would be sited to avoid obstruction of blue-water ocean views from properties located north of Pacific Coast Highway and Encinal Canyon Road. The northbound inland pole at the intersection of Encinal Canyon Road will be constructed near existing power boxes, power poles, and light poles. Finally, the three-foot-tall foundations will be at similar heights to existing bollards and will blend in with the environment as designed. The street directional signs, while new should not exceed a width of 48 inches and should not have a significant adverse or scenic or visual impacts due to project design, location on the site or other reasons per LIP Section 6.4(A)((1). A State highway already exists in this area, and is not proposed to encroach beyond its existing envelope. Small visual changes to the look of the highway do not constitute an adverse impact upon scenic areas.

The proposed pilot project would be constructed entirely within the PCH right-of-way and would not extend beyond the existing roadway prism. As such, the project qualifies for a CEQA exemption pursuant to Section 15301(c) (Class 1 – Existing Facilities), as it involves minor alterations to an existing public highway. The categorical exemption allows for highway improvements including improvements for public safety that do not increase the number of lanes, consistent with the proposed project. Condition of Approval No. 19 states that "access to driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access;" accordingly, the pilot project would not result in impacts to private driveways during construction or throughout the pilot project. In addition, the pilot project qualifies for a CEQA exemption pursuant to Section 15303(d) (Class 3 – New Construction), which allows for street improvements of reasonable length. Accordingly, the proposed reduction in vehicle thru-lanes, installation of bicycle lanes, on-street parking, and pedestrian crossings would be exempt from CEQA.

On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, which recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

All CDP projects are required to provide public notice of the application prior to a public hearing. The applicant team laminated and properly posted physical notices at the intersection of Encinal Canyon Road and PCH, as well as at the entrance to El Matador State Beach. In compliance with

LIP Section 13.12.1(A), on December 4, 2025, the application was noticed at least ten calendar days prior to the first public hearing and published in a newspaper for general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the pilot project, between PM 58.4 and PM 59.9.

Staff presented the application to the Planning Commission on December 16, 2025. After the project was presented by staff, a public hearing was held with the applicant team and members of the public; the Planning Commission deliberated and approved the project with a 3-2 vote. Appellants had notice of the hearing, and an opportunity to be heard. In addition, any concerns regarding the conduct of the hearing would be cured as the hearing before the City Council is on a de novo basis.

SECTION 4. Coastal Development Permit Findings.

Based on the evidence contained within the record and pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP), including Sections 13.7(B) and 13.9, and the Malibu Municipal Code (MMC), the City Council adopts the analysis in the agenda report, incorporated herein, the findings of fact below, and approves CDP 25-041 for a pilot project for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between post mile 58.4 and 59.9, as recommended in the 2015 pacific coast highway safety study conducted by the City of Malibu in partnership with the California Department of Transportation (Caltrans).

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

A. General Coastal Development Permit (LIP Chapter 13)

1. The project has been reviewed for conformance with the LCP and the Malibu Municipal Code (MMC) by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

2. The project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the

proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. The development will not be located within any mapped environmentally sensitive habitat area (ESHA) pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP and the finding is not applicable.

B. Scenic, Visual, and Hillside Resource Protection Findings (LIP Section 6.4)

1. The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

2. As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. As proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

5. The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

SECTION 5. City Council Action.

Based on the foregoing findings and evidence contained within the record, the City Council hereby approves CDP No. 25-041, subject to the following conditions, which are applicable to the project, as noted below.

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. The approved scope authorizes the installation of temporary improvements, for a period not to exceed a maximum of 18 months once operational, within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, medians, striping for bicycle lanes and on-street parking, signage, and the installation of two roundabouts with safety lighting, crosswalks and associated improvements at the intersections of El Matador Beach Road and Encinal Canyon Road.

3. The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended to allow Caltrans and the City's Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently, authorization shall be subject to an approved permit.

4. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date-stamped **November 20, 2025**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

5. Pursuant to LIP Section 13.18.2, this permit and rights conferred in this approval shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions of approval set forth herein. The applicant shall file this form with the Planning Division prior to the issuance of any development permits.

6. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check (as applicable) and again prior to the issuance of any building or development permits, if necessary.

7. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

8. Any questions of intent or interpretation of any condition of approval will be resolved by the Community Development Director upon written request of such interpretation.

9. Minor changes to the approved plans or the conditions of approval may be approved by the Community Development Director, provided such changes achieve substantially the same results and the project is still in compliance with the MMC and the LCP. Revised plans reflecting the minor changes and additional fees shall be required.

10. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that the CCC denies the permit or issues the permit on appeal, the CDP approved by the City is void.

Cultural Resources

11. 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 until the Community Development Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

12. If human bone is discovered during geologic testing or during construction, work shall immediately cease, and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Biology

13. No new landscaping is proposed with this project. Therefore, none is approved. A detailed landscaping plan must be submitted to the Planning Division for review by the City Biologist and approval by the Planning Division prior to any planting. Should the applicant

intend to plant any new or altered vegetation with a potential to grow over six feet in height at full maturity for an area of 500 square feet or more of landscaping for a new residence, or 2,500 square feet or more of landscaping for an existing residence, a detailed Landscape Documentation Package is required.

14. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to 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 nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

Colors and Materials

15. The project is visible from scenic roads or public viewing areas and shall incorporate colors and materials that are compatible with the surrounding landscape.
    a. Acceptable colors shall be limited to colors compatible with the surrounding environment (earth tones) including shades of green, brown and gray, with no white or light shades and no bright tones. Colors shall be reviewed and approved by the Community Development Director and clearly indicated on the building plans.
    b. The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
    c. Necessary safety signage is not subject to these requirements if required by federal, State, or local law.

Public Works

16. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure as a result of this proposed scope of work.

17. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.

18. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.

19. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.

20. If temporary bathroom facilities for construction workers are used, the temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.

21. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.

22. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to construction.

23. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.

24. If applicable, applicant shall ensure temporary "No Parking" signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.

25. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible for replacement of missing or damaged signs.

Construction

26. Prior to the commencement of work, the applicant shall provide a copy of their Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right of way.

27. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

28. All new development, including construction (and when applicable, grading and landscaping) shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter 17, including:
    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. If included, grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.

Prior to Final Sign-Off

29. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A final approval shall not be issued until the Planning Division has determined that the project complies with this CDP.

30. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

31. Caltrans shall utilize light fixtures that are Dark Sky compliant to the maximum extent feasible. The light fixtures shall be fully shielded, 3,000 kelvins in color temperature, directed downward, and must not exceed the light trespass limits onto adjacent properties listed in MMC Section 17.41.050(G) unless necessary for adequate ingress/egress as reasonably determined by the Community Development Director. City staff shall inspect the installed lights at the cost of Caltrans and confirm compliance with this condition.

Fixed Conditions

32. This coastal development permit shall run with the land and bind all future owners of the property.

33. Violation of any of the conditions of this approval may be cause for revocation of this permit and termination of all rights granted there under.

34. The applicant must submit a report to the City Council at the conclusion of the 15-month test period, detailing the impact of the temporary improvements.

SECTION 7. The City Council shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 18th day of March 2026.

BRUCE SILVERSTEIN, Mayor

ATTEST:

KELSEY PETTIJOHN, City Clerk
(seal)

APPROVED AS TO FORM:

THIS DOCUMENT HAS BEEN REVIEWED
BY THE CITY ATTORNEY'S OFFICE

TREVOR RUSIN, Interim City Attorney

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

City of Malibu

23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

CITY OF MALIBU
RECEIVED
JAN 06 2026
PLANNING DIVISION

PLANNING DIVISION
COASTAL DEVELOPMENT PERMIT
NOTICE OF APPEAL CHECKLIST

Actions Subject to Local Appeal: Pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals), a decision or any portion of the decision of the Community Development Director may be appealed to the Planning Commission by an aggrieved person, and any decision of the Planning Commission may be appealed to the City Council by an aggrieved person.

Deadline and Fees: Pursuant to LIP Section 13.20.1, an appeal shall be filed with the City Clerk within 10 days following the date of action for which the appeal is made, as indicated in the decision. If the tenth day falls on a weekend or a City-recognized holiday, the deadline shall extend to the close of business at City Hall on the first business day (whether whole or partial) following the weekend or a City-recognized holiday. Appeals shall be accompanied by the filing fee of $750 as specified by the City Council.

To perfect an appeal, the form must be completed, together with all the necessary attachments, and must be timely received by the City Clerk either in person or by mail addressed to City of Malibu, Attn: City Clerk, 23825 Stuart Ranch Road, Malibu, CA 90265. For more information, contact Patricia Salazar, Development and Operations Manager, at (310) 456-2489, extension 245.

Part I. Project Information

1. What is the file number of the Coastal Development Permit you are appealing?
   Coastal Development Permit (CDP) No. 25-041

2. On what date was the decision made which you are appealing?
   12.16.25

3. Who made the decision you are appealing?

   ☐ Community Development Director ☒ Planning Commission

4. What is the address of the project site at issue?
   Citywide along Pacific Coast Highway (PCH), from Broad Beach Road to La Piedra Beach Road

Exhibit B

Part II. Appeal Summary

1. Indicate your interest in the decision by checking the appropriate box.

   ☐ I am the Applicant for the project

   ☒ I am the neighbor

   ☐ Other (describe)

   _____

   _____

2. If you are not the applicant, please indicant the applicant's name:
   City of Malibu Public Works Department and California Department of Transportation (Caltrans)
3. Indicate the nature of your appeal.

   a) Are you appealing the ☒ approval or ☐ the denial of the application or ☐ a condition of approval?

   b) Each approval is accompanied by a list of specific conditions. If you are appealing one or more of the conditions of approval, list the condition number and state the grounds for your appeal. (Attach extra sheets if necessary.)

   _____

   _____

4. Check the appropriate box(es) to indicate which of the following reasons forms the basis of your appeal:

   ☒ The findings or conditions are not supported by the evidence, or the decision is not supported by the findings: or

   ☒ There was a lack of fair or impartial hearing: or

   ☒ The decision was contrary to law.

   You must next provide a specific statement in support of each of the bases for appeal that you have checked above. Appeals that are stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

   See attachment to appeal.

   _____

   _____

   _____

Each coastal development permitting decision made by the Community Development Director or the Planning Commission is accompanied by written findings. The written findings set forth the basis for the decision. If you have checked the first box in this section as a ground for your appeal, you must indicate the specific finding(s) you disagree with and give specific reasons why you believe the finding(s) is/are not supported by the evidence or why the decision is not supported by the findings. Appeals stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

See attachment to appeal.

Part III. Appeal Checklist

ALL of the following must be timely filed to perfect an appeal.

1. ☑ Completed Appeal Checklist (This form with appellant's signature)

2. ☑ Appeal Fee $750

   The appeal fee must be submitted in the form of a check or money order made payable to the City of Malibu. Cash will not be accepted.

3. ☑ Mailing Labels and Radius Maps for Public Notice to Property Owners and Occupants

   Public Notice of an appeal must conform to the manner in which the original notice was given. The notice radius for appealable CDPs and non-appealable CDPs that do not require a public hearing is 100 feet for property owners and residents. The notice radius for non-appealable CDPs that require a public hearing is 300 feet for property owners and 100 feet for residents.

   The mailing labels and radius map **must be certified** by the preparer (a form is available at the public counter): certification may not be more than six months prior to the date of submittal; the radius map must be provided on an 8½" x 11" paper; the mailing labels must be printed on 8½" x 11" paper, 3 columns, 10 rows (e.g. Avery 5160).

Part IV. Signature and Appellant Information

I hereby certify that the appeal submittal contains all of the above items. I understand that if any of the items are missing or otherwise deficient, the appeal is ineffective and the filing fee may be returned. IN ORDER TO PERFECT AN APPEAL, ALL APPEAL SUBMITTALS MUST BE COMPLETE BY THE DEADLINE. NO EXTENSIONS WILL BE ALLOWED FOR APPELLANTS WHO ONLY PARTIALLY COMPLY WITH THESE REQUIREMENTS AS OF THE DEADLINE. IF AN APPEAL IS NOT PERFECTED BY THE DEADLINE, THE DECISION BECOMES FINAL.

Dr. Thomas G. Diamantidis — [redacted] (Representative)

PRINT APPELLANT'S NAME — TELEPHONE NUMBER

APPELLANT'S SIGNATURE — DATE 12/22/2025

Kristina Kropp [redacted]

Appellant's mailing address: [redacted]

Appellant's email address: [redacted] (Representative)

OFFICE USE ONLY

Action Appealed: Approval of CPP 25-041

Appeal Period: 12/17/25 - 1/7/26

Date Appeal Form and required documents submitted: 1/6/26 Received by: Gail Duncan

Appeal Completion Date: 1/6/26 by: A Smith Interim Assistant
(Name, Title)

ATTACHMENT TO APPEAL

CITY OF MALIBU PLANNING COMMISSION RESOLUTION NO. 25-78

Project: Temporary improvements within the Pacific Coast Highway ("PCH") public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road.

Permits Challenged: Coastal Development Permit No. 25-041.

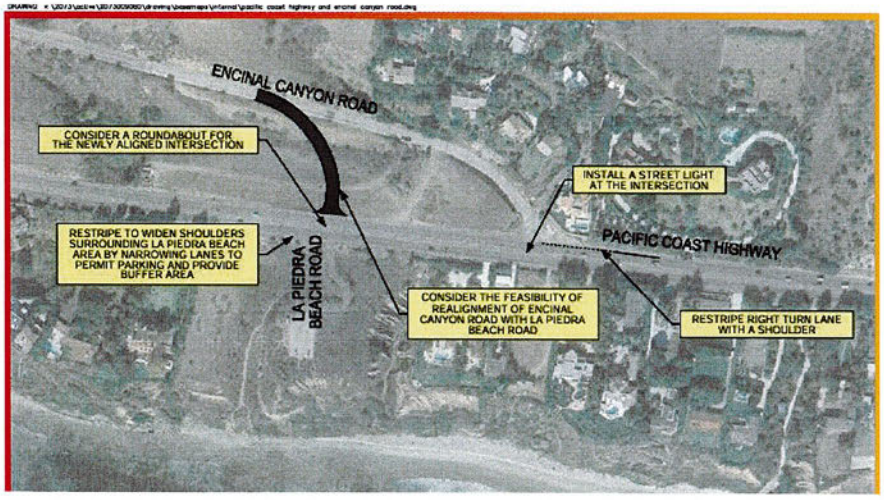
Appellants: Dr. Thomas G. Diamantidis and a group of property owners and residents of real properties in the immediate vicinity and neighborhood of the proposed Project and, therefore, most impacted thereby. Over 100 signatures in opposition to the Project were submitted to the Planning Commission, with more anticipated.

Reasons for Appeal:

I. Prefatory Statement

The Resolution of the Planning Commission is factually inaccurate. In Recitals 1A and 1B, the Project, as approved, is described as one that was "recommended in the 2015 PCH Safety Study."

The 2015 Pacific Coast Highway Safety ("2015 Safety Study") **did not** recommend a roundabout at Encinal Canyon and PCH. To the contrary, the 2015 Safety Study, which provides a list of over 130 recommended alternative improvements to PCH, recommended that the City consider a roundabout at a location *north* of Encinal Canyon Road, off of a newly created intersection to be located immediately across PCH and aligned with La Piedra Beach Road [*see* 2015 Safety Study, Appendix D to Appendix 4, page D.3 (Figure D-2):



Contrary to the Planning Commission's approval, the 2015 Safety Study recommended that the City consider installation of *a streetlight* at the intersection of Encinal Canyon and PCH.

The Planning Commission's approval purporting to be one that was "recommended in the 2015 PCH Safety Study" is erroneous, as a matter of verifiable fact.

II. The Findings and Conditions are ***not*** Supported by the Evidence, and the Decision is ***not*** Supported by the Findings.

City LCP Local Implementation Plan ("LIP") Section 13.6.4 requires that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

Adequate information has not been provided. There are no transportation studies or analyses provided as part of the CDP application that in any way confirm the appropriateness or safety of the proposed roundabout at the Encinal Road/PCH location. On the contrary, evidence was submitted to the City Planning Commission that the Project specifically runs afoul of U.S. Department of Transportation ("USDOT") Federal Highway Administration ("FHA") guidance and that the reduction of vehicle separation will create less safe conditions on PCH, pursuant to the City's own 2015 Safety Study:

a. The Project Runs Afoul of USDOT FHA Guidance

It is presumed that the 2015 Safety Study did not recommend a roundabout at the intersection of Encinal Canyon/PCH because roundabouts abutting private driveways specifically conflict with written guidance from the USDOT FHA which states:

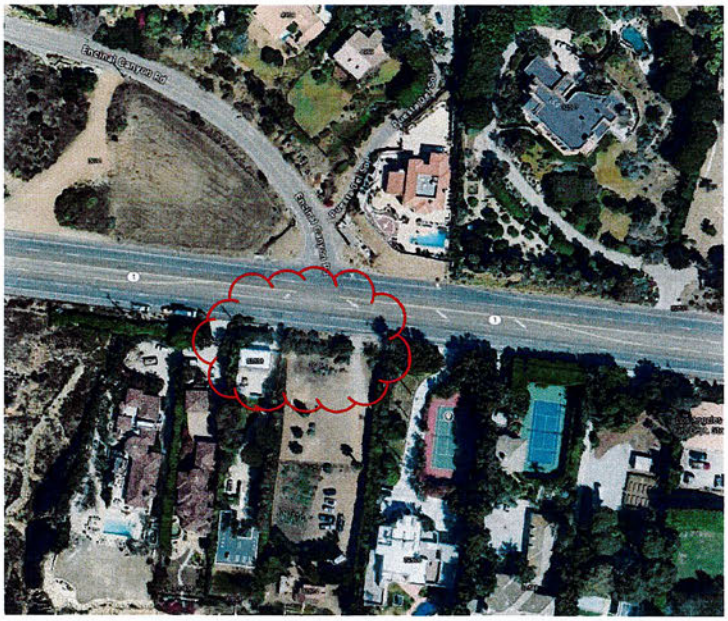
> "Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does." [Exhibit 2, Excerpt from USDOT FHA National Cooperative Highway Research Program, Second Edition[1]].

The FHA recommends against roundabouts with direct driveway access unless "site constraints make it necessary" and only if certain criteria are met,

[1] Full Report accessible: NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition

including no alternative access, a low proportion of unfamiliar drivers and driveway design with hammerheads/vehicle turn around areas and proper sight distance. None of these criteria are met here.

To the contrary of this federal guidance, the Encinal Canyon/PCH roundabout is proposed immediately abutting private, single-family lots, improved with existing residences and driveways. "Openings" in the roundabout would allow vehicles to enter two private single-family lots at 32614 and 32636 PCH, directly from the roundabout:



However, neither of these private driveways were designed with USDOT FHA guidance in mind; both driveways are without publicly accessible hammerheads/vehicle turnaround areas or proper sight distance:





As shown above, both driveways maintain gates along PCH that require vehicles, including deliveries, to park on PCH, sometimes in front of the driveway for access.

If this roundabout is installed, delivery vehicles, service vehicles such as garbage trucks and other vehicles entering these private properties by mistake will have to figure out how to exit, including physically reversing, backwards, into the roundabout depending on their size/angle of entry.

b. The City's own 2015 PCH Safety Study Provides that Reduction in Vehicle Separation will Create Less Safe Conditions

In addition to failing with regard to federal safety guidance, the Project's proposal to reduce two lanes on PCH into one is also specifically against the recommendations of its own 2015 Safety Study, Phase I, which provides:

> "Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered." [Exhibit 2, Excerpt from LSA Report (Phase I)[2]].

On January 2, 2026, Caltrans further revealed that the Project, as proposed, is made up of **non-standard design features**. No further description was provided

[2] "Starting in 2012, a previous firm, LSA Associates Inc., contracted with SCAG to produce a series of reports quantifying and analyzing the PCH corridor for potential safety improvements. These reports provide comprehensive documentation about existing traffic and safety conditions and provided a series of high level and programmatic recommendations for addressing safety issues in the corridor." The 2015 Safety Study refers to these analyses as Phase I. [Final Report, p. 1].

regarding what said non-standard design features were. This information was not shared with or discussed with the Planning Commission in December 2025. No transportation studies or analyses have been provided that in any way confirm the appropriateness or safety of these "non-standard" design features.

The Project will require bicyclists and vehicles, including oversize vehicles, to merge into and share one lane without any physical separation. It will introduce conflicts at the existing driveways which will immediately front the roundabouts, in violation of federal guidelines. None of this is analyzed, studied or presented with any evidence regarding its appropriateness or safety. The CDP application fails to provide all information necessary for purposes of LIP Section 13.6.4.

Notably, this proposed Project, described by one of the Planning Commissioners in December as an "experiment," with its lack of analysis, countless uncertainties, and conflict with written guidelines, is proposed on PCH – an evacuation route arterial. During this ongoing "experiment," the City will be putting the lives of its constituents in danger in the event of an emergency.

LIP Section 13.9.A requires that a project as described in the application and accompanying materials, as modified by any conditions of approval, conform with the certified City of Malibu Local Coastal Program.

In support of this finding, the Planning Commission Resolution provides that the Project "is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor serving and recreation areas."

However, this statement is incorrect. **There is absolutely no evidence (studies, analyses, etc.) whatsoever before this City Council that the Project will improve "public safety and multimodal access to and between visitor serving and recreation areas**.[3]" Indeed, staff admitted that there was no such evidence. The applicant has not provided any such evidence.

Indeed, the only evidence that has been submitted to the City is that the Project is made up of unspecified "non-standard" design features; introduces the merging of two lanes into one, narrowing vehicle separation and creating less safe conditions pursuant to the City's own Safety Study; requires bicyclists and vehicles to merge into and share one lane without any physical separation; and proposes a roundabout at Encinal Canyon/PCH which specifically runs afoul of written USDOT FHA guidance.

---

[3] *See West Chandler Boulevard Neighborhood Association v. City of Los Angeles* (2011) 198 Cal.App.4th 1506 (an agency abuses its discretion if its order or decision is not supported by the findings; or the findings are not supported by the evidence).

LIP Section 13.C[4] requires written findings that the project is the least environmentally damaging alternative. LIP Section 13.D requires written findings that if a 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 conform 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.

Contrary to the Planning Commission's boilerplate findings regarding these LIP sections, the Project is not the least environmentally damaging alternative. A portion of PCH that is a part of this Project is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. There is absolutely no reason that the roundabouts which are proposed should be proposed at the current locations. The 2015 Safety Study did not recommend a roundabout at Encinal Canyon/PCH. There is not only a plethora of other locations for roundabouts that are not within an ESHA buffer, but also other, alternative improvements to PCH that can be made to alleviate speeding concerns.

Furthermore, this Project was never reviewed by the Environmental Review Board. Accordingly, the finding required by LIP Section 13.D literally cannot be made with any, let alone substantial, supporting evidence.

LIP Chapter is the City's Public Access Chapter. The purpose of the Public Access Chapter is to achieve the basic state goals of maximizing public access to the coast and public recreational opportunities, as set forth in the California Coastal Act codified in the Public Resources Code ("PRC"). PRC Section 30001.5(c) states that public access both to and along the shoreline shall be maximized, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

The Planning Commission resolution provides, simply, that the "project would not inhibit public access opportunities." Provided without any scintilla of evidence or analysis, this statement is incorrect. The Project includes the narrowing of lanes on PCH. It is a widely accepted transportation policy principle that narrowing road lanes lowers vehicle capacity and translates to fewer vehicles per hour. The reduction of lanes will limit the ability of the public to access the beaches on the northern end of Malibu. This must be reviewed, studied and analyzed. This proposal is against the mandates of the Coastal Act to maximize public access to the coast and public recreational opportunities.

LIP Section 6.4 provides that a Coastal Development Permit for a proposed development shall only be granted if the City's decision-making body is able to find that the project, as proposed, will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons. In support of

[4] Also required by LIP Section 6.4.

this finding, the Planning Commission resolution recites a series of Project elements, declaring such to be unimpactful. However, a review of the Project plans shows that the Project's introduction of walls, lights, foundations and other improvements will have a significant adverse scenic impact on Pacific Coast Highway, officially designated as an eligible scenic highway.

III. The Decision was Contrary to Law.

As set forth above, the Project conflicts with the LIP, the Coastal Act and USDOT FHA. Furthermore, the proposed Categorical Exemptions for the Project do not comply with the California Environmental Quality Act ("CEQA").

CEQA and its implementing regulations "embody California's strong public policy of protecting the environment." *Tomlinson v. County of Alameda* (2012) 54 Cal.4th 281, 285. Only rigorous compliance with CEQA procedural requirements can expose the facts about a project and its impacts. Failure constitutes an abuse of discretion. *League to Save Lake Tahoe v. County of Placer* (2022) 86 Ca.App.5th 63.

Here, City staff proposes that the Project is exempt from CEQA pursuant to *CEQA Guidelines*, Sections 15301(c) and 15303(d). However, pursuant to *CEQA Guideline* Section 15300.2, neither of these Categorical Exemptions is applicable.

CEQA Guideline Section 15300.2(b) provides that all exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of a project, in connection with other related projects, are cumulatively considerable. *See Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal App.4th 1209 (emphasis added). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[5] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *CEQA Guidelines* §15355.

Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of

[5] "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

"reasonably foreseeable probable future projects, if any." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (emphasis added); *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359, 1414.

The CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable:

> An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. 14 *CCR* §15064(h)(1).

In this case, there is no evidence, much less substantial evidence, in the record, to support the conclusion that the "cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probable future projects" provided, listed, or analyzed.

However, the City is not only aware of many reasonably foreseeable probable future projects on PCH, but is also currently processing CDP's for such reasonably foreseeable probable future projects including in CDP No. 25-009 to install 19 new guardrails, 22 new or upgraded curb ramps, 6,956 linear feet of new sidewalks, three new retaining walls, two realigned intersections, 42 new light poles, 15 miles of new or upgraded bike lanes, a new California Highway Patrol pull-out, median reconstruction at various locations, and associated roadway improvements along PCH (also proposed with an exemption).

For purposes of CEQA, the City must evaluate the environmental impacts of all reasonably foreseeable and probable future safety improvement projects to PCH jointly.

CEQA Guideline Section 15300.2(c) further provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

As discussed hereinabove, in this case, the Project, as proposed, will increase transportation hazards on PCH due to the inclusion of the private

driveways into its roundabout design, a design that specifically conflicts with guidance from the USDOT FHA, and the reduction of lanes from two into one, reducing vehicle separation, thereby creating less safe conditions. Due to its location on PCH, adjacent to private single-family residences and driveways which will be directly impacted thereby, this Project may not utilize a Categorical Exemption.

CEQA Guideline Section 15300.2(d) further provides that a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. As set forth above, the Project will cause a scenic impact to PCH.

Each public agency is required to comply with CEQA and meet its responsibilities. *CEQA Guidelines* Section 15020. The City has failed to do so here.

IV. <u>There was a Lack of a Fair or Impartial Hearing</u>.

The City failed to provide Notice, as required by law. For example, the posted Notices did not comply with the requirements.

EXHIBIT 1

6.11 ACCESS MANAGEMENT

Access points near an intersection or along an arterial create additional conflicts within the roadway system that affect operations and safety. Managing access points can improve the overall effectiveness of the system by streamlining the roadway operations and reducing the number of conflicts. Roundabouts can provide a useful tool within an access management program to provide U-turn opportunities at the intersections, thereby allowing for a reduction of full access points along the roadway segment. However, within the vicinity of an individual roundabout intersection, property access must also be carefully evaluated.

Access management at roundabouts follows many of the principles used for access management at conventional intersections. For public and private access points near a roundabout, two scenarios commonly occur:

- Access into the roundabout itself or
- Access near the roundabout.

6.11.1 ACCESS INTO THE ROUNDABOUT

It is preferable to avoid locating driveways where they must take direct access to a roundabout. Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does.

Nonetheless, site constraints sometimes make it necessary to consider providing direct access into a roundabout. Exhibit 6-89 shows examples where one or two residential houses have been provided direct access into a roundabout. These driveways have been designed with traditional concrete driveway aprons to provide a clear visual and tactile indication that these are private driveways not to be confused with public roadways.

For a driveway to be located where it takes direct access to the circulatory roadway of a roundabout, it should satisfy the following criteria:

- No alternative access point is reasonable.
- Traffic volumes are sufficiently low to make the likelihood of errant vehicle behavior minimal. Driveways carrying the trip generation associated with a very small number of single-family houses are typically acceptable; driveways with higher traffic volumes should be designed as a regular approach with a splitter island. In addition, if a high proportion of unfamiliar drivers are expected at the driveway, the engineer should consider providing more positive guidance.
- The driveway design should enable vehicles to exit facing forward with a hammerhead design or other area on-site where vehicles can turn around. Driveways that only allow backing maneuvers into the roundabout should be discouraged in all but very low-volume environments.
- The driveway design should enable proper intersection sight distance from the driveway location and adequate stopping sight distance for vehicles approaching the driveway traveling along the primary roadway.

Exhibit 6-89
Example of Residential Driveways into Circulatory Roadway



(a) Santa Barbara, California



(b) Voorheesville, New York

6.11.2 ACCESS NEAR THE ROUNDABOUT

Public and private access points near a roundabout often have restricted operations due to the channelization of the roundabout. Driveways between the crosswalk and entrance line complicate the pedestrian ramp treatments and introduce conflicts in an area critical to operations of the roundabout. Exhibit 6-90 shows examples of driveway challenges of this type. Driveways blocked by the splitter island will be restricted to right-in/right-out operation and are best avoided altogether unless the impact is expected to be minimal and/or no reasonable alternatives are available.

The ability to provide an access point that allows all ingress and egress movements (hereafter referred to as *full access*) is governed by a number of factors:

- *The capacity of the minor movements at the access point.* A standard unsignalized intersection capacity analysis should be performed to assess the operational effectiveness of an access point with full access. Unlike the platooned flow typically downstream of a signalized intersection, traffic passing in front of an access point downstream of a roundabout will be more randomly distributed. As a result, an access point downstream of a roundabout may have less capacity and higher delay than one



(a) Driveway between crosswalk and roundabout (Bend, Oregon)



(b) Driveway aligned with crosswalk (Sammamish, Washington)



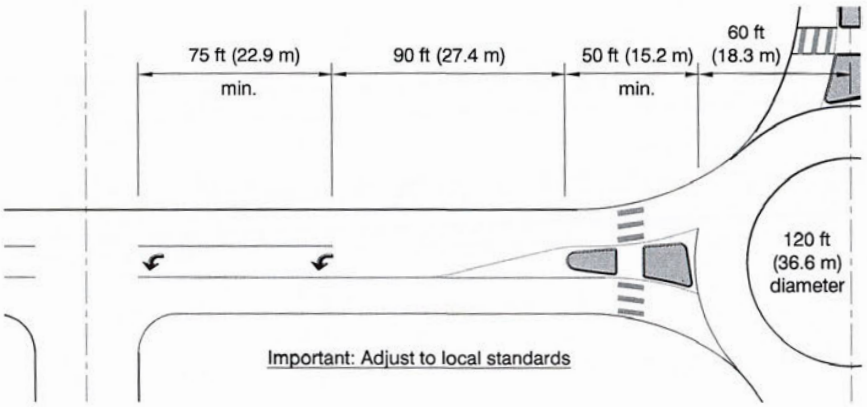
(c) Driveway reconfiguration (Clearwater, Florida)

Exhibit 6-90
Example of Driveway Challenges near Roundabout

downstream of a traffic signal. Queuing from nearby intersections (the roundabout or others nearby) should be checked to see if the operation of the access point will be affected.

- *The need to provide left-turn storage on the major street to serve the access point.* For all but low-volume driveways it is often desirable to provide separate left-turn storage for access points downstream of a roundabout to minimize the likelihood that a left-turning vehicle will block the major street traffic flow. If quantification is desired, a probability analysis can be used to determine the likelihood of an impeding left-turning vehicle, and a queuing analysis can be used to determine the length of the queue behind the impeding left-turning vehicle. If the number of left-turning vehicles is sufficiently small and/or the distance between the access point and the roundabout is sufficiently large, a left-turn pocket may not be necessary.
- *The available space between the access point and the roundabout.* Exhibit 6-91 presents a figure showing typical dimensions associated with a roundabout and left-turn storage for a downstream minor street. As the figure demonstrates, a minimum distance is required to provide adequate roundabout splitter island design and left-turn pocket channelization. In addition, access is restricted along the entire length of the splitter island and left-turn pocket channelization.

Exhibit 6-91
Typical Dimensions for Left-Turn Access near Roundabouts



- *Sight distance needs.* A driver at the access point should have proper intersection sight distance and should be visible when approaching or departing the roundabout, as applicable.

6.12 STAGING OF IMPROVEMENTS

When projected traffic volumes indicate that a multilane roundabout is required for future year conditions, engineers should evaluate the duration of time that a single-lane roundabout would operate acceptably before requiring

EXHIBIT 2

III. ALTERNATIVES ANALYSIS

PACIFIC COAST HIGHWAY SAFETY STUDY

MALIBU, CALIFORNIA

DRAFT

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification, or regulation.

LSA

July 2013

Bicycle Safety Hazards

Throughout the corridor, conditions on the shoulders present a bicycle safety hazard. Rocks and other debris left on the shoulder can force bicycles into travel lanes to avoid them. Even when debris is cleared, dangers remain for cyclists. Degraded pavement quality poses hazards to bicycles and can be harder to see than debris. The most common type of pavement degrading observed along PCH is asphalt spreading, which results in cracks. These cracks can catch bicycle tires. Even when the cracks are filled with new tar, the patch can have a lip that could kick a bicycle tire to the side. As of Fall 2012, Caltrans maintenance workers began repairing cracks. Monitoring and maintenance of PCH should include all pavement, including the shoulders. In particular, debris removed from the roadway should also be removed from the shoulder.

Strategy 1: ***Regularly maintain all pavement to provide safe passage.***

Driver Behavior

Driver behavior is a global concern along PCH in Malibu and exacerbates almost all other safety concerns. A driver's failure to properly yield ROW to bicycles and pedestrians increases the conflict between travel modes and directly impacts the safety of these two groups. Drivers could overcome the safety concerns at driveways by approaching them with greater caution and safer speeds. Continuing to travel at a high rate of speed compounds sight distance issues. A vehicle's speed also affects a driver's ability to safely maneuver their vehicle, properly yield ROW to pedestrians and bicycles, and effectively consider the safety of other vehicles.

The most common type of collision along the corridor is rear-end, which is evidence that speeds are often not appropriate for the situation. The Corridorwide Safety Assessment also indicated that accidents with parked vehicles are prevalent with excessive speeds as contributing factors. Automated speed data collected at five locations along the roadway indicated that vehicles exceeding the speed limit by 10 mph or greater occur throughout the corridor and are a significant issue near the Malibu Pier. Addressing the speed issue would improve almost every other safety concern, thereby benefiting vehicles, bicycles, and pedestrians.

Methods for controlling vehicle speed that were considered but rejected include lowering the speed limit and narrowing lanes. As stated in California Vehicle Code 22358, changing the speed limit on a State Highway would require an Engineering and Traffic Survey (ETS) and cannot be lowered arbitrarily. (An ETS is described in California MUTCD Section 2B.13.) In addition, the existing conditions reveal many vehicles exceeding the currently posted speed limit. Lane width below 12 ft is a non-standard design feature that Caltrans must approve on a case-by-case basis. Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered.

One method for controlling vehicle speed that should be further considered includes ***education***. The TCDI discussed above should include consistent speed signing and warning signs to alert drivers to areas presenting increased hazards. In addition to roadside signage, painted warnings on the roadway could include: "LOWER SPEED AHEAD," "WATCH FOR PEDS," or "SHARE THE ROAD." Techniques commonly used to combat drunk driving could also be used to educate the public about speeding. These could include public service announcements, bus banners, billboards, and crash cars.

Commission Agenda Report

Planning Commission
12-16-25
Item 5.A.

To: Chair Riddick and Members of the Planning Commission

Prepared by: Courtney Brown, Associate Planner

Reviewed by: Joseph Smith, AICP, Contract Principal Planner

Approved by: Yolanda Bundy, MS, PE, CBO, CFCO, Community Development Director and Tyler Eaton, Assistant Community Development Director

Date prepared: December 4, 2025 Meeting date: December 16, 2025

Subject: Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation

Location: Citywide along Pacific Coast Highway (PCH), from Broad Beach Road to La Piedra Beach Road, within the appealable coastal zone

Applicants: City of Malibu Public Works Department and California Department of Transportation (Caltrans)

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 25-78 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 25-041 for a pilot project for temporary improvements within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study conducted by the City of Malibu in partnership with the California Department of Transportation (Caltrans).

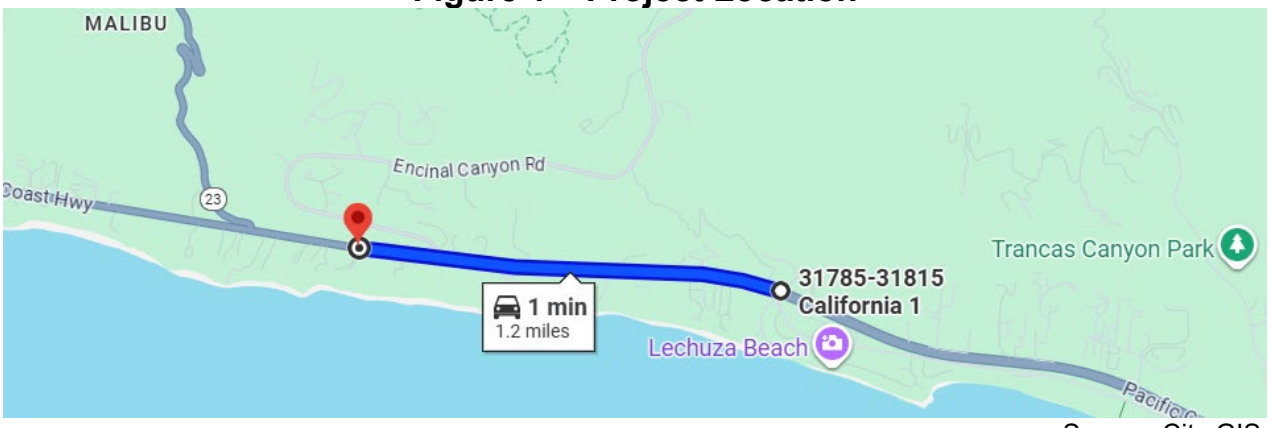
DISCUSSION: This agenda report provides a project overview, a summary of the surrounding land uses and project setting, a description of the proposed pilot project, staff's analysis of the proposed pilot project's consistency with Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC) provisions, and environmental review pursuant to CEQA. The analysis and findings contained herein demonstrate the proposed pilot project is consistent with the LCP and MMC.

Project Overview / Setting

PCH has been subject to safety concerns for decades due to drivers exceeding the allowable speed limits, parking issues, and safe access to popular visitor-serving areas along the coast. Over the past five years, the City has experienced the highest number of fatalities and serious injuries resulting from vehicular collisions compared to similarly sized cities. Compared to California's other 483 cities ranging in size, the City of Malibu is ranked 91st, despite being one of the smallest cities in the State. On June 22, 2015, the City Council adopted the 2015 PCH Safety Study,[1] wherein the City examined the current road conditions, determined accident patterns, assessed traffic conflicts, and developed recommended strategies to improve safety along the PCH corridor.

The City Public Works Department, in partnership with Caltrans, has proposed a pilot project to improve safety, slow vehicular speeds, and reduce crash severity along PCH. The pilot project proposes the installation of various temporary roadway improvements entirely within the PCH public right-of-way and existing roadway prism (i.e., completely within the disturbed and paved area along PCH) along an approximate 1.2-mile stretch of PCH between Broach Beach Road and La Piedra Beach Road. The temporary pilot project is intended to gather community feedback and test the effectiveness of the project to evaluate the feasibility of installing a permanent roundabout at this location or at similar locations within the PCH roadway prism. Figure 1 below displays the project location.

Figure 1 – Project Location

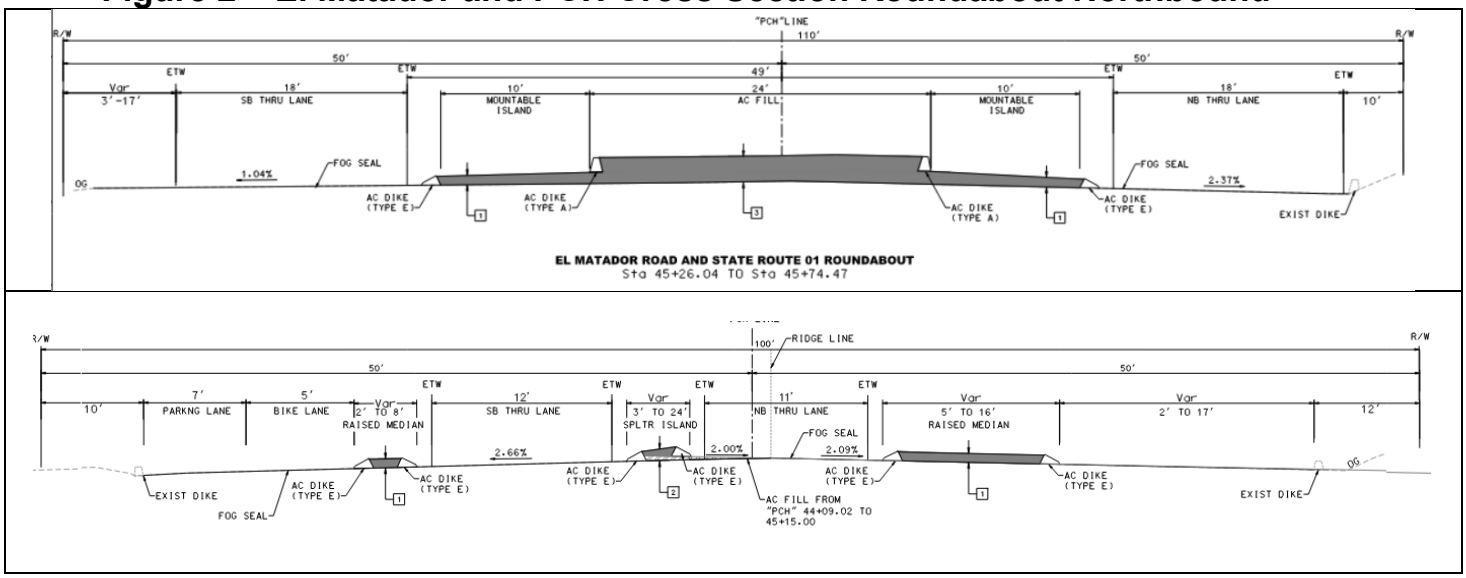


Source: City GIS

[1] The final PCH Safety Study is available for review at: https://www.malibucity.org/443/PCH-Safety-Study. Recommended projects are included in Appendix C. Recommended intersection focused project figures are included in Appendix D. Final recommended project prioritizations are included in Appendix H.

The proposed improvements would begin at the intersection of PCH and Broad Beach Road (approximately 0.5 miles east of the El Matador State Beach entrance). Utilizing striping and medians, the number of northbound travel lanes would be reduced from two lanes in each direction to one lane in each direction. Traveling west along PCH and leading up to the proposed roundabout at El Matador Beach Road, raised medians of varying widths (2 to 16 feet) would be constructed in the forfeited travel lanes. The single northbound and southbound lanes would be separated with an island varying in width from 3 to 24 feet, with five-foot-wide bicycle lanes proposed adjacent to each lane. The bike lanes are Class II lanes and striped for one-way bike travel in each direction with striped buffers. A seven-foot parking lane is proposed along the southbound lane. The proposed roundabout is expected to have a raised island width of 49 feet with 18-foot thru-lanes. Figure 2 below shows the median plan.

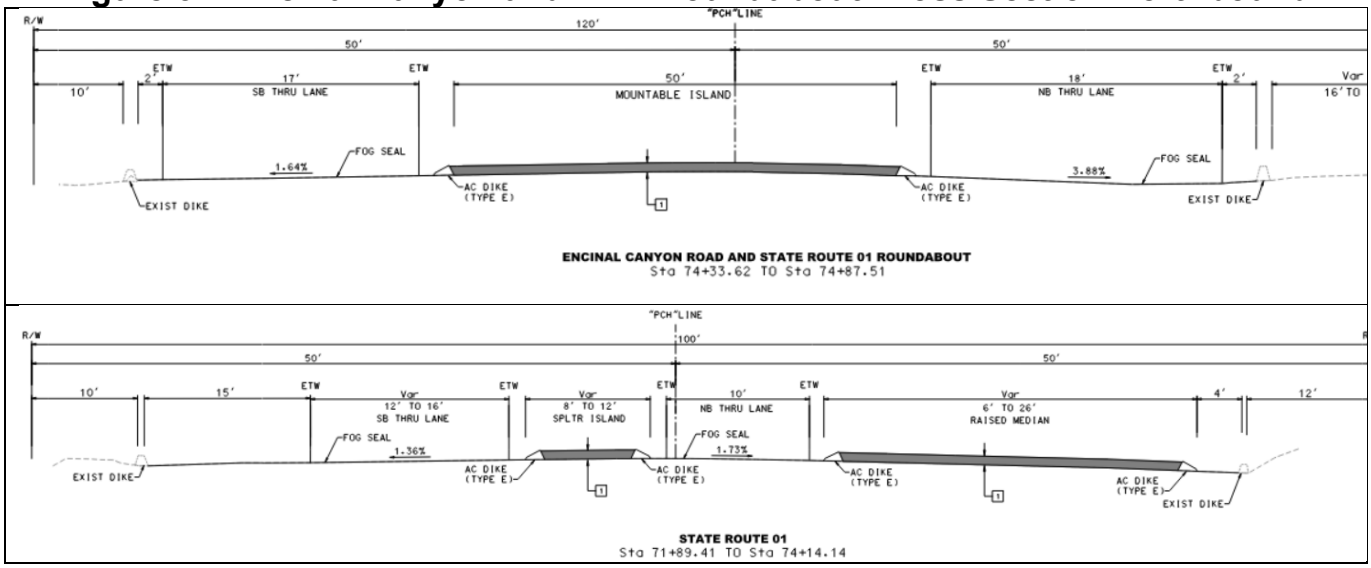
Figure 2 – El Matador and PCH Cross Section Roundabout Northbound



Source: Caltrans

After exiting the El Matador State Beach roundabout traveling west, PCH will continue to operate as a single-lane highway in each direction for vehicles with striped bicycle lanes. At the intersection of Encinal Canyon Road, a second roundabout would be installed with raised medians in width from 6 to 26 feet. North and southbound traffic will be separated with an island, which will vary in width from 8 to 12 feet. The roundabout is expected to have a raised island width of 50 feet with 18-foot-wide thru-lanes. After exiting the Encinal Canyon Road roundabout traveling west, the number of highway lanes will return to their current condition resulting in an increase from two to four, with two northbound and two southbound lanes. Figure 3 shows the roundabout and median plan.

Figure 3 – Encinal Canyon and PCH Roundabout Cross Section Northbound



Source: Caltrans Project Plans

For safety purposes, a total of eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The proposed fixtures would be pole-mounted and installed within the public right-of-way, with the illumination directed to the roadway. The proposed lighting is not subject to the Dark Sky Ordinance as it is considered lighting solely for the use of the public right-of-way (MMC Section 17.41.040(E); however, the lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Additionally a condition has been added to ensure the lights will not exceed trespass limits onto adjacent properties, further protecting neighboring sites. Each pole would include a solar panel for system charging during the day. The poles would be constructed on a portable three-foot-tall foundations for a total height of 28 feet. Figure 4 provides an example of the proposed lighting included in the application materials:

Figure 4 – Example Roundabout Lighting Design



Source: Fonroche Lighting Plan

To accommodate the roundabouts, additional improvements are proposed, including new crosswalk striping and rectangular rapid flashing beacons (RRFB), new Quick-Kurb bollards for traffic channelization, and the installation of new roadway signs.

The construction period for the pilot project is expected to take up to 90 days. To facilitate the proposed work, phased lane closures will be required. All lane closures will comply with Caltrans Standard Plans for Traffic Control, including applicable lane closure charts contained in the Maintaining Traffic Specifications and/or reversible lane closure requirements. Attachment 2 – Project Plans (Sheets TC-01 to TC-04) reflect the proposed traffic control plan.

The roadway improvements are temporary and are to be utilized for a minimum of 15 months, and would be eligible for up to a three-month time extension. This period would allow Caltrans and the City's Public Works Department to perform Safety and Operational Performance Assessments to determine if the roundabouts provide significant safety enhancements to PCH. At the conclusion of the pilot program period and based on the data received, the improvements would either be removed and the PCH travel lanes restored to pre-condition, or the improvements would be retained permanently, subject to an approved permit, including a new or amended CDP. This is reflected in Condition No. 3 in the attached resolution.

The project is proposed along a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for

necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches.

The project site is located within the Appeallable Jurisdiction of the California Coastal Commission as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map. The project site does not contain mapped trails according to the LCP Park Lands Map. The development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. A condition of approval have been added to ensure further protection of adjacent ESHA via light trespass being limited to the roadway.

On September 15, 2025, the City’s Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, who recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

LCP Analysis

The LCP consists of the Land Use Plan (LUP) and the 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 due to the extent and location of the proposed pilot project. Of these, five are for conformance review only and contain no findings: 1) Zoning, 2) Grading, 3) Archaeological/Cultural Resources, 4) Water Quality, and 5) OWTS. These chapters are discussed in the *LIP Conformance Analysis* section.

The nine remaining LIP chapters contain required findings: 1) CDP; 2) ESHA; 3) Native Tree Protection; 4) Scenic, Visual and Hillside Resource Protection; 5) Transfer of Development Credits; 6) Hazards; 7) Shoreline and Bluff Development; 8) Public Access; and 9) Land Division. For the reasons described in this report, including the project site, the scope of work and substantial evidence in the record, only findings in the following chapters are applicable to the proposed pilot project: CDP; and Scenic, Visual and Hillside Resource Protection.[2] These chapters are discussed in the *LIP Findings* section of this report.

LIP Conformance Analysis

The proposed pilot project has been reviewed by the Planning Division, City Biologist and City Public Works Department (Attachment 4). The project, as proposed and conditioned, has been found to be consistent with all applicable LCP codes, standards, goals and policies.

Zoning (LIP Chapter 3)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way for which standards of LIP Chapter 3 would apply. LIP Chapter 3 does not have standards for the public right-of-way. Therefore, review under this chapter is not applicable to the project.

Grading (LIP Chapter 8)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. The project does not propose or will be required to include any significant landform alteration or grading for which the grading standards of LIP Chapter 8 would apply. Therefore, review under this chapter is not applicable to the project.

Archaeological / Cultural Resources (LIP Chapter 11)

LIP Chapter 11 requires certain procedures be followed to determine potential impacts on archaeological resources. Roadway improvements, existing development, and other vehicle parking improvements have already taken place within the existing roadway prism and the proposed highway improvements are superficial. The project area has been previously graded and disturbed and archaeological resource impacts are not anticipated.

Nevertheless, a condition of approval is included in the resolution, which states that in the event that potentially important cultural resources are found during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature

[2] The ESHA, Native Tree Protection, Transfer of Development Credits, Hazards, Shoreline and Bluff Development, Public Access, and Land Division findings are neither applicable nor required for the proposed pilot project.

and significance of the resources, and until the Community Development Director can review the information.

Water Quality (LIP Chapter 17)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism for which the water quality protection standards would apply. The City Public Works Department reviewed and approved the proposed pilot project for conformance to LIP Chapter 17 requirements for water quality protection and requirements of the State Water Resources Control Board (SWRCB), because the property is located in an Area of Special Biological Significance (ASBS). The ocean between Latigo Point and the west city limits has been established by the SWRCB as an ASBS as part of the California Ocean Plan. Standard conditions of approval include the implementation of approved storm water management plans during construction activities and to manage runoff from the development, including recordation of a water quality mitigation plan, and best management practices in compliance with ASBS standards. With the implementation of these conditions, the proposed pilot project conforms to the water quality protection standards of LIP Chapter 17.

Wastewater Treatment System Standards (LIP Chapter 18)

The project does not include development associated with the provisions in LIP Chapter 18. Therefore, review under this chapter is not applicable to the project.

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 project has been reviewed for conformance with the LCP and MMC by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

Finding 2. If the project is located between the first public road and the sea, that the project is in conformity 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 project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code).

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

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is 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 development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA

buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, this finding is not applicable.

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

The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the findings of LIP Section 4.7.6 are not applicable.

D. Native Tree Protection (LIP Chapter 5)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. The project will not impact any protected trees as identified in LIP Chapter 5. Therefore, the findings of this chapter do not apply.

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

The Scenic, Visual and Hillside Resource Protection Chapter governs those CDP 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 proposed pilot project is entirely within the PCH public right-of-way, which is an LCP-designated scenic road and would be visible from scenic resources. 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.

The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

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

As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

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

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

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 proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact on scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

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.

The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

F. Transfer of Development Credit (LIP Chapter 7)

The proposed pilot project does not include a land division or multi-family development. Therefore, the findings of LIP Chapter 7 are not applicable.

G. 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 listed in LIP

Sections 9.2(A)(1-7) must be included in support of all approvals, denials or conditional approvals of development located on a site or in an area where it is determined that the proposed pilot project causes the potential to create adverse impacts upon site stability or structural integrity. The project will not alter landforms and the proposed improvements are superficial and would occur within the existing right-of-way. Due to the lack of potential hazards increased by the project in relation to geologic, flood, or fire hazards, the findings of the chapter are not applicable.

H. Shoreline and Bluff Development (LIP Chapter 10)

The project site is not located on or along the shoreline, a coastal bluff or bluff top fronting the shoreline. Therefore, the findings of LIP Chapter 10 are not applicable.

I. 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.

As described herein, the proposed pilot project does not meet any of these criteria, except for being located within the first public road and the sea. No trails are mapped within the project area as identified on the LCP Park Lands Map. The project proposes improvements to west-east bicycle access along PCH between Broad Beach Road and La Piedra Beach Road, and new protected crosswalks at the intersections of PCH/El Matador Beach Road and PCH/Encinal Canyon Road. On-street parking will be provided for along southbound PCH via striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. No adverse effects to existing recreational areas are anticipated as a result of the project. Therefore, the requirement for public access of LIP Section 12.4 does not apply and further findings are not required.

J. Land Division (LIP Chapter 15)

This project does not include a land division. Therefore, the findings of LIP Chapter 15 are not applicable.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Community Development Director has analyzed the proposed pilot project. The Community Development Director found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the proposed pilot project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities along Highways and 15303(d) – New Construction or Conversion of Small Structures. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

CORRESPONDENCE: Since the Public Works Department submitted the project application, staff have received correspondence primarily concerning potential impacts to the westbound evacuation route toward Ventura County. Public Comment Form Submissions gathered from community information sessions have been provided in Attachment 5. The Los Angeles County Sheriff's Department submitted correspondence in support of the project (Attachment 6).

PUBLIC NOTICE: On December 4, 2025, staff published a Notice of Public Hearing in a newspaper of general circulation within the City of Malibu and the notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area (Attachment 7).

SUMMARY: The required findings can be made that the proposed pilot project complies with the LCP and MMC. Further, the Planning Division'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 5 (Conditions of Approval) of Planning Commission Resolution No. 25-78. The proposed pilot project has been reviewed and conditionally approved for conformance with the LCP by Planning Division staff and appropriate City departments.

ATTACHMENTS:

1. Planning Commission Resolution No. 25-78
2. Project Plans
3. Lighting Plan
4. Department Review Sheets
5. Public Comment Form Submissions
6. Correspondence from Los Angeles County Sheriff's Department
7. Public Hearing Notice

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 25-78

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 25-041 FOR A PILOT PROJECT FOR TEMPORARY IMPROVEMENTS WITHIN THE PACIFIC COAST HIGHWAY PUBLIC RIGHT-OF-WAY BETWEEN BROAD BEACH ROAD AND LA PIEDRA BEACH ROAD, INCLUDING LANE REDUCTIONS, SIGNAGE, AND THE INSTALLATION OF TWO ROUNDABOUTS WITH SAFETY LIGHTING AT THE INTERSECTIONS OF EL MATADOR BEACH ROAD AND ENCINAL CANYON ROAD, BETWEEN POST MILE 58.4 AND 59.9, AS RECOMMENDED IN THE 2015 PACIFIC COAST HIGHWAY SAFETY STUDY CONDUCTED BY THE CITY OF MALIBU IN PARTNERSHIP WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

SECTION 1. Recitals.

A. On June 22, 2015, the Malibu's City Council adopted the Pacific Coast Highway (PCH) Safety Study, developed in partnership with the California Department of Transportation (Caltrans), which authorized recommendations for measures to improve safety along the PCH corridor to reduce vehicle, bicycle, and pedestrian conflicts.

B. On September 9, 2025, an application for a Coastal Development Permit (CDP) No. 25-041 was submitted to the Planning Division by the City of Malibu Public Works Department to request authorization for improvements on a 1.2-mile stretch of PCH between Broad Beach Road and La Pietra Beach Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study.

C. On October 3, 2025, Notices of Coastal Development Permit Application were posted along PCH at the intersections of El Matador State Beach Road and Encinal Canyon Road.

D. On October 22, 2025, the City Public Works Department held a virtual town hall meeting to gain community insight on the proposed project.

E. On December 2, 2025, the City Public Works Department held a second town hall meeting to gain community insight on the proposed project.

F. On December 4, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area.

G. On December 16, 2025, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony and other information in the record.

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The Planning Commission found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities and 15303(d) – New Construction or Conversion of Small Structures. The Planning Commission has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Coastal Development Permit Findings.

Based on substantial evidence contained within the record, including the public hearing on December 16, 2025, and pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) Sections 13.7(B) and 13.9, the Planning Commission adopts the analysis in the agenda report, incorporated herein, the findings of fact below, and approves Coastal Development Permit (CDP) No. 25-041 for a pilot project for temporary improvements within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 PCH Safety Study.

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

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A. General Coastal Development Permit (LIP Chapter 13)

1. The project has been reviewed for conformance with the LCP and the Malibu Municipal Code (MMC) by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

2. The project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. The development will not be located within any mapped environmentally sensitive habitat area (ESHA) pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP and the finding is not applicable.

B. Scenic, Visual, and Hillside Resource Protection Findings (LIP Section 6.4)

1. The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

2. As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed

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improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. As proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

5. The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

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SECTION 4. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDP No. 25-041 subject to the following conditions.

SECTION 5. 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. The approved scope authorizes the installation of temporary improvements, for a period not to exceed a maximum of 18 months once operational, within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, medians, striping for bicycle lanes and on-street parking, signage, and the installation of two roundabouts with safety lighting, crosswalks and associated improvements at the intersections of El Matador Beach Road and Encinal Canyon Road.

3. The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended to allow Caltrans and the City's Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently as designed, authorization shall be subject to an approved CDP.

4. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date stamped **November 20, 2025**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

5. Pursuant to LIP Section 13.18.2, this permit and rights conferred in this approval shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions of approval set forth herein. The applicant shall file this form with the Planning Division prior to the issuance of any development permits.

6. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check (as applicable) and again prior to the issuance of any building or development permits, if necessary.

7. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall

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set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

8. Any questions of intent or interpretation of any condition of approval will be resolved by the Community Development Director upon written request of such interpretation.

9. Minor changes to the approved plans or the conditions of approval may be approved by the Community Development Director, provided such changes achieve substantially the same results and the project is still in compliance with the MMC and the LCP. Revised plans reflecting the minor changes and additional fees shall be required.

10. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that the CCC denies the permit or issues the permit on appeal, the CDP approved by the City is void.

Cultural Resources

11. 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 until the Community Development Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

12. If human bone is discovered during geologic testing or during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Biology

13. No new landscaping is proposed with this project. Therefore, none is approved. A detailed landscaping plan must be submitted to the Planning Division for review by the City Biologist and approval by the Planning Division prior to any planting. Should the applicant intend to plant any new or altered vegetation with a potential to grow over six feet in height at full maturity for an area of 500 square feet or more of landscaping for a new residence, or 2,500 square feet or more of landscaping for an existing residence, a detailed Landscape Documentation Package is required.

14. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to initiation of site preparation activities. Should active nests be identified, a buffer

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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 nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

Colors and Materials

15. The project is visible from scenic roads or public viewing areas and shall incorporate colors and materials that are compatible with the surrounding landscape.
    a. Acceptable colors shall be limited to colors compatible with the surrounding environment (earth tones) including shades of green, brown and gray, with no white or light shades and no bright tones. Colors shall be reviewed and approved by the Community Development Director and clearly indicated on the building plans.
    b. The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
    c. Necessary safety signage is not subject to these requirements if required by federal, State, or local law.

Public Works

16. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure as a result of this proposed scope of work.

17. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.

18. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.

19. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.

20. If temporary bathroom facilities for construction workers are used, the temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.

21. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.

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22. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to construction.

23. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.

24. If applicable, applicant shall ensure temporary "No Parking" signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.

25. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible for replacement of missing or damaged signs.

Construction

26. Prior to the commencement of work, the applicant shall provide a copy of their Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right of way.

27. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

28. All new development, including construction (and when applicable, grading and landscaping) shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter 17, including:
    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. If included, grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.
    e. Construction is prohibited between Memorial day and Labor Day.

Prior to Final Sign-Off

29. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A final approval shall not be issued until the Planning Division has determined that the project complies with this CDP.

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30. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

31. Caltrans shall utilize light fixtures that are Dark Sky compliant to the maximum extent feasible. The light fixtures shall be fully shielded, 3,000 kelvin in color temperature, directed downward, and must not exceed the light trespass limits onto adjacent properties listed in MMC Section 17.41.050(G) unless necessary for adequate ingress/egress as reasonably determined by the Community Development Director. City staff shall inspect the installed lights at the cost of Caltrans and confirm compliance with this condition.

Fixed Conditions

32. This coastal development permit shall run with the land and bind all future owners of the property.

33. Violation of any of the conditions of this approval may be cause for revocation of this permit and termination of all rights granted there under.

34. The applicant must submit a report to the Planning Commission at the conclusion of the 15 month test period, detailing the impact of the temporary improvements.

SECTION 6. The Planning Commission shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 16th day of December 2025.

ELIZABETH RIDDICK, Planning Commission Chair

ATTEST:

GAIL DUNCAN, Recording Secretary

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision 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 a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM. Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the

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Planning Division at (310) 456-2489, ext. 309

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 25-78 was passed and adopted by the Planning Commission of the City of Malibu at the adjourned regular meeting held on the 16th day of December 2025 by the following vote:

AYES:	3	Commissioners: Leonard, Peak, Riddick
NOES:	2	Commissioners: Kamins, Mazza
ABSTAIN:	0	
ABSENT:	0	

GAIL DUNCAN, Recording Secretary

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	1	53

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN LOS ANGELES COUNTY
IN THE CITY OF MALIBU
FROM EL MATADOR BEACH ROAD
TO ENCINAL CANYON ROAD

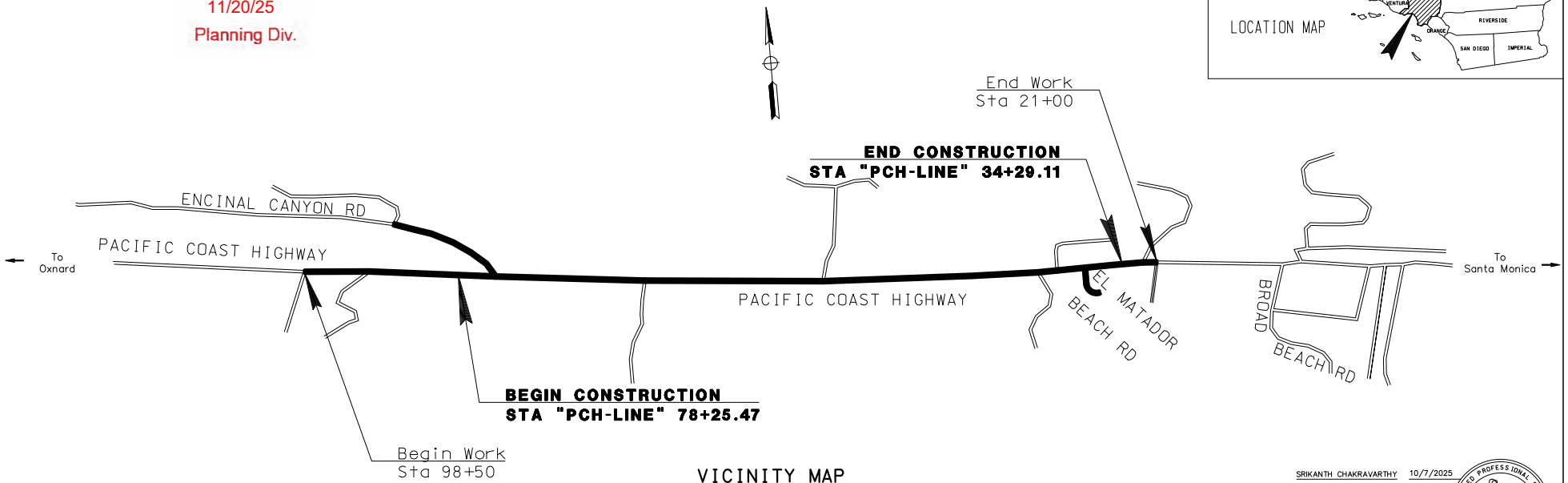
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	PROJECT CONTROL
4–8	TYPICAL CROSS SECTION
9–14	LAYOUT
15–24	CONSTRUCTION DETAILS
25–26	DRAINAGE PLAN
27–42	PAVEMENT DELINEATION AND SIGN PLAN
43	PAVEMENT DELINEATION DETAILS
44–46	SIGN QUANTITIES
47	PAVEMENT DELINEATION QUANTITIES
48	SUMMARY OF QUANTITIES
49–50	TEMPORARY LIGHTING SYSTEMS
51–52	FLASHING BEACON SYSTEM
53	ELECTRICAL SYSTEM QUANTITIES

Received
11/20/25
Planning Div.





VICINITY MAP
NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

ATTACHMENT 2

SRIKANTH CHAKRAVARTHY 10/7/2025
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
No. 73629
Exp. 12/31/2026
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200,
SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD
MALIBU, CA 90265

CONTRACT No.	07-1A3704
PROJECT ID	0725000275

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

CONSULTANT DESIGN MANAGER	CALTRANS DESIGN OVERSIGHT APPROVAL	REGISTRATION No.	LICENSE Exp DATE	DATE SIGNED
SRIKANTH CHAKRAVARTHY	MUNSHI MOHSIN	73629	12/31/2026	08/05/25

LAST REVISION 00-00-00 DATE PLOTTED =¢ $DATE TIME PLOTTED =¢ $TIME

BORDER LAST REVISED 10/28/2022 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME =¢ $USER DGN FILE =¢ $REQUEST | UNIT 1814 | PROJECT NUMBER & PHASE 07250002751

GENERAL NOTES

1. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING IMPROVEMENTS INTERFERING WITH THE PROPOSED WORK, WHETHER OR NOT SHOWN ON THE PLANS OR SPECIFIED IN THE SPECIAL PROVISIONS. NO IMPROVEMENTS ARE TO BE REMOVED IN THE PUBLIC RIGHT-OF-WAY UNLESS APPROVED BY THE CITY.
2. 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.
3. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE PLANS AND THE SITE CONDITIONS PRIOR TO COMMENCING WORK. IF CONDITIONS DIFFER FROM THOSE SHOWN IN THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITIONS HAVE BEEN EVALUATED.
4. THE CONTRACTOR SHALL REPLACE ALL IMPROVEMENTS TO MATCH EXISTING THAT ARE DAMAGED DURING CONSTRUCTION OPERATIONS.
5. SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING BEFORE PROCEEDING WITH THE WORK IN QUESTION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A STORAGE AREA TO STOCKPILE MATERIAL, PARK EQUIPMENT AND STORE SURPLUS MATERIAL AT THE END OF EACH DAY. LOCATION USED AS A STORAGE AREA SHALL BE PER CITY CODE, AND APPROVED BY THE CITY PRIOR TO COMMENCING ANY WORK. NO STORAGE OF PIPE, MATERIAL OR EQUIPMENT SHALL BE PERMITTED WITHIN THE STREET RIGHT OF WAY.
7. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND LICENSES BEFORE COMMENCING WORK.
8. CONTRACTOR SHALL REPLACE AT CONTRACTOR'S COST, ALL TRAFFIC STRIPING AND MARKING ON THE STREET AFFECTED BY THE CONSTRUCTION.
9. ALL LAWN, SPRINKLER LINES, SPRINKLER HEAD AND APPURTENANCES, SHRUBS, GRASS, PLANTS AND GROUND COVERS THAT HAVE BEEN DAMAGED OR DISTURBED DURING CONSTRUCTION, SHALL BE REPLANTED AND/OR REPLACED TO MATCH EXISTING BY CONTRACTOR AT CONTRACTOR'S COST, AND THE WORK SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
10. CONTRACTOR SHALL PROVIDE ONE COMPLETE SET OF LEGIBLE REDLINED 22x34 AS-BUILT DRAWINGS TO THE CITY ENGINEER IMMEDIATELY UPON COMPLETION OF THE WORK.
11. THE CONTRACTOR SHALL BE AWARE OF OVERHEAD LINES AT ALL TIMES.
12. STRAIGHT GRADE SHALL BE MAINTAINED BETWEEN CONTOUR LINES AND SPOT ELEVATIONS UNLESS OTHERWISE SHOWN ON PLANS.
13. CONTRACTOR TO COORDINATE WITH THE CITY TO PROVIDE NOTICES TO RESIDENTS AND BUSINESSES AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF CONSTRUCTION OR AS DIRECTED BY THE CITY.
14. THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS, SITE AND SOIL CONDITIONS BEFORE COMMENCING WORK AND SHALL REPORT DISCREPANCIES OR CONFLICTS TO THE ENGINEER.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RUBBISH AND DEBRIS RESULTING FROM THE WORK AND SHALL REMOVE IT FROM THE SITE AND DISPOSE OF IT PROPERLY.
16. CONSTRUCTION SURVEYING IS THE RESPONSIBILITY OF THE CONTRACTOR. SURVEYOR FOR THE CONTRACTOR SHALL BE A LICENSED SURVEYOR IN THE STATE OF CALIFORNIA.
17. CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH UTILITY OWNERS BEFORE START OF WORK, AND THROUGHOUT CONSTRUCTION.
18. THE EXACT LOCATIONS OF UTILITIES HAVE NOT BEEN INDICATED ON THE CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL DETERMINE BY THE SUBSURFACE INVESTIGATIONS THE EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND FACILITIES PRIOR TO DOING ANY WORK THAT MAY DAMAGE SUCH FACILITIES, OR IMPACT OR INTERFERE WITH THEIR SERVICE.
19. CONTRACTOR TO MAINTAIN ACCESS TO EXISTING DRIVEWAYS AT ALL TIMES.
20. THE CONTRACTOR SHALL NOTIFY CITY OF MALIBU AND MTA BUS LINES OF ANY STREET CLOSURES THREE (3) WORKING DAYS PRIOR TO BEGINNING ANY WORK.
21. ALL IMPORTED SOIL USED FOR BACKFILL SHALL BE INSPECTED AND APPROVED BY THE CITY.

PROJECT CLOSEOUT

CONTRACTOR SHALL PROVIDE THE NECESSARY ITEMS INCLUDING ANY TESTING, REPORTS, OR CERTIFICATION DOCUMENTS REQUIRED BY THE GOVERNING JURISDICTIONS TO PROPERLY CLOSEOUT THE PROJECT BEFORE IT CAN BE DEEMED COMPLETE.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	2	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

GENERAL NOTES

LAST REVISION 00-00-00 DATE PLOTTED = $$DATE TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

DATUM

VERTICAL DATUM: CITY OF MALIBU NAD83

BENCHMARK: BM 277–H6C, HILTI NAIL

ELEVATION = 37.865'

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS PROJECT IS THE CALIFORNIA COORDINATE SYSTEM (CCS) ZONE 5, NAD 83 (2010) WHICH IS BASED ON MEASUREMENT TO CITY CONTROL POINTS (104) 153.04 AND (110) 165.10. ALL DISTANCES SHOWN ARE GROUND.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	3	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

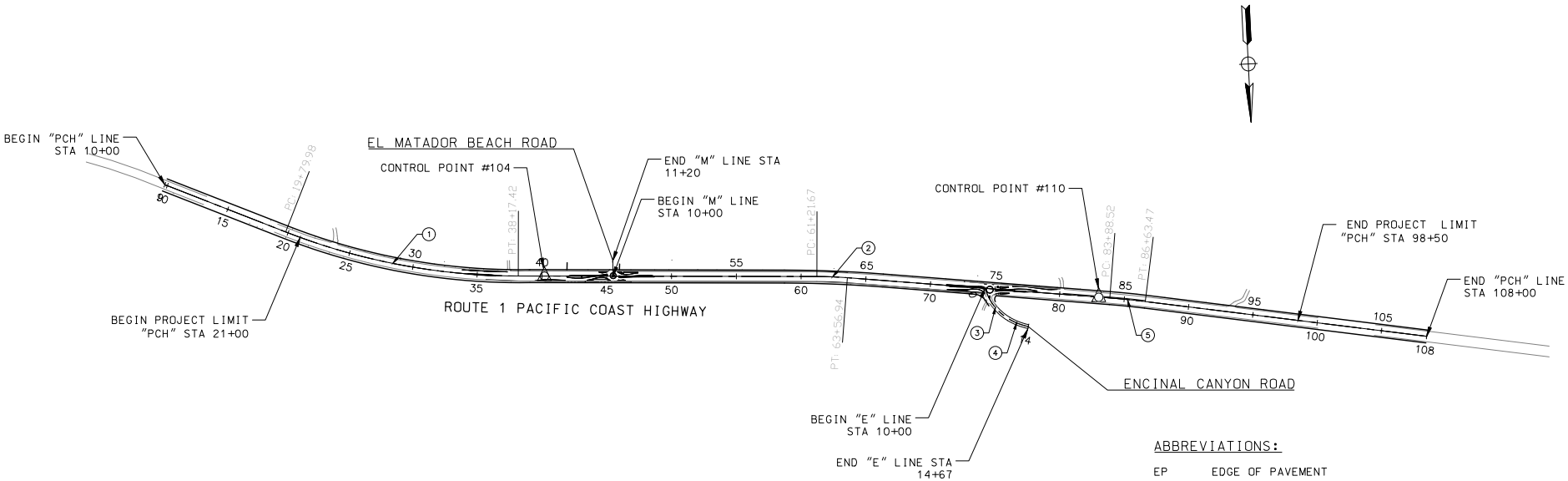
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



ABBREVIATIONS:

EP	EDGE OF PAVEMENT
PC	POINT CURVE
PCC	POINT OF COMPOUND CURVATURE
PT	POINT OF TANGENCY

CURVE DATA				
No. (X)	R	Δ	T	L
1	4960.00'	21°13'31"	929.37'	1837.44'
2	3193.00'	4°13'18"	117.69'	235.27'
3	400.00'	43°32'00"	159.72'	303.92'
4	500.00'	18°42'38"	82.37'	163.28'
5	6000.00'	2°37'32"	137.50'	274.94'

PROJECT CONTROL

NO SCALE

PC-01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE
CALCULATED–DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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07	LA	01	58.4/59.9	4	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

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CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU CA 90265

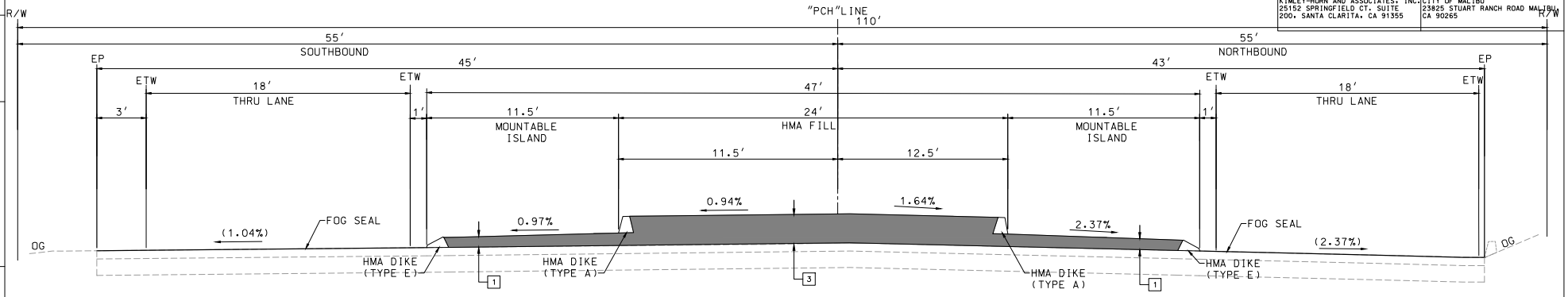
DESIGN DESIGNATION (SR-01)

ADT (2019)	14,800	D	12%
ADT (2023)	13,800	T	5%
DHV	990	V	55 mph (EXISTING)
ESAL	1,786,540	V	15 mph (WARNING)
CLIMATE REGION	SOUTH COAST	TI	10

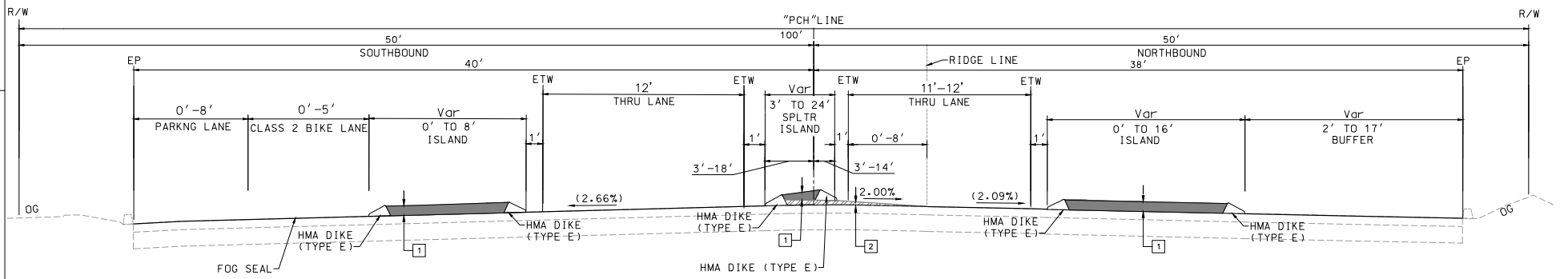
1 0.33'FIREBRICK COLORED HMA

2 0.1' TO 0.35' HMA

3 0.83'FIREBRICK COLORED HMA



EL MATADOR ROAD AND STATE ROUTE 01 ROUNDABOUT
Sta 45+26.04 TO Sta 45+74.47



STATE ROUTE 01
Sta 41+91.97 TO Sta 45+05.75

TYPICAL CROSS SECTION

NO SCALE

X-1

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	5	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

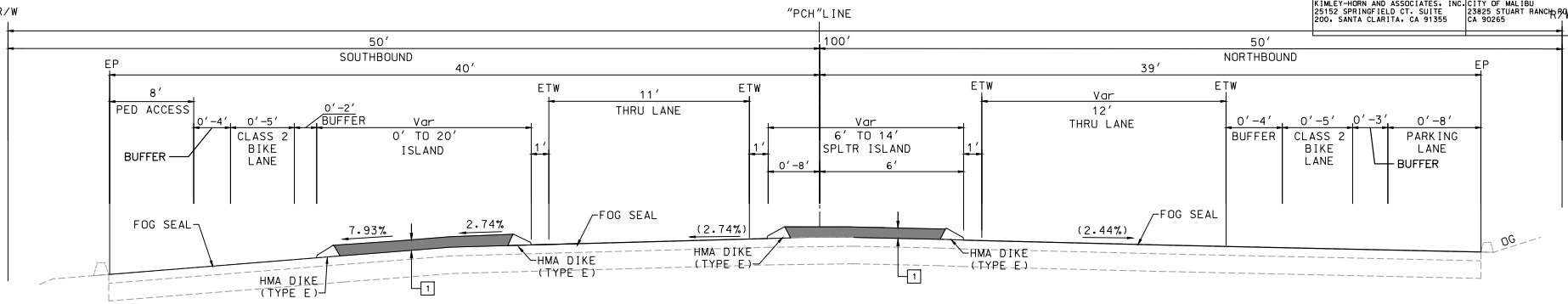
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

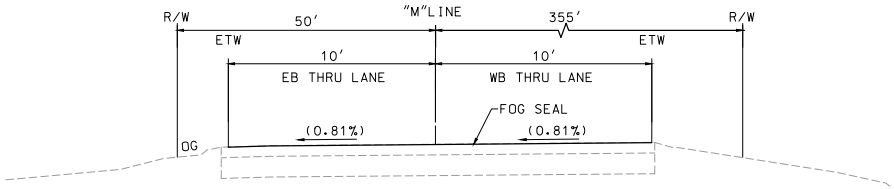
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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



STATE ROUTE 01
Sta 45+94.19 TO Sta 48+40.33



EL MATADOR ROAD
Sta 10+46.16 TO Sta 10+82.43

TYPICAL CROSS SECTION

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	MARAH YOUSIF		
	JARED CALISE		
	CHECKED BY		

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	6	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

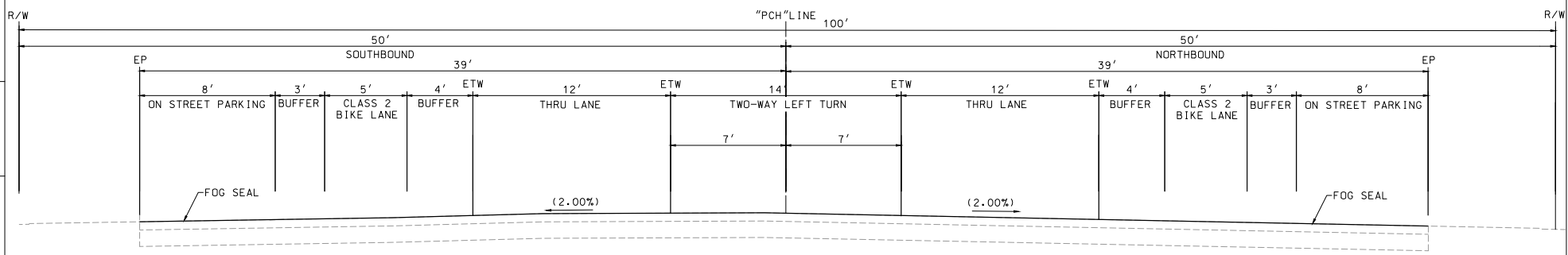
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



STATE ROUTE 01
Sta 48+66.30 TO Sta 71+23.27

TYPICAL CROSS SECTION

NO SCALE

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	7	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

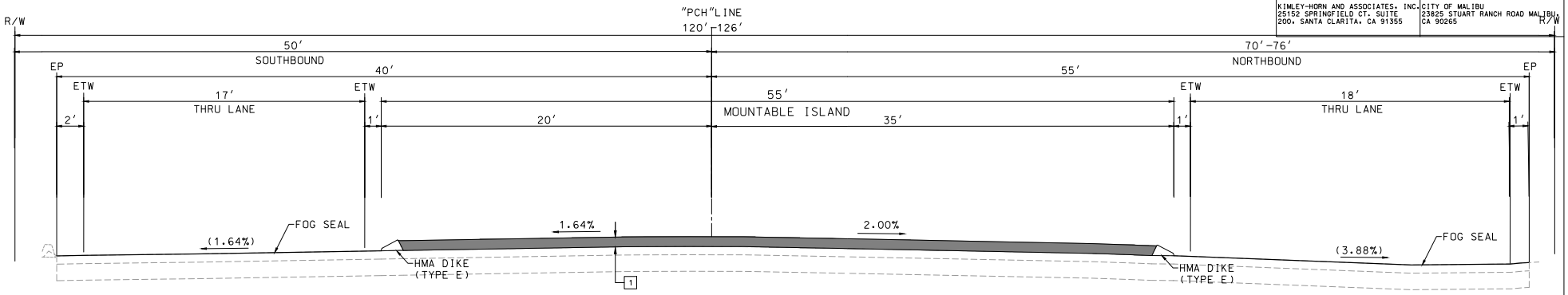
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

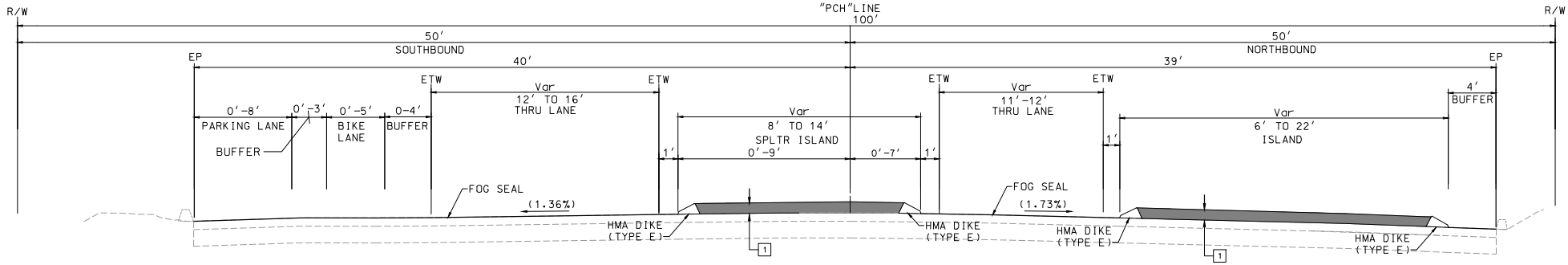
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



ENCINAL CANYON ROAD AND STATE ROUTE 01 ROUNDABOUT
Sta 74+33.62 TO Sta 74+87.51



STATE ROUTE 01
Sta 71+89.41 TO Sta 74+14.14

TYPICAL CROSS SECTION

X-4

REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = ¢$USER | DGN FILE = ¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	8	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

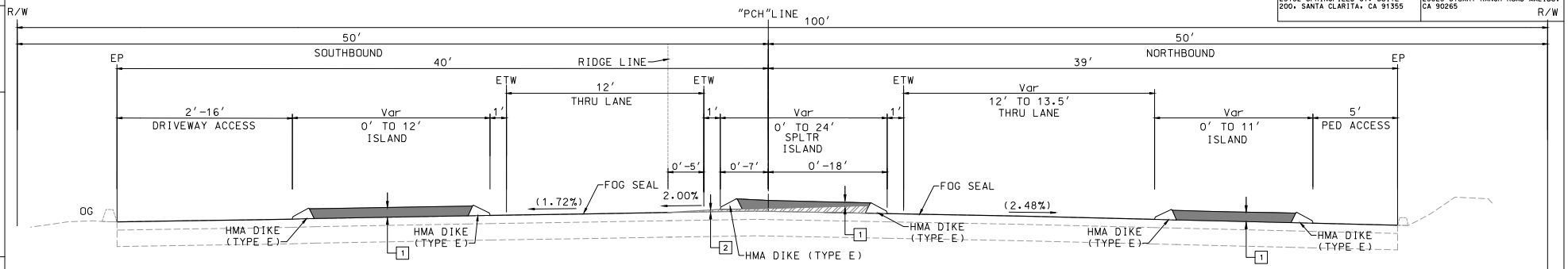
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25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

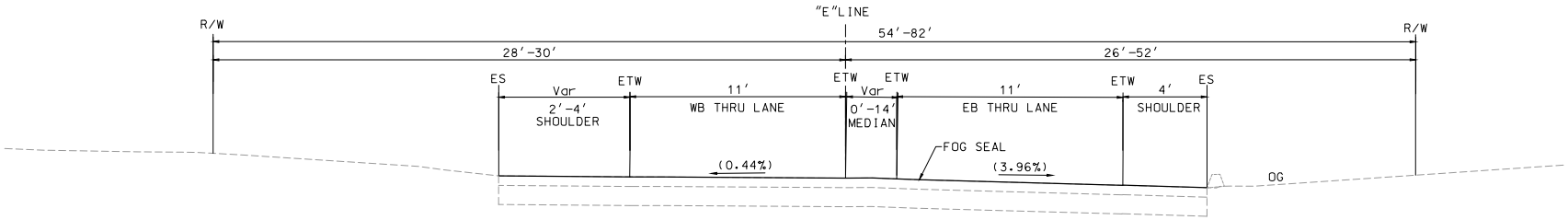
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



STATE ROUTE 01
Sta 75+33.62 TO Sta 78+25.52



ENCINAL CANYON ROAD
Sta 10+63.52 TO Sta 11+12.98

TYPICAL CROSS SECTION

X-5

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	9	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

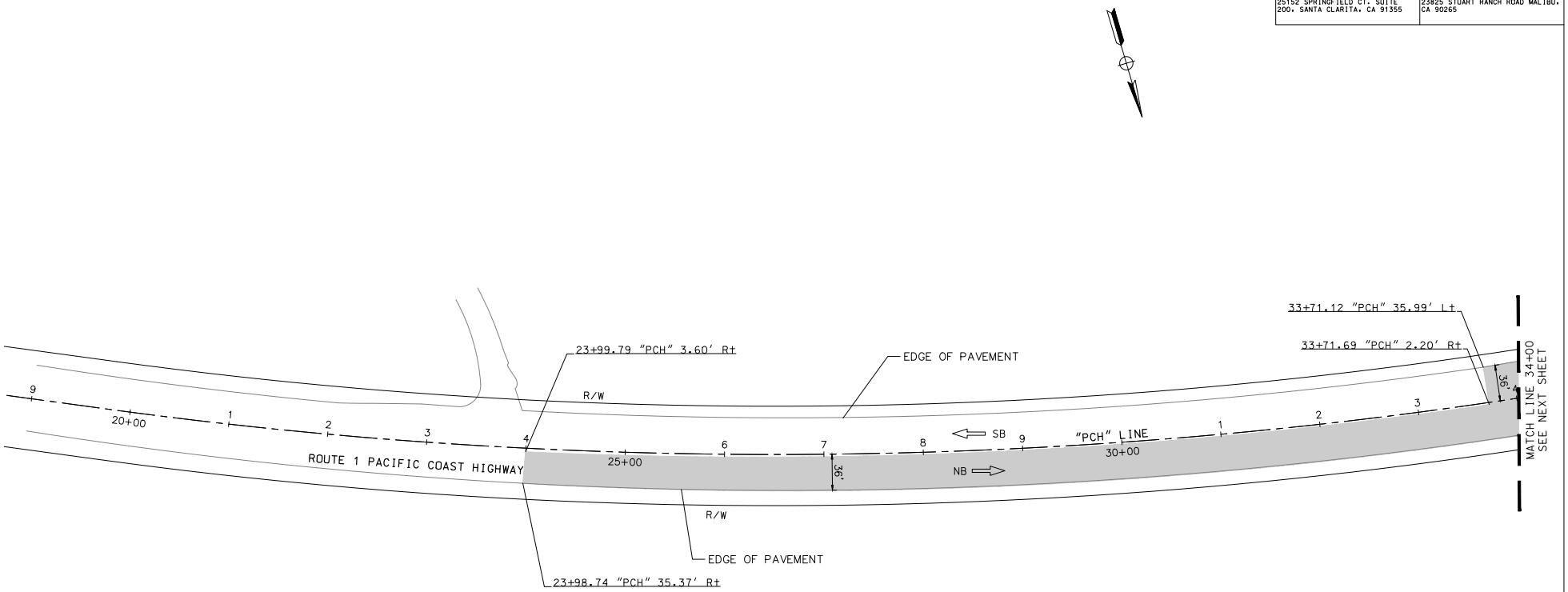
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- FOG SEAL
- RAISED MEDIAN (HMA)
- HMA OVERLAY
- DETECTABLE WARNING SURFACE



LAYOUT

SCALE: 1"=50'

L-01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: JARED CALISE
CHECKED BY: SEAN HOUCK
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	10	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

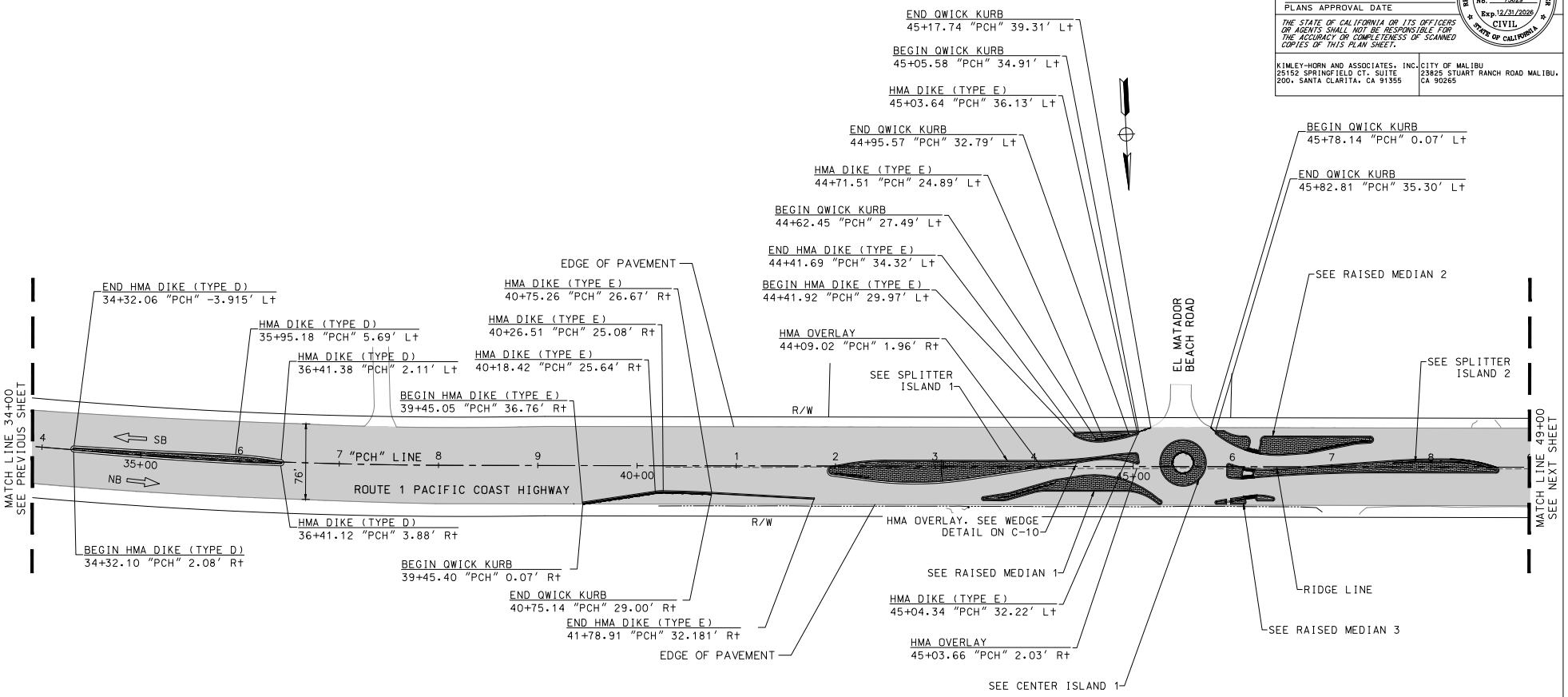
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-02

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	11	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

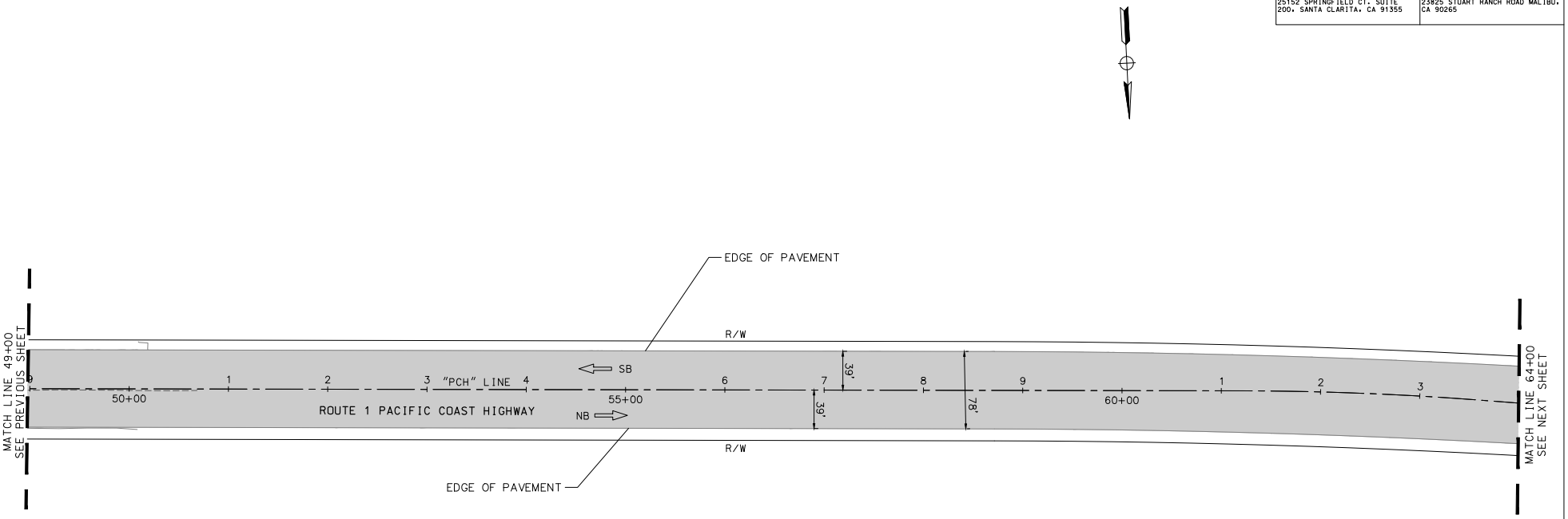
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



LAYOUT

SCALE: 1"=50'

L-03

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: JARED CALISE
CHECKED BY: SEAN HOUCK
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	12	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

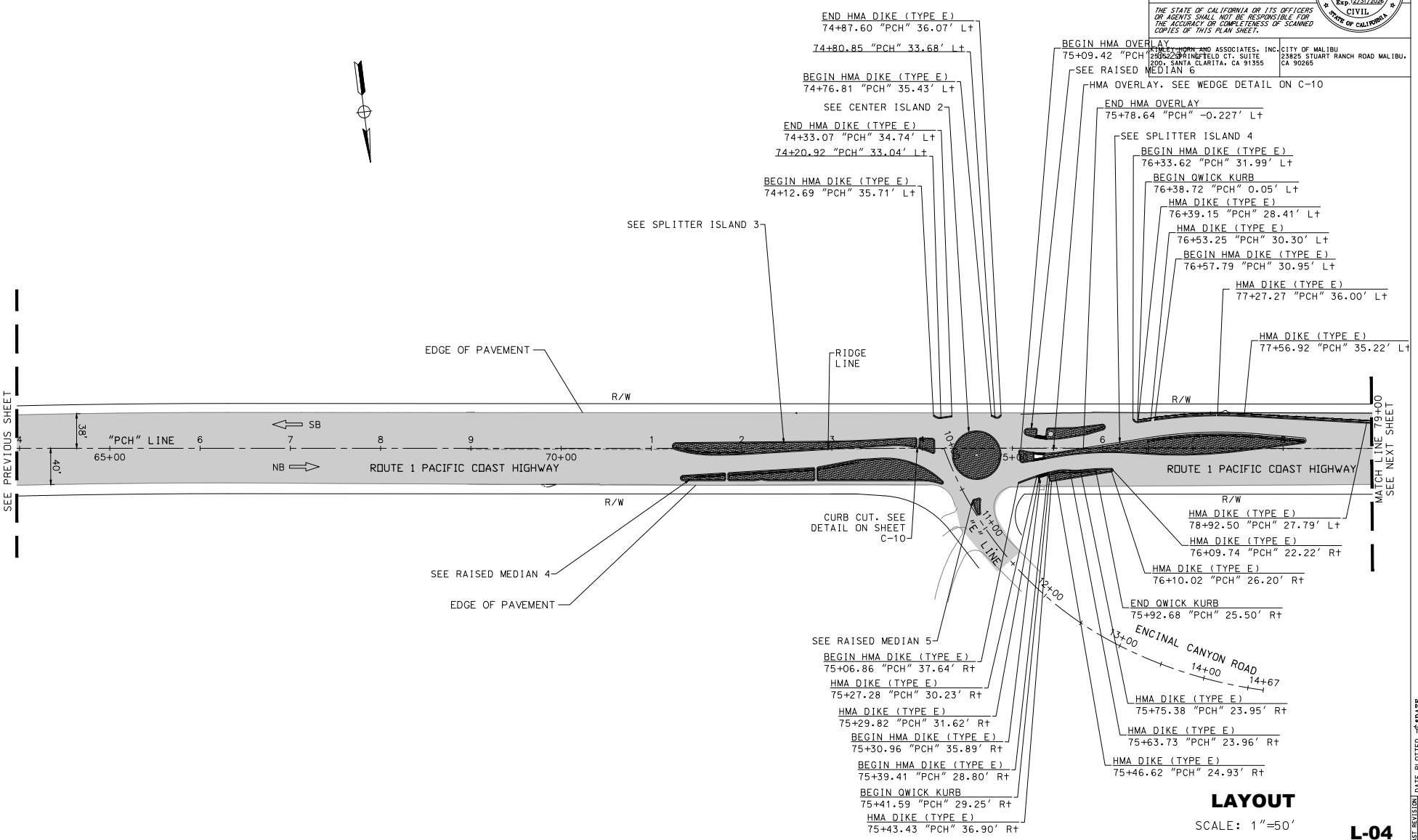
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KIMLEY-HORN AND ASSOCIATES, INC. 2905223 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-04

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK		

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	13	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

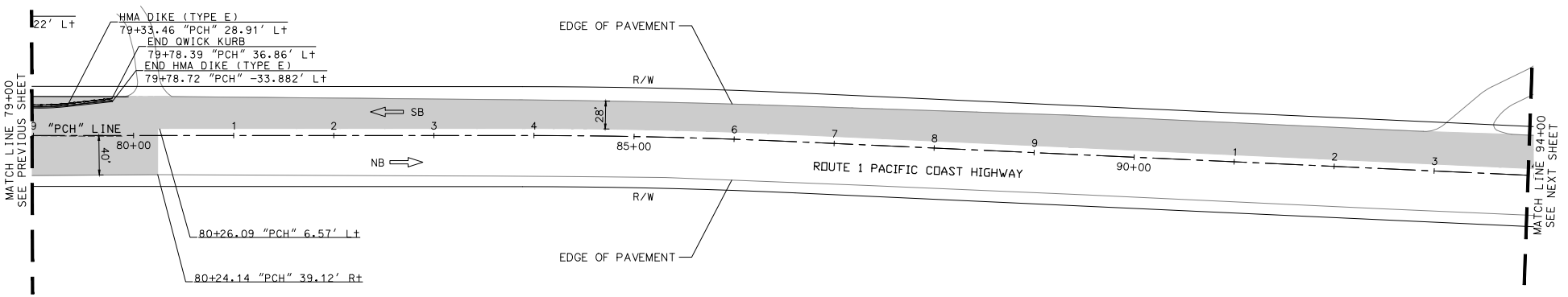
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-05

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	14	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

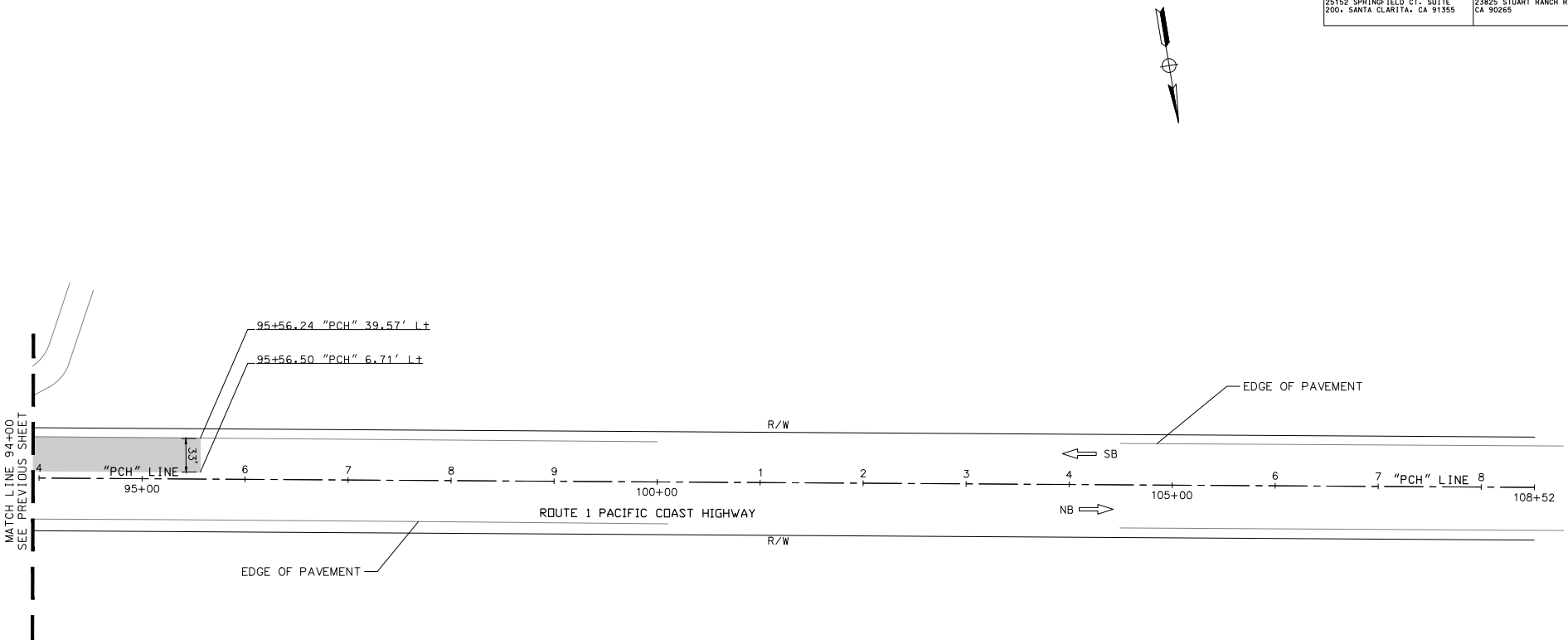
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-06

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	15	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

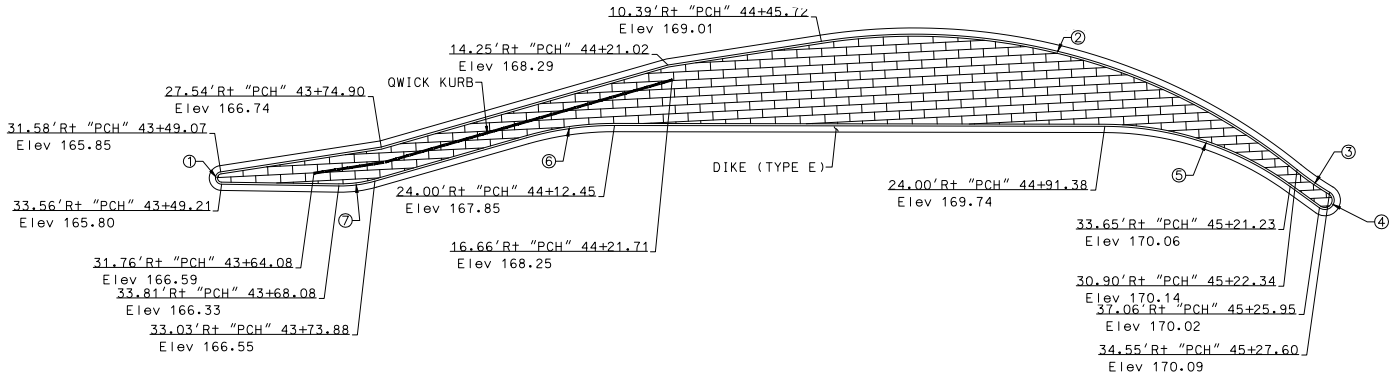
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
1	1.00'	170°21'38"	11.86'	2.97'
2	98.00'	47°44'23"	43.37'	81.66'
3	44.50'	8°14'40"	3.21'	6.40'
4	1.50'	185°12'24"	32.99'	4.85'
5	51.00'	35°49'04"	16.48'	31.88'
6	51.00'	16°03'54"	7.20'	14.30'
7	20.00'	16°49'13"	2.96'	5.87'

RAISED MEDIAN (HMA)
HMA OVERLAY
DETECTABLE WARNING SURFACE
QWICK KURB



RAISED MEDIAN 1
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	16	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

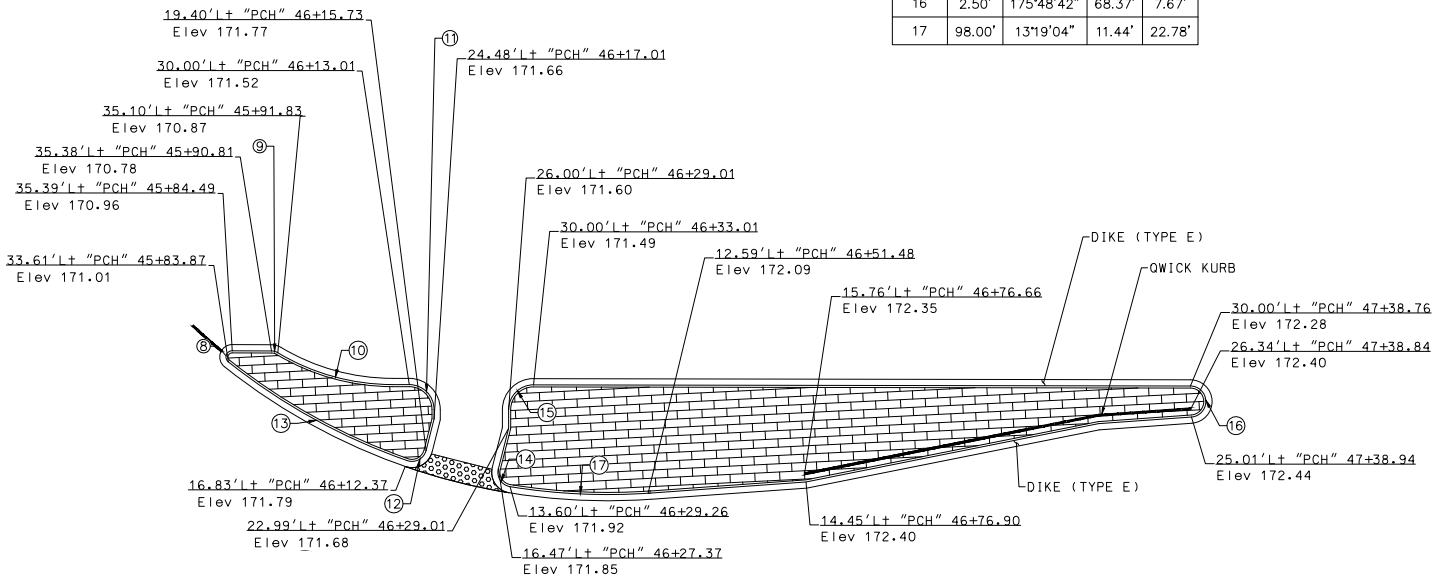
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
8	1.00'	141°41'07"	2.88'	2.47'
9	2.00'	30°43'25"	0.55'	1.07'
10	36.00'	30°51'34"	9.94'	19.39'
11	4.00'	90°00'00"	4.00'	6.28'
12	2.33'	94°59'50"	2.55'	3.87'
13	98.00'	19°19'36"	16.69'	33.06'
14	2.33'	94°59'50"	2.55'	3.87'
15	4.00'	90°00'00"	4.00'	6.28'
16	2.50'	175°48'42"	68.37'	7.67'
17	98.00'	13°19'04"	11.44'	22.78'



RAISED MEDIAN 2
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00
DATE PLOTTED = $$DATE
TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $$USER
DGN FILE = $$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	17	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

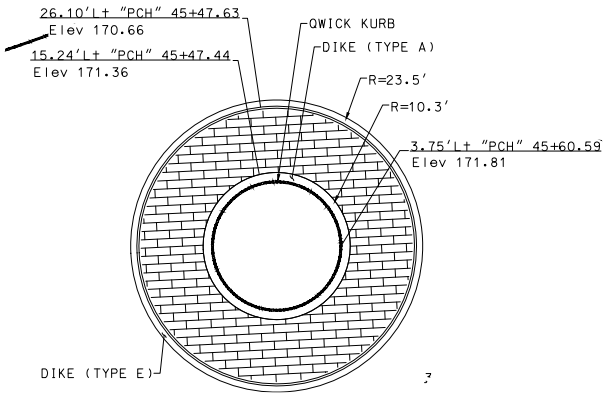
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

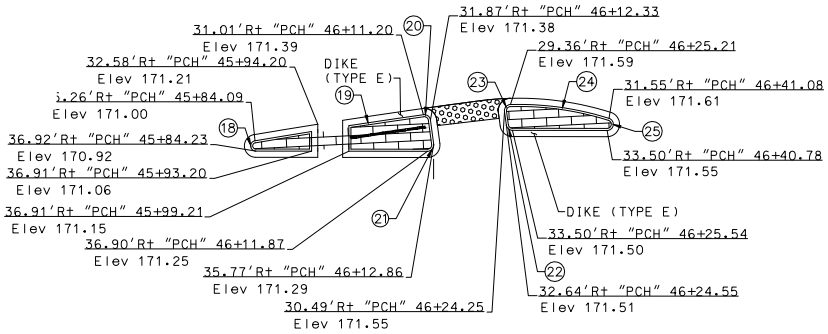
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
18	0.83'	170°20'02"	9.86'	2.48'
19	998.00'	1°34'30"	13.72'	27.44'
20	1.00'	90°20'55"	1.01'	1.58'
21	1.00'	97°44'32"	1.15'	1.71'
22	1.00'	82°13'33"	0.87'	1.44'
23	1.00'	96°02'53"	1.11'	1.68'
24	48.00'	19°12'28"	8.12'	16.09'
25	1.00'	162°31'06"	6.50'	2.84'



CENTER ISLAND 1
EL MATADOR BEACH ROAD



RAISED MEDIAN 3
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	CHECKED BY	JARED CALISE	
		MARAH YOUSIF	

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	18	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

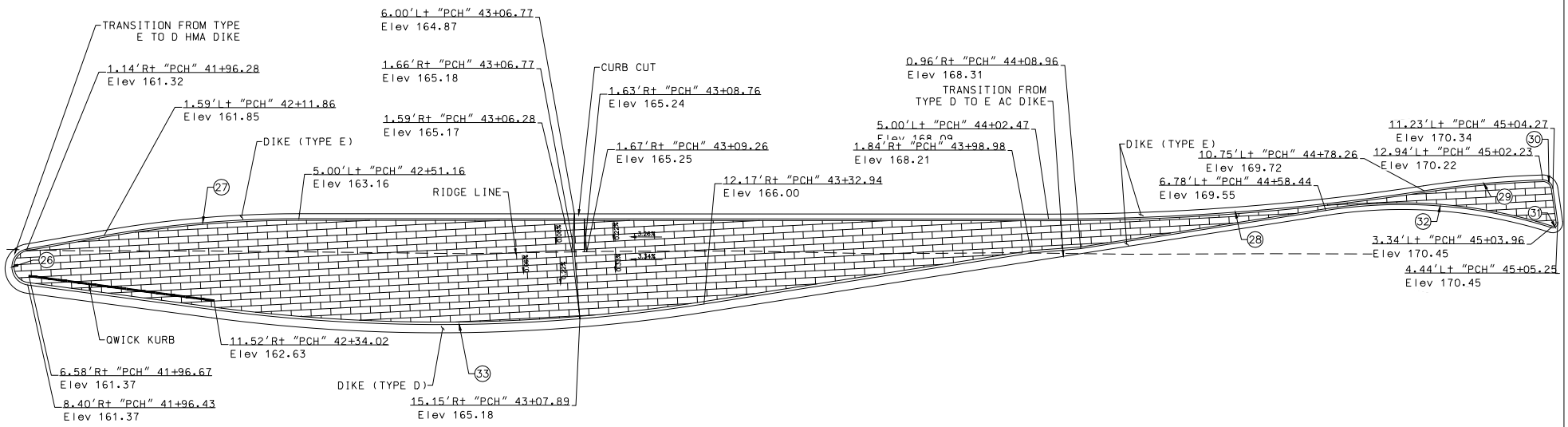
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
26	3.67'	162°32'37"	23.93'	10.42'
27	228.00'	9°55'34"	19.80'	39.50'
28	502.00'	8°41'01"	38.11'	76.08'
29	199.00'	6°56'02"	12.06'	24.08'
30	2.00'	83°33'33"	1.79'	2.92'
31	1.00'	115°41'44"	1.59'	2.02'
32	100.00'	26°23'20"	23.44'	46.06'
33	347.33'	16°24'51"	50.10'	99.50'



SPLITTER ISLAND 1
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

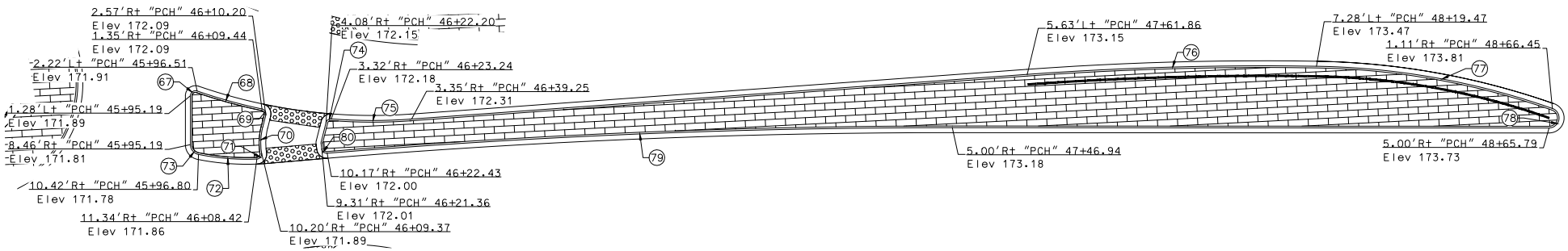
C-4

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

CURVE DATA				
No. .	R	Δ	T	L
67	1.00'	109°03'56"	1.40'	1.90'
68	107.00'	7°11'01"	6.72'	13.42'
69	1.00'	92°15'53"	1.04'	1.61'
70	13.00'	21°54'03"	2.52'	4.97'
71	1.00'	95°26'03"	1.10'	1.67'
72	49.00'	13°39'52"	5.87'	11.69'
73	2.00'	78°39'19"	1.64'	2.75'
74	1.00'	80°15'42"	0.84'	1.40'
75	107.00'	8°34'36"	8.02'	16.02'
76	648.00'	5°05'50"	28.84'	57.65'
77	149.00'	18°26'00"	24.18'	47.94'
78	2.00'	160°39'28"	11.74'	5.61'
79	1502.00'	4°45'17"	62.36'	124.65'
80	1.00'	86°58'50"	0.95'	1.52'



SPLITTER ISLAND 2
EL MATADOR BEACH ROAD

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	19	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-5

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	20	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

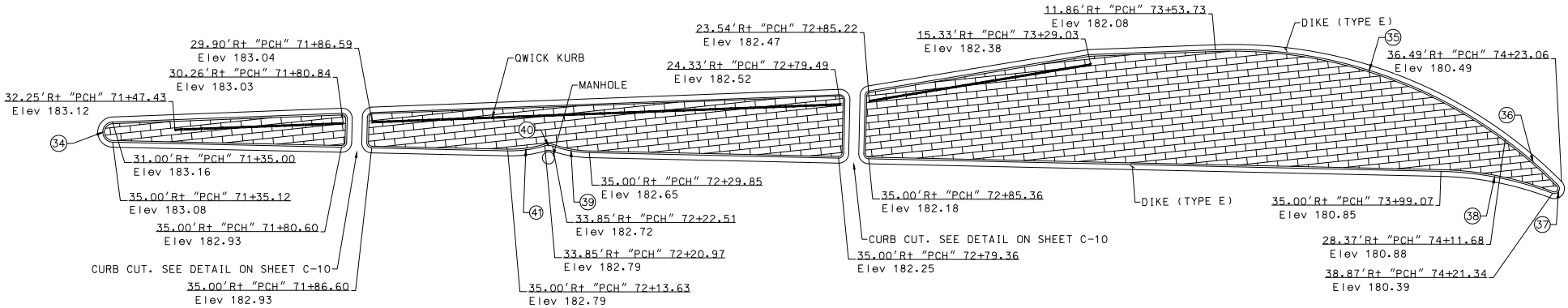
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
34	2.00'	176°33'52"	66.69'	6.16'
35	91.00'	38°40'01"	31.93'	61.41'
36	91.00'	8°44'33"	6.96'	13.89'
37	1.00'	155°44'40"	4.65'	2.72'
38	66.00'	19°43'05"	11.47'	22.71'
39	24.00'	17°49'49"	3.76'	7.47'
40	2.50'	35°39'37"	0.80'	1.56'
41	24.00'	17°49'49"	3.76'	7.47'



RAISED MEDIAN 4
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-6

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	21	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

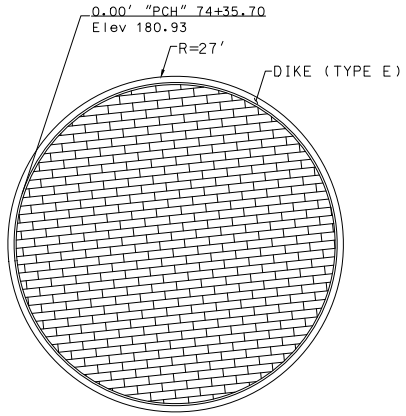
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

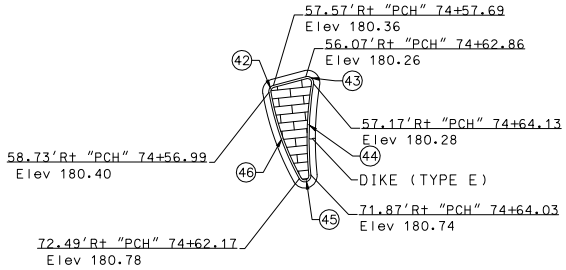
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

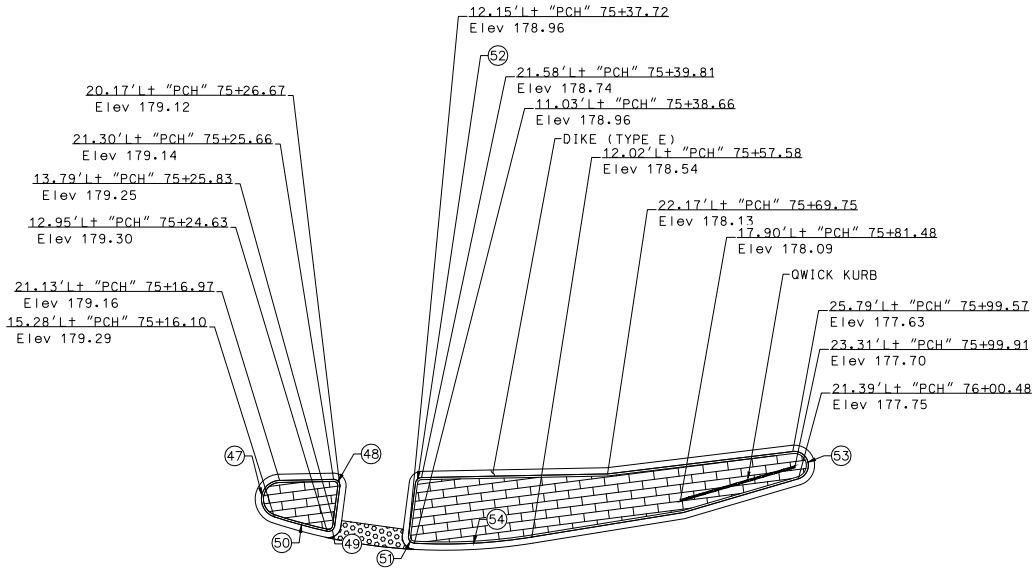


CENTER ISLAND 2
ENCINAL CANYON ROAD



RAISED MEDIAN 5
ENCINAL CANYON ROAD

CURVE DATA				
No. .	R	Δ	T	L
42	1.00'	84°48'57"	0.91'	1.48'
43	1.00'	113°59'48"	1.54'	1.99'
44	57.00'	14°48'59"	7.41'	14.74'
45	1.00'	156°45'22"	4.86'	2.74'
46	44.00'	19°14'52"	7.46'	14.78'
47	3.00'	160°41'48"	17.64'	8.41'
48	1.00'	98°35'19"	1.16'	1.72'
49	1.00'	94°57'21"	1.09'	1.66'
50	88.00'	5°45'31"	4.43'	8.84'
51	1.00'	94°16'27"	1.08'	1.65'
52	1.00'	81°24'41"	0.86'	1.42'
53	2.25'	170°32'39"	27.21'	6.70'
54	88.00'	12°21'39"	9.53'	18.98'



RAISED MEDIAN 6
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	22	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

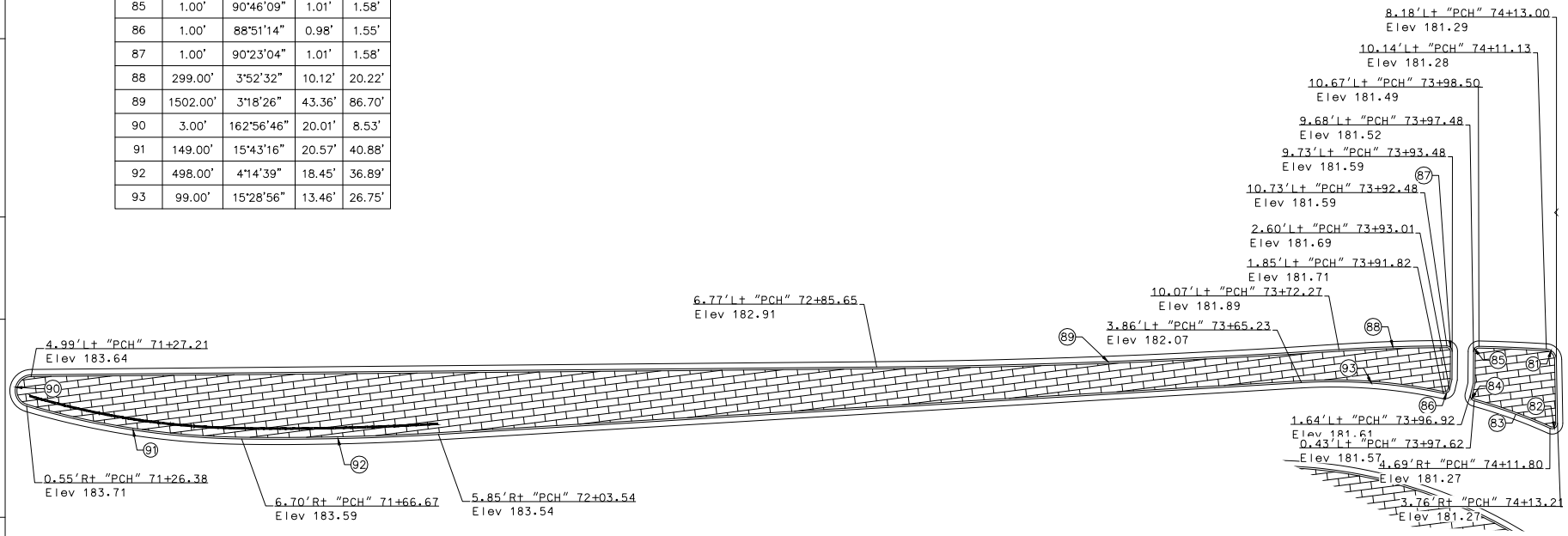
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
81	2.00'	85°22'09"	1.84'	2.98'
82	1.00'	115°14'51"	1.58'	2.01'
83	99.00'	8°44'08"	7.56'	15.09'
84	1.00'	88°29'06"	0.97'	1.54'
85	1.00'	90°46'09"	1.01'	1.58'
86	1.00'	88°51'14"	0.98'	1.55'
87	1.00'	90°23'04"	1.01'	1.58'
88	299.00'	3°52'32"	10.12'	20.22'
89	1502.00'	3°18'26"	43.36'	86.70'
90	3.00'	162°56'46"	20.01'	8.53'
91	149.00'	15°43'16"	20.57'	40.88'
92	498.00'	4°14'39"	18.45'	36.89'
93	99.00'	15°28'56"	13.46'	26.75'



SPLITTER ISLAND 3
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	23	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

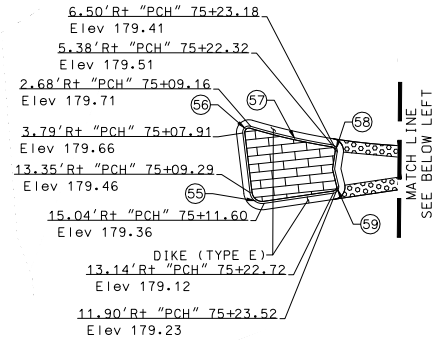
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

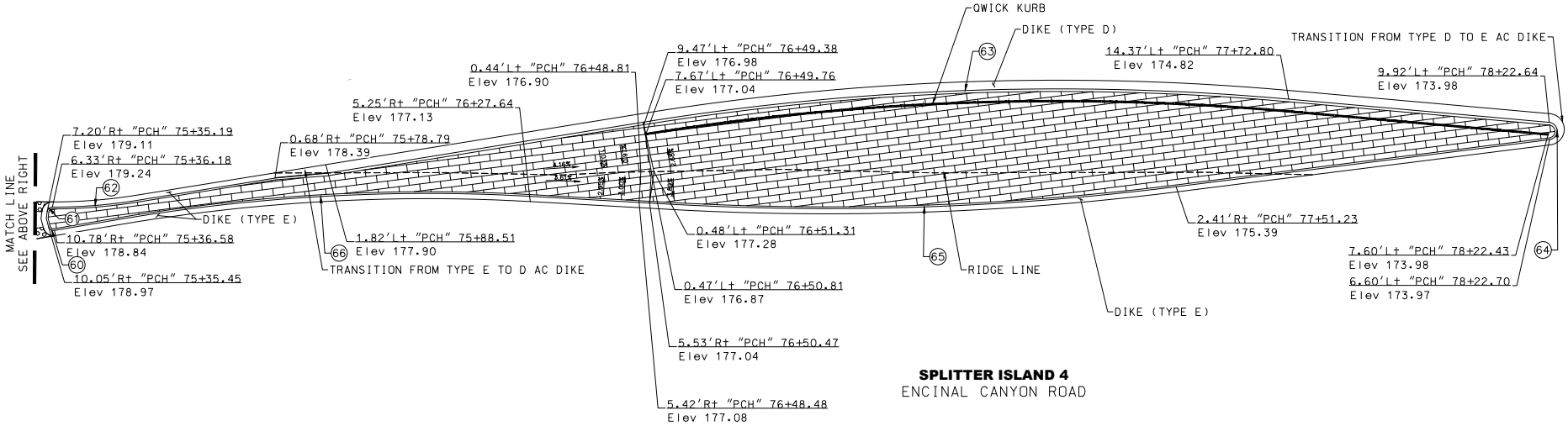
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
55	2.00'	91°28'35"	2.05'	3.19'
56	1.00'	114°23'42"	1.55'	2.00'
57	102.00'	7°33'03"	6.73'	13.44'
58	1.00'	89°38'40"	0.99'	1.56'
59	1.00'	95°15'32"	1.10'	1.66'
60	1.00'	84°44'28"	0.91'	1.48'
61	1.00'	82°32'49"	0.88'	1.44'
62	102.00'	9°10'54"	8.19'	16.35'
63	497.33'	14°16'37"	62.29'	123.93'
64	1.67'	167°43'20"	15.53'	4.89'
65	534.00'	10°24'14"	48.62'	96.96'
66	352.00'	12°53'52"	39.79'	79.24'





SPLITTER ISLAND 4
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	24	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

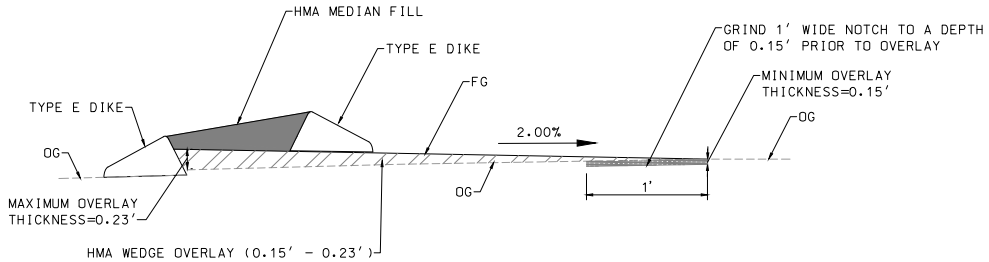
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

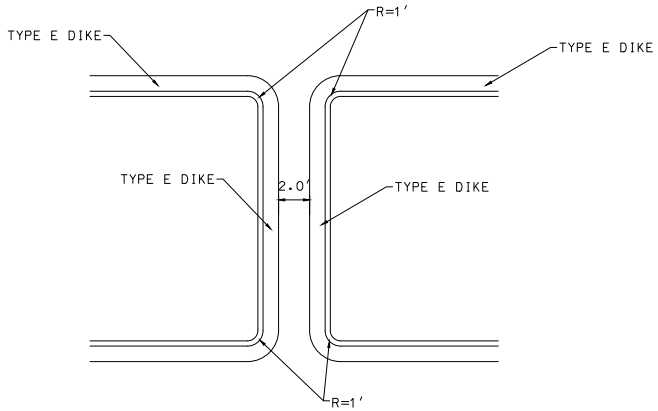
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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



WEDGE DETAIL



CURB CUT DETAIL

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	MARAH YOUSIF		
	JARED CALISE		
	CHECKED BY		

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

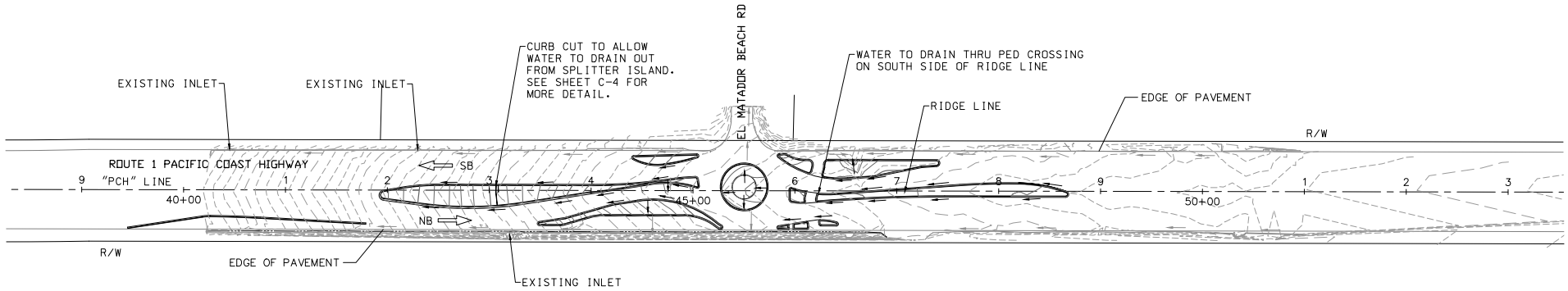
NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

PROPOSED FLOW PATH

EXISTING FLOW PATH



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	25	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
JARED CALISE	SEAN HOUCK

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DRAINAGE PLAN

SCALE: 1"=50'

D-1

LAST REVISION 00-00-00 DATE PLOTTED = $$DATE TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = ¢$USER DGN FILE = ¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	26	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

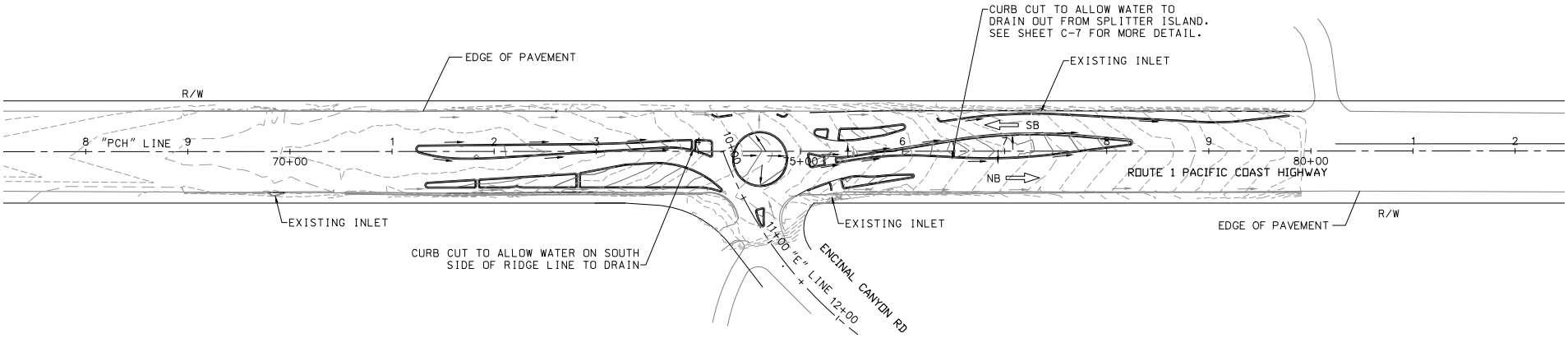
NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

PROPOSED FLOW PATH

EXISTING FLOW PATH



DRAINAGE PLAN

SCALE: 1"=50'

D-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: JARED CALISE
CHECKED BY: SEAN HOUCK
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

NOTE:

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- SIGN-No. — ROADSIDE SIGN – ONE POST / ROADSIDE SIGN – TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN – ONE POST (MOUNTED)
- INSTALL SIGN ON POLE (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	27	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

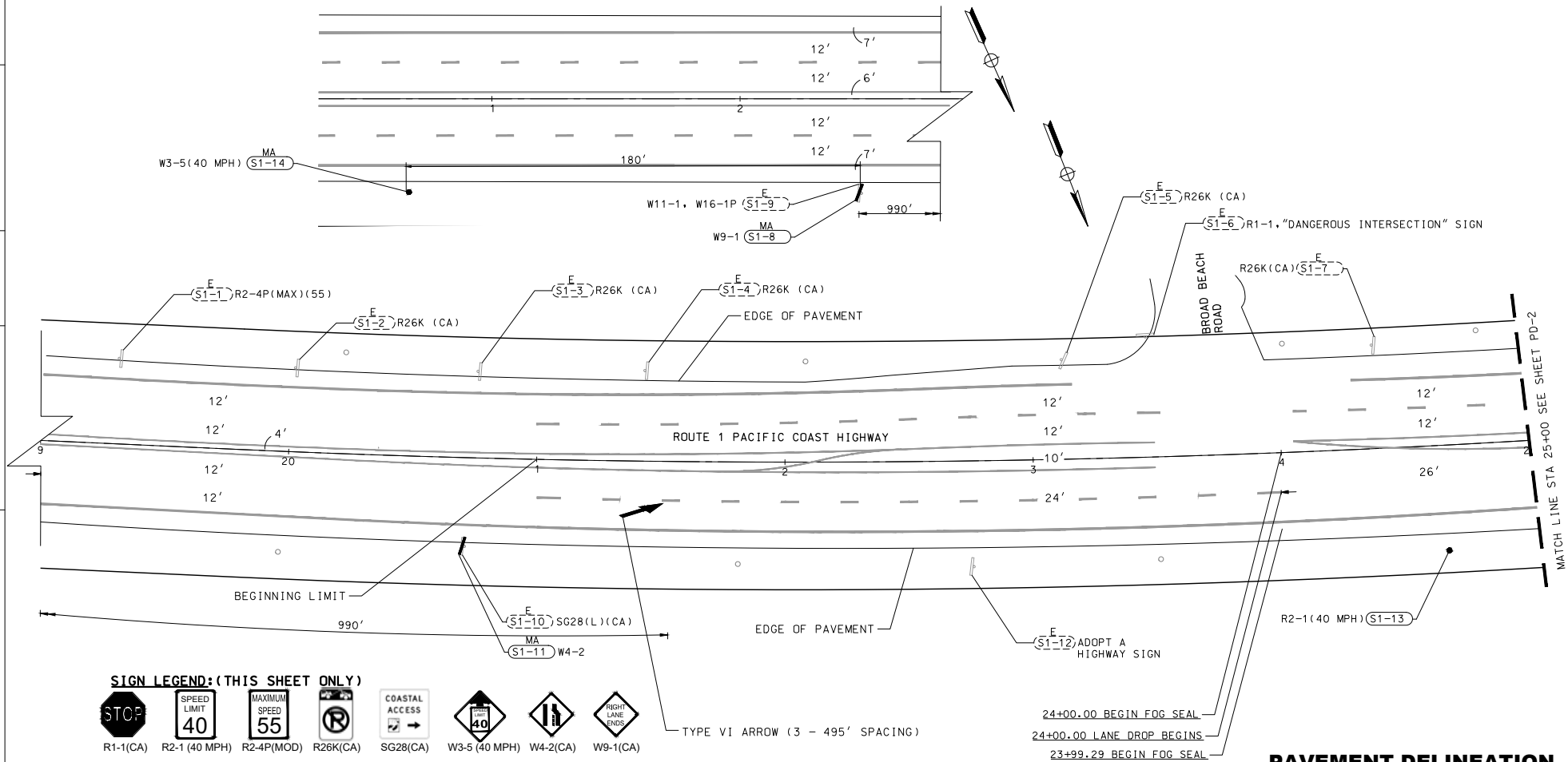
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

R1-1(CA) R2-1 (40 MPH) R2-4P(MOD) R26K(CA) SG28(CA) W3-5 (40 MPH) W4-2(CA) W9-1(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1″=20′

PD-1

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION — Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (SIGN-No.) ROADSIDE SIGN - ONE POST
- (SIGN-No.) ROADSIDE SIGN - TWO POST
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	28	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

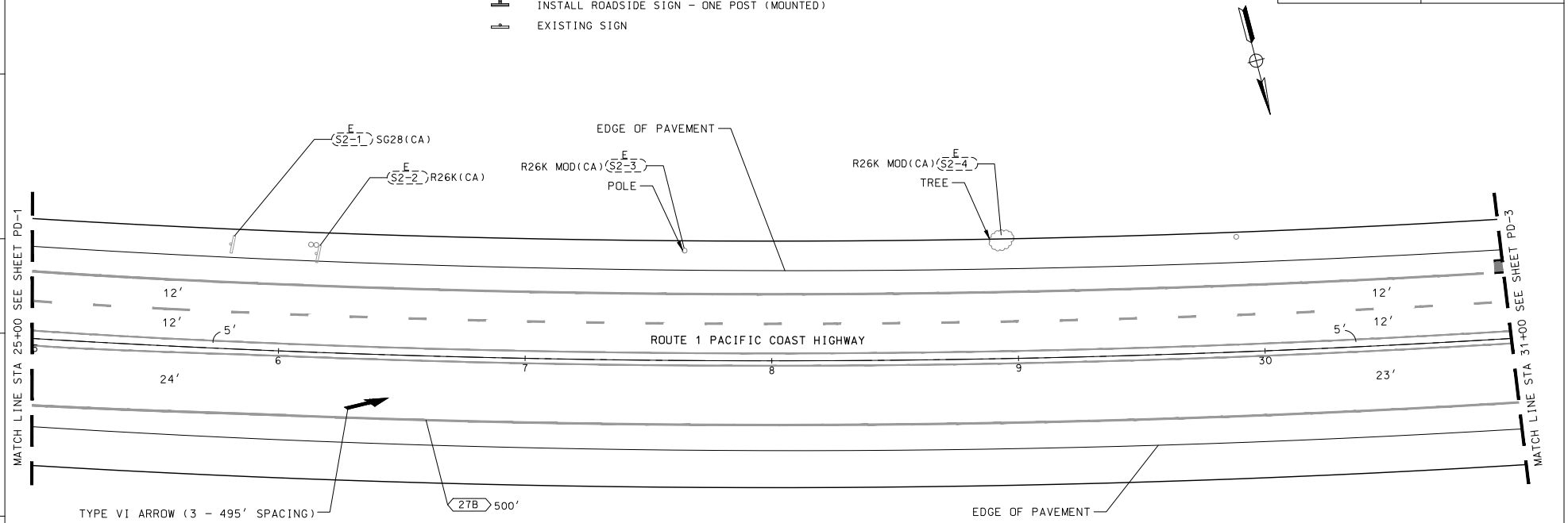
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



R26K(CA) R26 MOD(CA) SG28(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-2

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SIGN-No. — ROADSIDE SIGN – ONE POST / ROADSIDE SIGN – TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN – ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN – TWO POSTS

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	29	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

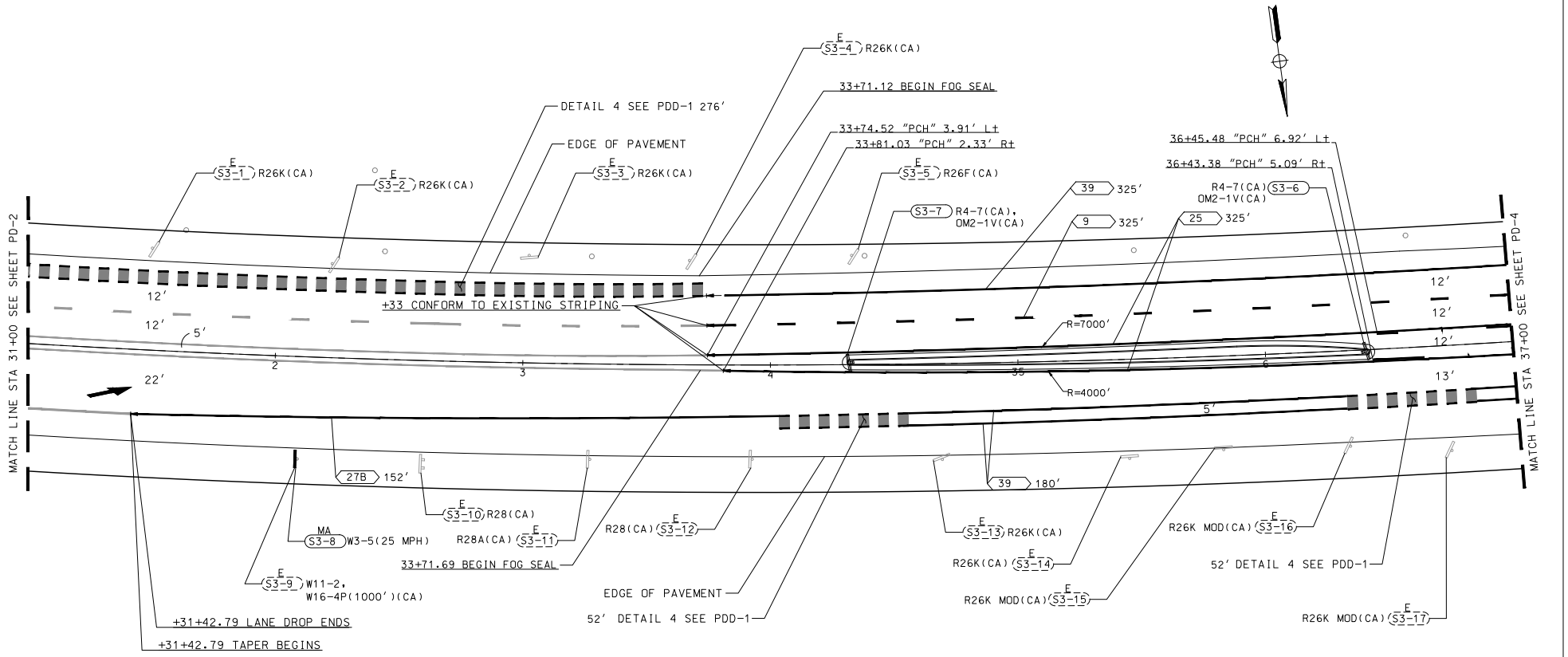
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REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



OM2-1V(CA) R4-7(CA) R26F(CA) R26K(CA) R26 MOD(CA) R28A(CA) W3-5(25 MPH) W11-2(CA) W16-4P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-3

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (SIGN-No.) ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E (SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	30	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

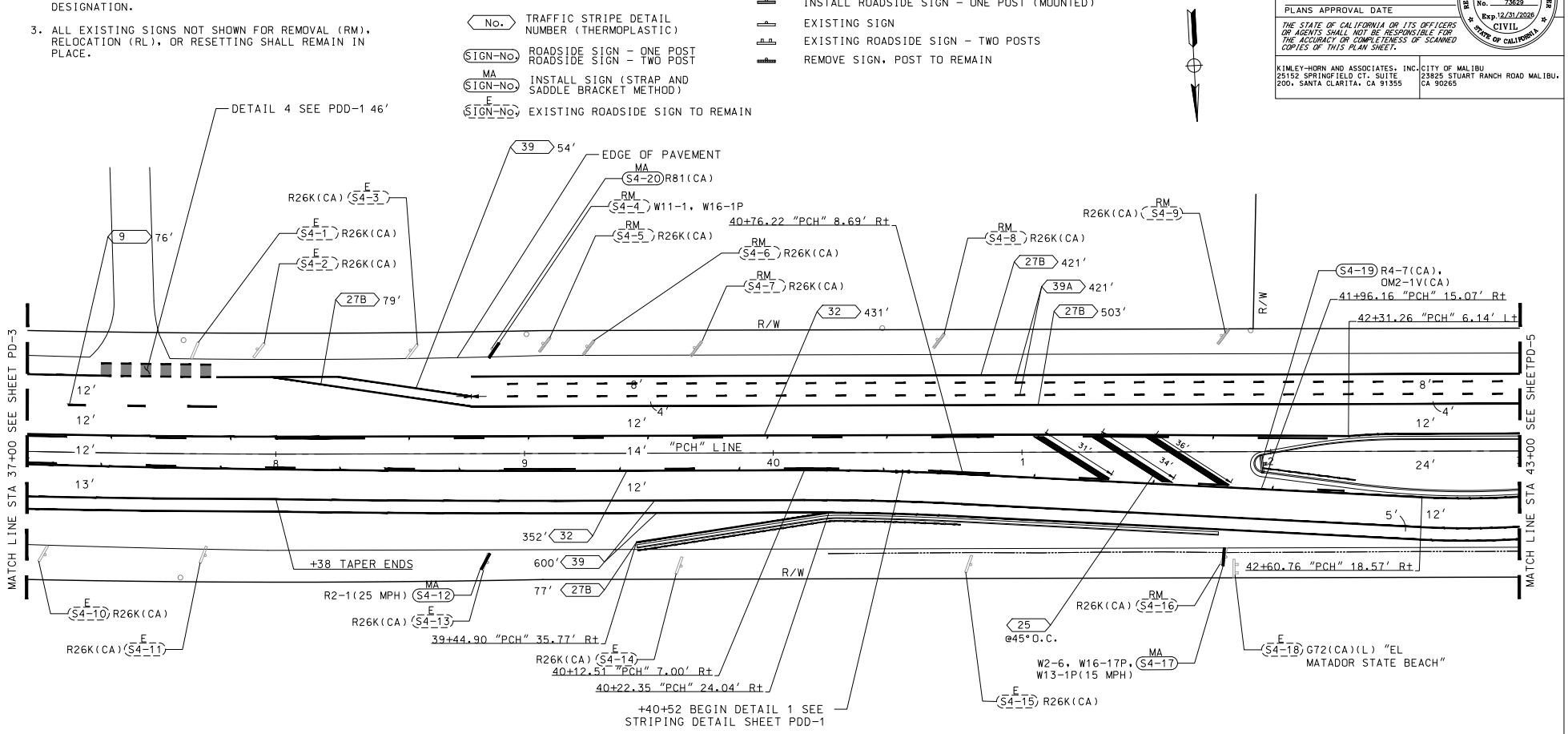
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



G72(CA) OM2-1V(CA) R2-1(40 MPH) R4-7(CA) R26K(CA) W2-6(CA) W11-1(CA) W13-1P(15)(CA) W16-1P(CA) W16-17P(CA) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	31	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

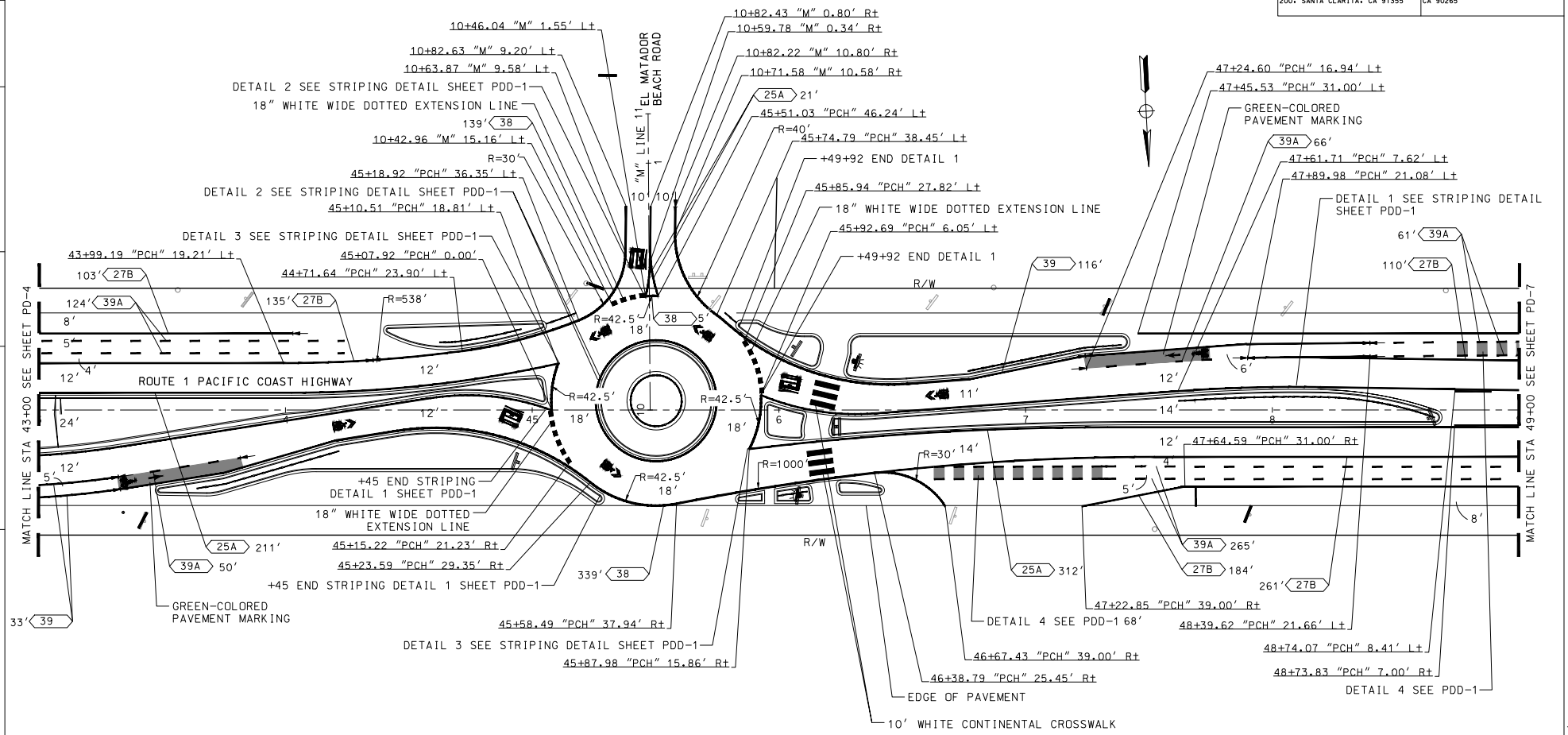
PLANS APPROVAL DATE

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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



PAVEMENT DELINEATION PLAN

SCALE: 1"=20'

PD-5

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF

CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- (SIGN-No.) ROADSIDE SIGN - ONE POST
- (SIGN-No.) ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E (SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	32	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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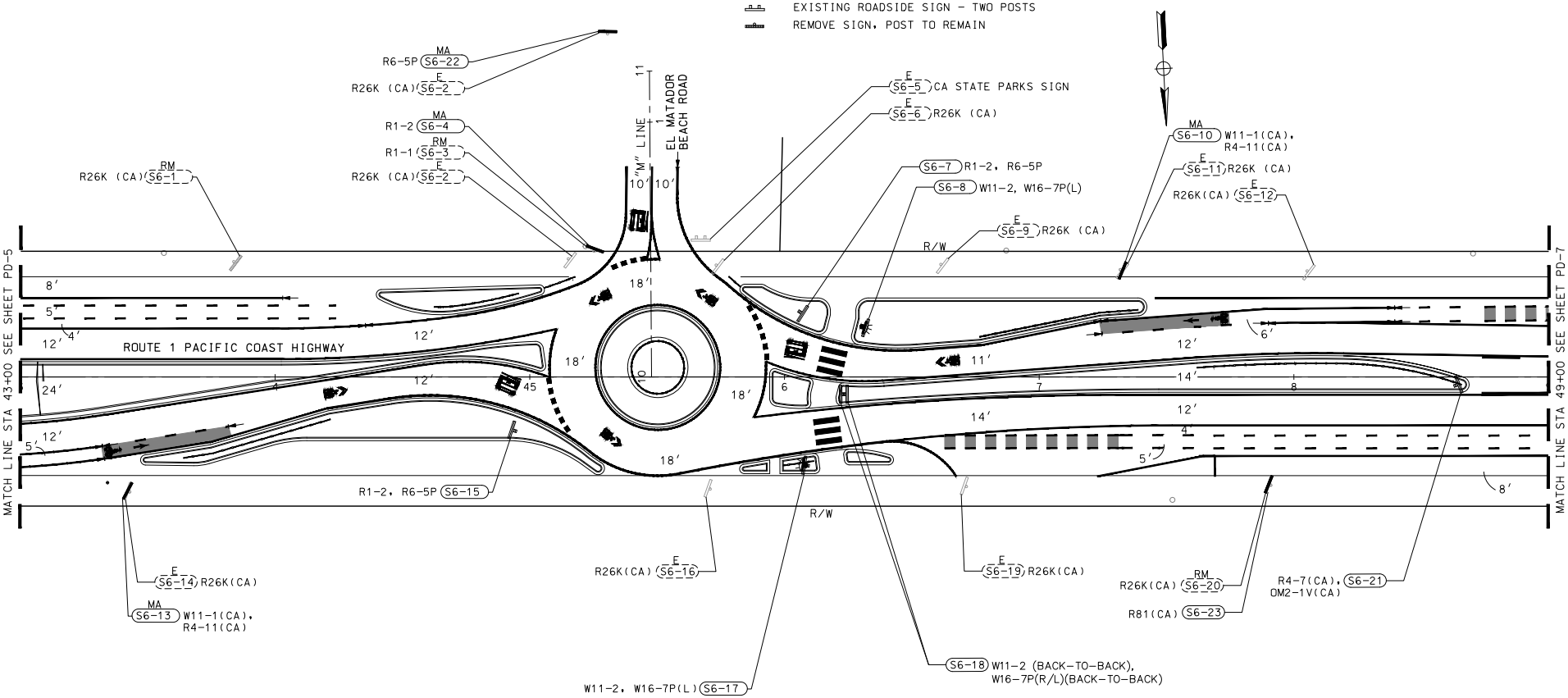
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



OM2-1V(CA) R1-1(CA) R1-2(CA) R4-7(CA) R4-11(CA) R6-5(CA) R26K(CA) W11-1(CA) W11-2(CA) W16-7P(L) W16-7P(R) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-6

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	33	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

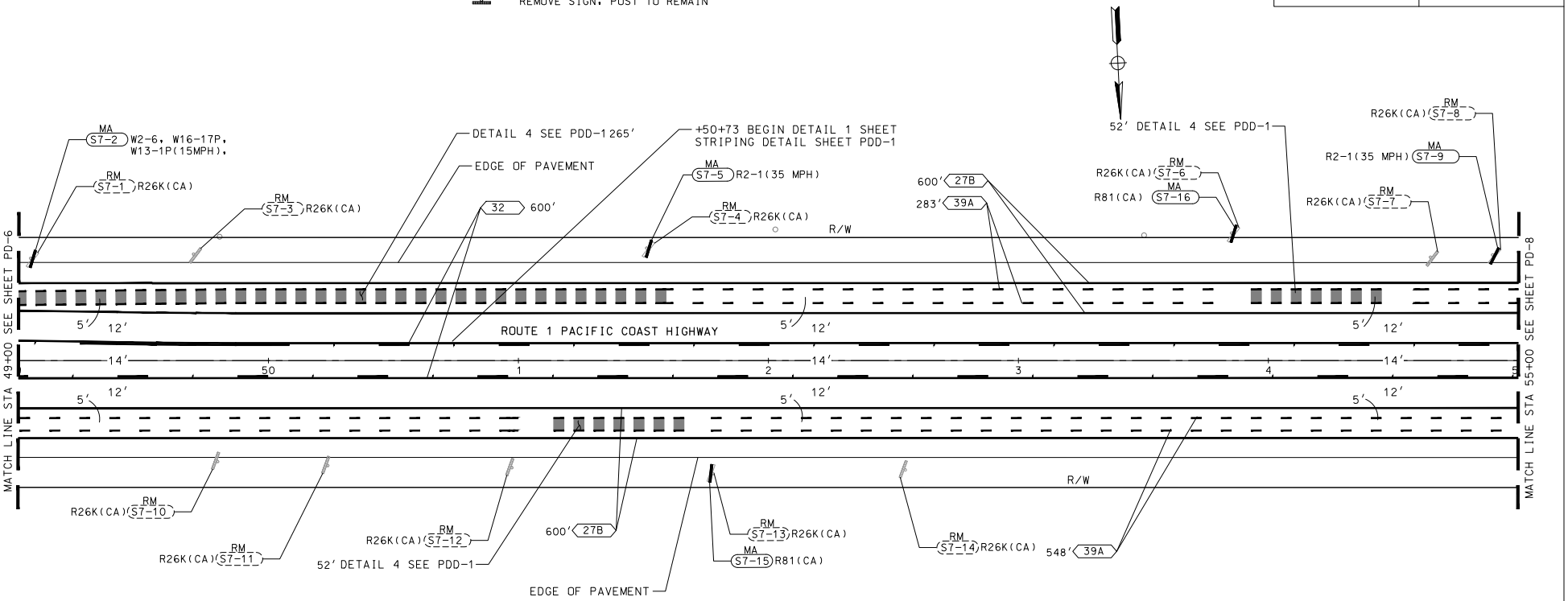
PLANS APPROVAL DATE

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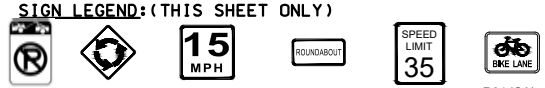
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



R26K(CA) W2-6(CA) W13-1P(15)(CA) W16-17P(CA) R2-1 (35MPH) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-7

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

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Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	34	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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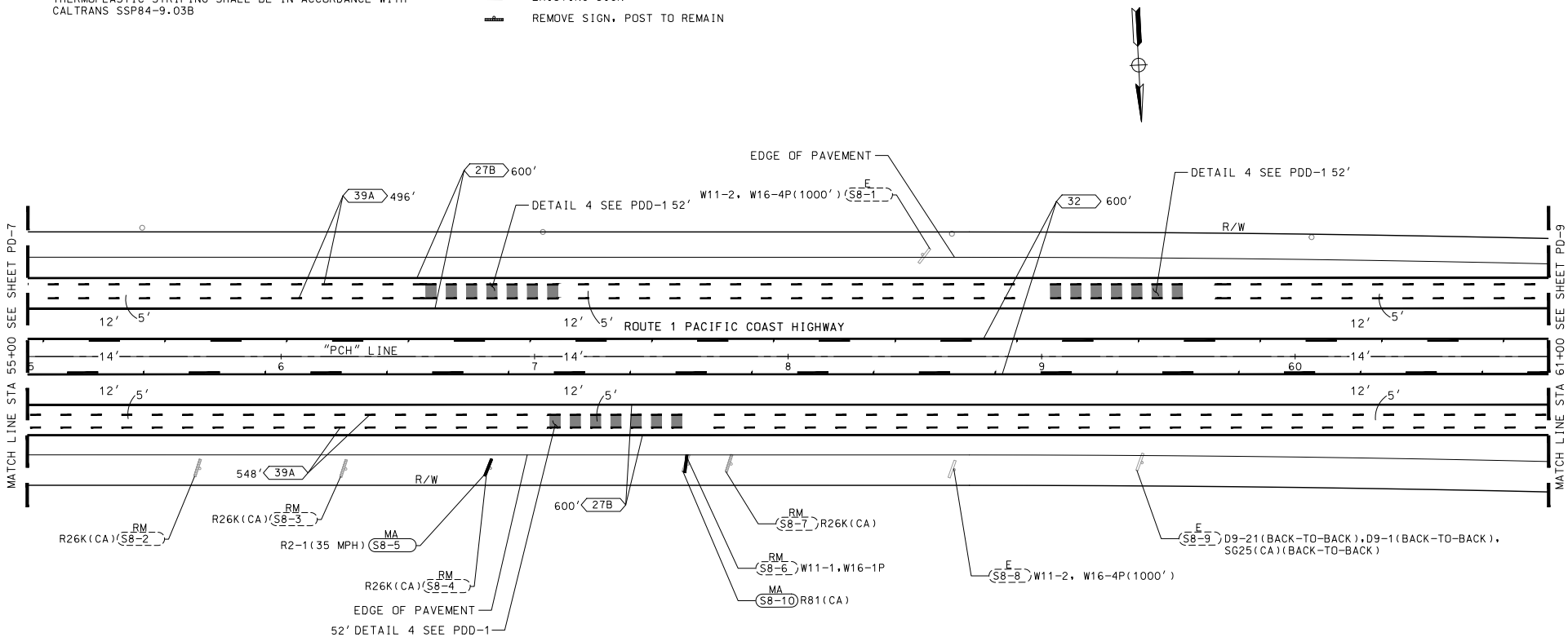
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

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4. REMOVE ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED IMPROVEMENTS. REMOVAL OF YELLOW PAINT OR THERMOPLASTIC STRIPING SHALL BE IN ACCORDANCE WITH CALTRANS SSP84-9.03B

LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN



SIGN LEGEND:(THIS SHEET ONLY)



D9-1(CA) D9-21(CA) SG25(CA) R26K(CA) R2-1 (35MPH) R81(CA) W11-1 W11-2(CA) W16-1P(CA) W16-4P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-8

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

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LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (MA / SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E / SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM / SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	35	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

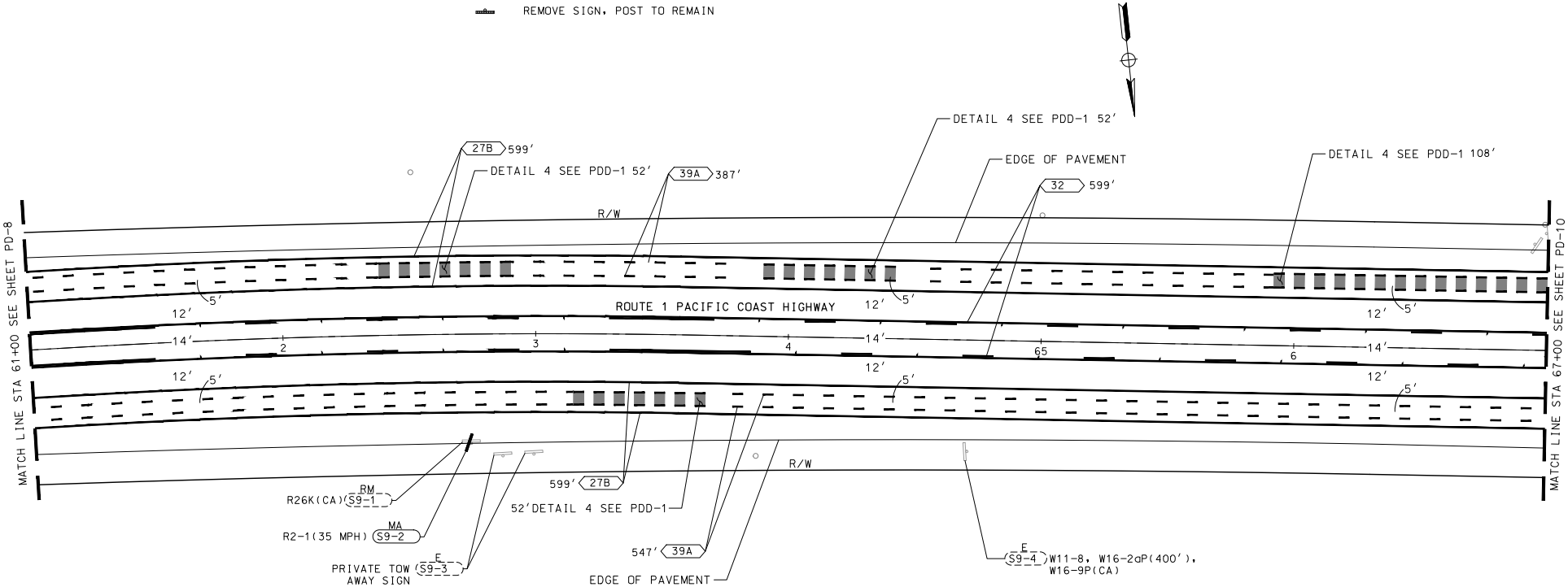
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



R2-1(35 MPH) R26K(CA) W11-8(CA) W16-2aP(CA) W16-9P(CA) R2-1 (35MPH)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-9

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (SIGN-No.) ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E (SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	36	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

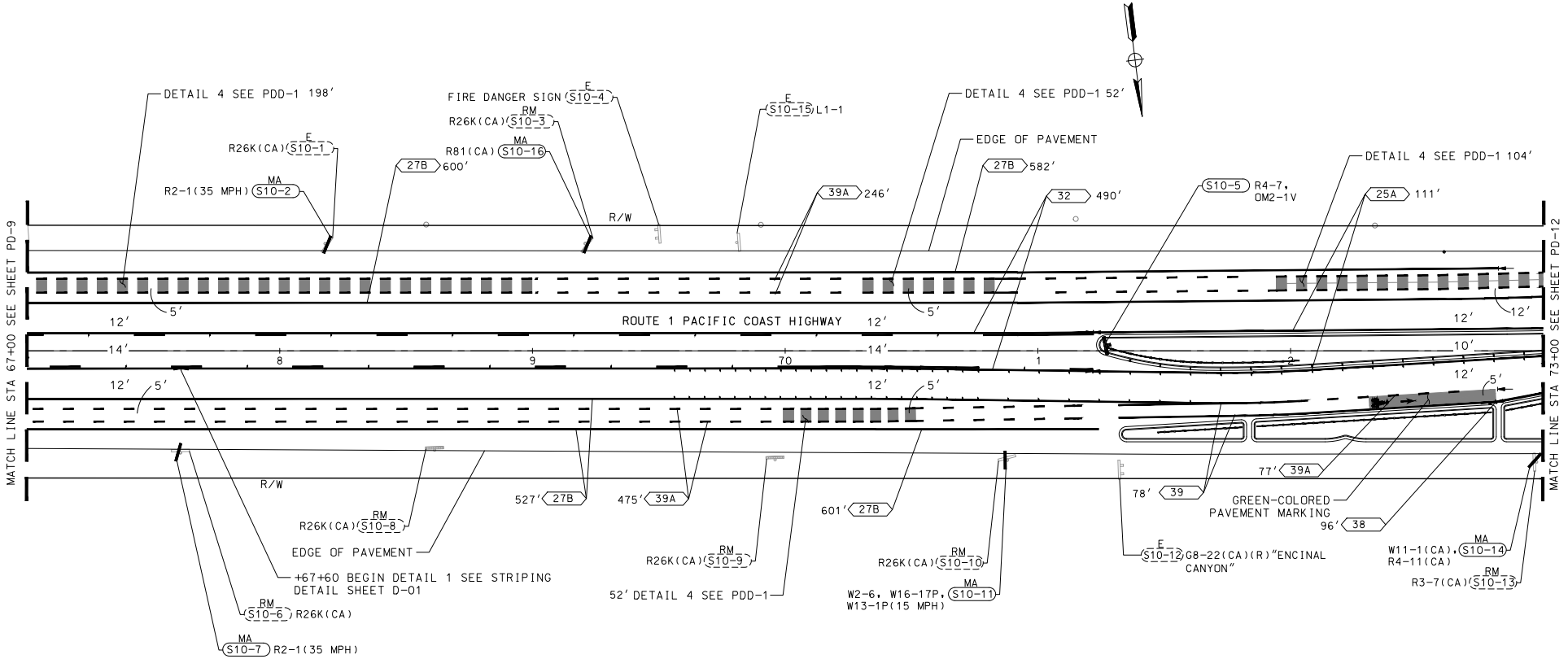
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

G8-22(CA)	OM2-1V(CA)	R3-7(CA)	R4-7(CA)	R4-11(CA)	R26K(CA)	W2-6(CA)	W11-1(CA)	W13-1P(15)(CA)	W16-17P(CA)	R2-1 (35MPH)	R81(CA)
Encinal Canyon		RIGHT LANE MUST TURN RIGHT		MAY USE FULL LANE				15 MPH	ROUNDABOUT	SPEED LIMIT 35	BIKE LANE

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	37	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

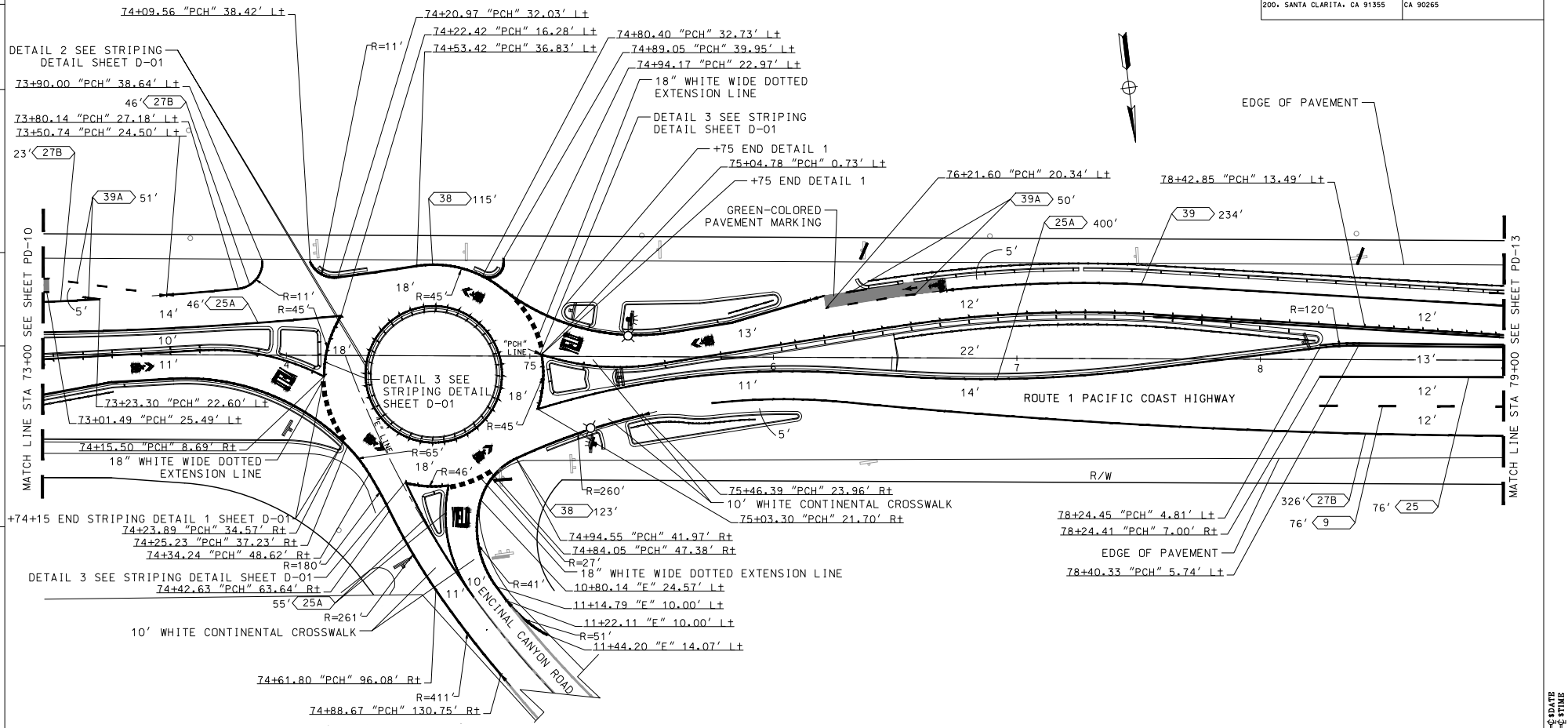
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS



PAVEMENT DELINEATION PLAN

SCALE: 1"=20'

PD-11

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING
- SIGN-No. — ROADSIDE SIGN - ONE POST
- SIGN-No. — ROADSIDE SIGN - TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- INSTALL SIGN ON POLE (STRAP AND SADDLE BRACKET METHOD)

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	38	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

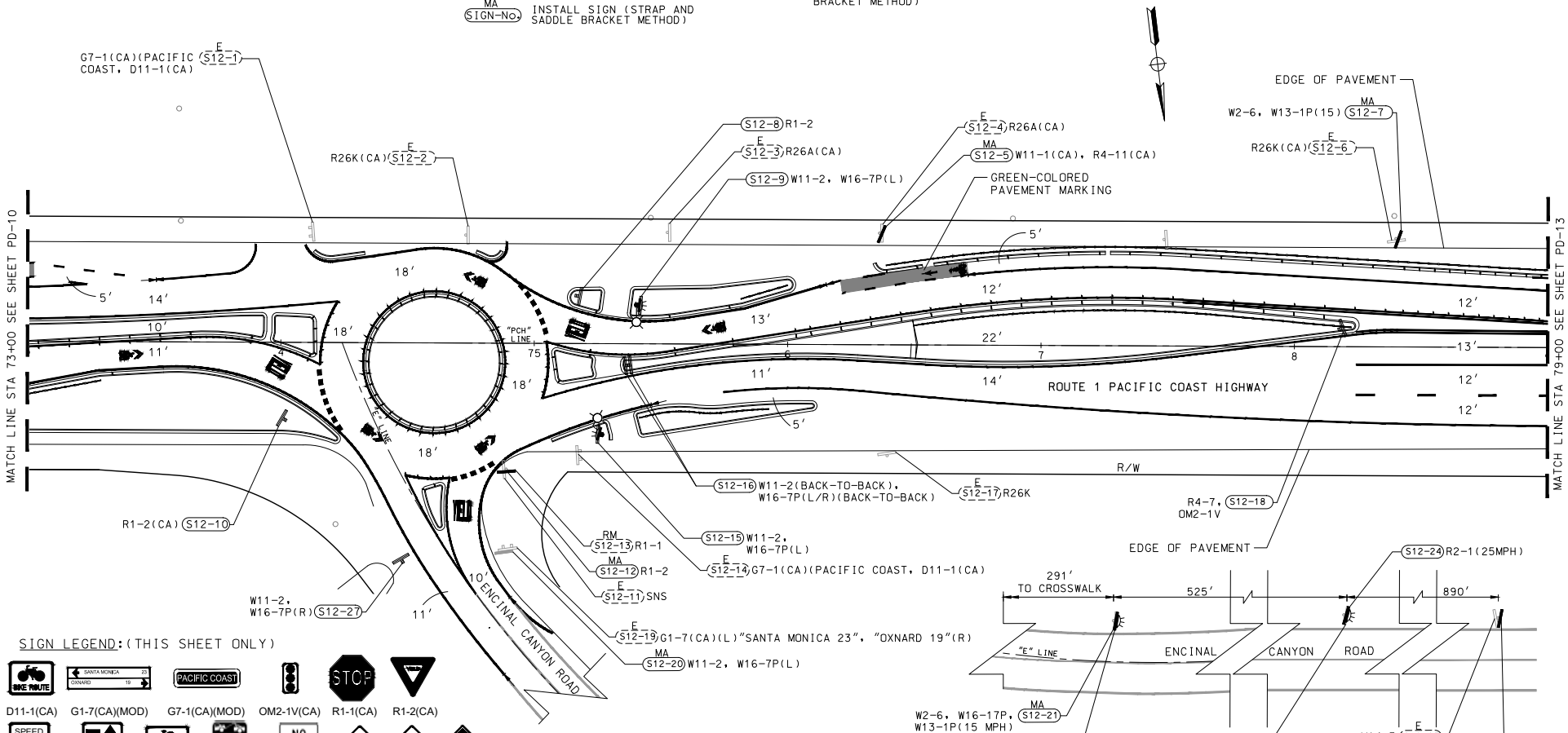
PLANS APPROVAL DATE

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-12

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (SIGN-No.) ROADSIDE SIGN - ONE POST ROADSIDE SIGN - TWO POST
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- EXISTING SIGN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	39	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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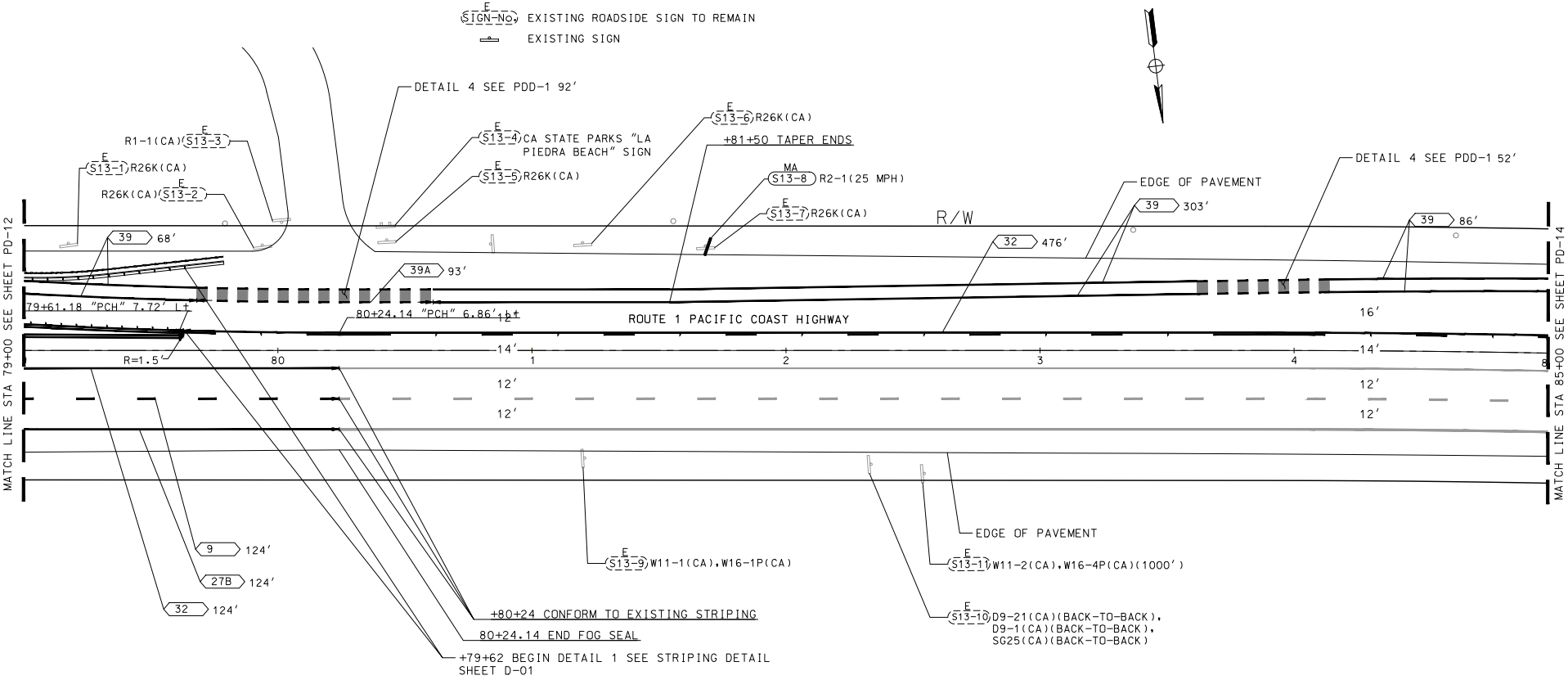
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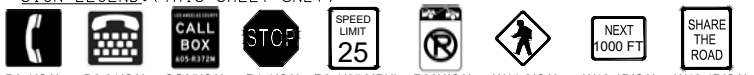
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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



D9-1(CA) D9-21(CA) SG25(CA) R1-1(CA) R2-1(25 MPH) R26K(CA) W11-2(CA) W16-4P(CA) W16-1P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-13

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	
SRIKANTH CHAKRAVARTHY	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

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- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (E SIGN-NO.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-NO.) REMOVE ROADSIDE SIGN
- (MA SIGN-NO.) INSTALL SIGN (STRIP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	40	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

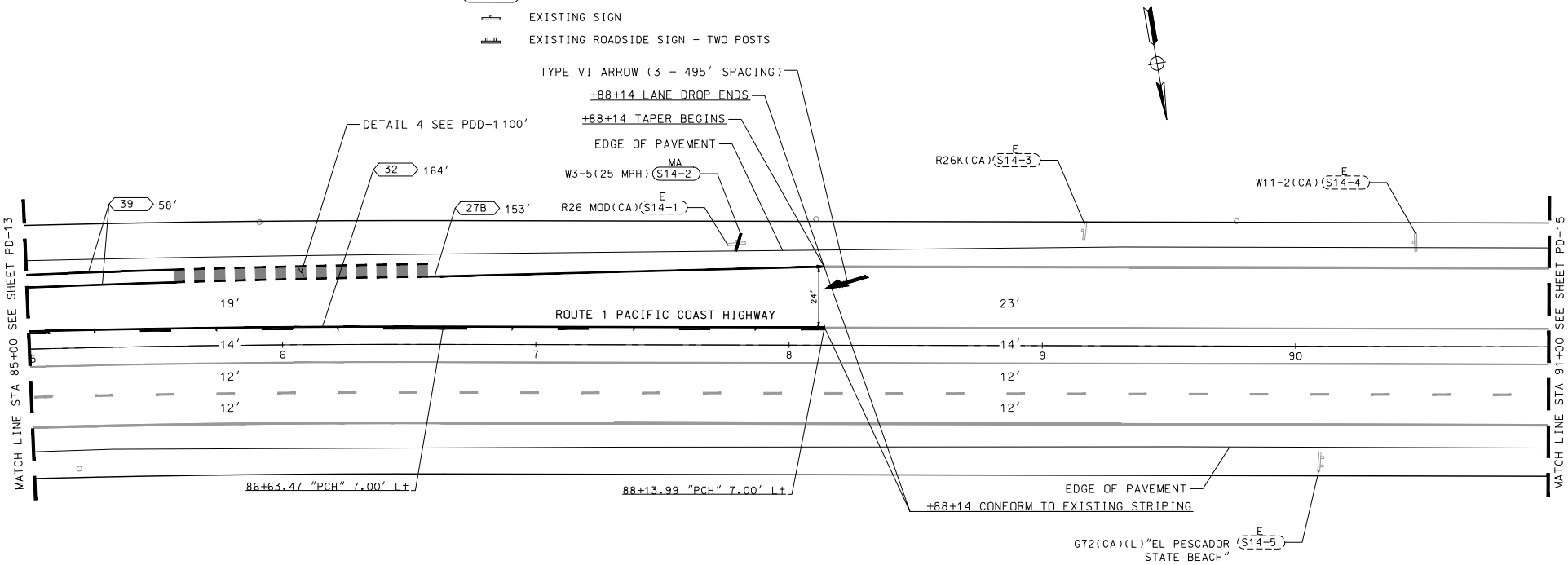
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



G72(CA) R26K(CA) R26 MOD(CA) W3-5(25 MPH) W11-2(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-14

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	41	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

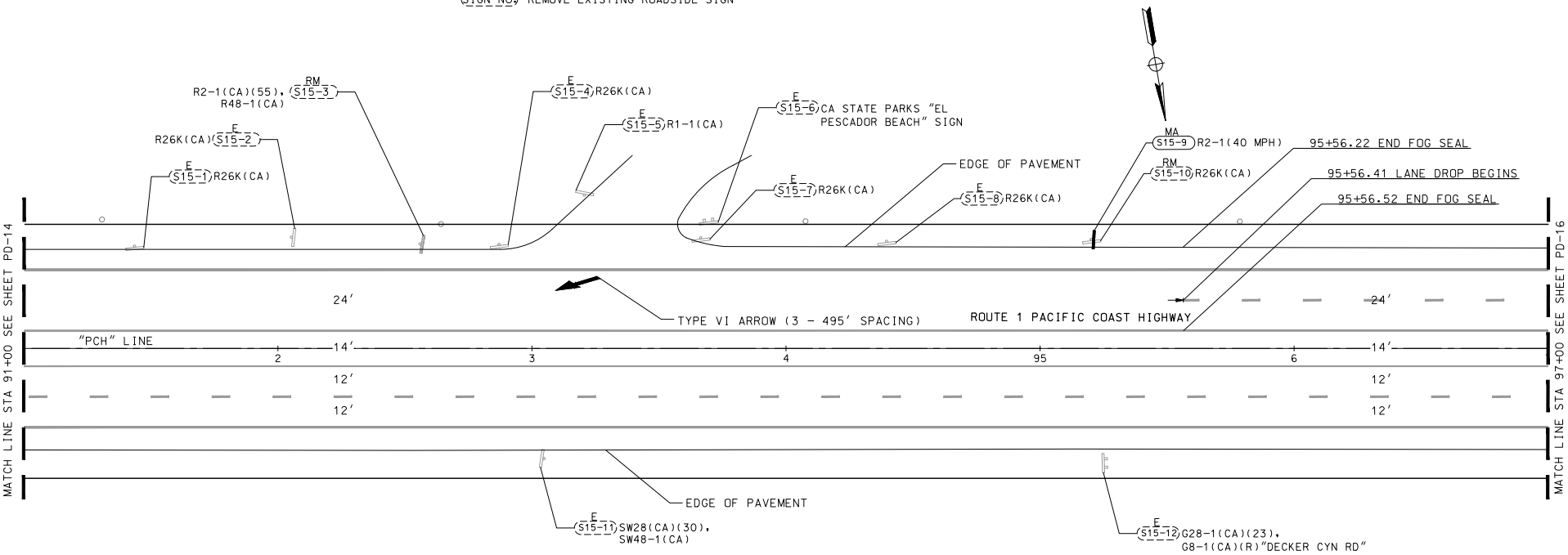
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

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- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (MA / SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E / SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM / SIGN-No.) REMOVE EXISTING ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN – TWO POSTS
- REMOVE SIGN, POST TO REMAIN



SIGN LEGEND:(THIS SHEET ONLY)



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

CALCULATED-DESIGNED BY: LANCE LUONG

CHECKED BY: MARAH YOUSIF

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	42	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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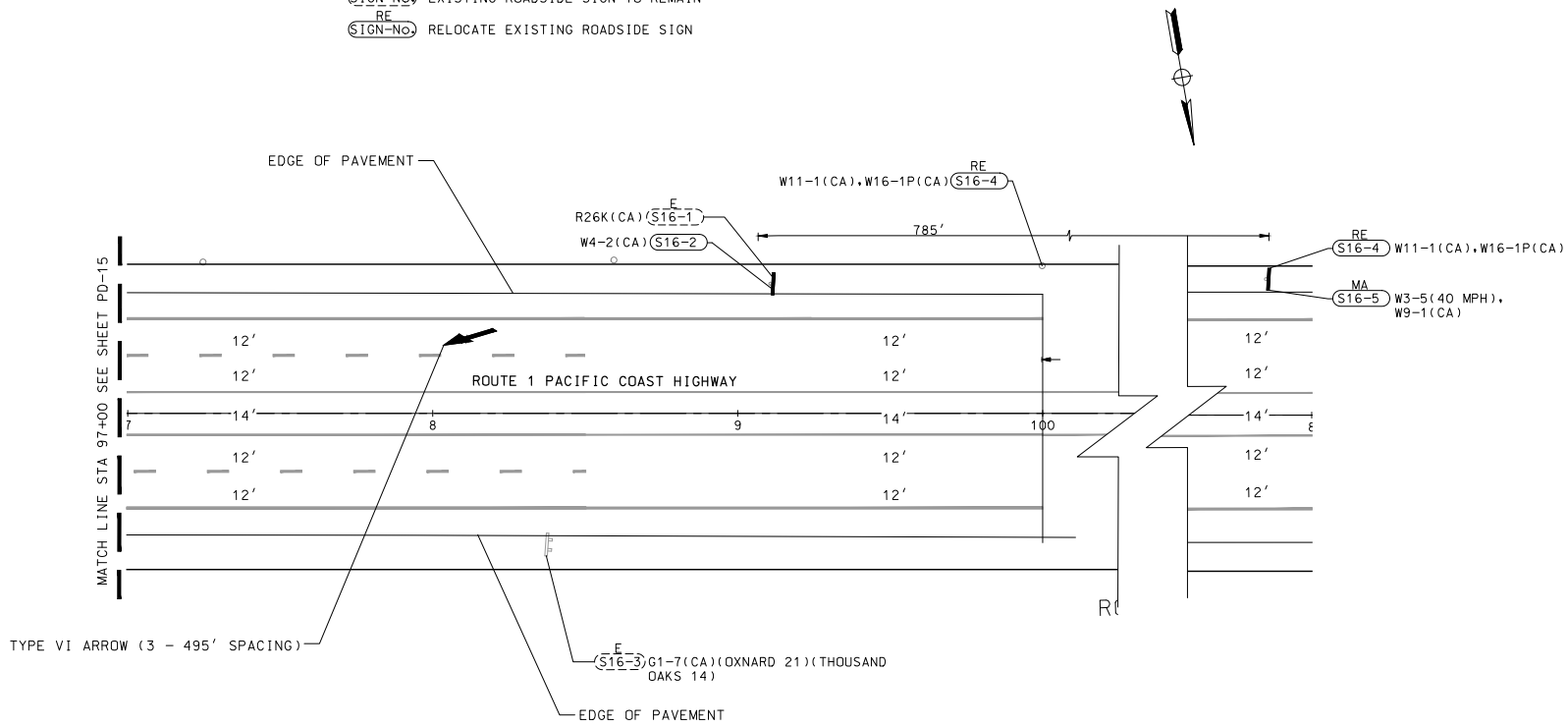
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- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (SIGN-No) ROADSIDE SIGN - ONE POST
- (SIGN-No) ROADSIDE SIGN - TWO POST
- (MA SIGN-No) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No) EXISTING ROADSIDE SIGN TO REMAIN
- (RE SIGN-No) RELOCATE EXISTING ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN



SIGN LEGEND:(THIS SHEET ONLY)



G1-7(CA)(MOD) R26K(CA) W3-5(40 MPH) W4-2(CA) W9-1(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED =$DATE
TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010
USERNAME =$USER
DGN FILE =$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	43	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

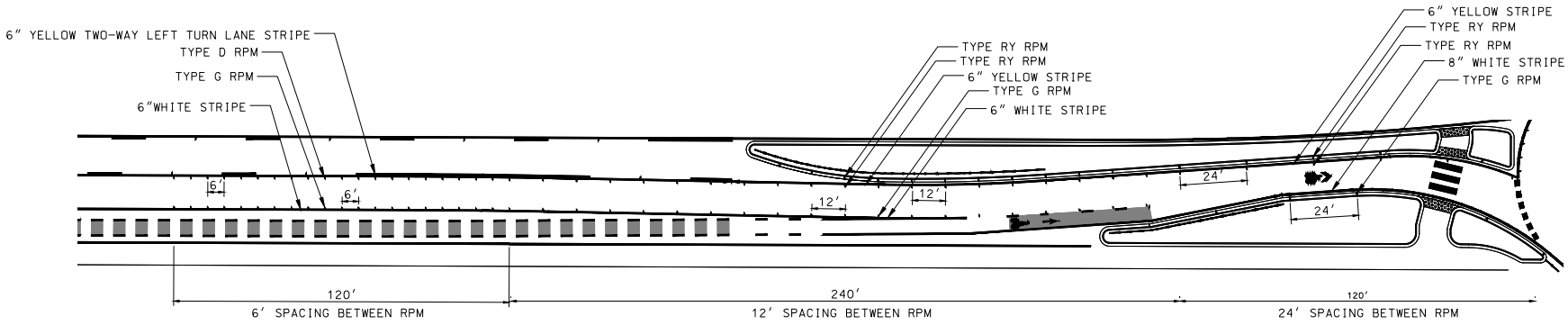
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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

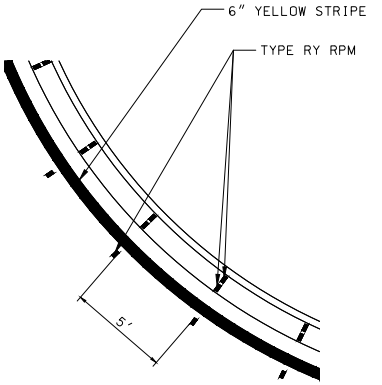
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

NOTES:

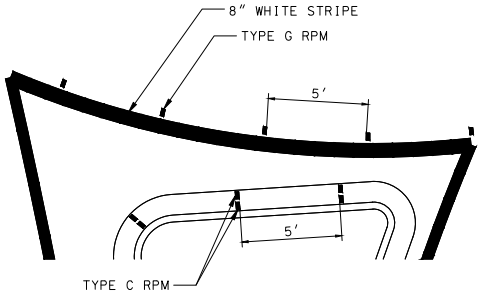
ALL STRIPES SHALL BE THERMOPLASTIC.



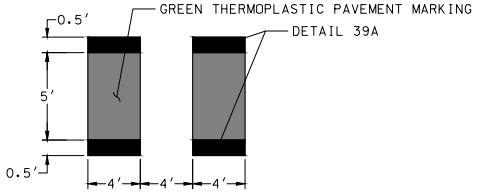
DETAIL 1



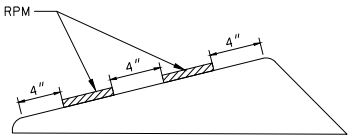
DETAIL 2



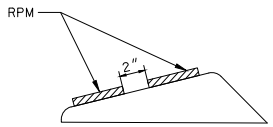
DETAIL 3



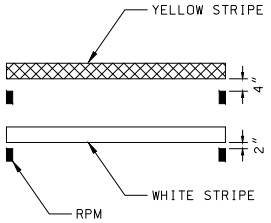
DETAIL 4



PLACING RPM ON TYPE D DIKE



PLACING RPM ON TYPE E DIKE



RPM OFFSET FROM STRIPE

PAVEMENT DELINEATION DETAILS

SCALE: NO SCALE

PDD-1

REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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NOTES:

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3. SIGN PANEL TO BE REMOVED FROM EXISTING POST.
4. SIGN PANEL TO BE INSTALLED ON EXISTING POST.
5. FEDERAL (MUTCD) SIGN DESIGNATIONS ARE SHOWN UNLESS DESIGNATED BY (CA) INDICATING STANDARD CALIFORNIA SIGN SPECIFICATIONS.

ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN–No.)	SIGN DESIGNATION	SIGN PANEL SIZE	INSTALL BOLTED SIGN	INSTALL SIGN ON EXISTING POLE	INSTALL SIGN (SSBM)	REMOVE ROADSIDE SIGN
			INCHES	EA	EA	EA	EA
PD-01	S1-8	W3-5(40 MPH)	48 X 48		1		
		W9-1	48 X 48			1	
	S1-11	W4-2	48 X 48			1	
	S1-13	R2-1	36 X 48			1	
PD-03	S3-8	W3-5	48 X 48			1	
	S3-6	OM2-1V	6 X 12			1	
		R4-7	36 X 48	1			
	S3-7	OM2-1V	6 X 12			1	
		R4-7		1			
PD-04	S4-4	W11-1					1
		W16-1P					1
	S4-5	R26K(CA)					1
	S4-6	R26K(CA)					1
	S4-7	R26K(CA)					1
	S4-8	R26K(CA)					1
	S4-9	R26K(CA)					1
	S4-16	R26K(CA)					1
	S4-20	R81 (CA)				1	
	S4-12	R2-1(25 MPH)	36 X 48			1	
	S4-17	W2-6	36 X 36			1	
		W16-17P	24 X 12			1	
		W13-1P(15)	30 X 30			1	
	S4-19	R4-7	36 X 48	1			
		OM2-1V	6 X 12			1	
PD-06	S6-1	R26K(CA)					1
	S6-3	R1-1					1
	S6-4	R1-2				1	
	S6-7	R1-2	48 X 48 X 48	1			
		R6-5P	30 X 30			1	
	S6-8	W11-2	36 X 36	1			
		W16-7P	24 X 12			1	
	S6-10	W11-1	36 X 36			1	
		R4-11	30 X 30			1	
	S6-13	W11-1	36 X 36			1	
		R4-11	30 X 30			1	
	S6-15	R1-2	48 X 48 X 48	1			
		R6-5P	30 X 30			1	
	S6-17	W11-2	36 X 36	1			
		W16-7P(L)	24 X 12			1	
	S6-18	W11-2(BACK-TO-BACK)	36 X 36	1		1	
		W16-7P(LT/RT)(BACK-TO-BACK)	24 X 12			2	
	S6-20	R26K(CA)					1
	S6-21	R4-7	36 X 48	1			
		OM2-1V	6 X 12			1	
			SUBTOTAL	9	1	25	11
			SUBTOTAL SHEET PD-01	0	1	3	
			SUBTOTAL SHEET PD-03	2	0	3	0
			SUBTOTAL SHEET PD-04	1	0	6	8
			SUBTOTAL SHEET PD-06	6	0	13	3

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	44	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

SIGN QUANTITIES

SQ-1

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Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	47	53

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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

THERMOPLASTIC PAVEMENT MARKING

SHEET No.	12" LIMIT LINE, CROSS WALKS HATCH AND CHEVRONS	TYPE VI ARROW	SHARED ROADWAY BICYCLE	BIKE LANE MARKING (GREEN)
	SQFT	SQFT	SQFT	SQFT
PD-1		42		
PD-2		42		20
PD-3		42		960
PD-4				120
PD-5			58	742
PD-7				940
PD-8				420
PD-9				700
PD-10				1310
PD-11				272
PD-13				380
PD-13				260
SUBTOTAL		126	58	6124

THERMOPLASTIC PAVEMENT MARKING (CONT.)

SHEET No.	12" LIMIT LINE, CROSS WALKS HATCH AND CHEVRONS	TYPE VI ARROW	SHARED ROADWAY BICYCLE	BIKE LANE MARKING (GREEN)
	SQFT	SQFT	SQFT	SQFT
PD-11			58	
PD-14		42		
PD-15		42		
PD-16		42		
SUBTOTAL		126	58	
TOTAL		252	58	6124

PAVEMENT DELINEATION QUANTITIES

SHEET No.	LOCATION/STATION	THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)									THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)				PAVEMENT MARKER					DELINEATOR (CLASS 1)
			6" WHITE				6" YELLOW			8" WHITE					RETROREFLECTIVE					
		DIRECTION	DETAIL 9	DETAIL 27B	DETAIL 39	DETAIL 39A	DETAIL 25	DETAIL 25A	DETAIL 32	DETAIL 38	CROSSWALK	"YIELD"	WHITE DOTTED LINE	BIKE LANE ARROW	TYPE C	TYPE D	TYPE G	TYPE H	TYPE RY	TYPE G
			LF	LF	LF	LF	LF	LF	LF	LF	SQFT	SQFT	SQFT	SQFT	EA	EA	EA	EA	EA	EA
PD-01	"PCH" 19+00 TO "PCH" 25+00	NB/SB																		
PD-02	"PCH" 25+00 TO "PCH" 31+00	NB/SB		500																
PD-03	"PCH" 31+00 TO "PCH" 37+00	NB/SB	325	152	505	380	325									2	16	14		16
PD-04	"PCH" 37+00 TO "PCH" 43+00	NB/SB	76	1080	1254	888	101		431											
PD-05	"PCH" 43+00 TO "PCH" 49+00	NB/SB		793	182	1023		698		525	200	72	93	14			11	22	119	
PD-07	"PCH" 49+00 TO "PCH" 55+00	NB/SB		2400		2400			600							50	25		25	
PD-08	"PCH" 55+00 TO "PCH" 61+00	NB/SB		2400		2400			600							50	25			
PD-09	"PCH" 61+00 TO "PCH" 67+00	NB/SB		2396		2396			599							50	25			
PD-10	"PCH" 67+00 TO "PCH" 73+00	NB/SB		2236	156	1200			490	96						50	28		47	
PD-11	"PCH" 73+00 TO "PCH" 79+00	NB/SB	76	395	234	151	76	677		238	470	72	67	14	18		77		213	
PD-13	"PCH" 79+00 TO "PCH" 85+00	NB/SB	124	124	914	288			600							50	7			
PD-14	"PCH" 85+00 TO "PCH" 91+00	NB/SB		153	116	200			164							18				
PD-15	"PCH" 91+00 TO "PCH" 97+00	NB/SB																		
PD-16	"PCH" 97+00 TO "PCH" 100+00	NB/SB																		
SHEETS PD-01-PD-16 SUBTOTAL			601	10393	3361	11326	502	1375	3484	859	670	144	160	28						
TOTAL			25681				5361			859	1002				958					

PAVEMENT DELINEATION QUANTITIES

PDQ-1

CALCULATED-DESIGNED BY	CHECKED BY
LANCE LUONG	MARAH YOUSIF

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN-No.)	SIGN DESIGNATION	SIGN PANEL SIZE (INCHES)	INSTALL BOLTED SIGN (EA)	INSTALL SIGN (SSBM) (EA)	REMOVE ROADSIDE SIGN (EA)
PD-07	S7-1	R26K(CA)				1
	S7-2	W2-6	36 X 36		1	
		W16-17P	24 X 12		1	
		W13-1P(35 MPH)	30 X 30		1	
	S7-3	R26K(CA)				1
	S7-4	R26K(CA)				1
	S7-5	R2-1(35 MPH)	30 X 30		1	
	S7-6	R26K(CA)				1
	S7-16	R81(CA)			1	
	S7-7	R26K(CA)				1
	S7-8	R26K(CA)				1
	S7-9	R2-1(35 MPH)	30 X 30		1	
	S7-10	R26K(CA)				1
	S7-11	R26K(CA)				1
	S7-12	R26K(CA)				1
	S7-13	R26K(CA)				1
	S7-14	R26K(CA)				1
	S7-15	R81(CA)			1	
PD-08	S8-2	R26K(CA)				1
	S8-3	R26K(CA)				1
	S8-4	R26K(CA)				1
	S8-5	R2-1(35 MPH)	30 X 30		1	
	S8-6	W11-1				1
		W16-1P				1
	S8-7	R26K(CA)				1
	S8-10	R81(CA)			1	
PD-09	S9-1	R26K(CA)				1
	S9-2	R2-1(35 MPH)	30 X 30		1	
PD-10	S10-2	R2-1(35 MPH)	30 X 30		1	
	S10-3	R26K(CA)				1
	S10-5	R4-7	36 X 48	1		
		OM2-1V	6 X 12		1	
	S10-6	R26K(CA)				1
	S10-7	R2-1(35 MPH)	30 X 30		1	
	S10-8	R26K(CA)				1
	S10-9	R26K(CA)				1
	S10-10	R26K(CA)				1
	S10-11	W2-6	36 X 36		1	
		W16-17P	24 X 12		1	
		W13-1P(15 MPH)	30 X 30		1	
	S10-13	R3-7	36 X 36			1
	S10-14	W11-1	36 X 36		1	
		R4-11	30 X 30		1	
	S10-16	R81(CA)			1	
			SUBTOTAL	1	19	24
			SUBTOTAL SHEET PD-07	0	7	11
			SUBTOTAL SHEET PD-08	0	2	6
			SUBTOTAL SHEET PD-09	0	1	1
			SUBTOTAL SHEET PD-10	1	9	6

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	45	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY: LANCE LUONG | MARAH YOUSIF
CHECKED BY: SRIKANTH CHAKRAVARTHY
FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

SIGN QUANTITIES

SQ-2

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ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN–No.)	SIGN DESIGNATION	SIGN PANEL SIZE (INCHES)	INSTALL BOLTED SIGN (EA)	INSTALL SIGN ON EXISTING POLE (EA)	INSTALL SIGN (SSBM) (EA)	REMOVE ROADSIDE SIGN (EA)	RELOCATE ROADSIDE SIGN (EA)
PD–12	S12–5	W11–1	36 X 36			1		
		R4–11	30 X 30			1		
	S12–7	W2–6	36 X 36			1		
		W13–1P(15)	30 X 30			1		
	S12–8	R1–2	48 X 48 X 48	1				
	S12–9	W11–2	36 X 36	1				
		W16–7P(L)	24 X 12			1		
	S12–10	R1–2	48 X 48 X 48	1				
	S12–12	R1–2	48 X 48 X 48			1		
	S12–13	R1–1					1	
	S12–15	W11–2	36 X 36	1				
		W16–7P(L)	24 X 12			1		
	S12–16	W11–2 (BACK–TO–BACK)	36 X 36	1				
		W16–7P(L/R) (BACK–TO–BACK)	24 X 12			1		
	S12–18	R4–7	36 X 48	1				
		OM2–1V	6 X 12			1		
	S12–20	W11–2	36 X 36			1		
		W16–7P(L)	24 X 12			1		
	S12–21	W2–6	36 X 36			1		
		W16–17P	24 X 12			1		
		W13–1P(15 MPH)	30 X 30			1		
	S12–22	W3–1					1	
	S12–23	W2–2(L)					1	
	S12–24	R2–1(25 MPH)	36 X 36			1		
	S12–26	W3–5(25 MPH)	48 X 48			1		
	S12–27	W11–2		1				
		W16–7P(R)				1		
PD–13	S13–8	R2–1(25 MPH)	36 X 48			1		
PD–14	S14–3	W3–5(25 MPH)	48 X 48			1		
PD–15	S15–3	R2–1(CA) (55)					1	
		R48–1(CA)					1	
	S15–9	R2–1(40 MPH)	36 X 48			1		
	S15–10	R26K(CA)					1	
PD–16	S16–2	W4–2	36 X 36			1		
	S16–4	W11–1						1
		W16–1P						1
	S16–5	W3–5(40 MPH)	48 X 48			1		
		W9–1	36 X 36			1		
			SUBTOTAL	7	0	23	6	2
			SUBTOTAL SHEET PD–12	7	0	17	3	0
			SUBTOTAL SHEET PD–13	0	0	1	0	0
			SUBTOTAL SHEET PD–14	0	0	1	0	0
			SUBTOTAL SHEET PD–15	0	0	1	3	0
			SUBTOTAL SHEET PD–16	0	0	3	0	2
			GRAND TOTAL	17	2	67	41	2

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	46	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY	DATE REVISED
LL	

CALCULATED–DESIGNED BY	CHECKED BY
LANCE LUONG	MARAH YOUSIF

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

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SIGN QUANTITIES

SQ-3

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25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

ROADWAY QUANTITIES

SHEET NO.	LINE DESIGNATION	STATION	DIRECTION	HOT-MIX ASPHALT (TYPE A)		ASPHAULTIC EMULSION (FOG SEAL COAT)	TACK COAT
				CY(N)	TON	TON	TON
		44+09.02 TO 45+15.00		40.6	101.1		
		75+03.14 TO 75+78.64		22.2	64		
		19+33.82 TO 100+38.99				4	
		34+29.45 TO 36+44.13		14.0	28.7		2.53
		41+96.21 TO 45+06.06		53.6	110.0		11.49
		43+47.22 TO 45+28.92		16.8	34.5		4.58
		44+39.80 TO 45+05.71		4.2	8.6		1.15
		45+26.84 TO 45+73.74		13.5	27.7		3.68
		45+38.44 TO 45+62.07		8.1	16.6		1.47
		45+82.60 TO 46+08.01		3.0	6.2		0.81
		45+82.41 TO 46+13.59		1.2	2.5		0.31
		46+23.56 TO 46+42.75		0.6	1.2		0.16
		45+94.19 TO 48+60.75		25.8	52.9		7.03
		46+28.01 TO 47+42.25		18.3	37.6		4.45
		71+23.27 TO 74+14.11		29.3	60.1		7.99
		71+32.12 TO 74+22.87		42.7	87.6		11.65
		74+33.64 TO 74+87.48		25.3	51.9		6.90
		74+58.06 TO 74+58.06		0.8	1.6		0.22
		75+07.94 TO 78+25.52		54.3	111.4		11.64
		75+13.08 TO 76+03.03		6.8	14.0		1.49
		75+40.29 TO 76+11.70		4.6	9.4		1.26
			SUBTOTAL		830	4	78.80

PLACE HOT MIX ASPHALT DIKE

LOCATION	STATION	TYPE A	TYPE D	TYPE E
		LF	LF	LF
ROUTE 1 "PCH" – LT	45+38.44 TO 45+62.07	75		
ROUTE 1 "PCH" – LT	41+96.21 TO 44+09.11		215	
ROUTE 1 "PCH" – LT	44+09.11 TO 41+96.21			432
ROUTE 1 "PCH" – LT	34+29.45 TO 36+44.13		437	
ROUTE 1 "PCH" – LT	78+23.01 TO 75+88.85		245	
ROUTE 1 "PCH" – RT	39+45.15 TO 41+78.88			235
ROUTE 1 "PCH" – RT	43+47.22 TO 45+28.93			383
ROUTE 1 "PCH" – RT	45+05.73 TO 44+39.80			138
ROUTE 1 "PCH" – RT	46+17.36 TO 45+82.60			88
ROUTE 1 "PCH" – RT	47+42.25 TO 46+28.01			250
ROUTE 1 "PCH" – RT	45+82.41 TO 46+13.59			71
ROUTE 1 "PCH" – RT	46+23.41 TO 46+42.75			46
ROUTE 1 "PCH" – RT	45+54.19 TO 46+10.23			57
ROUTE 1 "PCH" – LT	46+20.75 TO 48+68.75			508
ROUTE 1 "PCH" – RT	71+32.12 TO 74+22.52			589
ROUTE 1 "PCH" – LT	71+23.30 TO 74+14.11			599
"E-LINE" – LT	74+60.00 TO 74+63.68			47
ROUTE 1 "PCH" – RT	74+32.98 TO 74+13.15			21
ROUTE 1 "PCH" – RT	74+86.99 TO 74+77.05			12
ROUTE 1 "PCH" – RT	73+13.08 TO 75+27.24			42
ROUTE 1 "PCH" – RT	75+07.12 TO 75+30.38			32
ROUTE 1 "PCH" – LT	75+07.61 TO 75+23.83			55
ROUTE 1 "PCH" – RT	76+03.03 TO 75+37.29			148
ROUTE 1 "PCH" – RT	75+40.29 TO 76+11.69			156
ROUTE 1 "PCH" – LT	75+88.85 TO 78+23.01			348
ROUTE 1 "PCH" – LT	78+23.01 TO 75+88.85			246
ROUTE 1 "PCH" – RT	76+53.11 TO 76+34.26			21
ROUTE 1 "PCH" – RT	77+25.27 TO 76+57.66			68
ROUTE 1 "PCH" – RT	79+78.65 TO 77+27.27			252
	TOTAL	75	897	4844

PLACE RUBBERIZED QWICK CURBS

LOCATION	STATION	QUANTITY
		LF
PACIFIC COAST HIGHWAY "PCH" – Rt	39+45.40 TO 40+75.14	130
PACIFIC COAST HIGHWAY "PCH" – Lt	41+96.67 TO 42+34.02	38
PACIFIC COAST HIGHWAY "PCH" – Lt	45+39.93 TO 45+62.07	65
PACIFIC COAST HIGHWAY "PCH" – Rt	43+64.08 TO 44+21.70	60
PACIFIC COAST HIGHWAY "PCH" – Rt	44+95.57 TO 44+62.45	34
PACIFIC COAST HIGHWAY "PCH" – Rt	45+90.41 TO 46+11.48	21
PACIFIC COAST HIGHWAY "PCH" – Rt	47+38.84 TO 46+76.66	63
PACIFIC COAST HIGHWAY "PCH" – Lt	48+65.79 TO 47+62.01	105
PACIFIC COAST HIGHWAY "PCH" – Lt	71+26.98 TO 72+03.42	77
PACIFIC COAST HIGHWAY "PCH" – Rt	71+47.43 TO 71+82.60	35
PACIFIC COAST HIGHWAY "PCH" – Rt	71+84.60 TO 72+81.36	97
PACIFIC COAST HIGHWAY "PCH" – Rt	72+85.22 TO 73+29.03	45
PACIFIC COAST HIGHWAY "PCH" – Rt	75+41.59 TO 75+92.68	52
PACIFIC COAST HIGHWAY "PCH" – Rt	75+99.91 TO 75+81.48	19
PACIFIC COAST HIGHWAY "PCH" – Lt	78+22.43 TO 76+49.65	173
PACIFIC COAST HIGHWAY "PCH" – Rt	79+78.39 TO 76+38.72	341
	TOTAL	1355

GRIND EXISTING ASPHALT CONCRETE PAVEMENT

LINE DESIGNATION	STATION	QUANTITY
		SQFT
"PCH"	44+09.02 TO 45+15.00	11.2
"PCH"	75+03.14 TO 75+78.64	7.1
	TOTAL	18.3

DETECTABLE WARNING SURFACE

LOCATION	STATION	QUANTITY
		SQFT
PACIFIC COAST HIGHWAY "PCH" – Rt	46+23.32 TO 46+13.12	33
PACIFIC COAST HIGHWAY "PCH" – Lt	46+10.33 TO 46+20.65	32
PACIFIC COAST HIGHWAY "PCH" – Lt	46+21.61 TO 46+11.13	30
PACIFIC COAST HIGHWAY "PCH" – Rt	46+26.56 TO 46+15.76	39
PACIFIC COAST HIGHWAY "PCH" – Rt	75+29.60 TO 75+39.35	33
PACIFIC COAST HIGHWAY "PCH" – Lt	75+24.47 TO 75+34.94	22
PACIFIC COAST HIGHWAY "PCH" – Lt	75+34.50 TO 75+24.01	20
PACIFIC COAST HIGHWAY "PCH" – Rt	75+36.73 TO 75+26.81	35
	TOTAL	244

SUMMARY OF QUANTITIES

Q-1

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. PRIOR TO INSTALLATION, THE CONTRACTOR IS REQUIRED TO SUBMIT THE EXACT PROPOSED LOCATIONS OF ALL TEMPORARY LIGHTS TO THE ENGINEER FOR REVIEW AND APPROVAL. NO INSTALLATION SHALL PROCEED WITHOUT WRITTEN AUTHORIZATION.

LEGEND:

PLACEMENT AREA OF TEMPORARY LIGHTING.

PROPOSED LOCATION OF TEMPORARY LIGHT

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	49	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

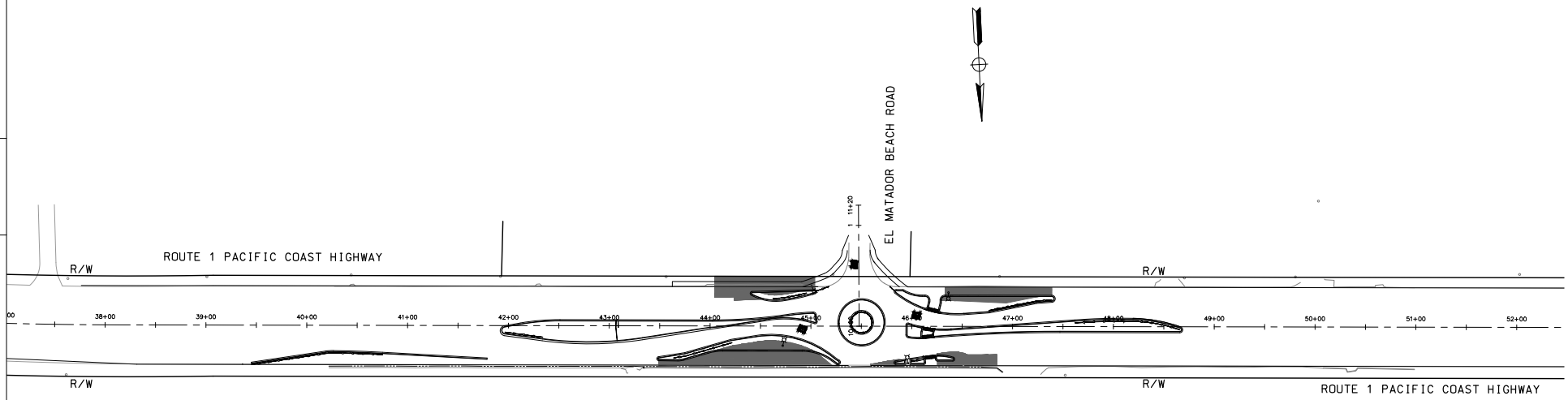
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



TEMPORARY LIGHTING SYSTEMS

SCALE: 1"=50'

E-1

REVISED BY | DATE REVISED
JAKOB KELSO | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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LEGEND:

PLACEMENT AREA OF TEMPORARY LIGHTING.

PROPOSED LOCATION OF TEMPORARY LIGHT

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	50	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

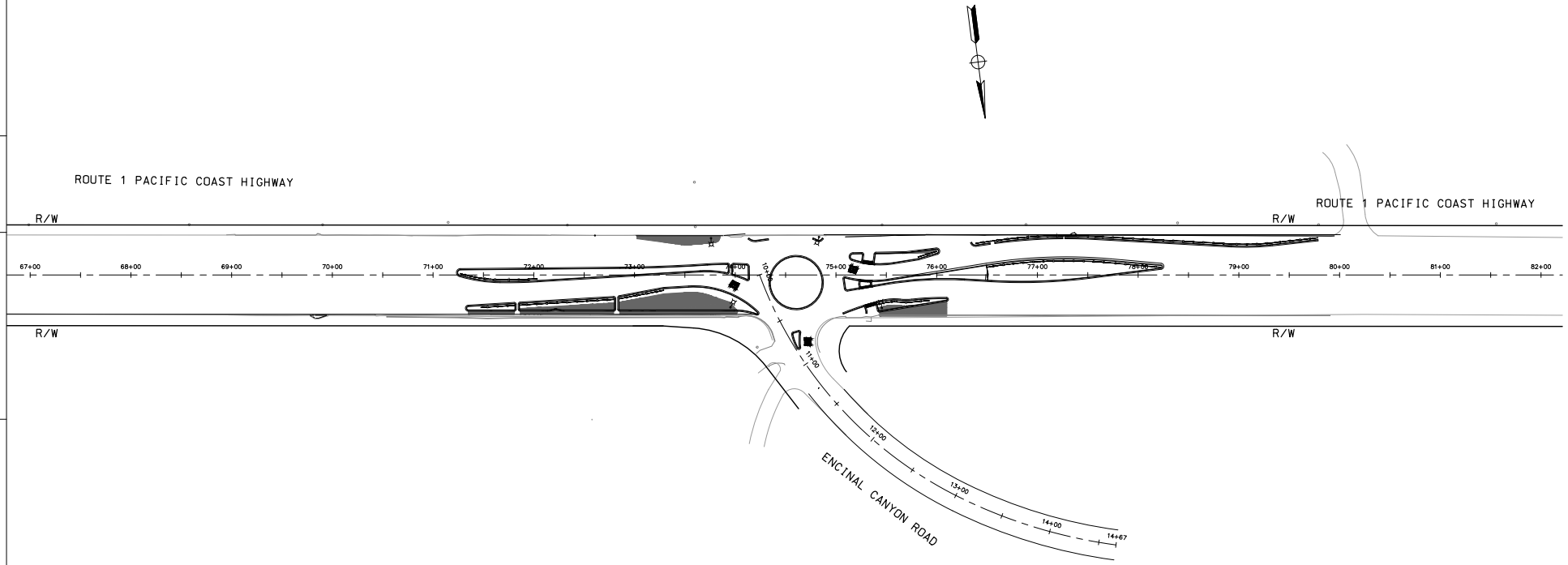
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



TEMPORARY LIGHTING SYSTEMS

SCALE: 1"=50'

E-2

REVISED BY	DATE REVISED
JAKOB KELSO	MARAH YOUSIF
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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LEGEND:

PROPOSED LOCATION OF SOLAR POWER RRFB/ FLASHING BEACON

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	51	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

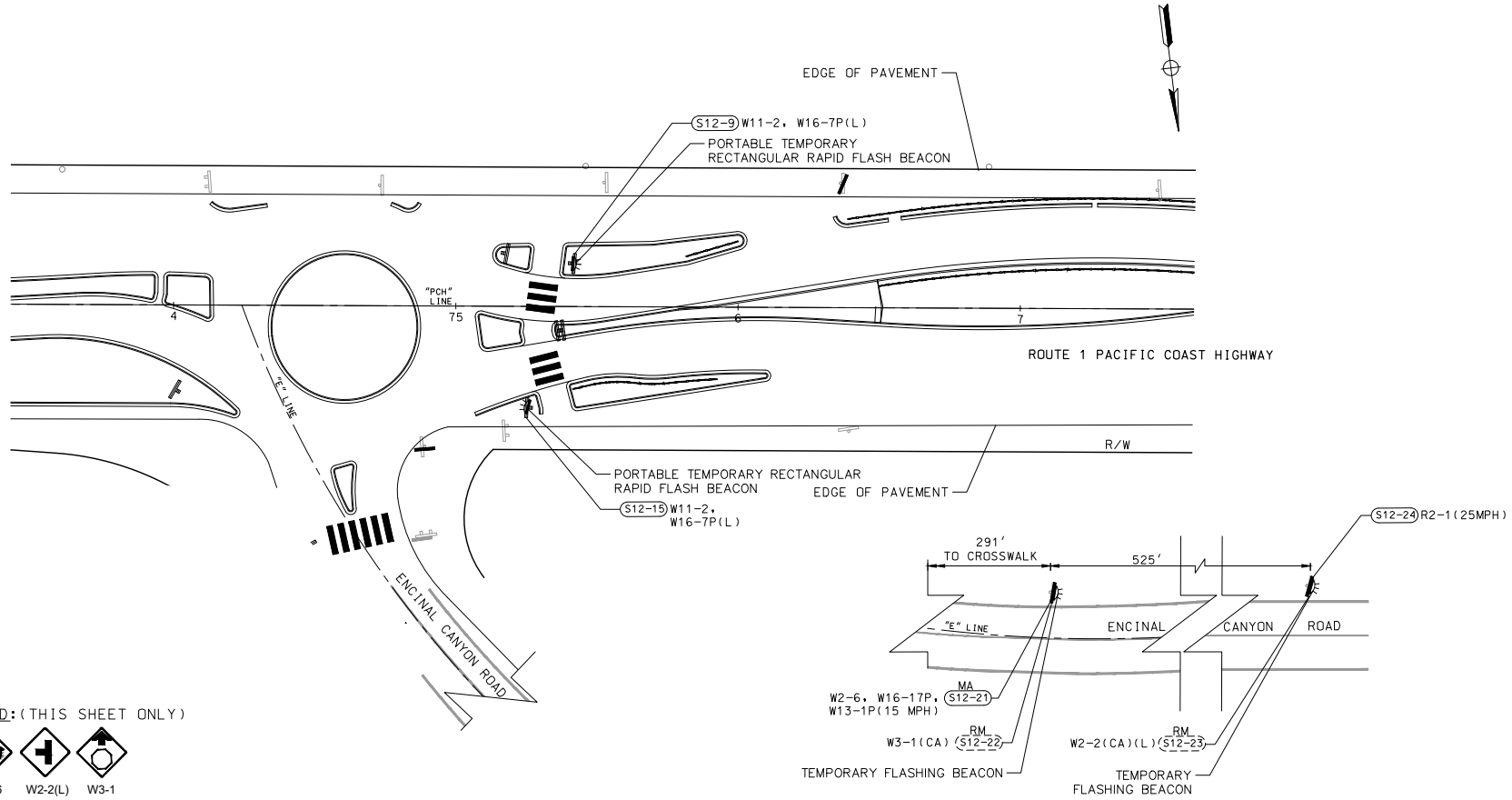
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



FLASHING BEACON SYSTEM

SCALE: 1"=20'

E-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	CHECKED BY	MARAH YOUSIF	LANCE LUONG

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LEGEND:

- (SIGN-No.) ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- PROPOSED LOCATION OF SOLAR POWER RRFB/ FLASHING BEACON

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	51	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

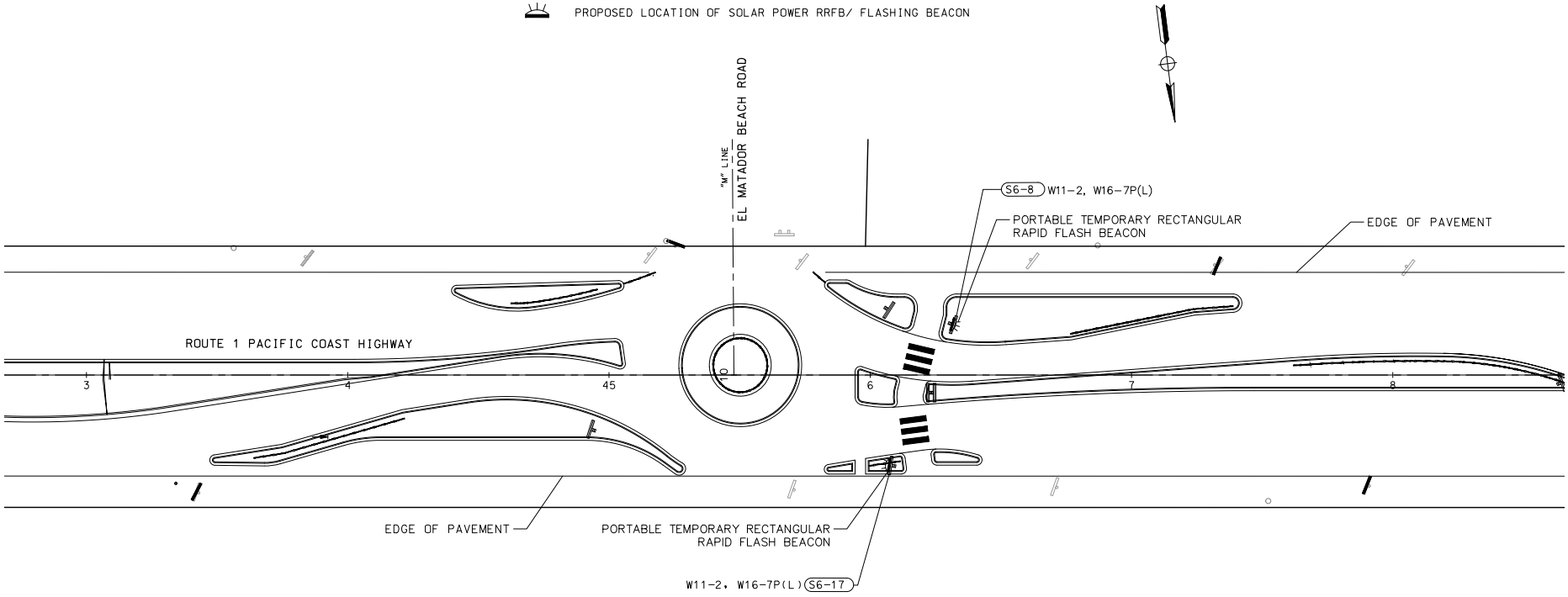
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



W11-2(CA) W16-7P(L)

FLASHING BEACON SYSTEM

SCALE: 1"=20'

E-3

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTES:

ELECTRICAL SYSTEMS QUANTITY TABLES SUMMARIZE SIGNIFICANT COMPONENTS.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	53	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No. 73629
Exp. 12/31/2026
CIVIL
STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU. CA 90265

TEMPORARY LIGHTING SYSTEM

SHEET No.	TEMPORARY LIGHTING SYSTEM
	(N)
	EA
E-1	4
E-2	4
TOTAL	8

(N) NOT A SEPARATE BID ITEM

TEMPORARY FLASHING BEACON SYSTEM

SHEET No.	PORTABLE TEMPORARY RECTANGULAR RAPID FLASH BEACON	TEMPORARY FLASHING BEACON
	(N)	(N)
	EA	EA
E-3	2	
E-4	2	2
TOTAL	4	2

(N) NOT A SEPARATE BID ITEM

ELECTRICAL SYSTEM QUANTITIES

EQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED

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Our technical proposal

FONROCHE lighting AMERICA

SMARTLIGHT SYSTEM CONFIGURATION



WARRANTY 8 Years

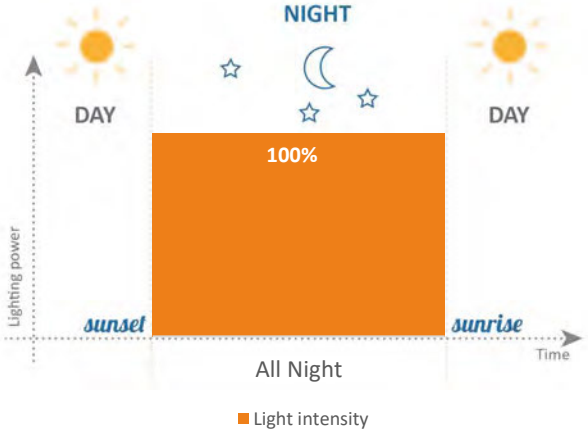
Non pro-rated

Project-Specific System Specifications

PHOTOVOLTAIC MODULE (SERVICE LIFE 30 years)	
PV panel power rating	190 Wp
PV panel tilt angle	10°
POWER 365: SMART STORAGE AND MANAGEMENT (SERVICE LIFE 10 years)	
Battery capacity (Must be NiMH)	1248 Wh
LED LIGHT UNIT (SERVICE LIFE 20 years)	
Lighting power	40 W nominal
LED light unit specification	3000K - 204 Lm/w
POLE & CROSSPIECE	
Pole Height / Arm Length	25’ / 6’
Base Type	3’ Raised Anchor Base
Protective treatment	Powder Coated



Chosen lighting profile for your project



Photometric survey results

Zone	Average lighting level (fc)	Minimum	Uniformity (Avg/Min)	Spacing	Quantity
Roundabout 1	1.12	0.5	2.24	Per specs	4
Roundabout 2	1.08	0.4	2.70	Per specs	4
TOTAL					8

Design Goals: ≥1 Fc Avg, ≥0.4 Fc Min

Eco-friendly lighting

Choose Fonroche — and we will reduce your environmental footprint.

A standard streetlight consumes in average 80 W during 4200 h per year which represents 0.08x4200 x number of solar streetlight = X kWh of energy saving.

Once installed, solar lighting reduces

CO_2 emissions by **1kWh = 0.99 lbs** CO_2

compared to a grid-connected installation. (https://www.eia.gov/)

Recycling our components

Long product service life and component recyclability are key aspects of Fonroche Lighting's environmental commitments. Our solar streetlights are over 90% recyclable.

Unlike lead-acid batteries, **NiMH batteries** do not contain any toxic chemicals. They are 98% recyclable — the nickel is extracted and used to make various materials, mostly stainless steel.

The **solar panels** have an extremely long service life. Even after 25 years, they will still be producing at least 80% of their initial peak power. So they can continue to be used. Alternatively, about 96% of their component materials can be recycled to make new panels.

PHOTOMETRIC STUDY

**Note: these results are only valid if the Smartlight PV panel is at an azimuth angle of zero degrees and is completely free of shadow.*

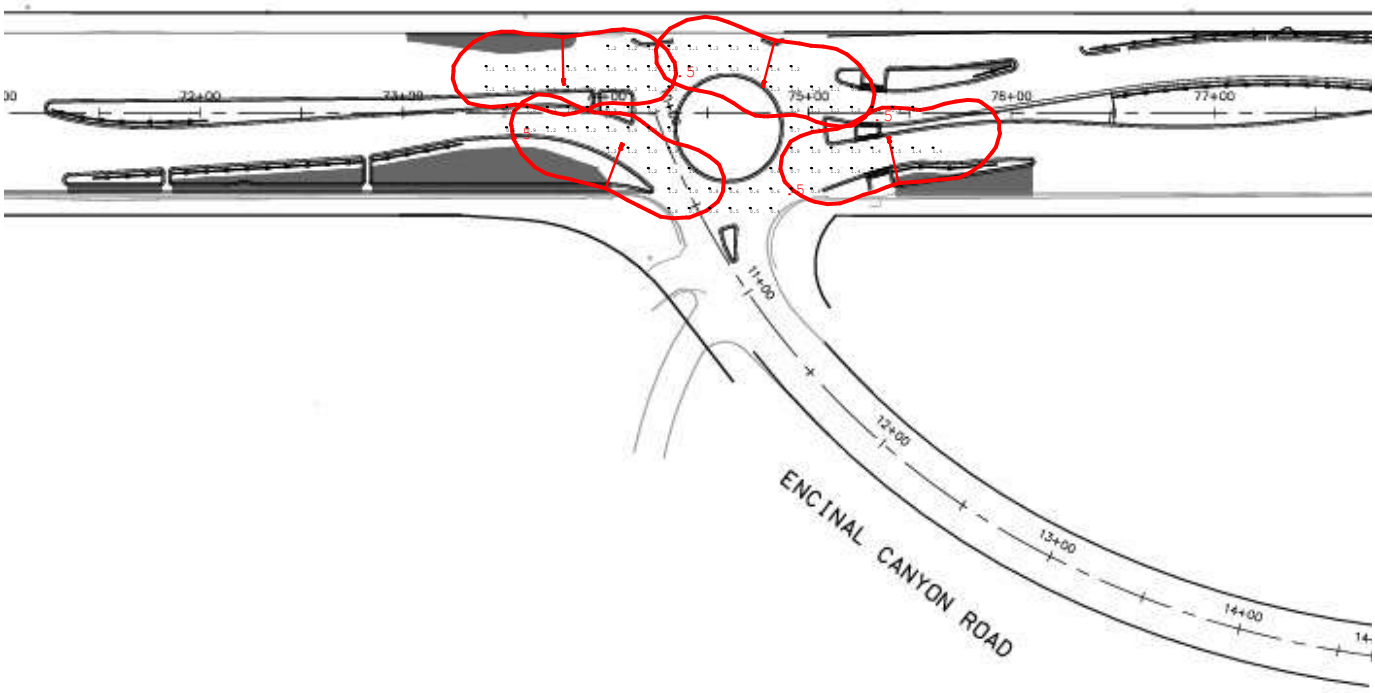
***These results are subject to change due to technological or regulatory advances. This technical report is valid for 60 days from the date you receive it.*

Malibu CA - Roundabout Lighting

Lighting Plan Rev C
Project Number: G10057

By: Nathan Boyles
nathan.boyles@fonroche.us
Date:10/1/2025

FONROCHE lighting AMERICA
2224 SE Loop 820, Building C
Fort Worth, TX 76140
Phone Number: (339) 225 4530
www.fonrochesolarlighting.com



Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Total Lamp Lumens
	4	GEN3-CK16B-3000K-31W	Single	6324

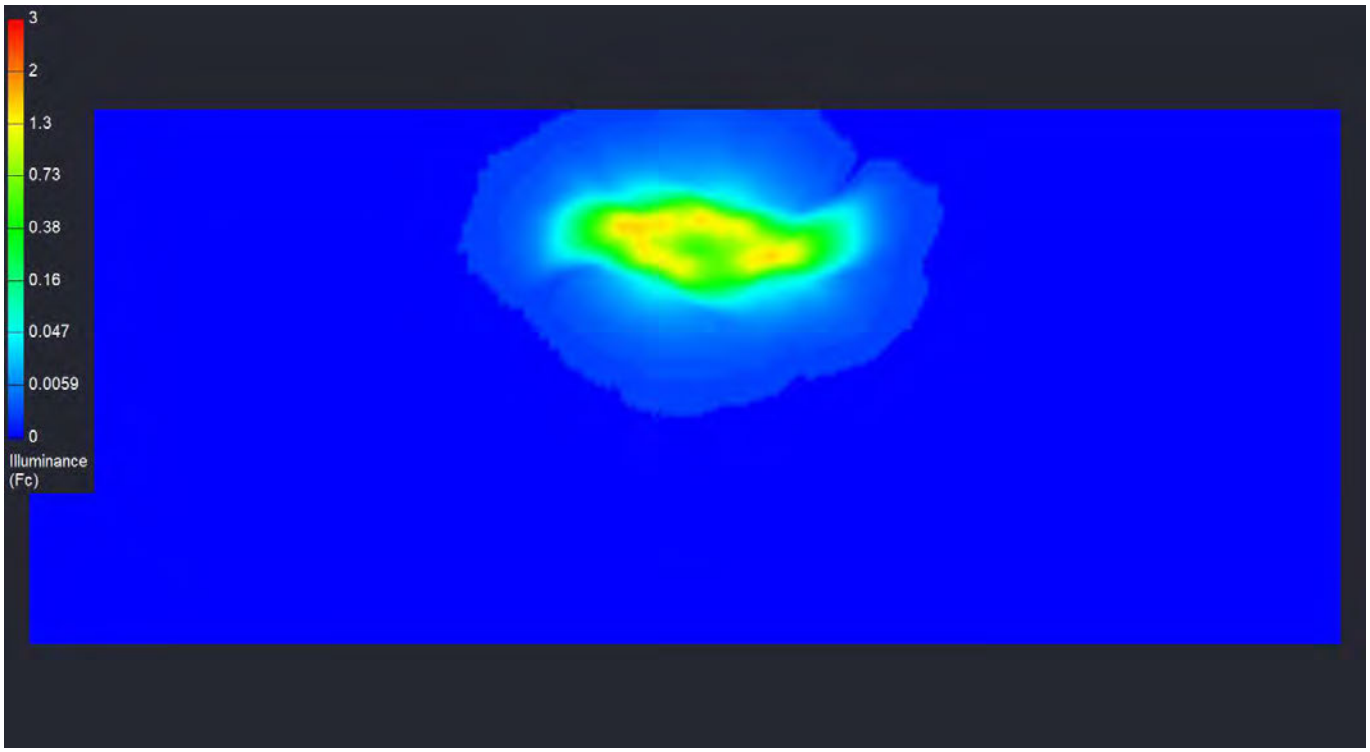
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roundabout	Illuminance	Fc	1.08	1.5	0.4	2.70	3.75

Malibu CA - Roundabout Lighting

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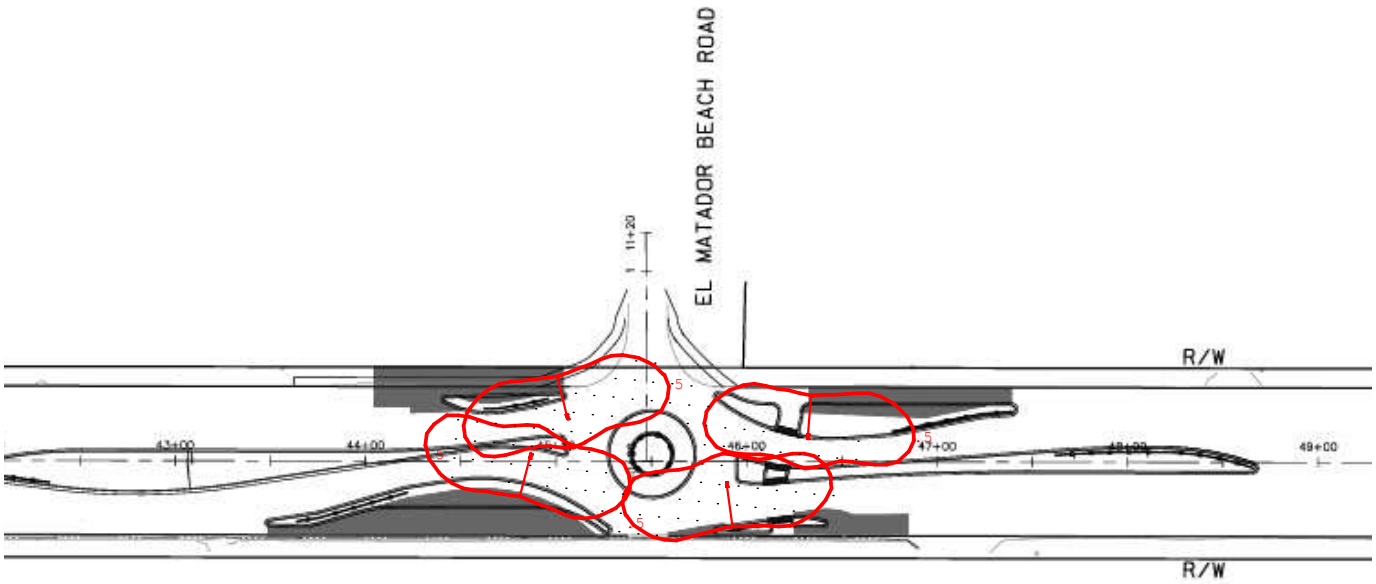


Malibu, CA - Roundabout Lighting

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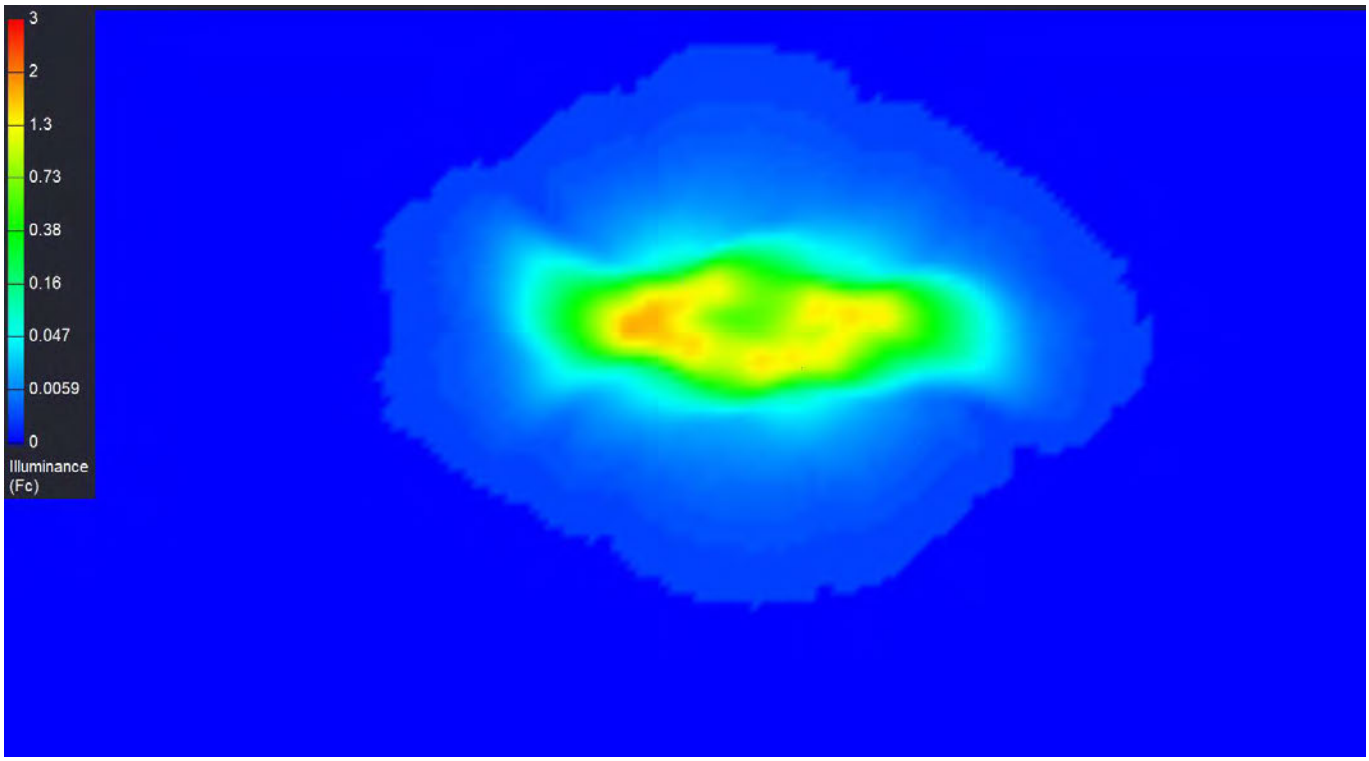
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roundabout	Illuminance	Fc	1.12	1.8	0.5	2.24	3.60

Malibu, CA - Roundabout Lighting

Lighting Plan Rev C
Project Number: G10057

By: Nathan Boyles
nathan.boyles@fonroche.us
Date:10/1/2025

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Fort Worth, TX 76140
Phone Number: (339) 225 4530
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1 STRUCTURAL DESIGN CRITERIA

A. THE DESIGN AND CONSTRUCTION OF THIS PROJECT IS GOVERNED BY THE "FLORIDA BUILDING CODE (FBC)", 2020 EDITION, HEREAFTER REFERRED TO AS THE GOVERNING CODE. THIS INCLUDES ADOPTED AND MODIFIED BY THE LOCAL BUILDING DEPARTMENT WITH AUTHORITY HAVING JURISDICTION.

1. REFER TO CHAPTER 35 OF FBC FOR ALL CURRENT REFERENCE STANDARDS BASED ON THE GOVERNING CODE. WHERE OTHER STANDARDS ARE NOTED IN THE DRAWINGS, USE THE LATEST EDITION OF THE STANDARD UNLESS A SPECIFIC DATE IS INDICATED. REFERENCE TO A SPECIFIC SECTION IN A CODE DOES NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH THE ENTIRE STANDARD. ALL SPECIFICATIONS AND CODES NOTED SHALL BE THE LATEST APPROVED EDITIONS AND REVISIONS BY THE AUTHORITY HAVING JURISDICTION OVER THIS PROJECT.
2. RISK CATEGORY: II

A. EARTHQUAKE DESIGN DATA

1.	MAPPED SPECTRAL RESPONSE ACC. FOR SHORT PERIOD, (Ss):	0.065 G
2.	MAPPED SPECTRAL RESPONSE ACC. FOR 1-SEC PERIOD, (S1):	0.048 G
3.	DESIGN SPECTRAL RESPONSE ACC. FOR SHORT PERIOD, (Sds):	0.070 G
4.	DESIGN SPECTRAL RESPONSE ACC. FOR 1-SEC PERIOD, (Sd1):	0.078 G
5.	SITE CLASS:	D
6.	SEISMIC DESIGN CATEGORY:	C
7.	SEISMIC IMPORTANCE FACTOR, (Ie):	1.5
8.	SEISMIC RESPONSE COEFFICIENT(S), (Cs):	N/A
9.	RESPONSE MODIFICATION COEFFICIENT(S), (R):	1.5
10.	BASIC SEISMIC-FORCE-RESISTING-SYSTEM(S):	N/A
11.	DESIGN BASE SHEAR(S):	N/A
12.	ANALYSIS PROCEDURE USED:	ASCE 7-16 13.3: SEISMIC DEMAND ON NON STRUCTURAL COMPONENTS

B. WIND DESIGN DATA

1.	ULTIMATE DESIGN WIND SPEED (VULT):	145 MPH
2.	NOMINAL DESIGN WIND SPEED (VASD):	112.3 MPH
3.	WIND IMPORTANCE FACTOR, Iw:	1.0
4.	WIND EXPOSURE:	C
5.	INTERNAL PRESSURE COEFFICIENT(S):	N/A
6.	UNFACTORED COMPONENTS & CLADDING ROOF PRESSURE:	N/A
7.	UNFACTORED COMPONENTS & CLADDING WALL PRESSURE:	N/A

C. SOILS DESIGN DATA

1.	ALLOWABLE SOIL BEARING PRESSURE:	1500 PSF
2.	MINIMUM FROST/BEARING DEPTH:	N/A
3.	GEOTECHNICAL REPORT PREPARED BY, (REPORT #):	N/A

D. SPECIAL DESIGN DATA

1. SEE PLANS FOR ALL EQUIPMENT DESIGN WEIGHTS.

NOTE: REFER TO CHAPTER 35 OF GOVERNING CODE FOR ALL CURRENT REFERENCE STANDARDS BASED ON THE GOVERNING CODE. WHERE OTHER STANDARDS ARE NOTED IN THE DRAWINGS, USE THE LATEST EDITION OF THE STANDARD UNLESS A SPECIFIC DATE IS INDICATED. REFERENCE TO A SPECIFIC SECTION IN A CODE DOES NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH THE ENTIRE STANDARD. ALL SPECIFICATIONS AND CODES NOTED SHALL BE THE LATEST APPROVED EDITIONS AND REVISIONS BY THE AUTHORITY HAVING JURISDICTION OVER THIS PROJECT.

2 FOUNDATIONS AND SLABS

A. ALL FOOTING AND FOUNDATION DESIGNS ARE BASED ON AN ALLOWABLE SOIL BEARING CAPACITY OF 1,500 PSF. IF THE SITE HAS A LOWER BEARING CAPACITY THAN LISTED, THEN FOUNDATION PLAN WILL NEED TO BE REDESIGNED.

B. ALL FOOTINGS SHALL BE FOUNDED ON COMPETENT NATIVE SOIL OR STRUCTURAL FILL PLACED PER THE GEOTECHNICAL RECOMMENDATIONS.

C. ALL STRUCTURAL FILL BELOW FOOTINGS SHALL EXTEND OUT PAST FOOTINGS AS A SLOPE OF 1 HORIZONTAL TO 2 VERTICAL TO COMPETENT SOILS.

3 CONCRETE

A. ALL CONCRETE CONSTRUCTION SHALL CONFORM TO REQUIREMENTS SET FORTH IN ACI 318, "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE", AND ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE".

B. CAST-IN-PLACE AND PRECAST CONSTRUCTION TOLERANCES FOR MEMBER SIZE AND LOCATION SHALL BE IN CONFORMANCE WITH ACI 117 AND ACI ITG-7, RESPECTIVELY.

C. NORMAL WEIGHT CONCRETE SHALL BE IN CONFORMANCE WITH ASTM C33 WITH A NOMINAL MAXIMUM AGGREGATE SIZE OF ¾".

D. LIGHTWEIGHT CONCRETE SHALL BE IN CONFORMANCE WITH ASTM C330 AND RESULTS OF ASTM C330 SHALL BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT. THE VOLUMETRIC FRACTIONS OF THE AGGREGATE SHALL ALSO BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT.

E. PORTLAND CEMENT SHALL BE TYPE I/II IN CONFORMANCE WITH ASTM C150.

F. OTHER CEMENTITIOUS MATERIALS SHALL CONFORM TO THE FOLLOWING:

1.	BLENDED HYDRAULIC CEMENTS:	ASTM C595
2.	EXPANSIVE HYDRAULIC CEMENT:	ASTM C845
3.	HYDRAULIC CEMENT:	ASTM C1157
4.	FLY ASH AND NATURAL POZZOLAN:	ASTM C618
5.	SLAG CEMENT:	ASTM C989
6.	SILICA FUME:	ASTM C1240

G. MIXING WATER SHALL CONFORM TO ASTM C1602.

H. ADMIXTURES MAY BE USED TO INCREASE WORKABILITY OF THE CONCRETE UPON WRITTEN APPROVAL OF THE CONCRETE MANUFACTURER OR THE PROJECT TESTING LABORATORY. TESTING ON CONCRETE SHALL BE DONE PRIOR TO THE ADDITION OF ADMIXTURES.

I. ADMIXTURES SHALL CONFORM TO THE FOLLOWING:

1.	WATER REDUCTION AND SETTING TIME MODIFICATION:	ASTM C494
2.	PRODUCING FLOWING CONCRETE:	ASTM C1017
3.	AIR ENTRAINMENT:	ASTM C260
4.	INHIBITING CHLORIDE-INDUCED CORROSION:	ASTM C1528

J. CONCRETE MIXTURE PROPORTIONS SHALL CONFORM WITH ARTICLE 4.2.3 OF ACI 301 AND ESTABLISHED SO CONCRETE CAN BE PLACED READILY WITHOUT SEGREGATION INTO FORMS AND AROUND REINFORCEMENT.

K. DOCUMENTATION OF CONCRETE MIXTURE CHARACTERISTICS SHALL BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO USING THE MIXTURE AND PRIOR TO MAKING CHANGES TO MIXTURES ALREADY IN USE.

L. ALL CONCRETE MIXING AND TRANSPORTATION OF CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF ATM C94 AND ASTM C685.

M. STAIN AND TEXTURE OF EXPOSED CONCRETE SURFACES PER OWNER'S DIRECTION, IF APPLICABLE.

N. THE SLUMP OF THE CONCRETE SHALL BE BETWEEN:

1.	BEAMS/COLUMNS:	3" ± 1"
2.	WALLS/FOUNDATIONS:	5" ± 1"
3.	SLABS-ON-GRADE:	4" ± 1"

O. THE CONCRETE SHALL MEET THE MOST STRINGENT REQUIREMENTS FROM THE FOLLOWING EXPOSURE CLASSES:

1.	PORTABLE FOUNDATION:	F0, S0, W0, C1

P. CONCRETE EXPOSURE CLASSES AND REQUIREMENTS:

EXPOSURE CATEGORY: F

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f'_c (psi)	AIR CONTENT (%)	LIMITS ON MAXIMUM PERCENT OF TOTAL CEMENTITIOUS MATERIALS BY MASS				
F0	N/A	2500	N/A	N/A				
F1	0.55	3500	5	N/A				
F2	0.45	4500	6	N/A				
F3	0.40	5000	6	ASTM C618	ASTM C989	ASTM C1240	TOTAL OF ASTM C618 & ASTM C1240	TOTAL OF ASTM C618 & ASTM C989 & ASTM C1240
				25%	50%	10%	35%	50%

EXPOSURE CATEGORY: S

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f'_c (psi)	CEMENTITIOUS MATERIALS			
			ASTM C150	ASTM C595	ASTM C1157	CALCIUM CHLORIDE ADMIXTURE
S0	N/A	2500	N/A	N/A	N/A	N/A
S1	0.50*	4000	II	IP(MS), IS(MS), OR IT(MS)	MS	N/A
S2	0.45	4500	V	IP(HS), IS(HS), OR IT(HS)	HS	NOT PERMITTED
S3	0.45	4500	V + POZZOLAN OR SLAG CEMENT	IP(HS), IS(HS), OR IT(HS) + POZZOLAN OR SLAG CEMENT	HS + POZZOLAN OR SLAG CEMENT	NOT PERMITTED

EXPOSURE CATEGORY: W

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f'_c (psi)
W0	N/A	2500
W1	0.50	4000

EXPOSURE CATEGORY: C

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f'_c (psi)	MAXIMUM WATER-SOLUBLE CHLORIDE ION (Cl^-) CONTENT IN NONPRESTRESSED CONCRETE, PERCENT BY WEIGHT OF CEMENT
C0	N/A	2500	1.00
C1	N/A	2500	0.30
C2	0.40	5000	0.15

*FOR SEAWATER EXPOSURE THE MAXIMUM w/cm RATIO SHALL BE 0.40

Q. TEMPERATURE REQUIREMENTS:
1. CONCRETE SHALL NOT BE PLACED WHEN AMBIENT TEMPERATURE IS BELOW 50°F, OR WHEN IT IS EXPECTED TO FALL BELOW 40°F WITHIN THE FIRST 7 DAYS AFTER PLACEMENT.
2. ADEQUATE EQUIPMENT SHALL BE PROVIDED FOR HEATING CONCRETE MATERIALS AND PROTECTING CONCRETE DURING FREEZING OR NEAR-FREEZING WEATHER.
3. FROZEN MATERIALS OR MATERIALS CONTAINING ICE SHALL NOT BE USED.
4. FORMS, FILLERS, AND GROUND WITH WHICH CONCRETE IS TO COME IN CONTACT SHALL BE FREE FROM FROST AND ICE.
5. CONCRETE SHALL NOT EXCEED A TEMPERATURE MAXIMUM OF 95°F AT THE TIME OF PLACEMENT.
6. HANDLING, PLACING, PROTECTION, AND CURING PROCEDURES SHALL LIMIT CONCRETE TEMPERATURES OR WATER EVAPORATION THAT COULD REDUCE STRENGTH SERVICEABILITY, AND DURABILITY OF THE MEMBER OR STRUCTURE.
7. HOT WEATHER AND COLD WEATHER CONCRETING SHALL BE DONE IN COMPLIANCE WITH THE LATEST EDITION OF ACI 305.1 AND ACI 306.1, RESPECTIVELY.
8. CONCRETE MATERIALS AND PRODUCTION METHODS SHALL BE SELECTED SO THAT THE CONCRETE TEMPERATURE AT DELIVERY COMPLIES WITHIN THE SPECIFIED TEMPERATURE LIMITS.

R. THESE PROVISIONS DO NOT PROTECT CONCRETE AGAINST CHEMICALLY AGGRESSIVE SOLUTIONS, CONTACT E.O.R. IF SUCH CONDITIONS APPLY.

S. CONCRETE PLACEMENT:
1. STANDING WATER SHALL BE REMOVED FROM PLACE OF DEPOSIT BEFORE CONCRETE IS PLACED UNLESS A TREMIE IS USED.
2. MASONRY FILLER UNITS THAT WILL BE IN CONTACT WITH CONCRETE SHALL BE PRE-WETTED PRIOR TO PLACING CONCRETE.
3. CONCRETE SHALL NOT BE CONVEYED WITH PIPES, TREMIES, OR CHUTES MADE OF ALUMINUM OR ALUMINUM ALLOYS.
4. CONCRETE SHALL BE PLACED:
   a. AT A RATE SO CONCRETE AT ALL TIMES HAS SUFFICIENT WORKABILITY TO BE CONSOLIDATED APPROPRIATELY.
   b. WITHOUT SEGREGATION OR LOSS OF MATERIALS.
   c. WITHOUT INTERRUPTIONS TO MAINTAIN WORKABILITY BETWEEN SUCCESSIVE PLACEMENTS TO PREVENT AN UNINTENTIONAL COLD JOINT.
   d. DEPOSITED AS NEAR TO ITS FINAL LOCATION AS PRACTICABLE TO AVOID SEGREGATION DUE TO REHANDLING OR FLOWING.
5. CONCRETE THAT HAS BEEN CONTAMINATED OR HAS LOST ITS INITIAL WORKABILITY TO THE EXTENT THAT IT CAN NO LONGER BE CONSOLIDATED APPROPRIATELY SHALL NOT BE USED.
6. RETEMPERING CONCRETE IN ACCORDANCE WITH ASTM C94 SHALL BE PERMITTED AS LONG AS THE LIMITS ON MAXIMUM MIXING TIME AND w/cm ARE NOT VIOLATED.
7. AFTER STARTING, CONCRETING SHALL BE A CONTINUOUS OPERATION UNTIL THE COMPLETION OF A PANEL OR SECTION, AS DEFINED BY ITS BOUNDARIES OR PREDETERMINED JOINTS.
8. CONCRETE SHALL BE CONSOLIDATED APPROPRIATELY DURING PLACEMENT AND SHALL BE WORKED AROUND REINFORCEMENT AND EMBEDMENTS AND INTO CORNERS OF FORMS.
9. TOP SURFACES OF VERTICALLY FORMED LIFTS SHALL BE GENERALLY LEVEL.
10. JOINT LOCATIONS OR JOINT DETAILS NOT SHOWN OR THAT DIFFER FROM THOSE INDICATED IN THE CONSTRUCTION DOCUMENTS SHALL BE SUBMITTED FOR REVIEW BY THE E.O.R.
11. CONSTRUCTION JOINTS SHALL BE CLEANED AND LAITANCE REMOVED BEFORE NEW CONCRETE IS PLACED.
12. SURFACE OF CONCRETE CONSTRUCTION JOINTS SHALL BE INTENTIONALLY ROUGHENED.
13. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, CONSTRUCTION JOINTS SHALL BE PRE-WETTED AND STANDING WATER REMOVED.
14. BEAMS, GIRDERS, OR SLABS SUPPORTED BY COLUMNS OR WALLS SHALL NOT BE CAST UNTIL CONCRETE IN THE VERTICAL SUPPORT MEMBERS IS NO LONGER WORKABLE AND SOFT.
15. BEAMS, GIRDERS, HAUNCHES, DROP PANELS, SHEAR CAPS, AND CAPITALS SHALL BE PLACED MONOLITHICALLY AS PART OF A SLAB SYSTEM, U.N.O.
16. SAW CUTTING IN SLABS-ON-GRADE IDENTIFIED IN THE CONSTRUCTION DOCUMENTS AS STRUCTURAL DIAPHRAGMS OR PART OF THE SEISMIC-FORCE-RESISTING SYSTEM SHALL NOT BE PERMITTED U.N.O.
17. ALUMINUM EMBEDMENTS SHALL BE COATED OR COVERED TO PREVENT ALUMINUM-CONCRETE REACTION AND ELECTROLYTIC ACTION BETWEEN ALUMINUM AND STEEL.
18. IN SOLID SLABS, PIPING, EXCEPT FOR RADIANT HEATING OR SNOW MELTING, SHALL BE PLACED BETWEEN TOP AND BOTTOM REINFORCEMENT.
19. CONDUIT AND PIPING SHALL BE FABRICATED AND INSTALLED SO THAT CUTTING, BENDING, OR DISPLACEMENT OF REINFORCEMENT FROM ITS SPECIFIED LOCATION IS NOT REQUIRED.

T. FORMWORK:
1. FORMWORK SHALL BE DESIGNED, FABRICATED, INSTALLED, AND REMOVED BY CONTRACTOR.
2. DESIGN OF FORMWORK SHALL TAKE INTO CONSIDERATION:
   a. METHOD OF CONCRETE PLACEMENT.
   b. RATE OF CONCRETE PLACEMENT.
   c. CONSTRUCTION LOADS, INCLUDING VERTICAL, HORIZONTAL, AND IMPACT.
   d. AVOIDANCE OF DAMAGE TO PREVIOUSLY CONSTRUCTED MEMBERS.
3. FORMWORK FABRICATION AND INSTALLATION SHALL RESULT IN A FINAL STRUCTURE THAT CONFORMS TO SHAPES, LINES, AND DIMENSIONS OF THE MEMBERS AS REQUIRED BY THE CONSTRUCTION DOCUMENTS.
4. FORMWORK SHALL BE SUFFICIENTLY TIGHT TO INHIBIT LEAKAGE OF PASTE OR MORTAR.
5. FORMWORK SHALL BE BRACED OR TIED TOGETHER TO MAINTAIN POSITION AND SHAPE.
6. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL DEVELOP A PROCEDURE AND SCHEDULE FOR REMOVAL OF FORMWORK AND INSTALLATION OF RESHORES AND SHALL CALCULATE THE LOADS TRANSFERRED TO THE STRUCTURE DURING THIS PROCESS.
7. STRUCTURAL ANALYSIS AND CONCRETE STRENGTH REQUIREMENTS USED IN PLANNING AND IMPLEMENTING THE FORMWORK REMOVAL AND RESHORE INSTALLATION SHALL BE GIVEN BY THE CONTRACTOR TO THE E.O.R. AND TO THE BUILDING OFFICIAL, WHEN REQUESTED.
8. NO CONSTRUCTION LOADS SHALL BE PLACED ON, NOR ANY FORMWORK REMOVED FROM, ANY PART OF THE STRUCTURE UNDER CONSTRUCTION EXCEPT WHEN THAT PORTION OF THE STRUCTURE IN COMBINATION WITH REMAINING FORMWORK HAS SUFFICIENT STRENGTH TO SUPPORT ITS WEIGHT AND LOADS PLACED ON IT SAFELY AND WITHOUT IMPAIRING SERVICEABILITY.
9. NO CONSTRUCTION LOADS EXCEEDING THE COMBINATION OF SUPERIMPOSED DEAD LOAD PLUS LIVE LOAD INCLUDING REDUCTION SHALL BE PLACED ON ANY UNSHORED PORTION OF THE STRUCTURE UNDER CONSTRUCTION, UNLESS ANALYSIS INDICATES ADEQUATE STRENGTH TO SUPPORT SUCH ADDITIONAL LOADS AND WITHOUT IMPAIRING SERVICEABILITY.

4 REINFORCING STEEL

A. ALL ARRANGEMENT AND DETAILING OF REINFORCING STEEL, INCLUDING BAR SUPPORTS AND SPACERS, SHALL BE IN ACCORDANCE WITH THE LATEST ACI 315 DETAILING MANUAL.

B. ASTM A615, GRADE 40 (#3 REBAR OR SMALLER), ASTM A615, GRADE 60 (#4 REBAR OR LARGER), ASTM A185, GRADE 65 (WELDED WIRE FABRIC SHEETS). BARS TO BE WELDED SHALL BE ASTM A706, GRADE 60.

C. DIMENSIONS OF REINFORCING ARE TO BAR CENTERLINES U.N.O. IN DRAWINGS.

D. MINIMUM CLEAR PROTECTION FOR REINFORCEMENT SHALL BE AS FOLLOWS:

1.	CONCRETE PLACED DIRECTLY AGAINST EARTH:	= 3"
2.	FORMED SURFACES AND EXPOSED TO EXTERIOR (#5 BARS OR SMALLER):	= 2"
3.	INTERIOR FACE OF WALLS:	= 1 1/2"
4.	STRUCTURAL SLABS:	= 1"
5.	ELEVATED SLABS, BEAMS & COLUMNS:	= 1 1/2"

E. MINIMUM REINFORCING LAP SPLICES/DEVELOPMENT LENGTHS (FC = 3,000 PSI):

BAR SIZE	HOOK LENGTH (IN)	DEVELOPMENT LENGTH (IN)
3	6	21
4	8	28
5	10	36
6	12	43

F. STAGGER SPLICES IN WALLS SO THAT NO TWO ADJACENT BARS ARE SPLICED IN THE SAME LOCATION.

G. REINFORCING SHALL BE CONTINUOUS THROUGH ALL COLD JOINTS.

H. PROVIDE CORNER BARS w/ 18" LEGS AT CORNERS AND INTERSECTING WALLS AND FOOTINGS, SIZE AND PLACEMENT TO MATCH HORIZONTAL REINFORCEMENT.

I. ALL REINFORCEMENT SHALL BE COLD BENT, UNLESS OTHERWISE PERMITTED BY THE BUILDING OFFICIAL AND ENGINEER OF RECORD. REINFORCEMENT PARTIALLY EMBEDDED IN CONCRETE OR MASONRY SHALL NOT BE FIELD BENT, UNLESS PERMITTED BY THE BUILDING OFFICIAL AND ENGINEER OF RECORD.

J. PROVIDE FOUNDATION HOLDOWNS AT ALL SHEAR WALL LOCATIONS PER PLAN, IF APPLICABLE, RE: SHEARWALL PLAN.

K. WET SETTING OF REINFORCING BARS IN FOOTINGS AND WALLS IS NOT ALLOWED.

ABBREVIATIONS

(E)	EXISTING	HT.	HEIGHT
(F)	FUTURE	HVAC	HEATING VENTILATING AND AIR CONDITIONING
(N)	NEW		
(R)	RENOVATE	I.D.	INSIDE DIAMETER
℄	CENTERLINE	IN.	INCH
Ø	DIAMETER OR ROUND	INSUL.	INSULATION
⊥	PERPENDICULAR	INT.	INTERIOR
□	SQUARE	JT.	JOINT
#	NUMBER OR POUND	K.O.	KNOCKOUT
@	AT	L.F.	LINEAL FEET OR FOOT
A.B.	ANCHOR BOLT	L.L.V.	LONG LEG VERTICAL
A.F.F.	ABOVE FINISH FLOOR	L.L.H.	LONG LEG HORIZONTAL
ABV.	ABOVE	L.P.	LOW POINT
ADJ.	ADJACENT	LSL	LAMINATED STRAND LUMBER
AGG.	AGGREGATE	LAM.	LAMINATE
ALT.	ALTERNATIVE	LVL	LAMINATED VENEER LUMBER
ALUM.	ALUMINUM	LBS.	POUNDS
APPROX.	APPROXIMATE	M.B.	MACHINE BOLT
ARCH.	ARCHITECTURAL	M.H.	MANHOLE
B.O.	BOTTOM OF	M.O.	MASONRY OPENING
B.O.C.	BOTTOM OF CONCRETE	MAX.	MAXIMUM
B/T	BETWEEN	MECH.	MECHANICAL
B.N.	BOUNDARY NAIL(ING)	MET.	METAL
B.U.	BUILT-UP	MFR.	MANUFACTURER
BD.	BOARD	MIN.	MINIMUM
BLDG.	BUILDING	MISC.	MISCELLANEOUS
BLK.	BLOCK	MTD	MOUNTED
BM.	BEAM	MTRL	MATERIAL
BOT.	BOTTOM	N	NORTH
C.C.	CENTER TO CENTER	N.I.C.	NOT IN CONTRACT
C.I.	CAST IRON	N.S.	NEAR SIDE
C.I.P.	CAST IN PLACE	N.T.S.	NOT TO SCALE
CMU	CONCRETE MASONRY UNIT	NO.	NUMBER
C.O.	CONCRETE OPENING	NOM.	NOMINAL
CLG.	CEILING	N.S.	NEAR SIDE
CLR.	CLEAR	O/H	OVERHEAD
CNTRSK.	COUNTERSUNK	O/	OVER
COL.	COLUMN	O.A.	OVER ALL
CONC.	CONCRETE	O.C.	ON CENTER
CONT.	CONTINUOUS	O.D.	OUTSIDE DIAMETER
CORR.	CORRIDOR	O.H.	OPPOSITE HAND
CW/	COORDINATE WITH	OPNG.	OPENING
D.	DEEP	OPP.	OPPOSITE
D.B.A.	DEFORMED BAR ANCHOR	OZ.	OUNCE
D.F.	DOUGLAS FIR	PART.	PARTICLE
DET.	DETAIL	P/L	PROPERTY LINE
DIA.	DIAMETER	PL.	PLATE
DIAG.	DIAGONAL	PLYWD.	PLYWOOD
DIM.	DIMENSION	PRE-ENG.	PRE-ENGINEERED METAL BUILDING
DN.	DOWN	PT.	POINT
DWG.	DRAWING	P.S.L.	PARALLEL STRAND LUMBER
E.B	EXPANSION BOLT	R.	RADIUS OR RISER
E.B.E.	ECCENTRICALLY BRACED FRAME	R.D.	ROOF DRAIN
E.J.	EXPANSION JOINT	R.O.	ROUGH OPENING
E.N.	EDGE NAIL(ING)	RE:	REFERENCE (CW/)
EA.	EACH	REINF.	REINFORCE(D)
EL.	ELEVATION	REQ'D.	REQUIRED
ELEC.	ELECTRICAL	RM.	ROOM
ELEV.	ELEVATOR	R.T.U.	ROOF TOP UNIT
EOR	ENGINEER OF RECORD	S.C.	SOLID CORE
EQ.	EQUAL	S.F.	SQUARE FEET OR FOOT
EQUIP.	EQUIPMENT	S.S.	STAINLESS STEEL
E.S.	EDGE SCREW(ING)	SCHED.	SCHEDULE
EXP.	EXPANSION	SECT.	SECTION
EXT.	EXTERIOR	SHT.	SHEET
F.B	FLAT BAR	SIM	SIMILAR OR SIMILAR TO
F.D.	FLOOR DRAIN	SPECS.	SPECIFICATIONS
F.O.	FACE OF	SQ.	SQUARE
F.O.C.	FACE OF CURB/CONCRETE	STD.	STANDARD
F.O.F.	FACE OF FINISH	STRUC.	STRUCTURAL
F.O.M.	FACE OF MASONRY	SUSP.	SUSPENDED
F.O.S.	FACE OF STUDS	SYM.	SYMMETRICAL
F.O.T.	FACE OF TREAD	T&G	TONGUE & GROOVE
FDN.	FOUNDATION	T.O.B.	TOP OF BEAM
FIN.	FINISH	T.O.C.	TOP OF CURB/CONCRETE
FL.	FLOOR(ING)	T.O.D.	TOP OF DECK
FLASH.	FLASHING	T.O.M.	TOP OF MASONRY
F.S.	FAR SIDE	T.O.S.	TOP OF SLAB
FT.	FOOT OR FEET	T.O.W.	TOP OF WALL
FTG.	FOOTING	THK.	THICKNESS
FTW.	FIRE TREATED WOOD	TJI	TRUSS JOIST I-JOIST
FURR.	FURRING	TYP.	TYPICAL
GA.	GAUGE OR GAGE	U.B.C.	UNIFORM BUILDING CODE
GALV.	GALVANIZED	U.O.N.	UNLESS OTHERWISE NOTED
GSN	GENERAL STRUCTURAL NOTES	U.N.O.	UNLESS NOTED OTHERWISE
GYP.	GYPSUM	V.I.F.	VERIFY IN FIELD
H.	HIGH	VERT.	VERTICAL
H.C.A.	HEADED CONCRETE ANCHOR	W/	WITH
H.S.S.	HOLLOW STRUCTURAL STEEL	W/O	WITHOUT
H.P.	HIGH POINT	WD.	WOOD
HORIZ.	HORIZONTAL	W.	WIDE
HR.	HOUR	W.P.	WORK POINT
		W.W.F.	WELDED WIRE FABRIC

SHEET LIST

SHEET NUMBER	SHEET NAME
S0.0	STRUCTURAL NOTES
S1.0	LIGHT POLE BASE

TAMARACK GROVE ENGINEERING
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Firm No. M14000009249

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Delta	Revision	Date

PORTABLE LIGHT POLE FOUNDATION

TYNDELL AFB, FL32403

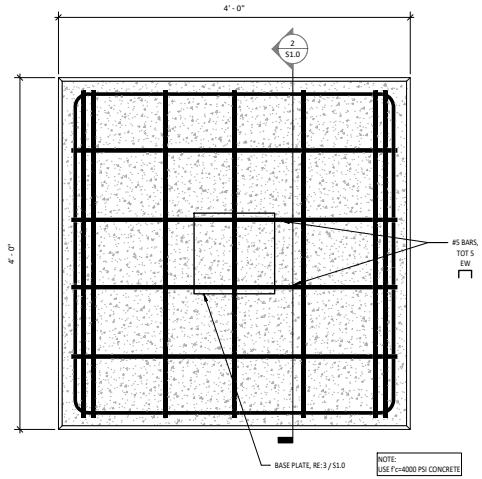
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STRUCTURAL NOTES

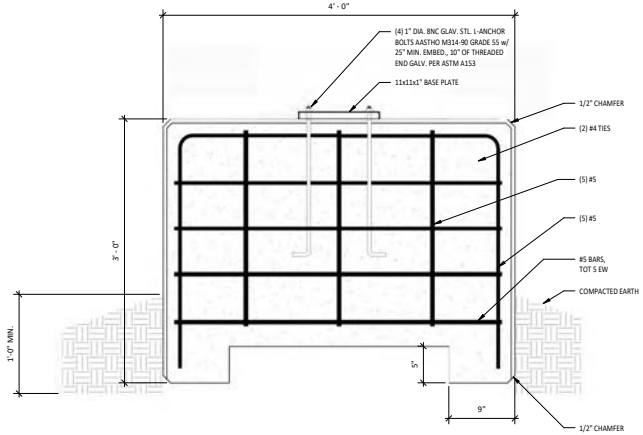
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Dwg Date:	5-16-22
Drawn By:	TSR
Checked By:	DDH

S0.0

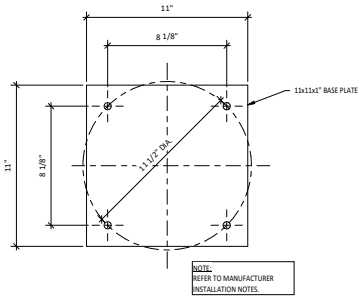
NOTE: IT IS RECOMENDED TO PUT REFLECTIVE STRAP ON THE FOUNDATION. IT IS ALSO RECOMMENDED TO PUT STENCILS ON THE PORTABLE FOUNDATION SAYING.
1. DO NOT MOVE ON WINDY DAYS.
2. STRAP THE FOUNDATION WHILE LIFTING FOR TRANSPORTATION.



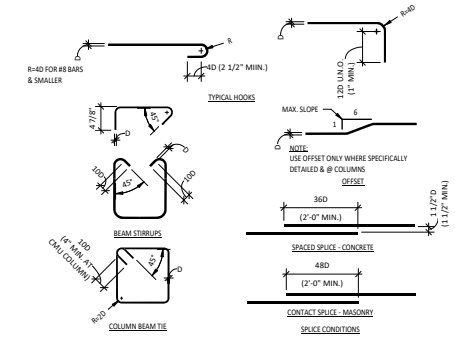
1 PORTABLE FOUNDATION (PLAN)
1 1/2" = 1'-0"



2 PORTABLE FOUNDATION (SECTION)
1 1/2" = 1'-0"



3 BOLT LAYOUT
3" = 1'-0"



4 REINFORCING BAR BENDS
1" = 1'-0"

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PORTABLE LIGHT POLE FOUNDATION

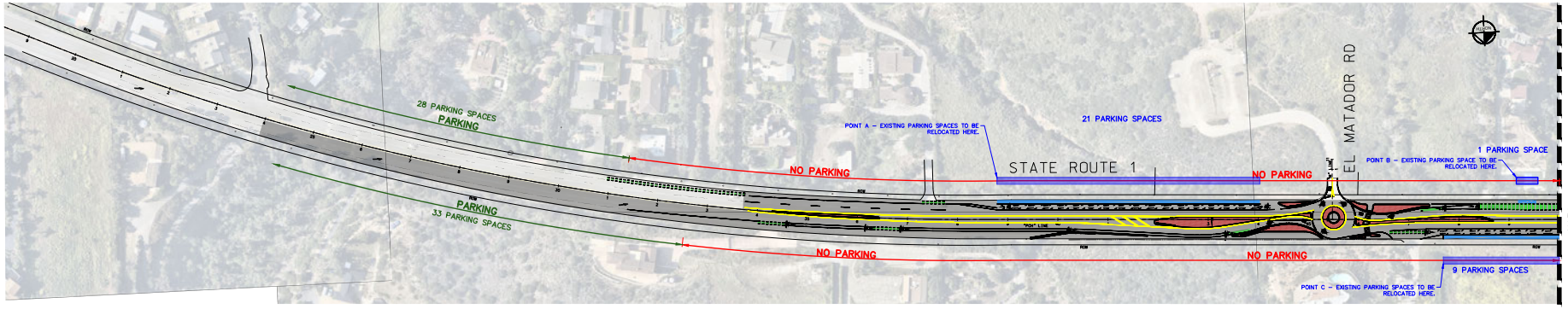
TYNDELL AFB, FL32403

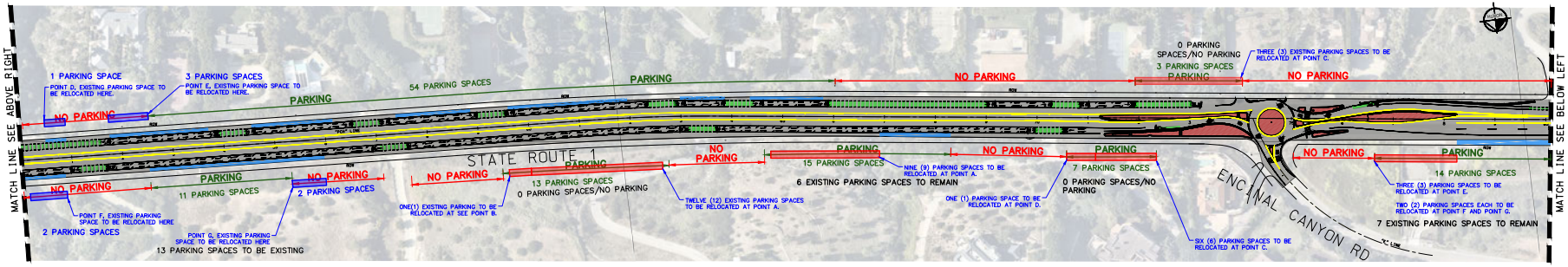
sheet title:

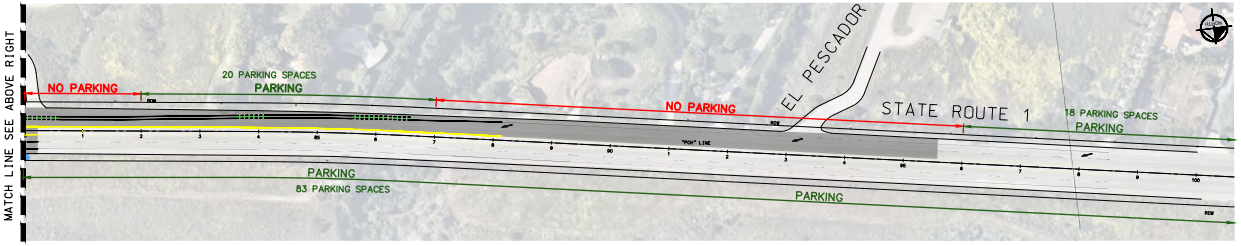
LIGHT POLE BASE

Job No:	TGE22-19420
Dwg Date:	5-16-22
Drawn By:	TSR
Checked By:	DH

S1.0







LEGEND

- NO PARKING
- PARKING TO REMAIN
- PARKING TO STAY/RELOCATE IN PROPOSED CONDITION

EXISTING PARKING CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
54	11
3	13
20	15
18	7
–	14
–	83
SUBTOTAL	
123	176
TOTAL	
299	

PARKING UNDER PILOT CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
21	9
1	2
1	11
3	2
54	6
20	7
18	83
SUBTOTAL	
146	153
TOTAL	
299	

RELOCATED PARKING SPACES	
OCEANSIDE	LANDSIDE
21	9
1	2
1	2
3	–
SUBTOTAL	
26	13
TOTAL	
39	

GRAPHIC SCALE IN FEET
0 25 50 100

SR 1 - EL MATADOR BEACH RD TO ENCINAL PARKING EXHIBIT

SCALE: 1" = 50'

REVISED BY | DATE REVISED
DESIGNED BY | DRAWN BY | CHECKED BY
STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION CONSULTANT FUNCTIONAL SUPERVISOR
DATE PLOTTED
DISTRICT | COUNTY | ROUTE | POST MILE | SHEET NO. | TOTAL SHEETS
07 | LA | 1 | 00.00/00.00 | 00 | 00

BORDER LAST REVISED 04/02/2025
USERNAME = USER00
DGN FILE = BORDER.DGN
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 00000000001

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

FROM: City of Malibu Planning Department **DATE:** 09/09/2025

PROJECT NUMBER:	CDP 25-041
JOB ADDRESS:	CITYWIDE PROJECT
APPLICANT / CONTACT:	Nadia Fahoum, City of Malibu Public Works Depart
APPLICANT EMAIL:	nfahoum@malibucity.org
PLANNER:	To Be Assigned
PROJECT DESCRIPTION:	Temporary roundabout at the intersection of El Matador and Encinal

---

TO: Malibu Planning Department and/or Applicant

FROM: City Biologist, Courtney McCammon

_____ **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**
X **(See Attached).**

_____ **The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.**

Building Plan Check (BPC) Required ☐ Yes ☐ No BPC Fees Req'd $_____

_____ **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).**

Courtney McCammon 9/25/25

Signature Date

Additional requirements/conditions may be imposed upon review of plan revision

Contact Information:
Courtney McCammon, City Biologist, biology@malibucity.org, (310) 456-2489, extension 277

ATTACHMENT 4

City of Malibu

Biology • Planning Department
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

BIOLOGY REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email)	Nadia Fahoum, City of Malibu Public Works Depart nfahoum@malibucity.org		
Project Address:	**CITYWIDE PROJECT** Malibu, CA 90265		
Planning Case No.:	CDP 25-041		
Project Description:	Temporary roundabout at the intersection of El Matador and Encinal		
Date of Review:	September 25, 2025		
Reviewer:	Courtney McCammon	Signature:	Courtney McCammon
Contact Information:	Phone: (310) 456-2489 ext 277	Email:	biology@malibucity.org

SUBMITTAL INFORMATION

Site Plan:	9/9/25
Site Survey:	9/9/25
Landscape Plan:	
Hydrozone Plan:	
Irrigation Plan:	
Fuel Modification Plan:	
Grading Plan:	
OWTS Plan:	
Bio Assessment:	
Bio Inventory:	
Native Tree Survey:	
Native Tree Protection Plan:	
Miscellaneous:	
Previous Reviews:	

REVIEW FINDINGS

Review Status:	☐	**INCOMPLETE**: Additional information and/or a response to the listed review comments is required.
	☒	**APPROVED**: The project has been approved with regards to biological impacts.
	☐	**CANNNOT APPROVE AS SUBMITTED**: The proposed project does not conform to the requirements of the MMC and/or LCP.
	☐	**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

DISCUSSION:

1. Although Malibu LCP's Local Implementation Plan (LIP) requires that new development provides a 100-foot buffer from ESHA, LIP Section 4.5.4(A) allows for public accessways as a permitted use within ESHA buffers. The project will take place outside of the ESHA but within ESHA buffer, and within the disturbed paved roadway, will aid the general public, and does not expand the already developed accessway

2. Malibu LIP 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP.

RECOMMENDATIONS:

1. The project is recommended for **APPROVAL** with the following conditions:

   A. No new landscaping is proposed with this project. Therefore, none is approved. Should the applicant intend to plant any new vegetation with a potential to exceed six feet in height, or change 500/2,500 square feet or more (new residence/existing residence) of the existing landscaping area, a detailed landscape plan shall be submitted for review and approval prior to any planting.

   B. No grading/excavation/vegetation removal is proposed; therefore, none is approved. However, work scheduled between February 1 - September 15 will require nesting bird surveys by a qualified biologist prior to initiation of such activities. Surveys shall be completed no more than five 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 two business days of completion of surveys.

-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

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW
REFERRAL SHEET

TO: Public Works Department

FROM: City of Malibu Planning Department **DATE:** 09/09/2025

PROJECT NUMBER:	CDP 25-041
JOB ADDRESS:	CITYWIDE PROJECT
APPLICANT / CONTACT:	Nadia Fahoum, City of Malibu Public Works Depart
APPLICANT EMAIL:	nfahoum@malibucity.org
PROJECT DESCRIPTION:	Temporary roundabout at the intersection of El Matador and Encinal

---

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

_____ **The following items described on the attached memorandum shall be addressed and resubmitted.**

X **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.**

Building Plan Check (BPC) Required ☐ Yes ☒ No BPC Fees Req'd $_____

SIGNATURE

9/23/2025
DATE

City of Malibu

MEMORANDUM

To: Planning Department

From: Nathaniel McLean, Assistant Engineer

Date: September 22, 2025

Re: CITYWIDE PROJECT– CDP 25-0041 (PCH Quick Build Roundabouts Project)

The Public Works Department has reviewed the plans submitted for this project. Public Works can recommend approval subject to the following conditions:

1. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure should this proposed scope of work have any impact on it.
2. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.
3. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.
4. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.
5. If Temporary bathroom facilities for construction workers are used, the Temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.
6. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.
7. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to.
8. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.
9. If applicable, applicant shall ensure temporary “No Parking” signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.
10. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible of replacement of missing or damaged signs.

Print

PCH Roundabouts Public Comment Form - Submission #41485

Date Submitted: 10/14/2025

Name*

harriet p[redacted]

Comment*

The roundabout is located too close to the Fire station 99. It is dangerous! The roundabout planned for close to Encinal Canyon will interfere with the emergency evacuation route for the area as they come down Encinal Canyon!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

ATTACHMENT 5

If other, please specify

Former Director of Transportation for the Malibu Township Council

Print

PCH Roundabouts Public Comment Form - Submission #41487

Date Submitted: 10/14/2025

Name*

Bianca [redacted]

Comment*

Although there are many PRO's and CON's - I am Pro installing these roundabouts. PCH is dangerous. The area at El Matador is dangerous. Encinal and PCH is dangerous. The stretch invites people to race. It is very important to slow down traffic. Nothing has been done in years. There is not enough police to control traffic. I think this is a great way to at least TRY to slow down traffic. I would love to see if roundabouts will help.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41491

Date Submitted: 10/14/2025

Name*

Chris C[redacted]

Comment*

Roundabouts work, but make it two lanes. People will learn the right lane can drive straight ahead like the left lane, but the right lane can also turn off to the right. Please don't add stop signs as they defeat the purpose. Santa Monica has this is a couple of places and it is stupid.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41507

Date Submitted: 10/15/2025

Name*

Gregory S[redacted]

Comment*

I am strongly in favor of the roundabout initiative. I also have a residence in Indianapolis Indiana, which I think is the roundabout capital of America. Roundabouts were a "game changer" for the surrounding areas of the city. They slow traffic, but speed up traffic all at the same time. These roundabouts are both effective and very efficient. Great idea!!!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41514

Date Submitted: 10/15/2025

Name*

Sheryl S[redacted]

Comment*

Yay! I lived in England from 1968 to 1977 and roundabouts definitely slow traffic down to a safe speed!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- (•) Other

If other, please specify

When our family would travel down to Paradise Cove or Zuma beach it was from Santa Monica it was scary how fast vehicles travelled!

Print

PCH Roundabouts Public Comment Form - Submission #41518

Date Submitted: 10/16/2025

Name*

Jeff S[redacted]

Comment*

Was nothing learned from Bonin's Playa del Rey fiasco? This proposal is so preposterous that I can only assume it was offered to make whatever the City's and CalTrans' desired alternative more palatable.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41539

Date Submitted: 10/17/2025

Name*

Cathleen S[redacted]

Comment*

I am very concerned about the two lanes to one with bikes merger along with pedestrians. Merging all of this is too dangerous. I am used to and like real roundabouts, but this is throwing everything into a single lane.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41547

Date Submitted: 10/18/2025

Name*

Wm K[redacted]

Comment*

As the need to slow down freeway speed traffic in western Malibu, the idea of the roundabout project is a reasonable 'test drive" to learn the effectiveness of the experiment. Yes, I support the project.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41557

Date Submitted: 10/18/2025

Name*

Ronald [redacted]

Comment*

Installing roundabouts is the worst imaginable solution, and will absolutely cause accidents and injuries. Look on YouTube, where there are multiple sites showing accidents in roundabouts. People don't know how to safely enter and depart roundabouts, and drivers around here rarely use their turn signals. They will likely cause massive traffic backups as a result of drivers' unfamiliarity with them and when the inevitable accidents occur, the result will be gridlock. How about speed bumps? And what about the traffic signal synchronization that was supposed to moderate traffic? At least those weren't stupid ideas. The only potential positive, is that they will hinder traffic to the extent that many drivers will seek alternatives to PCH.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41558

Date Submitted: 10/18/2025

Name*

Karen P[redacted]

Comment*

This is a good project to build to help have safety. Also, the quick build tactics will have most of the benefits of a roundabout without increasing too much of the cost. This means the drivers will be able to slow down for pedestrians crossing the street. As somebody who has explored the area, I have found that crossing the road was quite risky due to the distracted drivers. The addition of the bike lanes allows more eco form of transport to the area, and this allows residents and visitors to bike in a safer environment.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41581

Date Submitted: 10/20/2025

Name*

Heidi A[redacted]

Comment*

The proposed roundabout scheme for the El Matador roundabout allows for parking on the inland side of PCH. I deem allowing parking on the inland side of PCH near any of the state beaches as dangerous. Do you have statistics on the number, type and severity of accidents that have occurred near El Matador since parking has been restricted on the inland side of PCH compared to years before when parking was allowed on both sides?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41584

Date Submitted: 10/21/2025

Name*

Daniel G[redacted]

Comment*

This is a terrible idea. Drivers are not familiar with roundabouts and all sorts of accidents occur. We have a few roundabouts in Santa Monica and they are a constant source of accidents and collisions. Forget about them.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ◉ Visitor
- ○ Employee
- ○ Student
- ○ Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41587

Date Submitted: 10/21/2025

Name*

Vince

Comment*

Yes I am in favor. I have been spending time in North Carolina where they have roundabouts just outside of Charlotte. Very effective. I've also spent a lot of time in Europe England specifically where they have them all over the place they definitely work. Both slowing traffic down But continuing the flow of traffic as well. I am also in favor of lowering the speed limit the entire length of Pacific Coast Highway to 35 miles an hour.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41589

Date Submitted: 10/21/2025

Name*

Joan M[redacted]

Comment*

The two roundabouts on PCH are a very good idea. I have been driving up and down the coast for decades, and have always wondered how Malibu residents survive the traffic. Roundabouts slow traffic where slow is better.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ○ Visitor
- ○ Employee
- ○ Student
- ◉ Other

If other, please specify

Santa Monica resident

Print

PCH Roundabouts Public Comment Form - Submission #41605

Date Submitted: 10/22/2025

Name*

harriet [redacted]

Comment*

The roundabout for Matador beach is not needed as it is deserted on weekdays. IT IS WITHIN A FEW HUNDRED FEET OF FIRESTATION 99. IT WILL MAKE IT DIFFICULT FOR FIRETRUCKS TO RESPOND PROMPTLY TO ACCIDENTS OR FIRES!!!! iT S ALSO NOT A GOOD IDEA FOR ENCINAL Canyon- as this is the only exit for nearby residents and Route 23. It is the Evacuation Route for the area.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41606

Date Submitted: 10/22/2025

Name*

Bill S[redacted]

Comment*

These roundabouts are a terrible idea. When PCH is REALLY needed for an evacuation they will be an unnecessary burden. They will make our notoriously crazed weekend traffic even worse. The process of "informing" drivers will doubtless involve even more lights which violate our Dark Skies Ordinance and will burden residents and others with flashing lights 24/7/365.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41609

Date Submitted: 10/22/2025

Name*

Brian Z[redacted]

Comment*

Concerns with roundabout project

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41612

Date Submitted: 10/22/2025

Name*

Rick M[redacted]

Comment*

I support the construction of roundabouts in a large way. I went to Ireland in 2019 and there were roundabouts all over the place: in residential areas, at freeway intersections, everywhere and as a result everything was always moving smoothly and efficiently. This will solve a lot of problems in California.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41631

Date Submitted: 10/23/2025

Name*

Richard H[redacted]

Comment*

I did not hear statistics for accidents at Encinal and PCH only for the combined project. I'm only part time here but when in town drive that stretch of PCH. to walk on Zuma. I worry about the bicycles being forced into one lane. I have bikers in my family so I understand. Also, why not just the flashing red lights light on PCH just south of Zuma or south of Sunset for cross walks. I did not hear suggestions or discussions of those. And I've never seen someone crossing Encinal at the location specified close to PCH.. And I've seen issues with roundabouts on Iowa 55 PHM roads. Many vehicles end up flying through..Not good. So I see a push to get this started; maybe for El Matador but not for Encinal. The high speeders are west of Encinal coming off from the racing down Encinal. I believe the focus is misguided. And there needs to be incredible lighting if pushed through. Otherwise, who will be responsible for any injuries or deaths?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- Resident
- Visitor
- Employee

Student

Other

If other, please specify

second home resident

Print

PCH Roundabouts Public Comment Form - Submission #41889

Date Submitted: 11/14/2025

Name*

Alice L[redacted]

Comment*

Great idea provided enough signage is placed well before the roundabouts to alert speeders they will be required to slow way down.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41916

Date Submitted: 11/17/2025

Name*

Douglas K[redacted]

Comment*

The distance from Encinal to El Matador is 1 mile, for safety PCH should be 1 lane the entire distance. That would reduce the congestion that occurs when transitioning from 1 lane to 2 lanes and back to 1 lane in that 1 mile stretch. It would allow emergency vehicles from Fire Station 99 get onto PCH quickly and visibly and use a clear road shoulder. Increased safety for cyclists too.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ● Visitor
- ○ Employee
- ○ Student
- ○ Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42009

Date Submitted: 11/24/2025

Name*

Larry L[redacted]

Comment*

While I appreciate the need to slow all traffic on PCH, and the El Matador and Encincal Canyon areas are no exception, I do t think this project should be limited to these areas. I live in on Carbon Beach, where excessive speed is a daily occurrence. Why not include the more populated areas (Malibu Canyon to Topanga Canyon) in the project?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42011

Date Submitted: 11/24/2025

Name*

Keshara P[redacted]

Comment*

I can't understand why a round about would be chosen over stops lights. A roundabout won't slow people down it will just add another dangerous element to PCH. Stop lights would allow safe pedestrian crossing and they would slow traffic. I hope this is considered.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42012

Date Submitted: 11/24/2025

Name*

Heidi A[redacted]

Comment*

I am once again expressing concern about allowing parking on the LAND-SIDE of PCH. Even if there are crosswalks, patrons will still choose to cross PCH, especially if traffic is moving slower due to the reduced speed in that corridor. I am further opposed to altering PCH & Encial Canyon intersection. It currently a VERY safe intersection with turn lanes and an ease on lane to go southbound. No need to change something that is safe and effective.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42014

Date Submitted: 11/24/2025

Name*

Pamella w[redacted]

Comment*

Totally inappropriate for PCH in Malibu. Plus it's a waste of taxpayer,money. Figure out a way to slow the speed limit . If there is some state law about speed limits then get it changed . Stop talking & do something

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42050

Date Submitted: 11/29/2025

Name*

Robyn M[redacted]

Comment*

If no parking there will still be enormous traffic conjestion. How many vehicles per hour peak time, how many trucks and length of trucks. length of regular vehicles compared to 15r years ago. slowing traffic to a crawl will delay traffic by hours in this area A ridiculous proposal. Where is using common sense anylisis.? To say "social media is to blame for promoting El Matedor State Beach is such a lazy excuse. Absolutely pathetic . Study also 10 years old.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42074

Date Submitted: 12/1/2025

Name*

K H[redacted]

Comment*

I'm writing now because Tuesday's meeting appears not to be scheduled for Zoom. I've been a resident of Malibu during most of the past 60 years and know PCH like the back of my hand. I also understand and like roundabouts. In the past few decades I have driven about 30,000 miles in Australia, mostly near its Eastern coastline, where roundabouts are a common feature. They're often useful, and sometimes almost fun. That said, several aspects of the proposed project are disquieting. First, it doesn't much address the main safety issue on PCH, which is a deficit of law enforcement. Sure the project would reduce speeding in two isolated spots, while encouraging some speeders to resume even faster to make up lost time. We'd need dozens or even hundreds of roundabouts along Malibu to solve the speed problem that way. That's not going to happen. Roundabouts are an indirect means of traffic calming. What they are good at is managing traffic flow at intersections. But neither of the intersections proposed has an issue with traffic flow per se. Pedestrian access is an issue at el Matador (and possibly the other state pocket beaches in the area, too), when people park across PCH. But a more targeted solution to that would be a dedicated, on-demand signalized crosswalk. My Australian friends and family can't think of a situation where a four lane road is funneled to a one-lane roundabout. (Sure it might exist somewhere, but it's not standard practice.) Where the flow is two lanes in one direction, so is the roundabout. Given that roundabouts are primarily about flow at intersections, the narrowing of four lanes to two, then to one, would create more problems than it would solve. Some residents have rightly pointed out that it could cause bottleneck(s) in an evacuation. Also, the unexpected slowdown (from 55+ MPH) could contribute to rear-end collisions. And the merging requirements would cause occasional driver conflicts. (Impatient Southern Californians sometimes have trouble doing "the zipper" in a collaborative way. And don't forget that a precursor cause of the crash that killed four Pepperdine students was reportedly a sort of road-rage encounter – TBD). With only one lane of leeway around the arc, drivers speeding at times of little traffic, i.e., at night, could negotiate the funnel at full speed, suddenly to encounter a turn of radius too narrow to make. Given that we seem to have someone going 100 MPH every week or so, it wouldn't be long till we'd see rollover accidents there. I noted that roundabouts can be sort of fun. What would happen with the drag racers who come out most Wednesday nights (sometimes other nights too), sometimes doing donuts in intersections? They'd have a field day with these. And if a Sheriff were assigned to keep an eye on them on active nights, that's one Sheriff (out of only a few) occupied at the far end of town, with a long response time to anywhere else. Again, the problems come down to enforcement. One of my greatest concerns is that the public will widely perceive these particular roundabouts to be pointless, or even hazardous, thereby coloring their opinions about potential roundabouts elsewhere in Malibu where they might be more useful. I could imagine one working at PCH and Webb Way, if the City would grant sufficient easement to graze the corners of the Triangle Lot and Legacy Park (the gas station couldn't accommodate more width, though the shopping center parking lot might). An asymmetrically-shaped one could reduce accidents at the confluence Westward, Bonsall and Busch, though it would have to be well posted on the PCH downslope. And construction impacts on the creek might be significant enough to make it a non-starter. More broadly, and given that the main safety issues have to do with enforcement, it would be preferable for Caltrans to focus on making sure that areas of PCH that are vulnerable to current wave uprush and future sea-rise are shored up. We still don't know the precise implications of the fire's having removed beachfront structures that may have been protecting the PCH underlayment from erosion. Addressing the structural integrity of the main route through town would be Caltrans staying in its own lane.

Email Address*

[redacted]

Phone Number

[redacted]

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Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42079

Date Submitted: 12/2/2025

Name*

James K[redacted]

Comment*

I was able to meet with several other residents in the immediate area overlooking the proposed roundabouts and get their feedback. They are vehemently opposed to the project and so am I due to the fire risk. Cars will be lined up for miles in both lanes prior to the single lane reduction in the case of an evacuation. There may be hundreds or even thousands of preventable deaths should a lane reduction trap evacuees. This is not an imaginary or unforseen scenario--12 burned alive in the Palisades less than a year ago. However, I wanted to reiterate in even clearer terms why this is bad for Malibu. I saw what happened in Culver City and the same playbook is now happening in Malibu. In short, they intentionally created a problem so they can provide a "transit oriented" solution. 1. Intentionally misleading the public for lane reduction motivation. They told us it was for bikes, buffered parking, and pedestrians. None of this was relevant or necessary based on actual usage of the wide shouldered, open and free flowing Washington and Venice Boulevards. 2. Lane reductions predictably create gridlock traffic. There was outrage from residents and businesses who saw a decrease in revenue. 3. Manufactured gridlock is used as justification for PERMANENT bus lanes. 4. The bus lanes are used as an excuse to overdevelop without parking or necessary road bandwidth. Ridership never offsets gridlock. Public infrastructure is sabotaged at the expense of citizens. The difference between Culver City and Malibu is that residents in Culver will likely not perish in a fast spreading fire with high winds. Culver City is not prone to fire and there's many escape routes, unlike Malibu. I know it's technically possible to drive over the top of the roundabouts. HOWEVER, I have seen how cars operate in a mob-like mentality. They won't know to do this and traffic will just be backed up for miles in BOTH lanes prior to the lane reduction. You won't even see what's happening unless you get out of your car and walk miles up to the roundabout disaster. You have the opportunity now to prevent this tragedy. Malibu does not have the luxury of embracing anti-car ideology. Due to the geography, it is physically impossible for Malibu to ever become a walkable London or Paris. There's limited escape routes for fires at short notice. With the passing of SB 79, Malibu and the Pacific Palisades will be permanently transformed with high rises. The only obstacle is getting BRT or Bus Rapid Transit lanes on Sunset and PCH. Deadly and irresponsible overdevelopment will be justified by "increasing affordability" through low income housing projects. The roundabouts and bus transit center at Sunset and PCH are putting us well on this path. I was told at the California Coastal Commission meeting for the permit approval of the transit center that they couldn't consider SB 79 in their decision making process because it wasn't yet a law. It was signed days later. Odd timing, if you ask me. I'm also curious as to why these roundabouts are being pushed as "quick builds" instead of ordinary builds. Again, timing is suspicious. You are being misled when they say this is "temporary." The new gridlock traffic will be celebrated as a "safety" success. You could also reduce all fatalities on the I-5, the 405, and the 10 if you put roundabouts all up and down them to increase gridlock. Every traffic fatality is tragic, but there are roughly 40,000 each year in the US alone. Malibu will never be exempt from this fact, but we can immediately increase safety on the PCH. Speeding causes casualties. Speeding is a law enforcement issue. Enforcement WORKS. So many of these proposed "solutions" are wilfully ignoring Malibu's failure to be assigned enough officers. The PCH needs dedicated 24/7 officers who primarily enforce traffic violations. Malibu will very quickly have a reputation amongst everyone. "They don't play. You go 5 over? You're getting a ticket." There should be a media push after the new officers are hired to let residents know of the new enforcements. A one-time warning while everyone gets used to going the speed limit is fair during this transition. This WILL work and it won't put thousands at risk of preventable fire deaths. Gridlock is not a solution. Thank you and I hope to hear from you soon.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ○ Visitor
- ○ Employee
- ○ Student
- ◉ Other

If other, please specify

Surfer

Print

PCH Roundabouts Public Comment Form - Submission #42083

Date Submitted: 12/2/2025

Name*

Ellen C[redacted]

Comment*

IF THE ROUNDABOUTS ARE BEING BUILT FOR SAFETY, why are they being built at one of the safer areas on PCH in malibu, as compared to other intersections in malibu? Also, if safety is the issue, why is the plan to bring back landside parking, which was taken away for safety reasons? At the October 22 Zoom meeting, I asked for safety statistics for other intersections in Malibu and did not receive them. I have since been advised that the City of Malibu does not have or collect this data. If this is true, does this mean the City of Malibu is devoting all this time, money and resources to this "safety project" without determining the relatively safety of this area as compared to other areas on PCH that might be in greater need of a safety project? According to the 2015 safety report, the latest available on the City of Malibu's website, the Encinal Canyon Rd intersection had 5 collisions in the prior 3 years, and the long 2.7 mile stretch from Encinal Canyon Road to Broad Beach West, which includes Matador Beach, had 8 collisions. By contrast, these are the numbers in that same report for other intersections in west Malibu: Morning View 27, Busch 19, Westward Beach 21, Heathercliff 19, Kanan 24. (I haven't included east Malibu as that's a separate issue, given that their numbers are more than double.) Of course, we all would prefer ZERO collisions on PCH, but compared to the rest of west Malibu, the area where roundabouts are proposed is safer than at other intersections. Granted, Matador has become more popular now, but if that's the reason for more collisions, bringing back landside parking is increasing, not decreasing, the danger to pedestrians, even if speed limits are lower, especially if people have been drinking on the beach. Although drinking is not supposed to be allowed on the beach, I regularly go down to the beach and find empty beer bottles and beer cans. In a note I received from the City of Malibu, which listed the reasons for accidents, "Influence of Alcohol" was at the top of the list. And then there's the issue of the SAFETY OF LOCAL RESIDENTS. During the Woolsey fire, with 2 lanes in each direction on PCH, it took me 8 hours to evacuate Malibu, and that was just getting from my home near Encinal Rd to Topanga Canyon Rd. Fires are unpredictable and PCH may again be the only way out of Malibu. PCH will certainly be less safe for evacuations if there is only one lane in each direction. People died in their cars during the Paradise fire. Finally, if the object is really to slow traffic, how do roundabouts make more sense than just lowering the speed limit or adding traffic lights? - Ellen C[redacted]

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- [x] Resident
- [ ] Visitor
- [ ] Employee
- [ ] Student
- [ ] Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42095

Date Submitted: 12/3/2025

Name*

David R[redacted]

Comment*

Everything listed as a plus is complete idiocy. Puts driver in limbo for 30-60 seconds of sheer terror while hoping to high heaven that the idiot about to plow into your side understands the rules of the roundabout. Instead of looking left, right, left again and proceeding safely, now we are looking back and forth, back and forth. Merging into traffic, because everyone learned how to do this on the freeway NOT!!!!!!!!!!!!!!!! Yes, slows stuff down, yest things are moving, sort off, but the terror of trusting the idiots in the other cars is stupid at best. Hoping to save some residents from this stupidity. We are not Europe.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- (•)

Other

If other, please specify

Someone experiencing the horror of roundabouts and has seen the fallacy.

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

(818) 878-1808

November 24, 2025

STATEMENT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT IN SUPPORT OF PACIFIC COAST HIGHWAY SAFETY

The Los Angeles County Sheriff's Department fully supports a culture of public safety for Pacific Coast Highway. These vital efforts are aimed at enhancing public safety and reducing traffic-related accidents and injuries on the highway.

Traffic safety is public safety. The primary goal of the Sheriff's Department is to ensure the highest quality public safety for all residents and visitors of Malibu. Far too many lives are tragically impacted by preventable traffic collisions, and these efforts represent a proactive approach to addressing these challenges head-on.

We are committed to working with our community partners and stakeholders on comprehensive strategies that focus on increasing the safety of motorists on our local roadways.

The Los Angeles County Sheriff's Department encourages all members of our community to prioritize safety in their daily choices and help us foster a strong culture of road safety.

Together, we can make a significant impact and save lives.

Sincerely,

ROBERT G. LUNA, SHERIFF

Dustin A. Carr, Captain
Malibu/Lost Hills Station

City Of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265
Phone (310) 456-2489
www.malibucity.org

COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The Malibu Planning Commission will hold a public hearing on **Tuesday, December 16, 2025, at 6:30 p.m**. in the Council Chambers, Malibu City Hall, 23825 Stuart Ranch Road, Malibu, CA for the project identified below. Public comment can be submitted ahead of the public hearing to planningcommission@malibucity.org for inclusion in the public record. To participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation.

COASTAL DEVELOPMENT PERMIT NO. 25-041 - An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation

LOCATION / APN / ZONING:	**Citywide Project;** along Pacific Coast Highway within the public right-of-way between Broad Beach Road and La Piedra Beach Road
APPLICANT / OWNER:	City of Malibu Public Works Department / California Department of Transportation
APPEALABLE TO:	City Council and California Coastal Commission
ENVIRONMENTAL REVIEW:	Categorical Exemption CEQA Guidelines Sections 15303(d) and 15301(c)
APPLICATION FILED:	September 9, 2025
CASE PLANNER:	Courtney Brown, Associate Planner, cbrown@malibucity.org (310) 456-2489, ext. 268

A written staff report will be available at or before the hearing for the project. All persons wishing to address the Commission regarding these matters will be afforded an opportunity in accordance with the Commission's procedures. Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours. Oral and written comments may be presented to the Planning Commission on, or before, the date of the meeting.

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 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 246.

COASTAL COMMISSION APPEAL - An aggrieved person may appeal the Planning Commission's approval directly to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. More information may be found online at www.coastal.ca.gov or by calling 805-585-1800.

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.

YOLANDA BUNDY, Community Development Director — Date: December 4, 2025

ATTACHMENT 7

Received
12/16/25
Planning Div.

From: WGK [redacted]
Sent: Tuesday, December 16, 2025 10:51 AM
To: Kelsey Pettijohn <kpettijohn@malibucity.org>; City Clerk <cityclerk@malibucity.org>
Subject: CalTrans PCH Roundabout Project

Attn: Malibu City Council and Planning Commission:

Yes, this long time West Malibu resident FULLY SUPPORTS THE CALTRANS PROJECT.

Please do not allow a few overly loud voices drown out the silent few. This test project may actually work to slow down freeway speeds on PCH.

BTW, if those are concerned about evacuation procedures in the event of an emergency, (a) I personally witnessed *nominal northbound traffic* during the Trancas Fire (2003), Woolsey Fire (2018), and Franklin Fire (2024). Likewise, PCH currently narrows down to one lane at four locations between LA/Ventura County Line and Point Mugu.

BTW-2, I have commuted from West Malibu to Ventura County for over 30 years and know PCH all too well.

Please allow and support CalTrans efforts to enhance safety; progress is a good thing.

Thank you.

Bill Kiefer
[redacted] Malibu, CA

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 10:51 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Exhibit D

Received
12/15/25
Planning Div.

From: Blake
To: Planning Commission
Subject: Western Malibu - ANTI ROUNDABOUTS
Date: Sunday, December 14, 2025 11:26:06 AM

Hi Ryan,

Im against the roundabouts in Western Malibu. An abrupt roundabout in that section of road is bound to cause accidents for drivers unfamiliar with the area - the same cars that are prone to speeding. We need the sheriff to ticket cars with officers, or, big lights, signs and speed cameras. Roundabouts are big cement blocks in the middle of the road. It will not be pretty for cars going 55+. My family is in Decker. This will cost lives.

Blake

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/10/25
Planning Div.

From: WGK
To: Gail Duncan
Cc: Nadia Fahoum
Subject: State Route 1/PCH Quick Build Roundabouts
Date: Wednesday, December 10, 2025 1:45:34 PM

Attn: Malibu Planning Commission

You may not hear much from our silent majority in Malibu, but this 39 year resident *supports improvements to Pacific Coast Highway. Furthermore, let's suppose the Malibu Planning Commission applies logic and does the same.*

For reference, my West Malibu residence is less than 1 mile from the proposed roundabout project, within earshot of thousands of vehicles that use Highway 1. For many decades I have driven coast highway on a near daily commute to Ventura County. This is likely 10,000+ trips, but who is counting?.

We all see Coast Highway speeds continue to escalate, often 10% to 30% greater than the posted speed limit. We also know vehicle accidents happen on a near regular basis, typically with injury.

Let's allow CalTrans to test drive this project and learn if it makes sense.

Likewise, please do not allow the small handful of boisterous voices shout down our more subtle less emotional residents in our community. We are a collective neighborhood.

- https://engage.dot.ca.gov/w02525

Thank you for doing what is best for our community.

Bill Kiefer
C# [redacted]
[redacted], Malibu, California 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/10/25 Time 1:45 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/12/2025
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; BStewart@malibucity.org; Steve Uhring
Subject: Notice and Preservation of Remedies RE Agenda Item 5.A Coastal Development Permit No. 25-041
Date: Friday, December 12, 2025 2:05:02 PM

Notice and Preservation of Remedies RE Agenda Item 5.A Coastal Development Permit No. 25-041

Thank you for your sincere efforts to improve safety on Pacific Coast Highway [PCH].However, approval of 12/16/25 Planning Commission **Agenda Item 5.A** Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road [etc.] ["The Plan"] will likely create significant City and Caltrans liabilities, without correction of major design defects.

I. THE PLAN ILLEGALLY PURPORTS TO EXPAND THE CALTRANS RIGHT OF WAY INTO THE FEE LAND OF PROPERTY OWNERS ON PCH.

The City of Malibu approved our Parcel Map 20549 in 1994 with the southern border of our parcel at 31905 Pacific Coast Highway, adjacent to a 100-foot wide Pacific Coast Highway. This Map has been recorded in County Records for over 30 years and is physically demarcated in part by a chain link fence.

The Plan erroneously shows a Caltrans right of way with a width of 106 feet, including a 6-foot extension into our property. (The Plan p.52 - **PAVEMENT DELINEATION AND SIGN PLAN** Sheet PD-2)**.** The distance from the pavement to our property line is erroneously shown in The Plan as 14 feet but it is actually 7 feet in width.

Additionally, the California Coastal Commission is the owner of an Open Space Deed Restriction (LACOR #93 552463) recorded with Parcel Map 20549. It extends inland from PCH along Encinal Creek, prohibits "road construction" and identified as ESHA by a marker on PCH and is not an ESHA buffer.

Please refer to the October 20, 2025 Planning Commission Application for Coastal Development Permit No. 25-009 - pages 41-101 (sheets L1-L61) and inquire of City and Caltrans staff, for an explanation of why Caltrans' purported right of way saws through hundreds of front yards, stone walls, fences, gates and other improvements along the northern side and in many cases, the southern side of Pacific Coast Highway. Private improvements were removed from the PD Sheets on The Plan, but the effects would be the same.

On December 8, 2025, the City Council authorized Mr. Duboux and Ms. Bond to execute Right-of-Way Certifications for transportation projects that receive State and/or Federal funding. Any such certifications are absent from the Plan. You have a duty to require them under Malibu LIP **13.6.2 Proof of Ownership or Owner's Consent.** ("A. In addition to other information required to be submitted with an application, applicants must prove that they own the property which is the subject of the application or provide the City with written consent from the owner for the proposed development for the City to file the application.").

Caltrans and the City of Malibu cannot demonstrate a legal right, interest, or other entitlement to use of our property, beyond Caltrans' recorded right of way on Parcel Map 20549, nor may it perform construction within the Open Space Deed Restriction. Additionally, Caltrans has no right to transfer any portion of the right of way on properties on the south side of Pacific Coast Highway to our property on the north side of the road. Further the City will be liable for any damages resulting from its deliberate rendering of hundreds of parcels and or setbacks, etc. as non-conforming.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 2:05pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 4

Exacerbating this defect, The Plan's construction "*within the PCH public right-of-way and existing roadway **prism** (i.e., completely within the **disturbed** and paved area along PCH*)" is hopelessly vague and ambiguous.

It would be negligent to approve The Plan without proof of certification, and notice to the property owners of the surveys upon which they are based. Failure to correct this defect represents a dereliction of duty and will likely result in a taking in violation of TITLE 7. Eminent Domain Law [1230.010 - 1273.050] of the California Code of Civil Procedure, Amendment V of the U.S. Constitution and the California Constitution in relevant parts.

II. THE PLAN'S SINGLE LANE UNDER CAPACITY DESIGN, 4" CURBS and 3' QWIKCURBS to "RESTRICT DRIVERS" on MALIBU'S #1 EVACUATION ROUTE CREATES A DEATH TRAP AND IS RECKLESS.

The Plan Unsafely Reduces PCH Capacity during Peak Periods

The City's contractor, Sean Hoek of Kimberly Horne estimated average daily traffic for the roundabout: "*At a high level, a single lane roundabout such as what we're proposing has a rough capacity of 18,000 to 20,000 cars*", the average daily volume in the area of the proposed roundabout is 14,000 day,and "*I don't know what the volumes are on the holidays.*"(12/2/25 Community Meeting at 1:46 of video).

The City and Caltrans would be recklessly negligent approving the Plan which omits consideration of: 1) peak traffic periods, 2) the effect of **shared bicycle/vehicle roundabout entry approach and in-roundabout passage** (The Plan p. 55 PD-5), (Tatiana Holden Assistant Public Works Director 2/2/25 Community Meeting at 2:23 of video "*There is no physical separation between bicyclists and cars within the roundabout*", and 3) Encinal Canyon Average Daily Traffic, an essential element of capacity calculation. In essence, The Plan removes two road lanes in the approach to, and within the roundabouts by converting them to shared bike lanes. State law requiring bike lanes where feasible does not provide jurisdiction to remove all lanes on a state highway and replace them with an unfeasible shared bike lane.

We know firsthand that PCH was burning on both sides of the highway during the 2018 Woolsey Fire and the 2003 Trancas Fire evacuation. The peak capacity of PCH and any roundabouts is the critical factor in whether residents of Malibu will live or die during an evacuation.

It is obvious to any observer that peak travel during evacuation and summer visitor periods are multiples of average annual daily volume using a metric of 24 hour/365 days per year and that reduction to a single lane and bicycle roundabout will exceed vehicular capacity of PCH on a regular basis and result in gridlock for miles regularly and during critical life safety events.

The curbed single lane will also trap drivers so they can neither pass nor pull over in the event of an electric vehicle fire, or a head-on out-of-control vehicle, a **not rare** occurrence on PCH. Referring to the 4" curbs (dykes on the Plan), 4" medians and 3-4 foot high QuikCurbs that channel the single lane drivers, Caltrans officials have stated they are a "*physical construction*" "designed to "*restrict*" drivers (12/2/25 Community Meeting at 1:08 and 2:26 of video). Although large trucks may be able to drive sideways over 4" curbs, it is physically impossible for most passenger vehicles thereby creating a 1.3 mile death trap. It is well known that evacuees burned alive in their vehicles during the Maui and Paradise Fires and dozens of lives were lost during this year's fire due to inability to evacuate. Approval of curbing and/or medians on both sides of a single lane to restrict drivers on the City's primary evacuation route would recklessly and forseeably endanger motorists.

III. THE PLAN VIOLATES THE GOALS AND POLICIES of the MALIBU SAFETY ELEMENT APPROVED JUST DAYS AGO BY THE CITY COUNCIL IN COMPLIANCE WITH GOV. CODE 65302(g)(5).

Approved by the City Council on 11 -24-25 Agenda Item 7.B., the Draft Transportation Study Malibu Safety Element Update (prepared October 25, 2025) states "*The primary evacuation route through Malibu consists of the Caltrans-maintained Pacific Coast Highway (PCH)"and several north-south routes that originate at PCH ... During previous wildfire evacuations in Malibu, PCH was essential as both an evacuation route and for emergency vehicle access.* " (P.7.**,** 3.1 Traffic and Roadway Challenges Evacuation Route Blockages and Congestion). "S*tate Route 1 (PCH) is the principal evacuation route for residents of Malibu*" (Ibid., p. 114).

Citing GOVERNMENT CODE SECTION: 65302(g)(5) - The Malibu Safety Element Evacuation, Goals S-5, Objectives S-5.1.1-3 requires the City to require new development to:

- Minimize impact to the emergency evacuation capability of the City.
- Ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities.
- Maintain functionality, make improvements, and expand the capacity, where feasible, of the existing emergency evacuation routes within the City, taking into account current and future natural and human-caused hazards.
- Ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities. (Safety Element Update p.151).

Neither the City nor Caltrans has jurisdiction to reduce, limit or block evacuation routes in the ways the Plan does under Senate Bill (SB) 1241 (wildfire), SB 379 (climate adaptation and resiliency), SB 99 (residential evacuation routes), Assembly Bill (AB) 747/1409 or Gov. Code 65302(g)(5)

The history of recent fires in Malibu and Los Angeles demonstrate the inaccuracy of staff's assurances that there will time for city and agency officials to coordinate a "one-way flush" during emergency. In all likelihood it will be physically impossible to remove the barriers for 1.3 miles when an incident begins and evacuation is necessary, even under the unlikely assumptions that all communications are operating, all resources are available and that all necessary personnel can access the 1.3 mile area of barricaded lanes in The Plan.

IV. INSTEAD OF CREATING A LIFE SAFETY HAZARD, THE PLAN AREA'S PCH SPEED LIMIT COULD SIMPLY BE REDUCED UNDER ASSEMBLY BILL 1014.

Assembly Bill 1014 amended Section 22358.6 of the Vehicle Code to read that local authorities or the Department of Transportation can lower speed limits rounded down to the nearest five miles per hour increment of the 85th-percentile speed, or by five miles per hour from the nearest five-mile-per-hour increment of the 85th-percentile speed, if the reasons for the lower speed limit are documented in an engineering and traffic survey.

It is negligent for the City to *fail* to consider implementation of AB 1014 in lieu of adoption of the Plan given the The Plan's obvious hazards. Whereas a traffic survey is required as justification of reduced speeds under AB1014, the City is bereft in failing to require a traffic study in justification of The Plan. The fact that additional time may be required for a traffic study to effectively evaluate PCH capacity is the only way to begin to mitigate the hazards the Plan would create.

V. THE PLANNED GRIDLOCK AND INACCURATE RIGHT OF WAY DESCRIPTION APPEARS DESIGNED TO CREATE AREA FOR A FUTURE BUS LANE and SB 79 HIGH RISES IN CONTRADICTION TO THE

MALIBU GENERAL PLAN AND PUBLIC OPINION.

The experience of the author of Comment Submission #42079 (12/16/25 Planning Commission Agenda Item 5.A Staff Report p. 146) supports a view that illegally widening PCH outside the Caltrans Right of Way and creating gridlock will allow extreme overdevelopment of the scenic expanses of western Malibu. This person's experience must be considered by the Commission because **residents of Malibu are adamantly opposed to *increasing gridlock* for the purpose of forcing an SB79 outcome.** Excerpts of Submission #42079 follow:

"*I saw what happened in Culver City and the same playbook is now happening in Malibu. In short, they intentionally created a problem so they can provide a "transit oriented" solution. 1. Intentionally misleading the public for lane reduction motivation. They told us it was for bikes, buffered parking, and pedestrians. None of this was relevant or necessary based on actual usage of the wide shouldered, open and free flowing Washington and Venice Boulevards. 2. Lane reductions predictably create gridlock traffic. There was outrage from residents and businesses who saw a decrease in revenue. 3. Manufactured gridlock is used as justification for PERMANENT bus lanes. 4. The bus lanes are used as an excuse to overdevelop without parking or necessary road bandwidth. Ridership never offsets gridlock. ……traffic will just be backed up for miles in BOTH lanes prior to the lane reduction. You won't even see what's happening unless you get out of your car and walk miles up to the roundabout disaster. You have the opportunity now to prevent this tragedy. Malibu does not have the luxury of embracing anti-car ideology. Due to the geography, it is physically impossible for Malibu to ever become a walkable London or Paris….There's limited escape routes for fires at short notice. With the passing of SB 79, Malibu and the Pacific Palisades will be permanently transformed with high rises. The only obstacle is getting BRT or Bus Rapid Transit lanes on Sunset and PCH. Deadly and irresponsible overdevelopment will be justified by "increasing affordability" through low income housing projects. The roundabouts and bus transit center at Sunset and PCH are putting us well on this path. You are being misled when they say this is "temporary." The new gridlock traffic will be celebrated as a "safety" Gridlock is not a solution.* "

VI. THE PLAN DOES NOT COMPLY WITH THE SCENIC HIGHWAY PROVISIONS OF THE LCP.

The Plan would result in approximately **126 street signs within a 1.3 mile area**, when the signs proposed are added to the signs approved with the PCH Plan at the 10-20-25 Planning Commission Meeting. PCH is a Scenic Highway and this density of signage will negatively impact scenic views. Please **require justification** for what, in many cases, may be excessive signage and very distracting to drivers.

The potential injurious impacts of the Plan on our property and persons and other residents are serious, we reserve all rights and remedies in the event it is approved as written. Thank you for your consideration of this matter.

Anne Hoffman and Paul Hoffman

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; Doug Stewart; Steve Uhring
Subject: resend w/o photos ITEM 5A: NOTICE RE INVALID INDEMNIFICATION AND NONCONFORMANCE WITH LIP Secs. 13.6.1, 13.6.2,13.6.413.18.1. and LIP Chapters 4 and 12.
Date: Tuesday, December 16, 2025 11:56:13 AM

ITEM 5A: NOTICE RE INVALID INDEMNIFICATION AND NONCONFORMANCE WITH LIP Secs. 13.6.1, 13.6.2,13.6.413.18.1. and LIP Chapters 4 and 12.

This project could bankrupt the City. Caltrans does not indemnify against the inverse condemnation and takings actions which will result from the 120+ foot wide "prism" the Department of Transportation appears to seek to acquire while transferring the costs and liability to the City.

Residents are understandably concerned that the project appears to expand the highway into their properties beyond the Applicant's 100-foot Right of Way.

The LCP further does not give jurisdiction to the Commission to allow an applicant the unilateral right to change the Project Description in the future - in this case, making the project permanent after 18 months (Conditions of Approval Sec. 5.3 "***Should*** *the City and/or* ***Caltrans request to retain the improvements permanently****, authorization shall be subject to an approved permit.*"[emphasis added]).

Whereas other applicants go to extreme length to provide every tool, including detailed surveys, aerials and parcel boundaries to show the location of their projects, this Staff Report improperly exempts Caltrans from provisions of the LCP regarding project description now and without authority extends a right to unilaterally modify the project in the future by converting a 'temporary' improvements into 'permanent' development.

At the very least, this Item should be continued **until complete Plans per LIP 13.6.4 D are filed** and the '**Cooperative Agreement**' required under law for a "Local Partnership", demonstrating responsibilities for liabilities and indemnification are posted and reviewed.

I. THE PLANNING COMMISSION LACKS AUTHORITY TO IMPOSE FUTURE LIABILITY ON THE CITY AND RESIDENTS.

The Project proposed under Permit 25-041 is an unusual 'Caltrans Partnership Project' and the issue of liability deserves greater scrutiny than typical CDP applications.The rights and responsibilities of Caltrans and the Local Project Agency (LPA) are specifically described the California Department of Transportation Right of Way Manual 2025 ["R/WM"]), pp. 2072-2183, 17.04.01.01 Partnership Projects;**"***Either the Department or an LPA sponsors this type of project. There is a variety of funding sources, which may include tax measure proceeds, local, state or federal monies" and, "Roles, responsibilities, and funding obligations must be defined in one or more Cooperative Agreements, regardless of the amount contributed by the project sponsor or the Department. (For additional detail, see Section 17.07.00.00,*

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 11:56 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 7

"Cooperative Agreements.")(R/WM, p.2089)

Notwithstanding the Indemnification (Condition 5.1 of proposed Resolution 25-78), the City's and residents' protections from future liabilities stemming from this Projectare **limited** by:

A) Caltrans' documented policy to impose liability on the City for the City's required Right of Way **Certification** in Local Partnerships.

B) the inaccurate depiction of the purported width of Caltrans' Right of Way on its Plans, to the extent that those Plans extend significantly wider than 100 feet, into fee land, and are based on inaccurate

Malibu City GPS (See Figs. 1 & 2 below).

C) the lack of authority of Caltrans to represent "owners" of parcels over which construction on a Right of Way is proposed.

A. <u>CERTIFICATION REQUIRES THE CITY GUARANTEE THE LOCATION OF THE RIGHT OF WAY PER THE PLANS AND TO INDEMNIFY CALTRANS FROM ALL LIABILITIES RESULTING THEREOF.</u>

The City Council authorized the City of Malibu Public Works Director/City Engineer to execute Right-of-Way Certifications for transportation projects involving State and/or Federal funding, in compliance with operational and procedural standards included in the Caltrans Right of Way Manual (RESOLUTION NO. 25-56 adopted 12/8/25).

The Right of Way Certification must reflect the Plans. "A*t a minimum, each RW certification must be consistent with 100% design plans for construction and include all project RW parcels and involvements (including all utility and railroad involvements) as defined by the construction package (RFC).* (R/WM p. 1776 - 14.01.11.03 R/W Certification Process for Design-Build Projects) As we informed the City on 12/15/25, the Plan erroneously shows a Caltrans right of way with a width of 106 feet, including a 6-foot extension into our property, and the City GPS shows an even wider extension into our property and others.

The purpose of the Right of Way Certification is to document that real property interests have been or are being secured, and physical obstructions, including buildings, utilities, and railroads, have been or will be removed, relocated, or protected as required for the construction, operation, and maintenance of the proposed project. (See R/WM P. 2156, 14.01.01.01 - "*Definitions -R/W Certification is a written statement summarizing the status of all right of way related matters pertaining to a proposed construction project.*" and p. 1769 "T*he purpose of the R/W Certification is to document the construction project is ready for*

advertising and states: • Real property interests have been, or are being, secured. • Physical obstructions including utilities and railroads have been or will be removed, relocated, or protected as required for construction, operation, and maintenance of the proposed project..."
)

City has the ultimate liability. Public Works will likely require consultants to certify the Right of Way because of the rigorous technical requirements for certification in the R/WM. "*LPAs should be reminded that, as noted above, t**hey are responsible and accountable for the actions of their consultants in properly executing their duties and activities in accordance with the Uniform Act.** The LPA retains the ultimate responsibility for signing the Right of Way Certifications and is accountable for the actions and performance of their consultants*L. (17.06.04.01 Local Public Agency Liability for Consultants R/WM, p.2141).

"***Caltrans requires that each Local Public Agency agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liabilities** which may result in the event the right-of-way for this project is not clear as certified*." (See R/WM p. 2076 - 17.01.01.05 Identifying Projects with Right of Way Issues- "A*ny project can have right of way issues. Almost all transportation projects require some property rights and/or the relocation of utilities. ...The Department has developed a comprehensive right of way checklist (see Exhibit 17-EX-01) to assist LPAs in determining whether real property or property rights issues are involved in their projects.*")

Caltrans has the last say - "***Caltrans' Legal Division is responsible for providing all legal opinions in all matters relating to the need or right to acquire property for the project** or to the valuation of any such property. The Region/District must coordinate with the LPA and Department's Legal to ensure any required legal opinions are secured on a timely basis. The cost of securing any legal opinions should be covered in the Cooperative or R/W Services Agreement and will be at expense of the LPA* (see 17.08.11.12 Indemnification by Local Agency for On-System Projects, R/WM p.2148).

"*The Department reviews and approves only those LPA Right of Way Certifications prepared for projects where Department advertises, awards, and administers the contract. As in the case with off-system projects, all other LPA-prepared Right of Way Certifications are "accepted" by the Department. It is, therefore, important that the LPA certify that any right of way acquired for a project which will subsequently be conveyed to the Department be acquired in accordance with our own policies and procedures. Use of this clause reaffirms that the LPA has overall responsibility and accountability for proper project certification. Use of the "Indemnification by Local Agency" clause is required in all LPA Right of Way Certifications and has been incorporated into the Certification exhibits."* (see R/WM p.2148, 17.07.01.08 Legal Opinions).

B. <u>THE CITY CANNOT CERTIFY THE INACCURATE DEPICTION OF THE PURPORTED WIDTH OF CALTRANS' RIGHT OF WAY BASED ON APPLICANTS' INCOMPLETE PLANS.</u>

The plans filed in the staff report show an inaccurate depiction of the purported width of CaltransRight of Way to the extent the project area extends significantly wider than 100 feet,

into fee land, and are based on inaccurate Malibu City GPS (See Figs. 1 & 2 below).The plans are incomplete because they lack a detailed survey identifying affected parcel lines and an adequate description including maps, plans, photographs, etc., of the proposed development (see Item II below).

C. <u>CONDITION 5.1 FOR "INDEMNIFICATION" IS INEFFECTIVE AS IT CONFLATES THE APPLICANT/OWNER WITH ALL PROPERTY OWNERS IN THE PROJECT AREA</u>.

Condition 5.1 of proposed Resolution 25-78 reads in part; "*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*,…")[emphasis added],

There are over 100 property owners within the Project Area encumbered by a PCH Right of Way on their deeds. Within the context of the Staff Report and Plans, Caltrans is referred to as the "***OWNER***, and the term "***OWNERS*** is used to refer to the owners of properties over which the Right of Way passes. We, as property owners of affected parcels, are not the Applicant/Owner, nor do we consent to indemnification of the City should our property be damaged or taken in Inverse Condemnation or otherwise. Further Caltrans has no authority to attest to an affidavit that we or other property owners in the project area indemnify the City against any of our, or other future claims.

The Condition lacks conformity with LIP Sec. 13.18.1 - FORMAT OF PERMITS which states" P*ermits shall be issued in a form signed by the planning manager, and shall include: E. A statement that the permit runs with the land and binds all future owners of the property",* where Caltrans as one "owner" is conflated with over 100 property "owners". The Commission lacks authority to impose conditions running with the lands and bind owners of properties who are not a party to the application.

For the reasons above, in approving the Application as submitted, the Commission would be acting outside of its jurisdiction which is limited to reviewing conformity with the Malibu LCP. Approval would invite future unknown liabilities resulting from the unique nature of the City/Caltrans Partnership which places liability on the City for Right of Way Certification, and the failure of the Applicant(s) to file sufficiently detailed property descriptions to ascertain the parcel by parcel location of the PCH right of way to create an accurate Certification.

II. <u>THE APPLICATION LACKS CONFORMANCE WITH MALIBU LIP Sections. 13.6.1 , 13.6.2, 13.6.4, 13.18.1.</u>

The application's plans' failure to identify parcels , ownership and improvements in the project locationover which it claims right of way rights, in nonconformance with **LIP Sec(s). 13.6.1 , 13.6.2, 13.6.4, 13.18.1.,** for the project location over which it claims right of way rights.

Applicants' Pavement Delineation Sheets provide no Parcel boundaries for parcels over which a right of way is claimed and proposed for development. There is no basis on which the Planning Commission or surrounding property owners can ascertain that an accurate presentation of the location of the Project is reviewable.

A. Nonconformance With LIP Sec. 13.6.1 Sec. B- Filing Procedures Complete Plans

13.6.1 B requires "A*ny application for a coastal development permit shall not be determined to be complete and shall not be filed until and unless the applicable requirements of sections. 13.6.2, 13.6.3 and 13.6.4of the Malibu LIP have been met.*" The application fails the requirements of *sections. 13.6.2, 13.6.3 and 13.6.4of the Malibu LIP* (see II B-C below).

B. Nonconformance With LIP Sec. 13.6.2 Secs. A and C - Proof of Ownership or Owner's Consent

LIP Sec. 13.6.2 C requires the City to invite owners of interests outsidethe Right of Way of record as co-applicants and the City has failed to do so. The section states:

"C. *Where the applicant for a Coastal Development Permit is not the owner of a fee interest in the property on which a proposed development is to be located, but can demonstrate a legal right, interest, or other entitlement to use the property for the proposed development, the City shall not require the holder or owner of any superior interest in the property to join as a co-applicant. All holders or owners of any other interest of record in the affected property shall be notified in writing of the permit application and invited to join as co-applicant*."

Caltrans has not demonstrated a legal right, interest, or other entitlement to property greater than its 100-foot wide Right of Way for the proposed development. The deeds to the properties in the project area do not contain the term "*roadway prism (i.e., completely within the disturbed and paved area along PCH*" see Staff Report p. 2 of 14 Project Overview / Setting.)

No one is claiming a superior interest of the right of passage across Caltrans' recorded Right of Way. Therefore, the City is required to invite the owners of parcels where the Plan shows a Right of Way wider than 100 feet, to join the Application, including but not limited to the owners of 31905 Pacific Coast Highway.

LIP Sec.13.6.2 A requires applicants to prove that they own the property which is the subject of the application or provide the City with written consent from the owner for the proposed development for the City to file the application. No proof of a right of way greater than 100 feet wide, and expanded a significant number of feet into. Undefined "disturbed roadway prism" areas, is provided.

C. Nonconformance With LIP Secs. 13.6.4.A. 13.6.4 .C, 13.6.4 .D.1-1-4 - Application Form and Information Requirements.

The coastal development permit application form shall require submittal of **at least** the following items:

LIP 13.6.4 A ("*A description and d**ocumentation of the applicant's legal interest** in all the property upon which work would be performed, if the application were approved, e.g., ownership, leasehold, enforceable option, authority to acquire the specific property by eminent domain.") and;*

LIP 13.6.4 C ("*An adequate description including **maps, plans, photographs**, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information*

*concerning land and **water** areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private.")*, *and;*

LIP 13.6.4 D ("*A **site plan**, to scale, showing: 1. **Existing and proposed property lines** on the site, including all dedications,or recorded offers to dedicate easements, deed restrictions over or adjacent to the site and documentation for such recorded instruments. 2. **Existing and proposed topography**, at a contour interval appropriate to the size of the site to be developed; 3. All **existing and proposed structures**, roads, utilities lines, signs, fences and other improvements; and* 4. *Major natural and man-made landscape features, including location, type, size and quantification of acreage of any trees or **other natural vegetation to be planted or to be removed** or made subject to thinning, irrigation or other modification by the proposed project including building pad and road/driveway areas."[*emphasis added*].*

LIP 13.6.4 E ("***Except** on parcels within existing, developed neighborhoods where any new structures will be **located over 200 feet from ESHA** as mapped on the ESHA overlay map, an inventory of the plant and animal species present on the project site, or those known or expected to be present on the project site at other times of the year, prepared by a qualified biologist, or resource expert. The inventory shall include an identification of any species present that have been designated as rare, threatened, or endangered species under State or Federal law. Where the initial site inventory indicates the presence or potential for sensitive species or habitat on the project site, the submittal of a detailed biological assessment of the site is required, consistent with the provisions of Chapter 4 of the Malibu LIP."*

Applicants' Plans lack proof of legal interest, a complete Site Plan showing existing and proposed property lines, water areas, including Encinal Creek, and a complete site plan showing existing and proposed property lines, existing and proposed topography for its raised bikeways and "prism" eg. new slope plans, and existing and proposed structures, eg. existing driveway aprons. gates, fencing, etc.

The Pavement Delineation Sheets provide no Parcel boundaries for parcels over which a right of way is claimed and proposed for development. There is no basis on which the Planning Commission or surrounding property owners can ascertain that an accurate presentation of the location of the Project is included.

Aerial Photographs with parcel lines delineations and existing and proposed development overlays and topography and ESHA maps are required at a minimum, to show where the claimed right of way lies in relation to property owners existing improvements, and whether their lots will be structurally impaired or their improvements rendered nonconforming as to setbacks whether the proposed Right of Way improvements intrude into ESHA.

D. Nonconformance With LIP Chapter 4 - ESHA OVERLAY

The staff report's statement (p. 6 of 14), as to ESHA impacts is incomplete and inaccurate: "T*he development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public*

accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway."

According to the City's GPS, the PCH Right of Way proposes development within ESHA on both sides of PCH over property containing Encinal Creek (see Fig. 2 below), a mapped ESHA in the Malibu LCP. As noted in our correspondence dated 12/12/25, Encinal Creek and the area surrounding this is encumbered by an Open Space Deed Restriction in favor of the Coastal Commission and that recorded document specifically prohibits road development. We are not required to indemnify the City for Project's proposed damage to the Coastal Commission's interest.

Encinal Creek is a very significant nesting area for falcons, eagles and other wildlife. The Commission does not have jurisdiction to exempt Caltrans from an initial site biological inventory to determine the presence or potential for sensitive species or habitat on the project site, consistent with the provisions of Chapter 4 of the Malibu LIP, unless the Applicant provides the Commission with evidence that no work is proposed for the area bordering Encinal Creek and its banks and canopy.

E. Nonconformance With LIP Chapter 12 - Public Access

The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" cannot be made. There is substantial evidence of a public right of access to or along the sea.

There is substantial evidence that the Project **will limit access to the recreation area** because the capacity of motorists to enter and utilize the beaches will be impaired. (See our correspondence dated 12/12/25). The Applicant has provided no evidence that the project's proposed **replacement of four vehicle lanes, with a single shared bike/vehicle lane** will not reduce the capacity of the PCH access way, especially during peak visitor periods when the capacity of the roundabouts is below average traffic densities. There is no evidence that enabling bicyclists, who are limited in quantity, nor that contemplated parking, will ameliorate the reduction in access resulting from the Project.

The finding as to no adverse effect nor required mitigation cannot be made unless evidence to support the is produced by a Traffic Study, which the Application lacks.

We urge you to continue the hearing and require the Applicant and Staff to produce the above identified items lacking from the Project Application. Thank you for your consideration.

Anne and Paul Hoffman

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; Doug Stewart; Steve Uhring
Subject: Correction to Paragraph II E of email (Notice) to Planning Commissioners sent this morning
Date: Tuesday, December 16, 2025 1:19:16 PM

Please note the sentence in paragraph II E of our earlier 12/16/25 email which stated.

"The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" cannot be made."

should read and is replace by, "The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" **can** be made."

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 1:19 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Doug Stewart; Haylynn Conrad; Steve Uhring
Subject: Item 5A -Non-Comparable Safety Studies for Roundabouts Are Not Useful
Date: Tuesday, December 16, 2025 3:48:23 PM

Dear Commissioners,

You may hear this evening that "*safety studies show roundabouts* are safer".

These studies are not comparable to the proposed project where four lanes of traffic are funneled into a single lane bike path where multiple vehicles each need to maintain 3 feet distance from the bikes, while entering, crossing and exiting each roundabout. This is particularly true on a State Highway where people do not have the expectation to drive as slowly as bicycles, regardless of signage.

Based on the lack of feasibility of two roundabouts consisting of shared bike lanes, it is possible the roundabouts as designed, will diminish safety. No study has been offered that contains the elements comparable to this project that would demonstrate the proposed design is safe for regular use, peak use, or for evacuation.

We apologize for any typos in our previous correspondence. Reading the 2,200 page Caltrans Right of Way Guide delayed completion of our summarization of objections.

Please note that references to Figures 1 & 2 in our previous email today refer to City of Malibu GPS or GIS (the photos we attempted to send were too large and we were unable to deliver them).

Thank you.

Anne and Paul Hoffman

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 3:48 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/9/25
Planning Div.

From: James Karhu [redacted]
Sent: Tuesday, December 9, 2025 12:02 PM
To: Gail Duncan <gduncan@malibucity.org>
Cc: Nadia Fahoum <nfahoum@malibucity.org>
Subject: Re: Roundabout Workshop Video

Got it thank you! Were you able to receive my video I sent earlier this week?

Here is the download link (preferred for Dec 16th meeting):

https://vimeo.com/user4081665/download/1142619255/5cddb5ca8c

Here is a play link without downloading (may require vimeo login)

https://vimeo.com/1142619255

-My primary concern is about evacuation safety.

-My other concern is that SB 79 is going to increase development and that the lane removals at the roundabouts are trials for bus lanes on PCH. These transit oriented development motivations are not being disclosed and we're being told these are solely for safety.

-Final concern is gridlock when there is none. It's a solution looking for a problem.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/9/25 Time 12:02 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: James Schoenfield
To: Planning Commission
Subject: Proposed Round Abouts On PCH
Date: Friday, December 12, 2025 5:50:33 PM

To Whom It May Concern,

I am a decades-long resident of Malibu. The idea of putting roundabouts on PCH is not only foolish, but dangerous. Years ago, when Santa Monica put one on 26th Street, a close friend of mine, Rick, was riding his motorcycle up 26th after visiting his father at Santa Monica Hospital; Rick lived in the Palisades. The sun was in his eyes and he didn't see the roundabout, and crashed into it.

Rick didn't die immediately but was permanently brain damaged and never made it out of the rehab center. His family received millions in damages from the City of Santa Monica.

26th Street, if I recall correctly, has a speed limit of 25mph. Imagine what is likely to happen in the summers, in late afternoon, when there is a binding sun directly in the eyes of westerly/northerly bound drivers and traffic is moving at 50mph or faster, or late at night when it's pitch black. It probably would be prudent to contract to have at least one ambulance stationed at the intersection, 24 hours a day.

If people decide to proceed with this folly, be sure to have CalTrans provide a permanent indemnity and hold harmless agreement to the City, as well as an agreement to keep the thing in good condition and repair, in perpetuity.

Regards,
Jim Schoenfield.
Sent from my iPhone

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: E Olivier
To: Planning Commission
Subject: FOR THE PLANNING COMMISSION
Date: Monday, December 15, 2025 10:39:30 AM

TO THE PLANNING COMMISSION

Because I've had further thoughts about the proposed Roundabouts, given my home's close proximity to Encinal Canyon Rd., I am sending this additional document in the hopes that planning commissioners will have time to read yet one more plea to vote against the Roundabouts.

PROBLEMATIC LOCATION

As someone whose driveway opens onto PCH, it's hard enough to turn onto PCH already when there are cars, vans and one of the many work vehicles, i.e, Spectrum, Edison, garbage trucks, etc., parked or stopped beside my driveway.

Given the addition of Roundabouts, we will be turning onto PCH by merging into traffic exactly where the bicycles are exiting the Roundabout, as indicated in the schematic.

IF CARS PULL INTO MY DRIVEWAY, HOWEVER, AND ARE NOT BUZZED THROUGH THE GATE, they will have to back out of the driveway around the parked cars and into the bicycles exiting the Roundabout. And that is, if the schematic is accurate.

If the schematic is not accurate, and the Roundabout ends up closer to my house, then cars will have to back up into the Roundabout's one lane with all the cars, motorcycles, bicycles, etc.

RELATIVE SAFETY OF THE AREA

Please know that we applaud all the safety improvements that have been made on PCH in Malibu, especially those in east Malibu, where so many terrible accidents have occurred. But we also feel that this amount of time, money and resources could be better spent where there is greater need, and on more effective solutions than Roundabouts in west Malibu.

LACK OF RECENT DATA FOR COMPARISON

Judging from the 2015 Safety Study, which contains the only accident statistics the City has made public, it is clear that this particular area in west Malibu is considerably safer than other areas, not just in east Malibu, but in west Malibu, too. I'd like to pass along more recent statistics for you, but despite my many requests, the Project Planners have not shared this information, which they surely have.

If not, how can they justify this expenditure; and how can they judge the Roundabout Project's success or failure after the Roundabouts have been built?

Back on Oct. 22, the date for the first Roundabouts meeting to which the public was

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 10:39 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 2

invited, I asked for the accident statistics for Encinal Canyon Road vs other areas within the Roundabout Project. I was not given that information.

Since then, I've asked for current statistics for Encinal Canyon Rd vs other areas in west Malibu from Kanan to Decker. I didn't get this information either. In fact, I was told that the City of Malibu "does not have or collect this information."

Up until last Friday, I've only been sent a Michelin flyer (no statistics); a map with a multiplicity of blue dots representing accidents on all of PCH, but without information to explain the blue dots, just eventually – after persisting – typewritten notes for seven of the blue dots.

As Project Planners no doubt have the data for the rest of the dots, my conclusion is that Project Planners do not want to share data showing that constructing these Roundabouts is not the best use of Malibu's time, money and resources.

LACK OF INVESTIGATION & ANALYSIS

Last week's news that the addition of landside parking has been dropped from the Roundabouts Project is very welcome. That said, this decision makes me wonder how well thought-out this Roundabouts Project actually has been. After all, everyone who lives near our beaches knows that landside parking would facilitate car vs pedestrian accidents.

So, now I also wonder how much investigation and analysis has really gone into the Roundabouts Project and the potential problems these Roundabouts will cause.

LOCATION & FIRES

Rather than repeat myself here, please also recall that my previous letter to the Planning Commission also notes that **THE ACTUAL LOCATION THE 2015 SAFETY STUDY RECOMMENDED FOR THE ENCINAL ROUNDABOUT IS NOT IN THE MIDST OF HOUSES AT ENCINAL CANYON ROAD AND PCH.**

And, for just one more note about safety during evacuations, please remember that the Roundabouts won't only hinder travel through them by west Malibu residents.

OUR FIRES ARE UNPREDICTABLE AND IF THE ONLY ESCAPE ROUTE REQUIRES ALL MALIBU RESIDENTS TO ESCAPE TO THE NORTH (WEST), THE ROUNDABOUTS WILL PRESENT PROBLEMS.

Therefore, I ask you, along with my neighbors, to vote against the Roundabouts Project.

Ellen Olivier

Received
12/16/25
Planning Div.

From: E Olivier
To: Planning Commission
Subject: Roundabouts & what was actually recommended in 2015
Date: Wednesday, December 10, 2025 1:04:42 PM

TO THE PLANNING COMMISSION:

We are all in favor of making Pacific Coast Highway safer, but it is clear to those of us who live in west Malibu that the Roundabouts project is not the best way to accomplish this goal. Moreover, we believe that the project will make PCH less safe.

Here's why...

By adding parking on the land side of PCH, the City and CalTrans are facilitating vehicle vs pedestrian collisions. As jaywalking is legal, people are not always likely to walk the extra distance from where they park on PCH to the crosswalks. This is especially true if people are parking closer to Encinal Canyon Road, yet going to Matador, which is usually the case, as Matador is by far the more popular beach.

No matter that the speed limit between the Roundabouts will be lower, people will still sustain injuries when they get hit by cars. Moreover, as the ordinance against drinking on the beach is not enforced, not everybody is operating at 100% when leaving the beach. (Judging from the empty beer bottles I regularly find on the beach, the anti-drinking ordinance hasn't been enforced in more than 10 years.)

We are also concerned about bicycles, motorcycles, teenagers on E-bikes and automobiles merging into the same one lane in the Roundabouts. Aside from the resulting confusion, gridlock will surely result. Just picture the motorcyclists and bicyclists, who regularly travel in big groups, trying to merge with cars into the one vehicle lane.

Removing one vehicle lane from PCH also makes evacuations more difficult, as evidenced by the Woolsey Fire when it took people, myself included, 8 hours to get out of Malibu. No one helped direct traffic then and there is no reason to believe that there will be enough first responders available to direct traffic through this area in the future.

And, while we'd all like zero accidents, according to the 2015 statistics this area of west Malibu – and especially the intersection at Encinal Canyon Road - is relatively safe compared to other areas in west Malibu, let alone compared to areas in east Malibu, where accident statistics skyrocket. So, it is very likely that the millions of dollars this project will cost can be better utilized elsewhere.

(Please note that while I have asked the City for current accident statistics at Encinal Canyon Rd vs other, what I believe to be more dangerous areas in west Malibu, I have not received them and instead been told that the City does not have these statistics.)

We are all in favor of making Pacific Coast Highway safer, but the Roundabouts project is not the best way to accomplish this goal. A traffic light would be a better solution at Encinal Canyon Rd & PCH, and that is exactly what was recommended in the 2015 PCH Safety Study.

For your reference, here is the link to the page in the May 15, 2015 PCH Safety Study, that shows the Study's recommendations on page 3, Figure D-2 in Appendix D...
https://www.malibucity.org/DocumentCenter/View/12646/Appendix-4D?bidId=

As you'll see, the Roundabout that is now proposed at Encinal Canyon Road & PCH is not

CC: Planning Commission, PD,

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Date Received 12/10/25 Time 1:04 p.m.
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as recommended in the 2015 PCH study, which suggested considering a Roundabout for a ***"newly aligned intersection,"*** which would be created by moving Encinal Canyon Road from its current location to a vacant area opposite the La Piedra Beach parking lot.

Instead, what is now being proposed is a Roundabout at Encinal Canyon Rd & PCH, which is surrounded by homes in close proximity all around. That's a big difference.

What was actually recommended for Encinal Canyon Rd & PCH in the 2015 PCH Safety Study is to ***"install a street light at the intersection."*** That actually makes the most sense.

Thank you for considering alternative solutions to making Pacific Coast Highway safer.

Ellen Olivier

Received
12/16/25
Planning Div.

From: Kristina Kropp
To: Planning Commission
Subject: RE: CDP25-041 - Dec. 16 PC Meeting Comment - Agenda Item 5A
Date: Tuesday, December 16, 2025 3:26:48 PM
Attachments: PETITION AGAINST ROUNDABOUTS 12.16.25.pdf

Hi Rebecca,

Please also find attached a Petition against the proposed project dated today. Please forward to the Planning Commissioners.

Thank you!

Kristina

Kristina Kropp, Esq.
The Kropp Law Firm, A Professional Corporation
16501 Ventura Boulevard, Suite 400
Encino, California 91436
Telephone: 310-570-9373

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 3:26 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 41

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

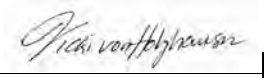
Name (print)	Signature	Address	E-mail and/or Phone #
Dr. Thomas G. Dimantidis		[redacted]	[redacted]

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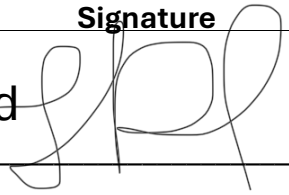
Name (print)	Signature	Address	E-mail and/or Phone #
Vicki von Holzhausen		[redacted]	

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Name (print)	Signature	Address	E-mail and/or Phone #
Jyoti Drummond		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
FRANK JONATHAN D.,		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
VAHE HAGOPIAN			[redacted]
Anahis HAGOPIAN		[redacted]	[redacted]
Claudia Hagopian		[redacted]	[redacted]
Keghvazt HAGOPIAN		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
JAMES JISUN	James Jisun	[redacted]	[redacted]

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		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
LINDA RU	Linda Ru	[redacted]	[redacted]

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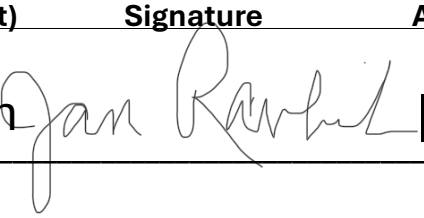
Name (print)	Signature	Address	E-mail and/or Phone #
HARRIET NICHOLS		[redacted]	[redacted]
STEVEN NICHOLS		[redacted]	[redacted]

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Name (print)	**Signature**	**Address**	**E-mail and/or Phone #**
Jan Ravlich		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
Tracy Bossman		[redacted]	
Kristin Swindal		[redacted]	
MARY FATHERLY		[redacted]	

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Name (print)	Signature	[redacted] ss	E-mail and/or Phone #
Linda Cohen		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
Patrick Crowley	Pat Crowley	[redacted]	

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Name (print)	Signature	Address	E-mail and/or Phone #
Sara Paske	Sara Paske	[redacted]	[redacted]
Jack Wade			

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
Ellen Olivier	Ellen Olivier	[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
R Huizenga	R Huizenga	[redacted]	

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Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Summers	Cathleen Summers	[redacted]	

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Name (print)	Signature	Address	E-mail and/or Phone #
Steve Woods		[redacted]	
[redacted]		[redacted]	

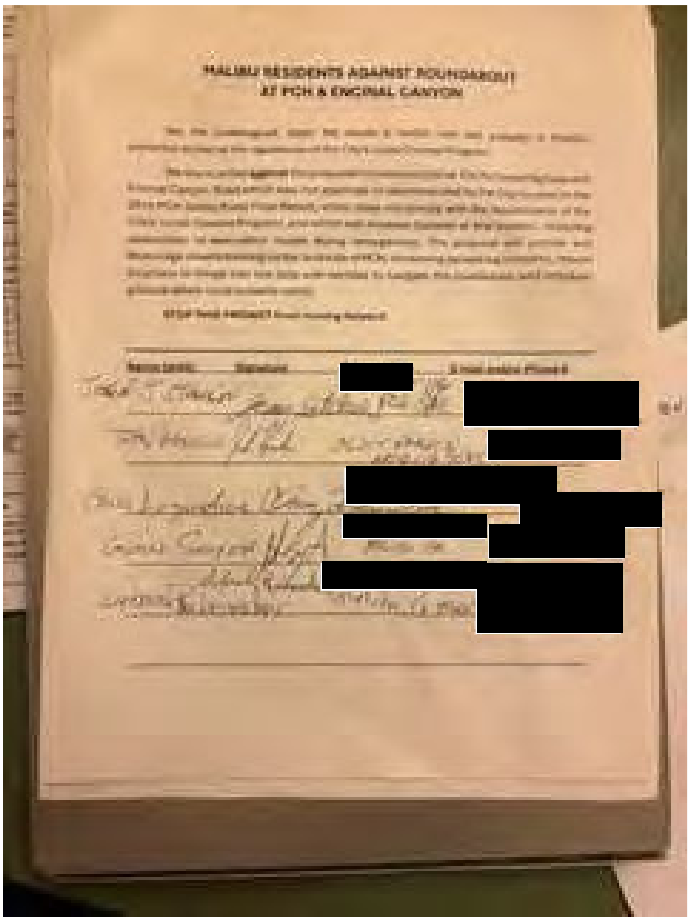
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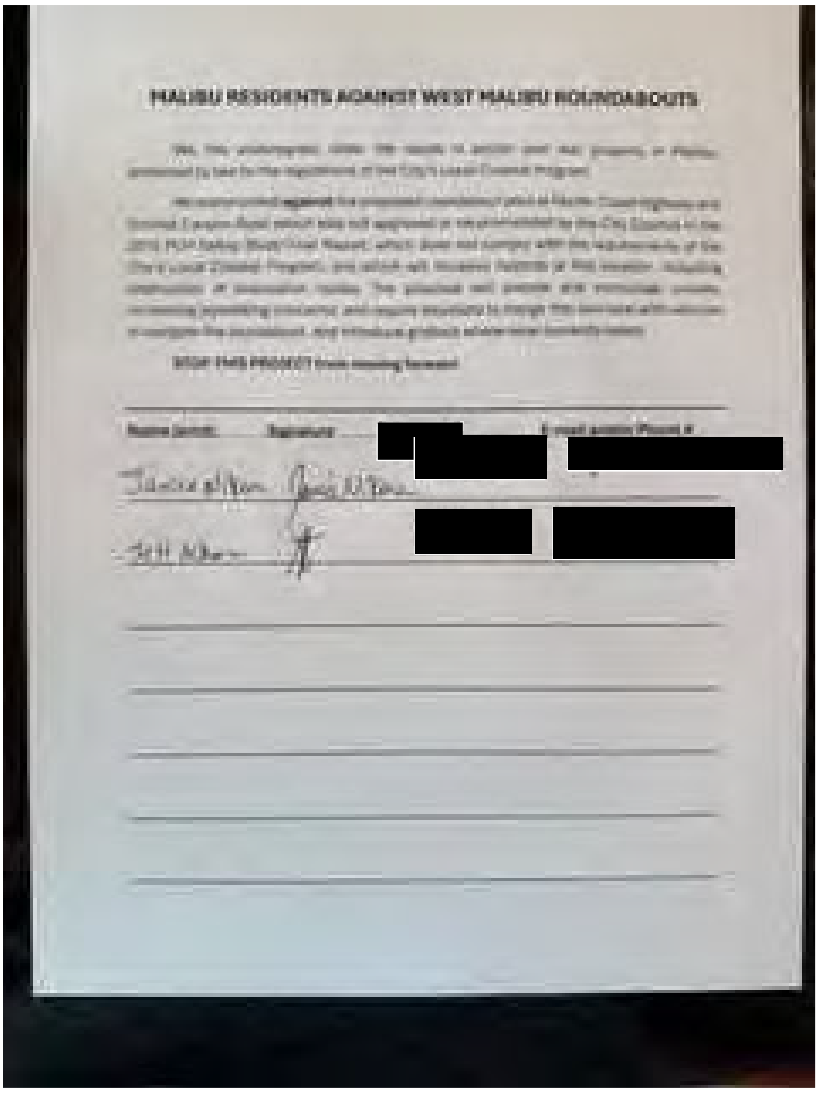
STOP THIS PROJECT from moving forward.

Name (print)	**Signature**	**Address**	**E-mail and/or Phone #**
Caroline Weber	C. We	[redacted]	



MALIBU RESIDENTS AGAINST ROUNDABOUT
AT PCH & ENCINAL CANYON

[redacted]



MALIBU RESIDENTS AGAINST WEST MALIBU ROUNDABOUTS

STOP THIS PROJECT from moving forward

[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
Scott Rachford		[redacted]	
Nikki Rainford		[redacted]	
Jack Rachford		[redacted]	
Nick Rachford		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
Isabelle BRACCO		[redacted]	

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Name (print)	Signature	Address	E-mail and/or Phone #
Gerber		[redacted]	
Cindy Crawford			

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STOP THIS PROJECT from moving forward.

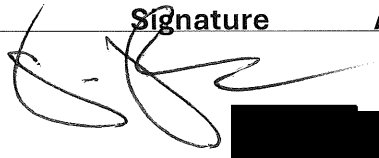
Name (print)	Signature	Address	E-mail and/or Phone #
Suzanne Furst		[redacted]	
Howard Furst		[redacted]	

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Douglas Frye		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
DEBRA McDERMOTT	DMcDermott	[redacted]	[redacted]

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united against the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was not approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Victoria Shuken	[redacted]	[redacted]	E-mail: [redacted] PHONE: [redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Addison Altendorf		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Bloeser	Cathy Bloeser	[redacted]	[redacted]
[redacted]			

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes during emergencies. The proposal will provide and encourage crowds/parking on the land side of PCH, increasing jaywalking concerns, require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Jean J Stetson	Jean Stetson	[redacted]	[redacted]
John Hanlon	John Hanlon	[redacted]	[redacted]
Chris Loguidice	Chris Loguidice	[redacted]	[redacted]
Glen Sunyich	Glen Sunyich	[redacted]	[redacted]
Deborah Rubenacker	Deborah Rubenacker	[redacted]	[redacted]

MALIBU RESIDENTS AGAINST WEST MALIBU ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Janice Nikora	Janice Nikora	[redacted]	[redacted]
Jeff Nikora		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, make the choice to protect our community in Malibu, considering the further degradation of the City's Local Coastal Program.

We hereby strongly **oppose** the proposed roundabout plan at Pacific Coast Highway and Encinal Canyon Road which was not approved or recommended by the City Council's Traffic and PCH Safety Study Final Report, which does not comply with the requirements of the City's Local Coastal Program, and which will increase hazards at this location, including displacement of bus/transit routes. The proposal will promote and encourage increased, increasing by-passing commercial, and reduced occupancy to highway lane users with vehicles to navigate the roundabout, and introduce a gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
[redacted]			
[redacted]			

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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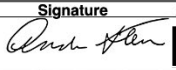
Name (print)	Signature	Address	E-ma
cherin, Lotte		[redacted]	[redacted]

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Andrew Stern		[redacted]	

Valentina Palermo
[redacted]

Janus Cercone
Michael Manheim'
[redacted]

Kristina Kropp

From: Eduardo Castro-Wright [redacted]
Sent: Monday, December 15, 2025 3:28 PM
To: Noelle Donfeld
Cc: Kristina Kropp
Subject: Re: Roundabouts on Broad Beach Road, Urgent petition attached

Dear Noelle,
I confirm that you can use my name on the petition to strongly oppose the
City of Malibu proposed plan to build a roundabout on PCH at West Broad Beach Road.
Eduardo Castro-Wright
CICI#4 Real Estate Holdings LP
[redacted]
Sent from my iPhone

Dear Noelle,
I confirm that you can use my name on the petition to strongly oppose the City of Malibu's proposed plan to build a roundabout on PCH at West Broad Beach Road.



Eduardo Castro-Wright
CICI#4 Real Estate Holdings LP
[redacted]

Kristina Kropp

From: Tori Shuken [redacted]
Sent: Monday, December 15, 2025 1:51 PM
To: Noelle Donfeld
Cc: Kristina Kropp
Subject: RE: Roundabouts on Broad Beach Road, Urgent petition attached

Hi Noelle-

I am 100% opposed to the roundabouts so please include my name and address on the petition.

Victoria Shuken
[redacted] Sea Level Dr
e-mail: [redacted]
phone: [redacted]

Thank you for your involvement.

Kindly,

Tori

Tori Shuken
President
Vista Ford Lincoln of Woodland Hills
21501 Ventura Blvd
Woodland Hills, CA 91364
(818)884-7600



Kristina Kropp

From: Andy Stern [redacted]
Sent: Monday, December 15, 2025 2:20 PM
To: Kristina Kropp
Subject: WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

Hi there Kristina, I would like to add my name to the WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS petition. I am a former eight year member of the Malibu City Council and former two term Mayor of Malibu. In that capacity I became aware of safety issues on PCH and am very confident the current suggestions of roundabouts will cause traffic and additional issues jeopardizing the health and safety of West Malibu residents. This is wrong and I am completely opposed. Thanks

Andy Stern

[redacted]

[redacted]

[redacted]

Kristina Kropp

From: Stacey Murphy [redacted]
Sent: Tuesday, December 16, 2025 12:11 PM
To: Kristina Kropp
Subject: Round about petition

Hi.
You can add our names to the petition. (My printer is broken so can't sign and scan the form.). If you need our signatures I can try to print it elsewhere.
Thank you.

Stacey Murphy and Glenn Murphy
[redacted]

Sent from my iPhone

SR 1/PCH Quick-Build Roundabouts



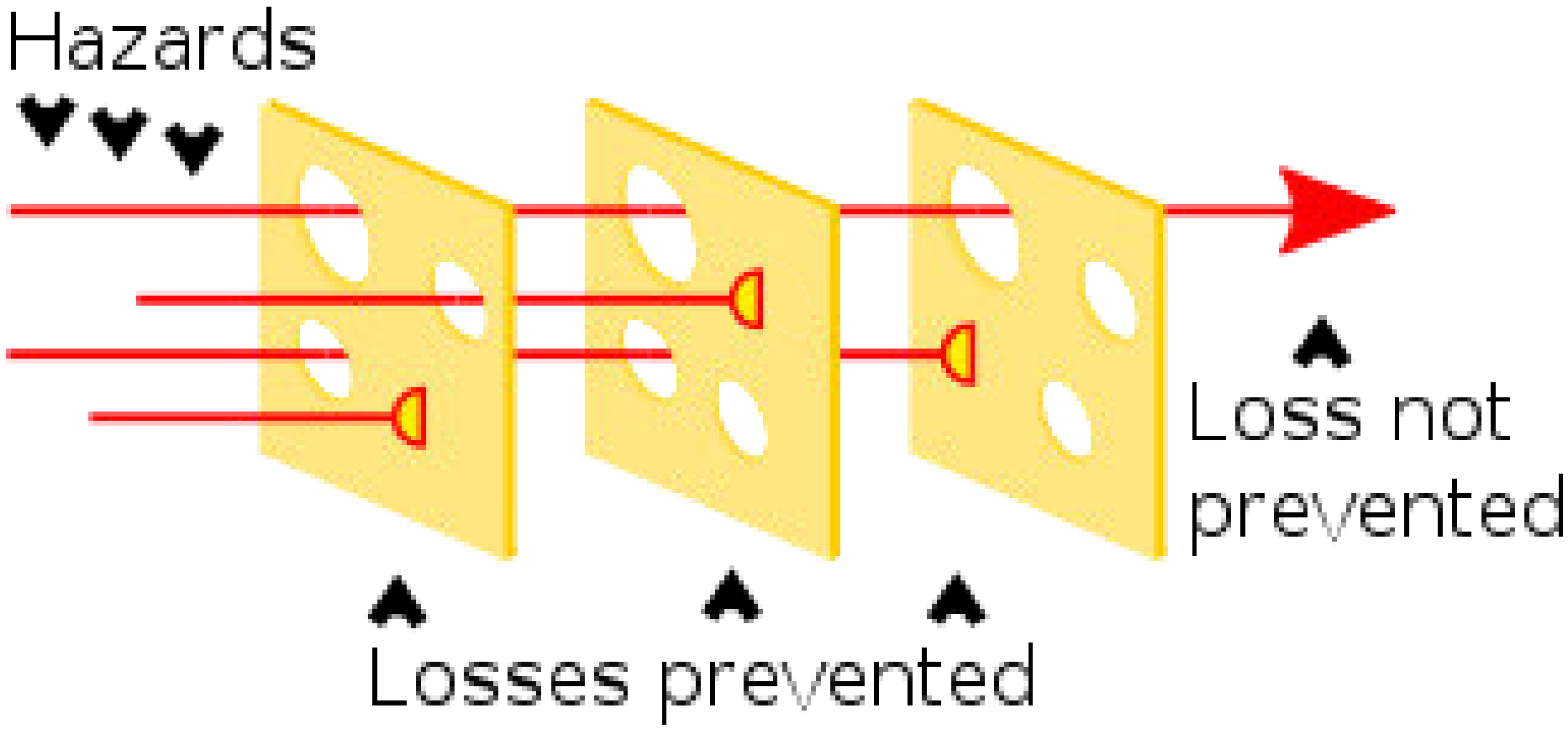
Roundabouts

Why does Caltrans use roundabouts?

- Proven safety improvements
- Supports Complete Streets design
- Reduces delay, emissions, and fuel use

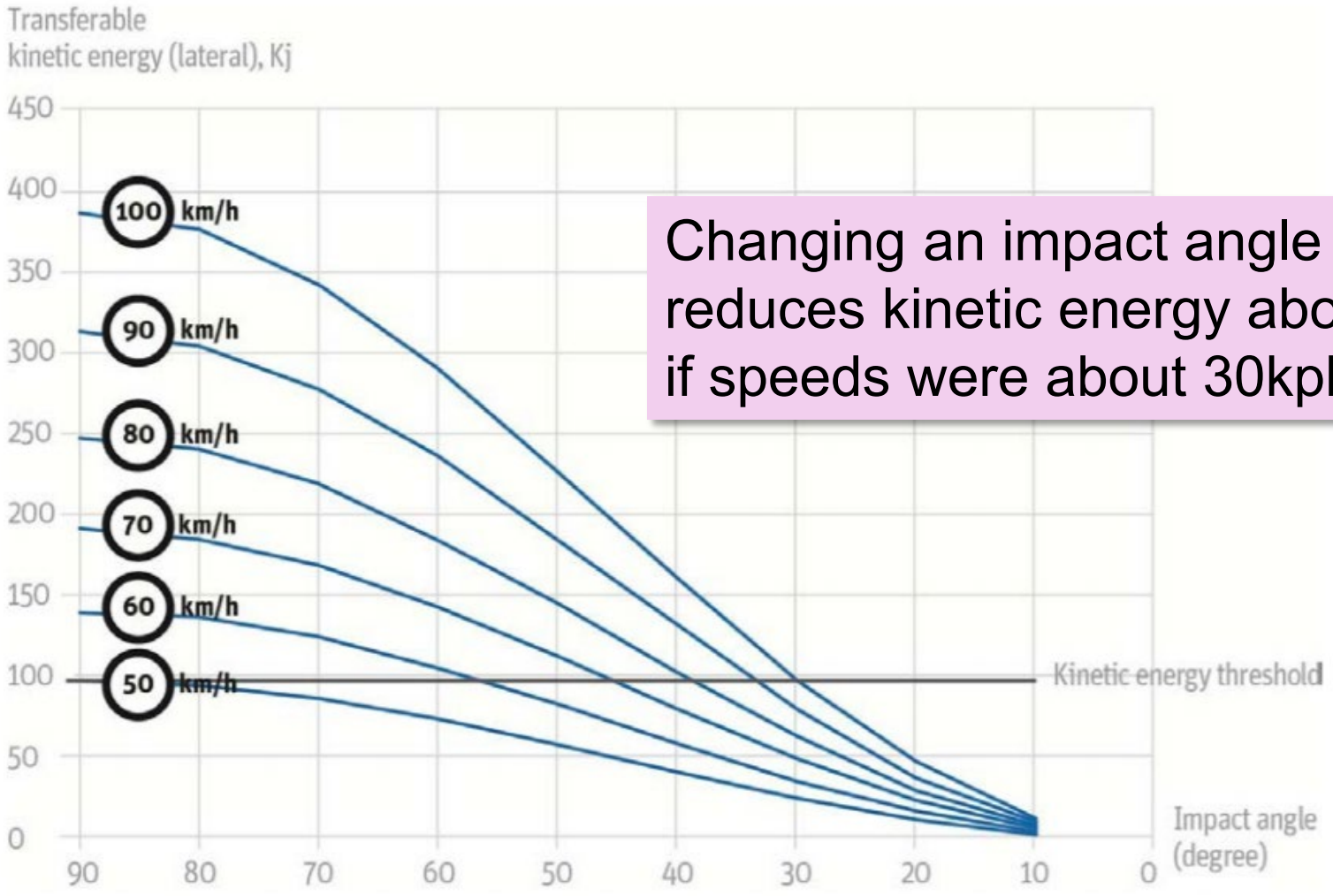


Swiss Cheese Model of Accident Causation



Transferable Kinetic Energy (Lateral) vs. Impact Angle and Travel Speed

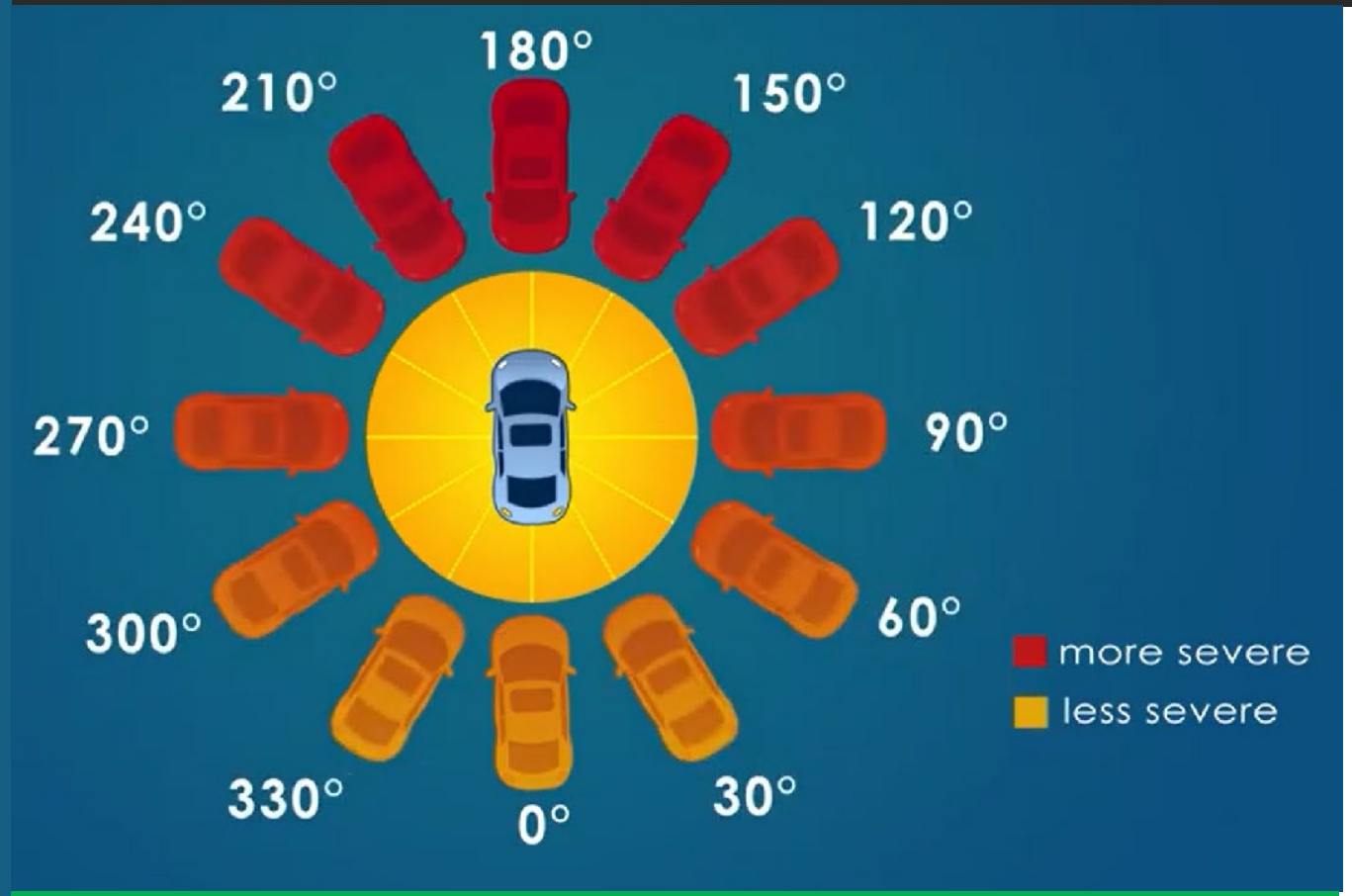
Figure 5.11. **Influenced impact angle on transferable kinetic energy**



Changing an impact angle from 90° to 40° reduces kinetic energy about the same as if speeds were about 30kph (20 mph) less

Source: Zero Road Deaths and Serious Injuries, Leading a Paradigm Shift to a Safe System, ITF, 2016
https://www.itf-oecd.org/sites/default/files/docs/zero-road-deaths.pdf

Humans Are Vulnerable



Designing safer roads is an exercise of managing kinetic energy

Humans are vulnerable

$$K = \frac{1}{2}mv^2$$

Velocity is a Vector

- Speed
- Direction (angle of impact)

Source: FHWA

Quick-Build Roundabouts

Mini & Modular Roundabouts (Quick-Build Applications)

- Allow testing of safety improvements in real-world conditions
- Use modular materials for quick installation and adjustment
- Provide lower-cost and faster implementation compared to permanent construction
- Inform future design decisions through data and observation



Collaboration

City of Malibu & Caltrans District 7 Partnership

- Collaboration to improve safety on PCH
- Pilot project at Encinal Canyon & El Matador Beach Blvd.
- Permanent installation will be based on evaluation and performance



THANK YOU


CITY OF MALIBU
Incorporated March 28, 1991


District 7
Los Angeles • Ventura

Received
12/12/25
Planning Div.

From: Kristina Kropp
To: Planning Commission
Subject: CDP25-041 - Dec. 16 PC Meeting Comment - Agenda Item 5A
Date: Friday, December 12, 2025 3:15:33 PM
Attachments: Letter to Planning Commission 12.12.25 (final).pdf

---

Hi Rebecca –

Please find attached correspondence with regard to Agenda Item 5A on the December 16 Planning Commission Agenda for Coastal Development Permit No. 25-041 / Citywide along PCH from Broad Beach Rd to La Piedra Beach Rd (Roundabouts).

Please confirm receipt and that this correspondence will be distributed to the Planning Commissioners ahead of the December 16th meeting.

Thank you,

Kristina

Kristina Kropp, Esq.
The Kropp Law Firm, A Professional Corporation
16501 Ventura Boulevard, Suite 400
Encino, California 91436
Telephone: 310-570-9373

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 3:15pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 27

THE KROPP LAW FIRM

16501 Ventura Blvd., Ste. 400
Encino, CA 91436
Telephone: 310-570-9373

December 12, 2025

VIA ELECTRONIC DELIVERY

City of Malibu Planning Commission
c/o Rebecca Evans, Recording Secretary
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Coastal Development Permit No. 25-041 – Improvements to Pacific Coast Highway Including Roundabouts

Honorable Commissioners:

This law firm represents a group of property owners and residents (the "Residents") in the immediate vicinity of the proposed improvements to Pacific Coast Highway ("PCH") between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with lighting at the intersections of El Matador Beach Road and Encinal Canyon Road (the "Project").

The Residents, as well as an overwhelming number[1] Malibu residents in this area **oppose** the Project, as proposed, and, in particular, the roundabout at Encinal Canyon Road ("Encinal Canyon") and PCH. [Exhibit 1 – Petition against the Project (more to be added prior to Dec. 16)].

For all the reasons discussed herein, this Commission should deny the Project.

I. Introduction

Preliminarily, it must be highlighted that both the Project applicant and City of Malibu ("City") staff have and continue to **erroneously** label this project as something that was "recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation." [*see* Agenda Report, Subject Line].

This statement is simply and verifiably incorrect. The 2015 Pacific Coast Highway Safety ("2015 Safety Study") did not recommend a roundabout at Encinal Canyon and PCH.

[1] At one of the town hall meetings, a Public Works Commissioner commented that this was the first project he had been involved with where no support by any constituents had been heard, only opposition.

To the contrary, the 2015 Safety Study, which provides a list of over 130 recommended alternative improvements to PCH, recommended that the City consider a roundabout at a location *north* of Encinal Canyon Road, off of a newly created intersection to be located immediately across PCH and aligned with La Piedra Beach Road [*see* 2015 Safety Study, Appendix D to Appendix 4, page D.3 (Figure D-2):



As shown above, the 2015 Safety Study recommended that the City consider installation of a streetlight at the intersection of Encinal Canyon and PCH.

It is factually incorrect to state that a roundabout at the intersection of Encinal Canyon and PCH, as currently proposed, was in any way analyzed, reviewed or recommended by the 2015 Safety Study.

This Commission must ask itself, why? Why, after several years of studies and a list of over 130 recommended alternative improvements, did the 2015 Safety Study not recommend a roundabout at the intersection of Encinal Canyon and PCH, as currently proposed?

To the Residents at least one of the reasons is glaring: the location is immediately abutting private, single-family lots, improved with existing residences. The proposed roundabout at Encinal Canyon/PCH would result in a roundabout with <u>immediate</u> frontage to these single-family residences and "openings" to allow vehicles to enter these private single-family lots, directly from the roundabout:



Notably, an aerial of photo of the Encinal Canyon/PCH intersection showing the existing homes and driveways was not included in the Commission Agenda Report.

Roundabout design with direct access to private driveways specifically conflicts with guidance from the U.S. Department of Transportation ("USDOT"), Federal Highway Administration ("FHA") that provides:

> "Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does." [Exhibit 2, Excerpt from USDOT FHA National Cooperative Highway Research Program, Second Edition[2]].

The FHA recommends against roundabouts with direct driveway access unless "site constraints make it necessary" and only if certain criteria are met, including no alternative access, a low proportion of unfamiliar drivers and driveway design with hammerheads/vehicle turn around areas and proper sight distance. None of these criteria are met here.

The Encinal Canyon/PCH roundabout, as proposed, will include direct access to the driveways of the single-family lots at 32614 and 32636 PCH. Both driveways maintain gates along PCH that require vehicles, including deliveries, to park on PCH, sometimes in front of the driveway for access.

---

[2] Full Report accessible: NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition

Neither of these private driveways were designed with USDOT FHA guidance in mind; both driveways are without publicly accessible hammerheads/vehicle turnaround areas or proper sight distance:





If this roundabout is installed, delivery vehicles and vehicles entering these private properties by mistake will have to figure out how to exit, including physically reversing, backwards, into the roundabout depending on their size/angle of entry.

There is also nothing in the City file to analyze how garbage trucks will be able to maneuver the roundabout and pick up garbage at 32614 and 32636 PCH. There is not enough space for them to park without stopping on PCH. They will stop traffic in the roundabout?

There is a plethora of other locations for roundabouts and other, alternative, improvements to PCH that can be made to quell the speeding issues identified in this part of Malibu. The roundabout at Encinal Canyon/PCH is not "necessary." PCH is a highway that is replete with

unfamiliar drivers who will undoubtedly mistake the openings for private driveways introducing unnecessary conflicts.

The roundabout at Encinal Canyon/PCH runs afoul of USDOT FHA guidance. **The City should not approve a Project that does not comply with federal guidance for roundabouts.**

In addition to failing with regard to federal safety guidance, the Project's proposal to reduce two lanes on PCH into one is also specifically against the recommendations of its own 2015 Safety Study**,** Phase I, which provides:

> "Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered." [Exhibit 3, Excerpt from LSA Report (Phase I)[3]].

There may also be additional reasons that the 2015 Safety Study did not recommend the Encinal Canyon/PCH roundabout, as currently proposed. We cannot know these reasons as staff insists on an alternative reality: that this Project was somehow analyzed and recommended in 2015. At a town hall meeting, City Engineering staff argued that the 2015 Safety Study "generally" recommended roundabouts – it did not recommend specific projects. This statement is plainly contradicted by the study itself: "At the conclusion of the Phase I of the 2015 Safety Study, the City of Malibu reviewed the reports and determined that greater analysis was desirable to closely and **precisely identify specific actions** that could be undertaken at this time to improve safety and reduce the frequency of collisions. Such actions would include **precise and constructible or implementable plans or programs** that could be initiated in the near future." [Final Report, p. 1 (emphasis added)]. The Final Result of the Phase I and Phase II studies provides "[o]ver 130 measures are **specifically** suggested in the Alternatives Analysis report." [Final Report, p. 5 (emphasis added)].

It has further been asserted by City staff that there are newer, more relevant studies under the control of the Project applicant which purportedly show the appropriateness and/or safety of the Project, as proposed. These studies are "under review," and are not available to the public or the City. This is akin to an applicant for a new single-family home coming to you asking for a Coastal Development Permit ("CDP") while their biology study, geotechnical study, view impact analysis, etc., are "under review." This Commission would tell such an applicant to come back when they could prove that their Project met all necessary criteria. In that circumstance, as here, the City cannot approve a Project without all of the studies, analyses and reports necessary to

[3] "Starting in 2012, a previous firm, LSA Associates Inc., contracted with SCAG to produce a series of reports quantifying and analyzing the PCH corridor for potential safety improvements. These reports provide comprehensive documentation about existing traffic and safety conditions and provided a series of high level and programmatic recommendations for addressing safety issues in the corridor." The 2015 Safety Study refers to these analyses Phase I. [Final Report, p. 1].

determine the safety and appropriateness of this Project, as currently proposed. The City should not take any action whatsoever until those studies are made available for review and comment.

II. The Findings for a Coastal Development Permit Are Not Supported by Substantial Supporting Evidence

City LCP Local Implementation Plan ("LIP") Section 13.6.4 requires that that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

Adequate information has not been provided. As discussed above, there are no transportation studies or analyses provided as part of this CDP application that in any way confirm the appropriateness or safety of the proposed roundabout at the Encinal Road/PCH location. On the contrary, the record before the City demonstrates only that the proposed roundabout runs afoul of USDOT FHA guidance and that the reduction of vehicle separation will create less safe conditions on PCH.

Additionally, the 2015 Safety Study, which, again, did not address the current proposed roundabout at Encinal Road/PCH, is over ten years old. The studies that it drew its conclusions from occurred between 2012 and 2014. Malibu has changed significantly since 2014. As City staff concedes, many improvements to PCH have already been made, or are already scheduled, particularly to the eastern side of PCH. It is completely without empirical data to state that the same issues which were identified on PCH in 2012-2015, all continue to apply to PCH today, after the installation of many safety improvements on the eastern end of Malibu, after over a decade of further urbanization and two major, life altering wildfires.

On December 11, 2025, City staff shared a 2024 PCH analysis conducted Michelin. The analysis shows that Western Malibu received the lowest severity score of any other location in Malibu and did not recommend any further improvements to the area.

The Project before you is not just the implementation of two proposed roundabouts – this Project includes a reduction of lanes on PCH starting at Broad Beach Road, two lanes merging into one in both directions, a component that has already been concluded by the City's own studies to create less safe conditions on PCH. The proposal will require bicyclists and vehicles, including oversize vehicles, to merge into and share one lane without any physical separation, compounding these hazards. It will introduce conflicts at the existing driveways which will immediately front the roundabouts, in violation of federal guidelines. None of this is analyzed, studied or presented with any evidence regarding its appropriateness or safety. The Application before you fails to provide all information necessary for purposes of LIP Section 13.6.4.

LIP Section 13.9.A requires that a project as described in the application and accompanying materials, as modified by any conditions of approval, conform with the certified City of Malibu Local Coastal Program.

In support of this finding, staff provides that the Project "is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor serving and recreation areas."

As discussed herein, this statement is incorrect. To the contrary, the Project introduces the merging of two lanes into one, narrowing vehicle separation and creating less safe conditions; requires bicyclists and vehicles to merge into and share one lane without any physical separation; and proposes a roundabout at Encinal Canyon/PCH which runs afoul of USDOT FHA guidance. It will not "improve public safety." City staff's proposed findings to the contrary are not substantiated with any evidence (studies, analyses, etc.) whatsoever. *See West Chandler Boulevard Neighborhood Association v. City of Los Angeles* (2011) 198 Cal.App.4th 1506 (an agency abuses its discretion if its order or decision is not supported by the findings; or the findings are not supported by the evidence).

LIP Section 13.C[4] requires written findings that the project is the least environmentally damaging alternative.

LIP Section 13.D requires written findings that 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 conform 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.

This Project is not the least environmentally damaging alternative. A portion of PCH that is a part of this Project is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. There is absolutely no reason that the roundabouts which are proposed should be proposed at the current locations. There are not only a plethora of other locations for roundabouts that are not within an ESHA buffer, but also other, alternative improvements to PCH that can be made to alleviate speeding concerns.

Furthermore, this Project was never reviewed by the Environmental Review Board. Accordingly, the finding required by LIP Section 13.D literally cannot be made with any, let alone substantial, supporting evidence.

III. The Proposed Categorical Exemptions do not Comply with the California Environmental Quality Act

California Environmental Quality Act ("CEQA") and its implementing regulations "embody California's strong public policy of protecting the environment. *Tomlinson v. County of*

[4] Also required by LIP Section 6.4.

Alameda (2012) 54 Cal.4th 281, 285. Only rigorous compliance with CEQA procedural requirements can expose the facts about a project and its impacts be properly considered. Failure constitutes an abuse of discretion. *League to Save Lake Tahoe v. County of Placer* (2022) 86 Ca.App.5th 63.

Here, City staff proposes that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to *CEQA Guidelines*, Sections 15301(c) and 15303(d). However, pursuant to *CEQA Guideline* Section 15300.2, neither of these are applicable.

CEQA Guideline Section 15300.2(b) provides that all exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of a project, in connection with other related projects, are cumulatively considerable. *See Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal App.4th 1209 (emphasis added). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[5] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *CEQA Guidelines* §15355.

Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of "reasonably foreseeable probable future projects, if any." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (emphasis added); *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359, 1414.

CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable:

> An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable.

[5] "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

> "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. 14 CCR §15064(h)(1).

In this case, there is no evidence, much less substantial evidence, in the record, to support the conclusion that the "cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probable future projects" provided, listed, or analyzed.

However, the City is not only aware of many reasonably foreseeable probable future projects on PCH, but is also currently processing CDP's for such reasonably foreseeable probable future projects including in CDP No. 25-009 to install 19 new guardrails, 22 new or upgraded curb ramps, 6,956 linear feet of new sidewalks, three new retaining walls, two realigned intersections, 42 new light poles, 15 miles of new or upgraded bike lanes, a new California Highway Patrol pull-out, median reconstruction at various locations, and associated roadway improvements along PCH (also proposed with an exemption).

For purposes of CEQA, the City must evaluate the environmental impacts of all reasonably foreseeable and probable future safety improvement projects to PCH jointly.

CEQA Guideline Section 15300.2(c) further provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

As discussed hereinabove, in this case, the Project, as proposed, will increase transportation hazards on PCH due to the inclusion of the private driveways into its roundabout design, a design that specifically conflicts with guidance from the USDOT FHA, and the reduction of lanes from two into one, reducing vehicle separation, thereby creating less safe conditions. Due to its location on PCH, adjacent to private single-family residences and driveways which will be directly impacted thereby, this Project may not utilize a Categorical Exemption.

Each public agency is required to comply with CEQA and meet its responsibilities. *CEQA Guidelines* §15020. The City has failed to do so here.

IV. Conclusion

The Project, as proposed:

(i) Was not recommended by the 2015 Safety Study;
(ii) Is inconsistent with USDOT FHA guidance;
(iii) Immediately fronts private, single-family lots with residences, increasing hazards at the driveways to the residences;
(iv) Reduces vehicle separation, creating less safe conditions pursuant to the City's own 2015 Safety Study; and
(v) Is provided without studies or analysis, as proposed.

This Commission should deny the Project.

Very truly yours,

THE KROPP LAW FIRM,
A Professional Corporation



KRISTINA KROPP

EXHIBIT 1

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will require bicyclists to merge into one lane with vehicles to navigate the roundabout and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Dr. Thomas G. Dimmantidis		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Linda Cohen		[redacted]	

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Patrick Crowley	Pat Crowley	[redacted]	

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Ellen Olivier	Ellen Olivier	[redacted]	

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
R Huizenga	R Huizenga	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Summers	Cathleen Summers	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Tracy Bossman		[redacted]	
Kristin Swindal			
MARY FISHER			

EXHIBIT 2

6.11 ACCESS MANAGEMENT

Access points near an intersection or along an arterial create additional conflicts within the roadway system that affect operations and safety. Managing access points can improve the overall effectiveness of the system by streamlining the roadway operations and reducing the number of conflicts. Roundabouts can provide a useful tool within an access management program to provide U-turn opportunities at the intersections, thereby allowing for a reduction of full access points along the roadway segment. However, within the vicinity of an individual roundabout intersection, property access must also be carefully evaluated.

Access management at roundabouts follows many of the principles used for access management at conventional intersections. For public and private access points near a roundabout, two scenarios commonly occur:

- Access into the roundabout itself or
- Access near the roundabout.

6.11.1 ACCESS INTO THE ROUNDABOUT

It is preferable to avoid locating driveways where they must take direct access to a roundabout. Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does.

Nonetheless, site constraints sometimes make it necessary to consider providing direct access into a roundabout. Exhibit 6-89 shows examples where one or two residential houses have been provided direct access into a roundabout. These driveways have been designed with traditional concrete driveway aprons to provide a clear visual and tactile indication that these are private driveways not to be confused with public roadways.

For a driveway to be located where it takes direct access to the circulatory roadway of a roundabout, it should satisfy the following criteria:

- No alternative access point is reasonable.
- Traffic volumes are sufficiently low to make the likelihood of errant vehicle behavior minimal. Driveways carrying the trip generation associated with a very small number of single-family houses are typically acceptable; driveways with higher traffic volumes should be designed as a regular approach with a splitter island. In addition, if a high proportion of unfamiliar drivers are expected at the driveway, the engineer should consider providing more positive guidance.
- The driveway design should enable vehicles to exit facing forward with a hammerhead design or other area on-site where vehicles can turn around. Driveways that only allow backing maneuvers into the roundabout should be discouraged in all but very low-volume environments.
- The driveway design should enable proper intersection sight distance from the driveway location and adequate stopping sight distance for vehicles approaching the driveway traveling along the primary roadway.

Exhibit 6-89
Example of Residential Driveways into Circulatory Roadway



(a) Santa Barbara, California



(b) Voorheesville, New York

6.11.2 ACCESS NEAR THE ROUNDABOUT

Public and private access points near a roundabout often have restricted operations due to the channelization of the roundabout. Driveways between the crosswalk and entrance line complicate the pedestrian ramp treatments and introduce conflicts in an area critical to operations of the roundabout. Exhibit 6-90 shows examples of driveway challenges of this type. Driveways blocked by the splitter island will be restricted to right-in/right-out operation and are best avoided altogether unless the impact is expected to be minimal and/or no reasonable alternatives are available.

The ability to provide an access point that allows all ingress and egress movements (hereafter referred to as *full access*) is governed by a number of factors:

- *The capacity of the minor movements at the access point.* A standard unsignalized intersection capacity analysis should be performed to assess the operational effectiveness of an access point with full access. Unlike the platooned flow typically downstream of a signalized intersection, traffic passing in front of an access point downstream of a roundabout will be more randomly distributed. As a result, an access point downstream of a roundabout may have less capacity and higher delay than one



(a) Driveway between crosswalk and roundabout (Bend, Oregon)



(b) Driveway aligned with crosswalk (Sammamish, Washington)



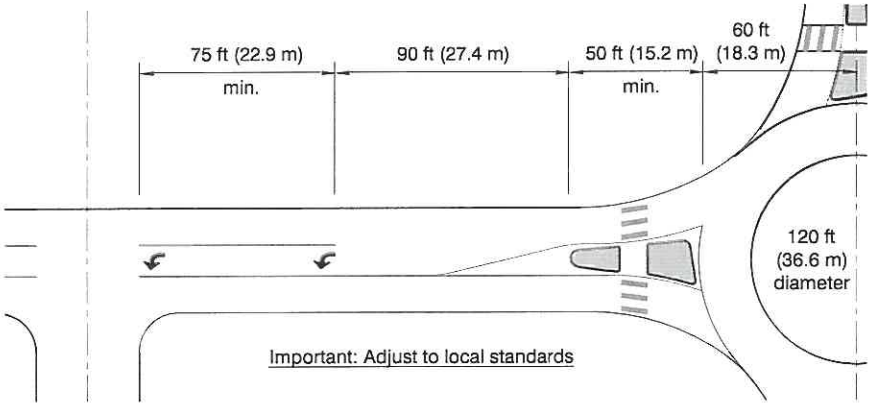
(c) Driveway reconfiguration (Clearwater, Florida)

Exhibit 6-90
Example of Driveway Challenges near Roundabout

downstream of a traffic signal. Queuing from nearby intersections (the roundabout or others nearby) should be checked to see if the operation of the access point will be affected.

- *The need to provide left-turn storage on the major street to serve the access point.* For all but low-volume driveways it is often desirable to provide separate left-turn storage for access points downstream of a roundabout to minimize the likelihood that a left-turning vehicle will block the major street traffic flow. If quantification is desired, a probability analysis can be used to determine the likelihood of an impeding left-turning vehicle, and a queuing analysis can be used to determine the length of the queue behind the impeding left-turning vehicle. If the number of left-turning vehicles is sufficiently small and/or the distance between the access point and the roundabout is sufficiently large, a left-turn pocket may not be necessary.
- *The available space between the access point and the roundabout.* Exhibit 6-91 presents a figure showing typical dimensions associated with a roundabout and left-turn storage for a downstream minor street. As the figure demonstrates, a minimum distance is required to provide adequate roundabout splitter island design and left-turn pocket channelization. In addition, access is restricted along the entire length of the splitter island and left-turn pocket channelization.

Exhibit 6-91
Typical Dimensions for Left-Turn Access near Roundabouts



- *Sight distance needs.* A driver at the access point should have proper intersection sight distance and should be visible when approaching or departing the roundabout, as applicable.

6.12 STAGING OF IMPROVEMENTS

When projected traffic volumes indicate that a multilane roundabout is required for future year conditions, engineers should evaluate the duration of time that a single-lane roundabout would operate acceptably before requiring

EXHIBIT 3

III. ALTERNATIVES ANALYSIS

PACIFIC COAST HIGHWAY SAFETY STUDY

MALIBU, CALIFORNIA

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification, or regulation.

DRAFT

LSA

July 2013

Bicycle Safety Hazards

Throughout the corridor, conditions on the shoulders present a bicycle safety hazard. Rocks and other debris left on the shoulder can force bicycles into travel lanes to avoid them. Even when debris is cleared, dangers remain for cyclists. Degraded pavement quality poses hazards to bicycles and can be harder to see than debris. The most common type of pavement degrading observed along PCH is asphalt spreading, which results in cracks. These cracks can catch bicycle tires. Even when the cracks are filled with new tar, the patch can have a lip that could kick a bicycle tire to the side. As of Fall 2012, Caltrans maintenance workers began repairing cracks. Monitoring and maintenance of PCH should include all pavement, including the shoulders. In particular, debris removed from the roadway should also be removed from the shoulder.

Strategy I: ***Regularly maintain all pavement to provide safe passage.***

Driver Behavior

Driver behavior is a global concern along PCH in Malibu and exacerbates almost all other safety concerns. A driver's failure to properly yield ROW to bicycles and pedestrians increases the conflict between travel modes and directly impacts the safety of these two groups. Drivers could overcome the safety concerns at driveways by approaching them with greater caution and safer speeds. Continuing to travel at a high rate of speed compounds sight distance issues. A vehicle's speed also affects a driver's ability to safely maneuver their vehicle, properly yield ROW to pedestrians and bicycles, and effectively consider the safety of other vehicles.

The most common type of collision along the corridor is rear-end, which is evidence that speeds are often not appropriate for the situation. The Corridorwide Safety Assessment also indicated that accidents with parked vehicles are prevalent with excessive speeds as contributing factors. Automated speed data collected at five locations along the roadway indicated that vehicles exceeding the speed limit by 10 mph or greater occur throughout the corridor and are a significant issue near the Malibu Pier. Addressing the speed issue would improve almost every other safety concern, thereby benefiting vehicles, bicycles, and pedestrians.

Methods for controlling vehicle speed that were considered but rejected include lowering the speed limit and narrowing lanes. As stated in California Vehicle Code 22358, changing the speed limit on a State Highway would require an Engineering and Traffic Survey (ETS) and cannot be lowered arbitrarily. (An ETS is described in California MUTCD Section 2B.13.) In addition, the existing conditions reveal many vehicles exceeding the currently posted speed limit. Lane width below 12 ft is a non-standard design feature that Caltrans must approve on a case-by-case basis. Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered.

One method for controlling vehicle speed that should be further considered includes ***education***. The TCDI discussed above should include consistent speed signing and warning signs to alert drivers to areas presenting increased hazards. In addition to roadside signage, painted warnings on the roadway could include: "LOWER SPEED AHEAD," "WATCH FOR PEDS," or "SHARE THE ROAD." Techniques commonly used to combat drunk driving could also be used to educate the public about speeding. These could include public service announcements, bus banners, billboards, and crash cars.

Received
12/11/25
Planning Div.

From: [redacted]
To: Planning Commission
Subject: 12-16-25 meeting agenda item 5A Roundabouts
Date: Thursday, December 11, 2025 4:49:10 PM
Attachments: pc caltrans roundabouts 12-16-25..docx

Commissioners attached are Slow Growth's comments on the 2 proposed Roundabouts.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 4:50 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 2

To: Planning Commissioners
From: Malibu Coalition for Slow Growth (MCSG) by Patt Healy
Re: 5A: Roundabouts
Date: 12-16-25 meeting

Honorable Members of the Planning Commission,

1.Before you approve the 2 proposed roundabouts please consider how they will impact safety in a wildfire emergency if the only evacuation route is north toward Oxnard/ Ventura.

As far as we know this has not been studied and should be addressed to find out how much longer traffic will be backed up in case of an emergency and possible evacuees are put in harms way by requiring merging of two 2 lanes into one lane.

We also recommend the lighting for the roundabout lights be dark sky compliant .

Please add this to the records of the Hearing 12/16/25 of the PCH roundabout Project. I forgot to learn it with city staff when I left the Hearing

Lucile Keller [redacted]

Attn: Rebecca Evans

CITY OF MALIBU
RECEIVED
JAN 05 2026
PLANNING DIVISION

TO Malibu Planning Commission. Hearing on PCH roundabouts. Dec. 15, 2025. Item 5
From '"'Lucile Keller [redacted] Email. [redacted]

1. Reducing the number of lanes at Encinal and PCH and slowing down traffic in order for vehicles to move around the roundabout in the reconfigured roadway will greatly reduce the capacity of the intersection to move traffic especially during a fire evacuation. PCH north and south are the only evacuation routes for the entire Malibu population. Evacuating over the mountain canyon roads is entirely undependable because the fires usually come from the 101 freeway across the mountains TO the ocean. Not only is it unsafe to drive into the fire but the police usually close those roads to prevent use. Until a fire occurs you cannot determine which direction you have to go to evacuate. All occupants of areas adjacent to PCH may have to exit north even tho they are close to Santa Monica. This would be a huge increase in normal traffic patterns all funneling through a roadway whose capacity has been artificially reduced by the reduction of lanes and slowing required to maneuver around the roundabouts - all in the name of safety. WHAT IS THE TRAFFIC CAPACITY OF THE ROUNDABOUT.

2. AT A MEETING BETWEEN neighbors living near Encinal AND CITY ENGINEERS it became obvious that a primary reason for reducing traffic lanes of PCH from two lanes to one is to accommodate parking on both sides of PCH to provide beach parking. This is unnecessary because between Zuma Beach a few miles south (east) of Matador and Leo. Carrillo Beach at County Line there are SIX beaches - all with parking lots. Zuma - the largest has 1 1/2 miles of beach AND 1 1/2 miles of parking lot. This parking lot is practically NEVER FULL - except for one or two holidays like Fourth of July. People park on the street to avoid paying a parking fee. The same is true for the other 4 small beaches. Leo Carirllo also has a large parking lot. When the 3 "pocket beaches" were built the state said they were limiting the size of the parking lots to only accommodate the number of people who could use these small beaches without eventually destroying them. Allowing people to park on the street is contrary to the state design of those beaches. Worse yet, allowing parking on the highway is extremely dangerous with or without sidewalks and crosswalks. People should never be allowed to park and cross or walk along that highway. Doing so give people false confidence that they are safe doing so.

3. There has been NO public notice of these projects until last month, yet supposedly this has been proposed since 2015. Data provided justifying the proposed work is 10 years old and likely obsolete. Many residents were and still are unaware of the project. Why hasn't the community been brought into this issue before now. They are the ones who have to deal with the reduced capacity in an evacuation - they have to pay for it through taxes. This proposal must not move forward until the community has been informed and had the opportunity to participate in correcting any problem traffic issues that make sense. This does not. There are other ways of controlling traffic such as the portable speed notice signs and remotely controlled signals that can be turned off when necessary, and increased traffic enforcement, that cost much less. Has there been any effort to evaluate them.

4. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT INSTALLATIONS AT ENCINAL and Matador Beach. I have used this intersection for 66 years and have never waited more than several minutes to turn onto PCH once the turn and merge lanes were installed. I have

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/5/26 Time 5:00 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. This intersection has always had an A rating. -what studies show it has a lower rating now? Where are the engineering traffic studies showing the need for these changes;. Where are the traffic counts and records of the accidents for the PCH/Encinal intersection. I could not find any recommendation in the 2015 report for a roundabout or reduction of lanes at Encinal Cyn. Please provide that information to me. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

THE ANSWER TO THIS is that the current Encinal-PCH intersection is NOT what the 2015 report refers to. Years ago the state bought a 50' wide strip of property between PCH and Encinal to realign the Encinal intersection. That is the location of the 2015 report recommendation. They finally changed their mind and sold it. It now has a new house on it.

5. A million dollars is very expensive to fix something that doesn't need fixing and actually will create a serious hazard for everyone who lives in the area or uses either PCH or Encinal. An Engineering and Traffic study needs to be done to evaluate the expenditure of public funds. HAS THIS BEEN DONE? If so please post a copy on the City 's and Caltran's website for public access.

6. REDUCING CAPACITY AND TRAFFIC FLOW WILL HINDER FIRE TRUCKS AND EMERGENCY VEHICLES ENTERING MALIBU If they have to come down PCH from the north as the only entrance into Malibu, I can just see them inching their way around a round-about with a huge back up of emergency vehicles waiting to get through. In January nearby Zuma Beach was used as a staging area for a very large number of emergency vehicles fighting the fire at the south end of Malibu.

7. Evacuation for the local area will be severely hindered. There is a subdivision located along Encinal whose local streets all are dead end and the only way out in a fire is down Encinal. One of them (Puesta del sol) enters Encinal a few car lengths from the edge of PCH. If cars from the streets above them back up Encinal they won't be able to exit onto Encinal and then onto PCH round-about. The diagrams sent with the first notice show a pedestrian crosswalk there instead of a street. I never see a pedestrian cross Encinal then PCH there. Pedestrians should NOT be encouraged to cross PCH. They should use existing parking lots - If necessary add parking to existing beach lots. There is no business community there. At the most they should park on the ocean NOT land side of PCH. Please provide a copy of the detailed plans for residents of Puesta del sol to exit onto Encinal and access the round-about.

8. If there is an accident on the 1 lane of the round-about and traffic backs up behind it, how do you get the accident taken care of. The accident will block that one lane - how do you get police, fire trucks, ambulances to them. At the same time the accident could be blocking the only way out in an evacuation.

9. The 9/15/25 roundabout meeting notice states as a reason for the Encinal intersection roundabout that Encinal provides a connection from PCH to Highway 23 (Decker Cyn. Rd.) and that the 2015 Safety Study recommended the roundabout there to provide that connectiion. Rt. 23 intersects directly with PCH 1/2 mile beyond Encinal. The Rt 23/Encinal connection is 4 miles into the Cyn. Why not use the direct intersection instead of driving 4 miles up the canyon to do it? The 2015 study recommendation refers to another site altogether. It does NOT recommend a roundabout at the current Encinal/PCH intersection.

MalibuPlanning Comm. Meeting Dec. 16 re PCH/Encinal Roundabouts Speaking Copy

Reducing PCH lanes at Encinal from 5 to 2 and slowing traffic so cars can use the roundabouts will greatly reduce the capacity of the intersection to move traffic especially in a fire evacuation. PCH north and south are the only evacuation routes for all of Malibu. Evacuating over the canyons is unsafe because of fire and the roads are usually closed. Occupants of areas adjacent to PCH may have to exit north even though Santa Monica is closer. This would be a huge increase in normal traffic all funneling through a roadway whose capacity has been limited by reduction in lanes and slowing to use the roundabouts. The decision on this proposal needs to be postponed until the evacuation issue is resolved.

Roundabouts are new in the area and could cause accidents themselves. They use a lot of signage which people won't have time to read. A million dollars is very expensive to fix something that doesn't need fixing but could create a serious hazard for everyone who lives in the area or uses PCH or Encinal. An Engineering and Traffic Study needs to be done to evaluate the expenditure of public funds.

NO DATA HAS BEEN PROVIDED TO JUSTIFY EITHER THE EXPENSE OR DISRUPTION of building roundabouts. The staff reference to the 2015 study to roundabouts at Encinal is wrong. The study was referring to adding roundabouts to a Realignment of Encinal Intersection using land Caltrans then owned but has sold. This intersection has always had an A rating. Where are the traffic counts and accident records for the PCH intersection. I could not find any 2015 recommendation for a roundabout or reduction of lanes at Encinal. Causes of accidents need to be evaluated - Highway modifications will not stop accidents caused by road rage, bad weather, drunks or reckless drivers.

EVACUATION OF THE LOCAL AREA WILL BE SEVERELY HINDERED. A subdivision is located along Encinal whose streets are dead end - the only way to evacuate is down Encinal. One of them exits onto Encinal a few car lengths from PCH. If cars from above back up beyond that exit the people will not be able to access Encinal and then the roundabout. Traffic trying to evacuate could cause a Palisades type blockage. The City's meeting notice did not recognize this as a street - they show a crosswalk.

Lucia Keller

[redacted]

Received
12/12/25
Planning Div.

From: Walter Keller
To: Planning Commission
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025
Date: Friday, December 12, 2025 3:57:36 PM

Attn: Rebecca Evans. Testimony for #4 PCH roundabouts Dec.15, 2025. Please send this testimony regarding proposed PC roundabouts to Planning Commissioners. I sent this to their individual email addresses on Wednesday as well. Lucile Keller

----- Forwarded Message -----
From: Walter Keller <[redacted]
To: [redacted]
Sent: Thursday, December 11, 2025, 02:46:09 PM PST
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----
From: Walter Keller <[redacted]
To: [redacted]>
Sent: Thursday, December 11, 2025, 10:27:03 AM PST
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----
From: Walter Keller [redacted]net>
Sent: Thursday, December 11, 2025, 12:16:16 AM PST
Subject: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

1. Reducing the number of lanes at Encinal and PCH and slowing down traffic in order for the vehicles to move around the roundabout will greatly reduce the capacity of the intersection to move traffic especially during a fire evacuation. PCH north and south are the only evacuation routes for the entire Malibu population. Evacuating over the mountain canyon roads is entirely unreliable because the fires usually come from the 101 freeway across the mountains TO the ocean. Not only is it unsafe to drive into the fire but the police usually close those roads to prevent use. Until a fire occurs you cannot determine which direction you have to go to evacuate. All occupants of areas adjacent to PCH may have to exit north even though they are closer to Santa Monica. This would be a huge increase in normal traffic flow all funneling through a roadway whose capacity has been artificially reduced by the reduction of lanes and slowing required to maneuver around the roundabouts - all in the name of safety. WHAT IS THE TRAFFIC CAPACITY OF THE ROUNDABOUT? Until the fire evacuation issue is resolved a decision on this proposal needs to be put on hold. Blocking the flow of evacuation traffic is too dangerous and involves the entire population. City decisions need to be based on current, accurate, applicable information.

2. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 3:57pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

INSTALLATIONS AT ENCINAL AND MATADOR BEACH. I HAVE USED THE ENCINAL INTERSECTION FOR 66 YEARS and have never waited more than a few minutes to turn onto PCH once the turn and merge lanes were installed. I have lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. The Encinal intersection has always had an A rating - what studies show it has a lower rating now? Where are the engineering studies showing the need for these changes. Where are the traffic counts and records of accidents for the Encinal/PCH intersection. I could not find any recommendation in the 2015study for a roundabout or reduction of lanes at Encinal Cyn. Please provide the information justifying this project. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

THE ANSWER IS THAT THE CURRENT ENCINAL-PCH intersection is NOT WHAT THE 2015 STUDY REFERS TO. Years ago the state bought a 50' wide strip of property between PCH and Encinal to realign the PCH-Encinal intersection. That is the location of the 2015 report recommendation. The state changed their mind and sold the site. It now has a house on it.

3. Evacuation of the local area will be severely hindered. There is a subdivision located along Encinal whose streets are dead end and the only way out in a fire is down Encinal. One street (Puesta del sol) enters Encinal a few car lengths from the edge of PCH. If cars back up Encinal those residents won't be able to exit onto Encinal to access the roundabout. The diagram sent with the first notice does not acknowledge there is a street there - it shows a pedestrian walkway. If this project moves forward it is essential to have accurate information used when dealing with design decisions.

4. During meetings with city engineers it has become obvious that a primary reason for reducing traffic and turn lanes from 5 to 2 is to provide parking on both sides of PCH for beach parking. This is dangerous as well as unnecessary because between Zuma near Trancas and Leo Carrillo beach at County Line there are SIX beaches with parking lots. Zuma has 1 1/2 miles of beach AND 1 1/2 miles of adjacent parking. It is almost NEVER FULL except maybe 4th of July. Leo Carrillo also has a large lot. People park on the street to avoid paying a parking fee. When the 3 "pocket beaches" were developed the state said they were limiting the size of the parking lots to accommodate the number of people who could use the small beach without eventually destroying it. Providing on-street parking is contrary to that state decision.

5. It has been emphasized that these roundabouts are an experiment and are temporary and will be removed at the end of 15-18 months. However in the Pl. Comm. resolution on pg 5 it states the city or Caltrans may decide to make the improvements permanent if they do so with appropriate permits.

6. Public notice has been limited and very recent. People have been unaware

of meetings and most still are. Notification needs to be expanded to inform everyone who is going to be effected and sent out far enough in advance to allow people to plan for it.

Lucile Keller

Received
12/11/25
Planning Div.

From: Walter Keller [redacted]
Date: Thursday, December 11, 2025 at 12:32 AM
To: SKYLAR PEAK [redacted]
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----

From: Walter Keller [redacted]

To: [redacted]

Sent: Thursday, December 11, 2025, 12:24:14 AM PST

Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----

From: Walter Keller [redacted]

To: [redacted]

Sent: Thursday, December 11, 2025, 12:16:16 AM PST

Subject: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 4:50 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

involves the entire population. City decisions need to be based on current, accurate, applicable information.

2. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT INSTALLATIONS AT ENCINAL AND MATADOR BEACH. I HAVE USED THE ENCINAL INTERSECTION FOR 66 YEARS and have never waited more than a few minutes to turn onto PCH once the turn and merge lanes were installed. I have lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. The Encinal intersection has always had an A rating - what studies show it has a lower rating now? Where are the engineering studies showing the need for these changes. Where are the traffic counts and records of accidents for the Encinal/PCH intersection. I could not find any recommendation in the 2015study for a roundabout or reduction of lanes at Encinal Cyn. Please provide the information justifying this project. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

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Lucile Keller

Received
12/15/25
Planning Div.

From: LARZ ANDERSON
To: Planning Commission
Subject: Round abouts
Date: Friday, December 12, 2025 11:27:43 PM

Sent from my iPhone
They are a useless waste of time and money. The true cause of the accidents are your entitled children driving cars they are not qualified for . 45-50 is fine . 80-90 is a lack of judgement

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/12/2025
Planning Div.

From: Michel Shane
To: Gail Duncan; Planning Commission
Cc: Nadia Fahoum; Lindsey Horvath; Rob Duboux
Subject: : Strong Support for PCH Roundabout Pilot Project - Coastal Development Permit
Date: Friday, December 12, 2025 11:55:53 AM
Attachments: DRIVING_CHANGE_1B_FINAL_no_line2TRANSPARENT.png

Dear Planning Commissioners,

I am writing to let you know how much I can support the proposed roundabout pilot project on Pacific Coast Highway and to ask you to approve the Coastal Development Permit being considered at your December 16th meeting.

As a Malibu resident who has dedicated fifteen years to traffic safety advocacy following my daughter Emily's death on PCH in 2010, I have studied interventions worldwide and worked at the state level to advance proven safety measures. I was instrumental in passing SB 1270, which authorized speed camera enforcement in California. I write the bi-weekly "Driving Change" column for The Malibu Times. I understand both the data and the deep community concerns about any changes to PCH.

Why This Pilot Deserves Support:

Proven Safety Impact: Modern roundabouts demonstrate a 90% reduction in fatalities and serious injuries at converted intersections nationwide. High-speed rural intersections—directly comparable to PCH—show an 85% reduction in injury crashes after conversion. This isn't theoretical; the Federal Highway Administration and Insurance Institute for Highway Safety validate it.

Addresses Root Cause: PCH's fundamental problem is a speed differential at the intersection of a 55-mph highway with beach access, parking, cyclists, and pedestrians. Roundabouts solve this through geometric design that physically forces speed reduction to approximately 25 mph at conflict points. This works regardless of driver behavior, enforcement presence, or compliance with posted limits.

Complements Other Measures: I championed speed cameras because technology matters. But cameras document violations; they don't physically prevent dangerous speeds. We need layered solutions: cameras for enforcement, education for cultural change, and infrastructure that geometrically controls speed at high-conflict intersections.

Legitimate Testing Framework: This is an 18-month pilot using temporary materials with comprehensive data collection on crash rates, traffic flow, emergency response times, and evacuation capacity. If the data shows problems—particularly with fire evacuation—that's critical information before any permanent decisions. If it works, we have a model to transform other dangerous PCH intersections.

Addressing Community Concerns:

I've heard the fears about traffic congestion and fire evacuations. These concerns are valid, and this is precisely why this is structured as a temporary pilot with robust evaluation. Research shows roundabouts actually reduce delays by 56-89% because vehicles yield rather than stop. But Malibu deserves our own data, not just national averages.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 11:55am
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

For fire safety, the temporary nature allows real-world testing of evacuation scenarios. If roundabouts compromise emergency response, we'll have evidence to guide decisions. But we should also acknowledge that our current reliance on PCH as the sole evacuation route is itself a vulnerability that requires additional solutions regardless of intersection design.

The Cost of Inaction:

PCH's current configuration has a documented body count that will continue to grow. We have $2 million in County funding to test proven infrastructure. We have time to evaluate results objectively. What we cannot afford is rejecting evidence-based intervention out of fear of change.

The pattern nationwide is consistent: before construction, roughly 68% oppose roundabouts. After living with them, 73% support them. Malibu residents deserve the opportunity to evaluate this infrastructure with our own experience rather than speculation.

Request to the Planning Commission:

Please approve the Coastal Development Permit for this pilot project. Give us 18 months to gather Malibu-specific data. Let evidence—not emotion or theory—guide permanent decisions about PCH safety infrastructure.

More families will join the club; no one should ever have to participate unless we're willing to test solutions that work elsewhere. We owe it to every person who drives, walks, or bikes on PCH to determine whether modern roundabouts can save lives in Malibu.

Thank you for your consideration and for your service to our community.

Respectfully,

Michel Shane
Malibu Resident
Co-Founder, The Emily Shane Foundation
Columnist, "Driving Change" - The Malibu Times
Chair, The Emily Shane Foundation

emilyshane.org

Opinion Column in Malibu Times: https://bit.ly/4p8oarE

CNN: https://www.youtube.com/watch?v=W6cHgTPqZJY

VOD; 21 Miles in Malibu: https://21milesinmalibu.vhx.tv/

2024 California Nonprofit of the Year

EMILY SHANE FOUNDATION

SEA PROGRAM

DRIVING CHANGE



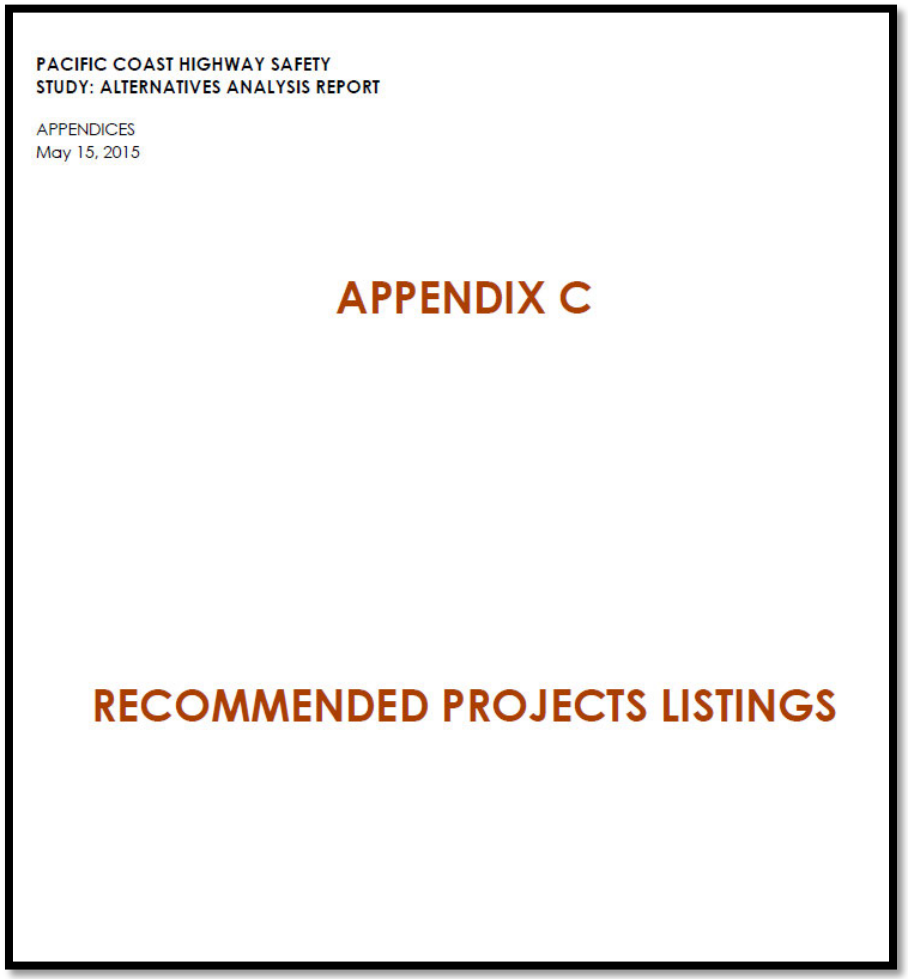
PACIFIC COAST HIGHWAY
QUICK BUILD ROUNDABOUTS

Pilot Program

PLANNING COMMISSION MEETING
DECEMEBER 16, 2025

ITEM 5.A.

BACKGROUND & FUNDING


PACIFIC COAST HIGHWAY SAFETY
STUDY: ALTERNATIVES ANALYSIS REPORT

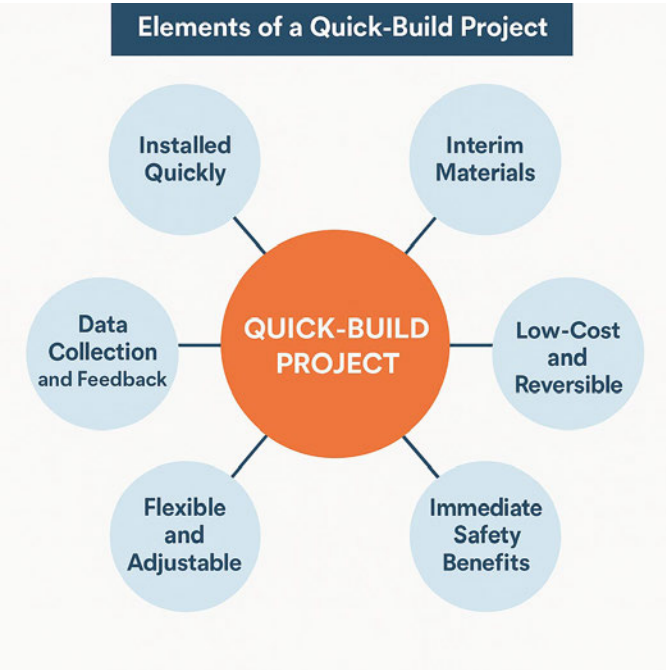
APPENDICES
May 15, 2015

APPENDIX C

RECOMMENDED PROJECTS LISTINGS



WHAT MAKES A QUICK BUILD & PILOT PROJECT?



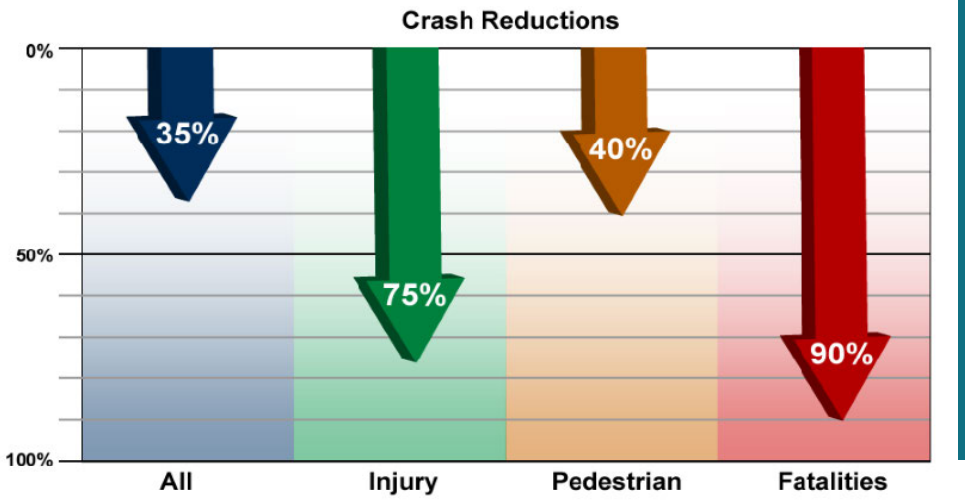
A 3-STEP FRAMEWORK FOR PILOTING

PRE-PILOT
- IDENTIFY STUDY SOLUTION
- IDENTIFY GOALS
- IDENTIFY METRICS & RISK ASSESSMENT

PILOT
- GATHER FEEDBACK
- DATA COLLECTION
- TRACK PROGRESS FOR REFINEMENT

POST-PILOT
- ANALYZE FINDINGS
- PILOT DETERMINATION
- FOLLOW UP

WHY ROUNDABOUTS?



Roundabouts support all users more safely by:

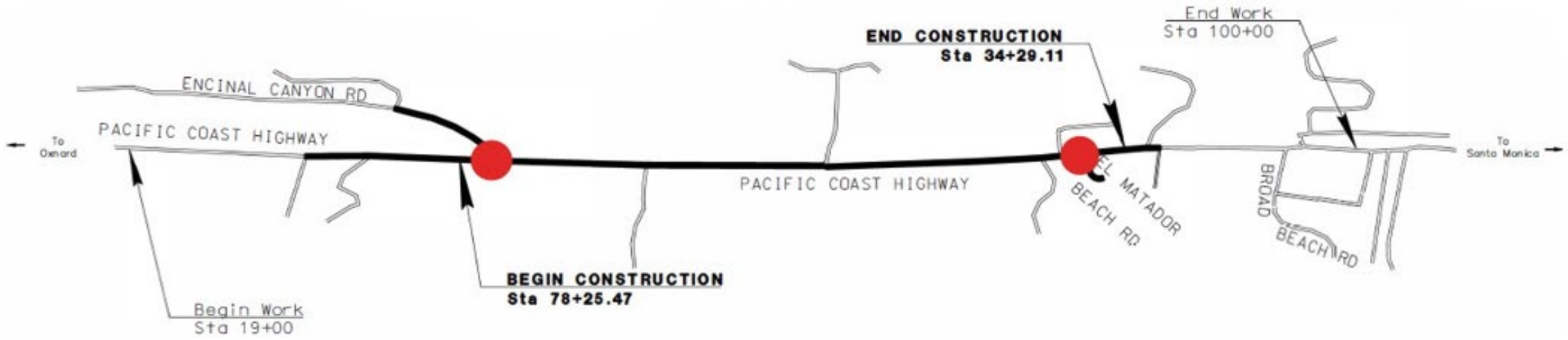
User	Main Safety Benefit
Drivers	Fewer severe crashes; slower speeds
Pedestrians	Shorter crossings, refuge islands, fewer conflict points
Cyclists	Calmer traffic, safer geometry, optional separated paths
Transit/Emergency	Fewer delays, easier navigation
Communities	Lower noise/emissions, safer and more livable streets

Enhanced Safety

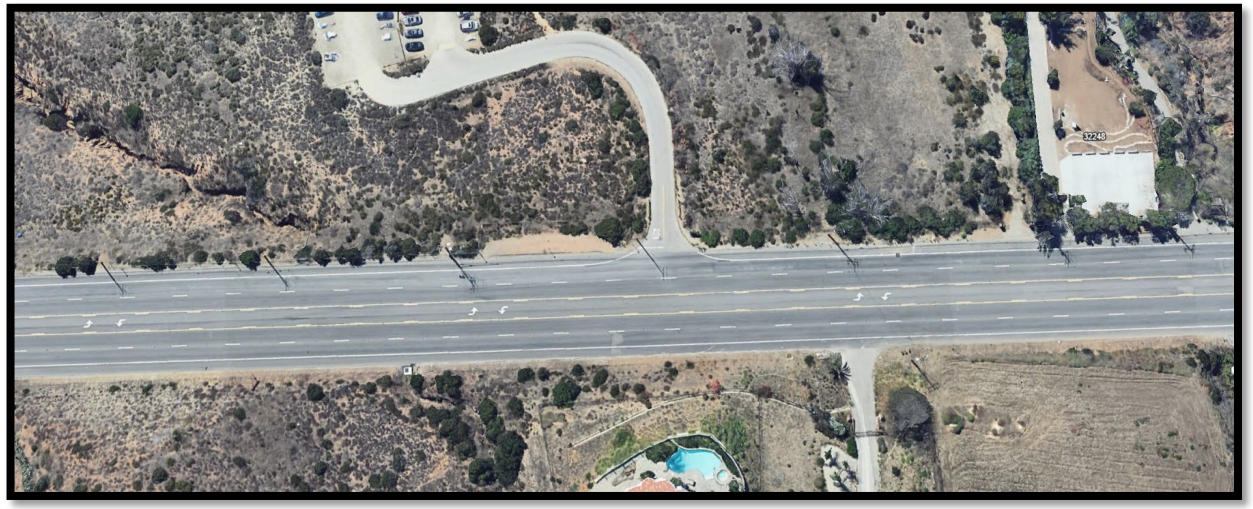
Enhanced Operations

Environmentally Friendly

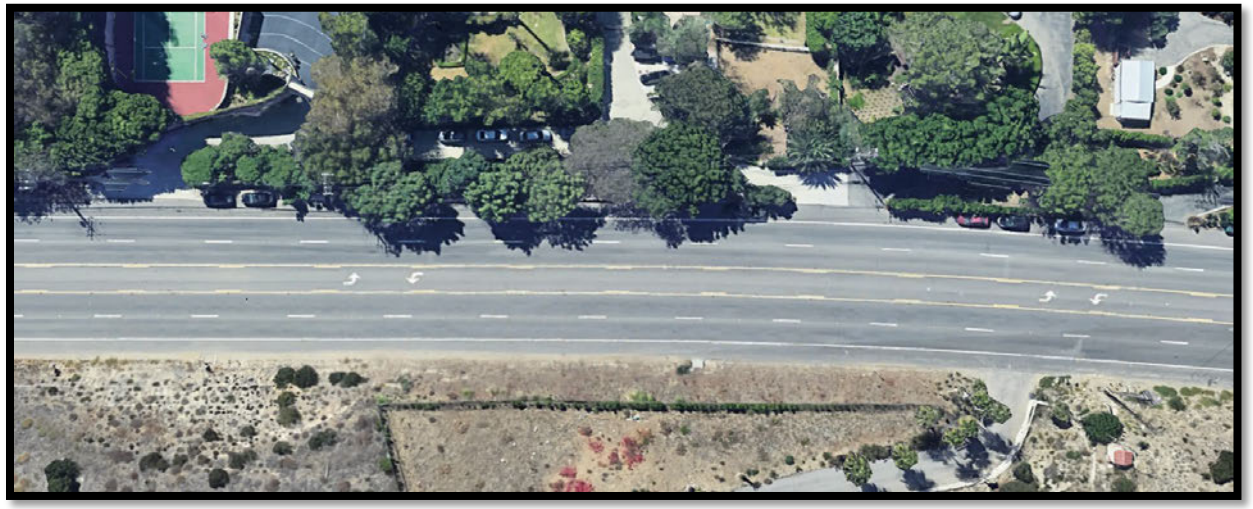
PROJECT LIMITS



EXISTING CONDITIONS



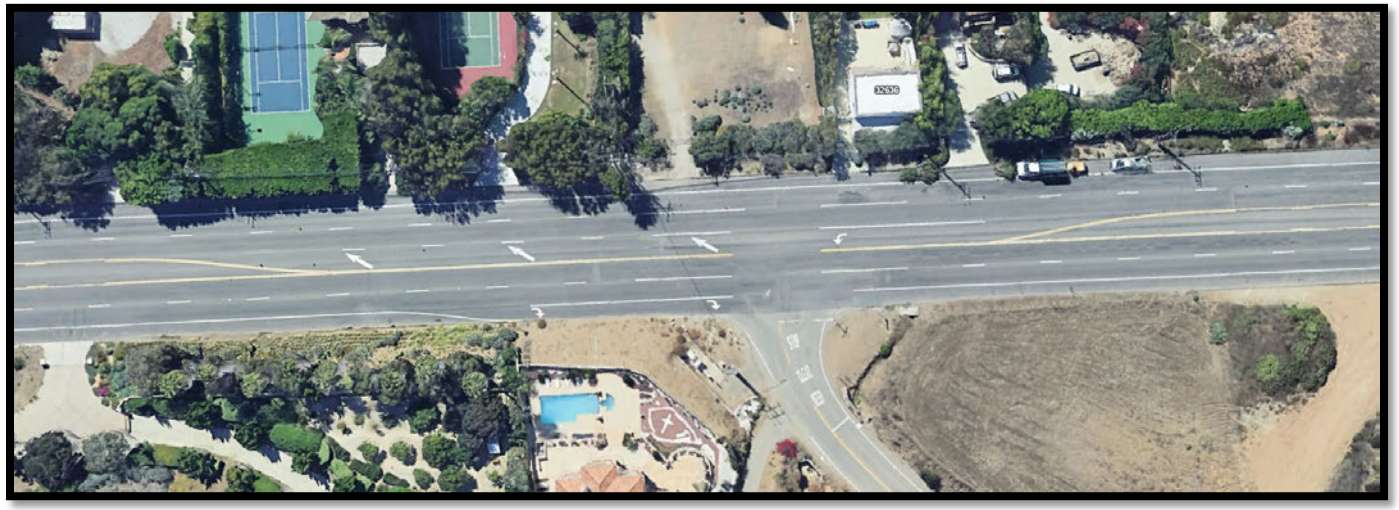
PCH & EL MATADOR



PCH

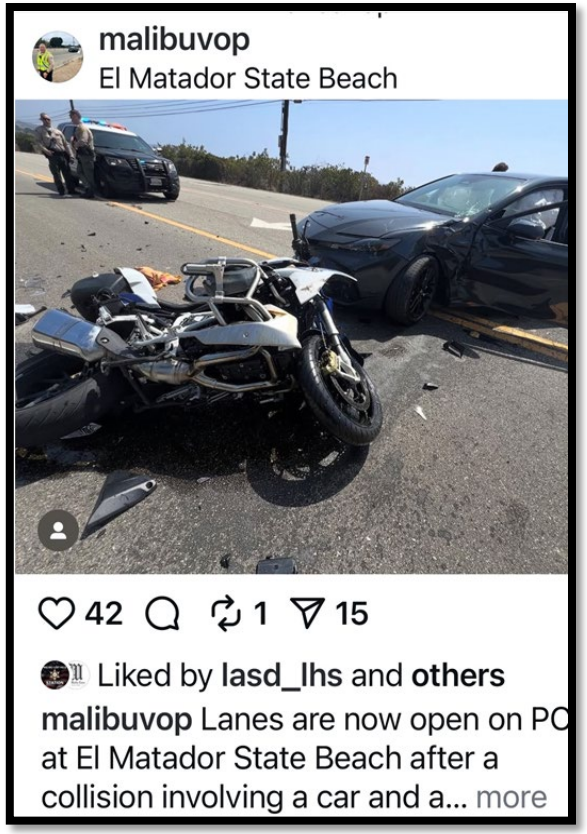






PCH & ENCINAL

EXISTING CONDITIONS

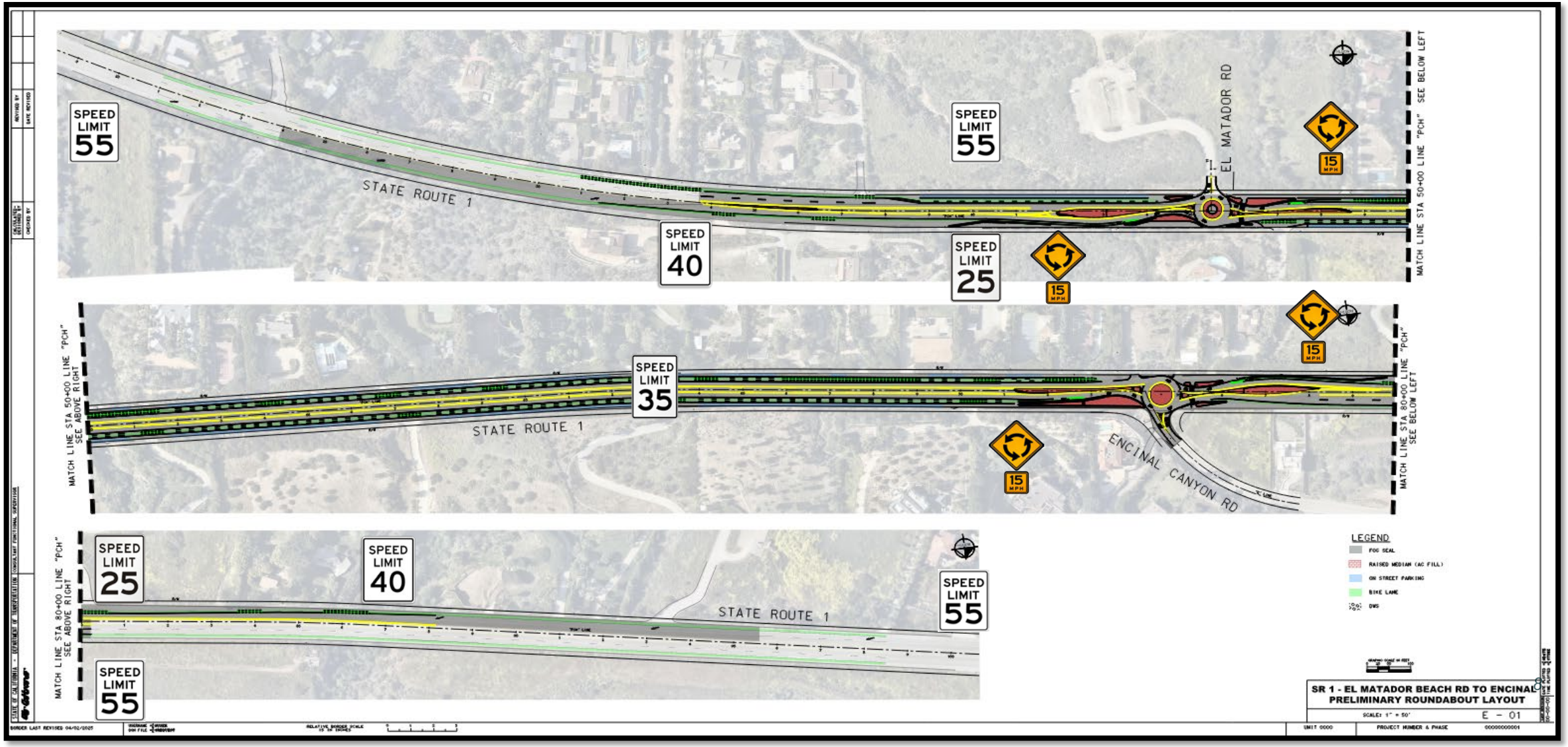




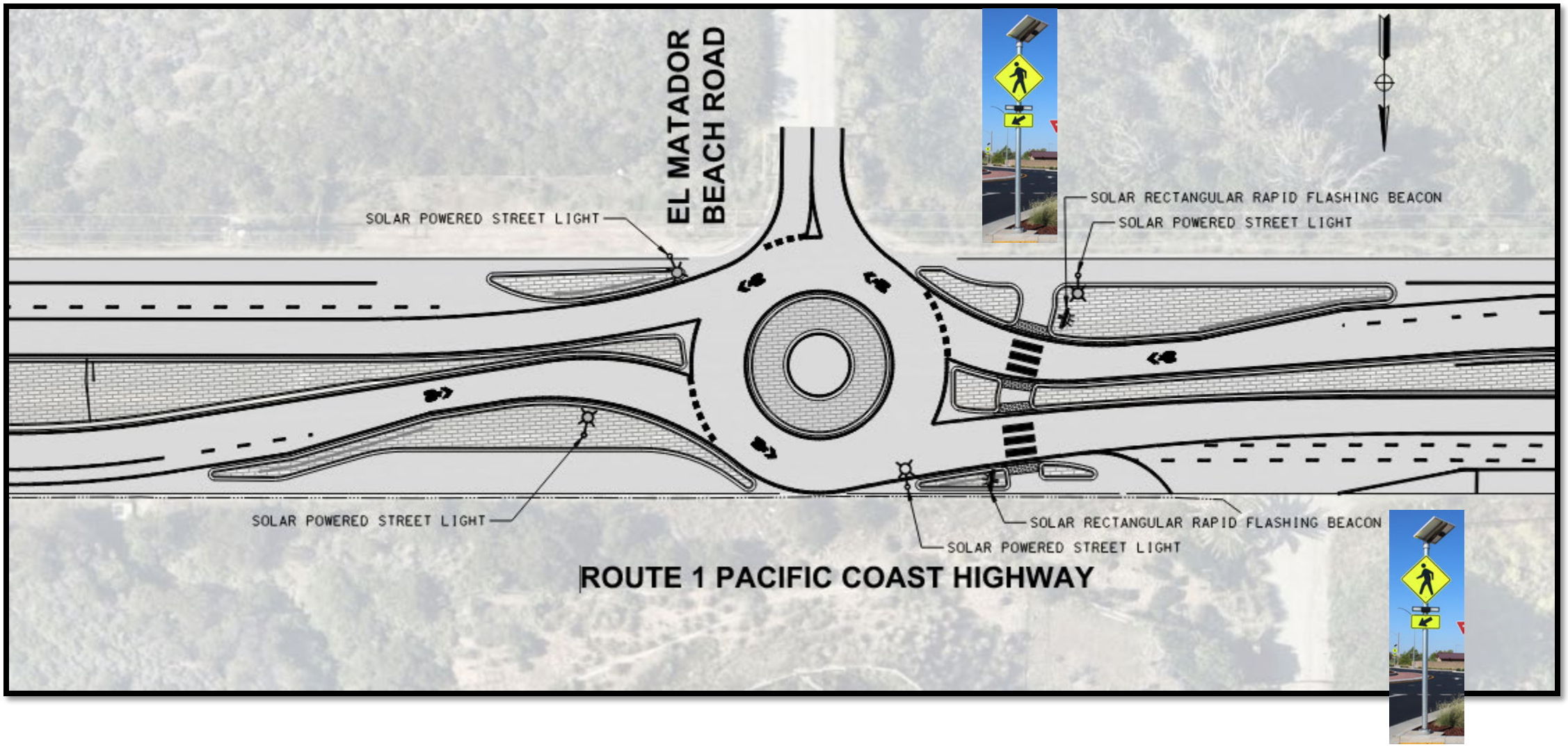




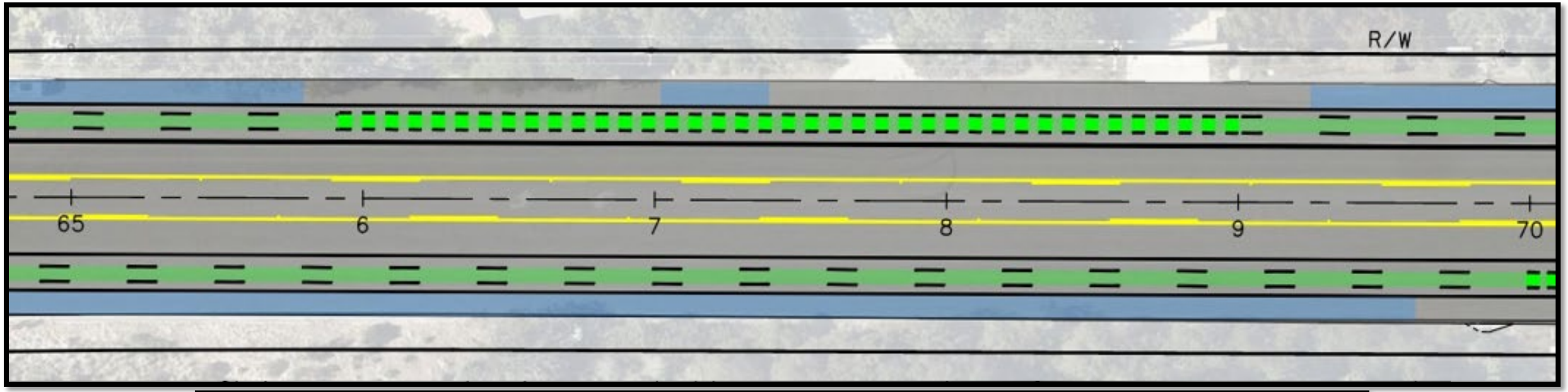
DESIGN – OVERVIEW

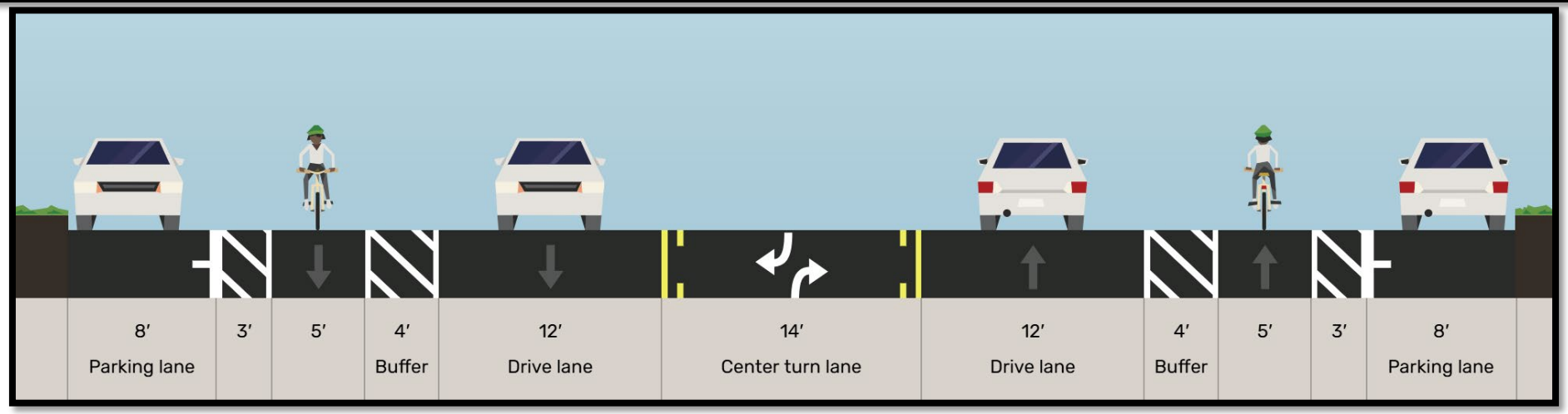


DESIGN – PCH & EL MATADOR

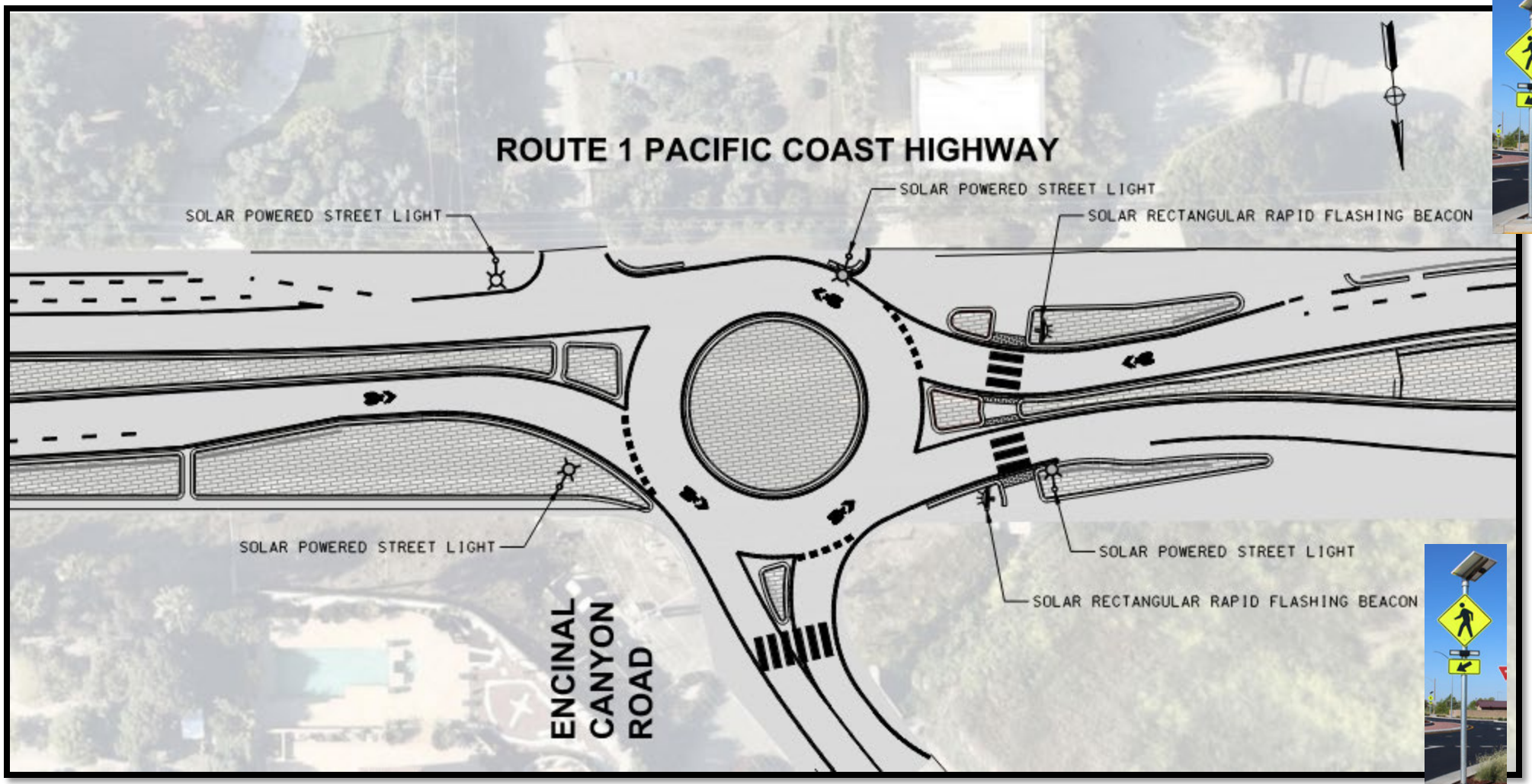


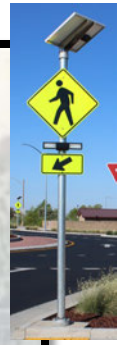
DESIGN – PCH


R/W
65
6
7
8
9
70


8′
Parking lane
3′
5′
4′
Buffer
12′
Drive lane
14′
Center turn lane
12′
Drive lane
4′
Buffer
5′
3′
8′
Parking lane

DESIGN – PCH & ENCINAL CYN





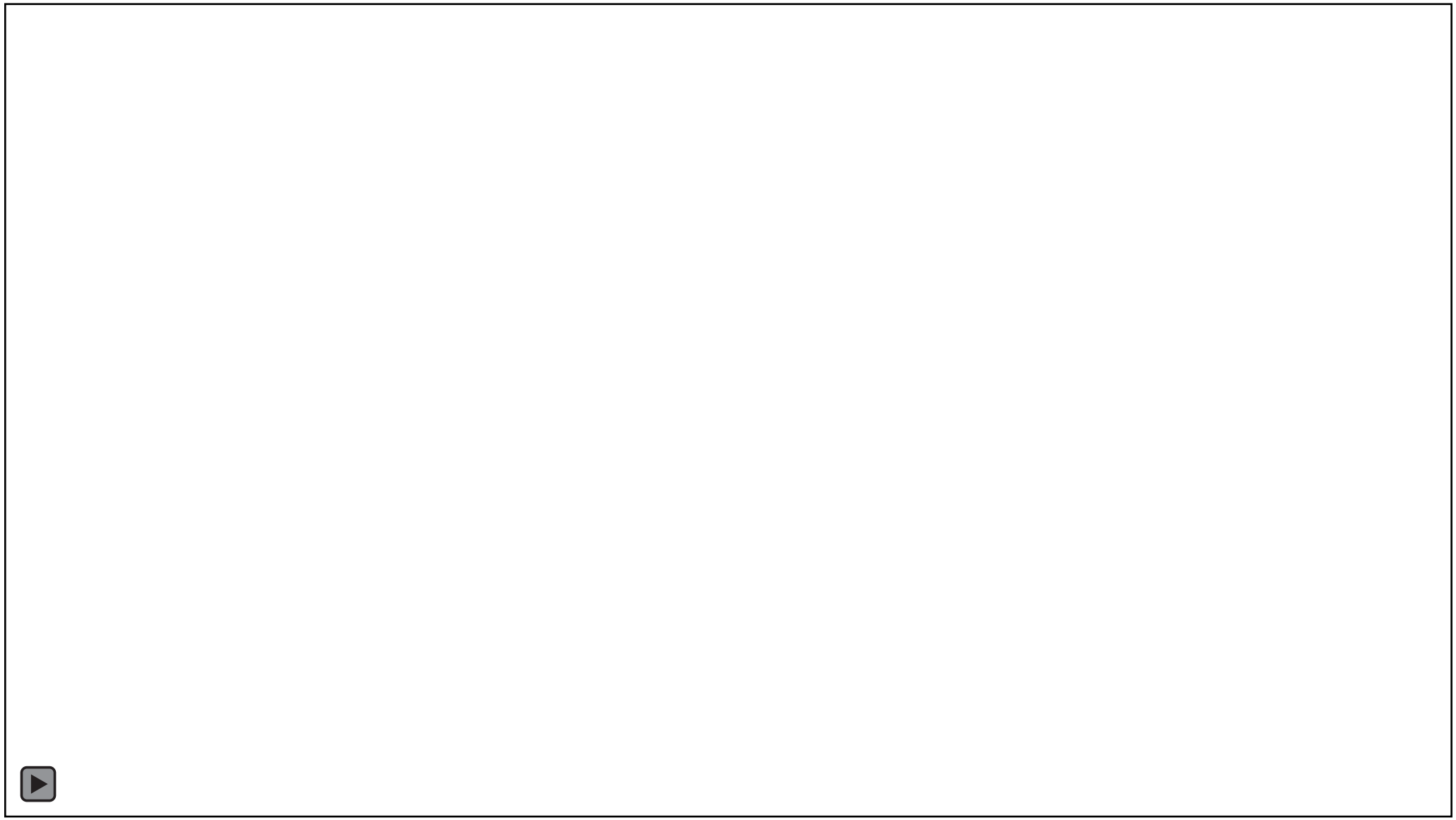
PARKING LAYOUT

EXISTING PARKING CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
54	11
3	13
20	15
18	7
–	14
–	83
SUBTOTAL	
123	176
TOTAL	
299	

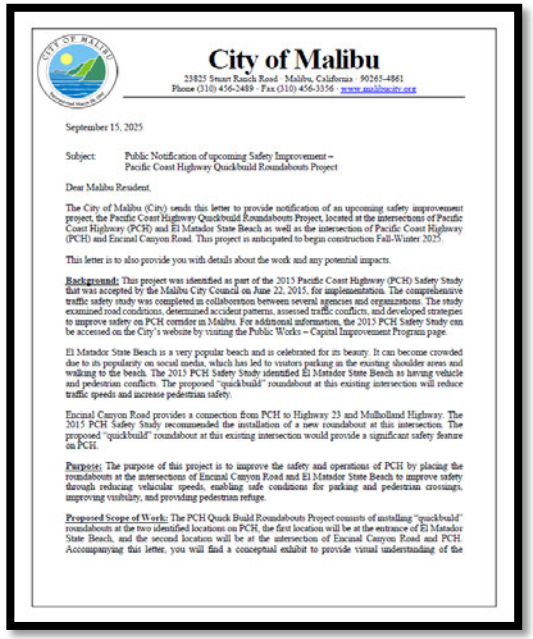
PARKING UNDER PILOT CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
21	9
1	2
1	11
3	2
54	6
20	7
18	83
SUBTOTAL	
146	153
TOTAL	
299	

RELOCATED PARKING SPACES	
OCEANSIDE	LANDSIDE
21	9
1	2
1	2
3	–
SUBTOTAL	
26	13
TOTAL	
39	

How it works: Vehicles, Bikes, and Pedestrians



COMMUNITY OUTREACH



City of Malibu
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

September 15, 2025

Subject: Public Notification of upcoming Safety Improvement –
Pacific Coast Highway Quickbuild Roundabouts Project

Dear Malibu Resident,

The City of Malibu (City) sends this letter to provide notification of an upcoming safety improvement project, the Pacific Coast Highway Quickbuild Roundabouts Project, located at the intersections of Pacific Coast Highway (PCH) and El Matador State Beach as well as the intersection of Pacific Coast Highway (PCH) and Encinal Canyon Road. This project is anticipated to begin construction Fall-Winter 2025.

This letter is to also provide you with details about the work and any potential impacts.

Background: This project was identified as part of the 2015 Pacific Coast Highway (PCH) Safety Study that was accepted by the Malibu City Council on June 22, 2015, for implementation. The comprehensive traffic safety study was completed in collaboration between several agencies and organizations. The study examined road conditions, determined accident patterns, assessed traffic conflicts, and developed strategies to improve safety on PCH corridor in Malibu. For additional information, the 2015 PCH Safety Study can be accessed on the City's website by visiting the Public Works – Capital Improvement Program page.

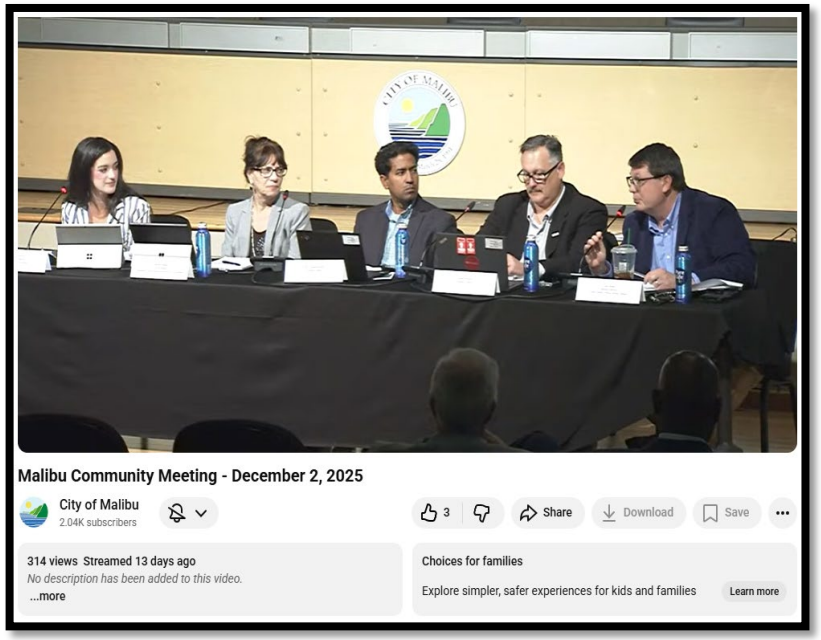
El Matador State Beach is a very popular beach and is celebrated for its beauty. It can become crowded due to its popularity on social media, which has led to visitors parking in the existing shoulder areas and walking to the beach. The 2015 PCH Safety Study identified El Matador State Beach as having vehicle and pedestrian conflicts. The proposed "quickbuild" roundabout at this existing intersection will reduce traffic speeds and increase pedestrian safety.

Encinal Canyon Road provides a connection from PCH to Highway 23 and Mulholland Highway. The 2015 PCH Safety Study recommended the installation of a new roundabout at this intersection. The proposed "quickbuild" roundabout at this existing intersection would provide a significant safety feature on PCH.

Purpose: The purpose of this project is to improve the safety and operations of PCH by placing the roundabouts at the intersections of Encinal Canyon Road and El Matador State Beach to improve safety through reducing vehicular speeds, enabling safe conditions for parking and pedestrian crossings, improving visibility, and providing pedestrian refuge.

Proposed Scope of Work: The PCH Quick Build Roundabouts Project consists of installing "quickbuild" roundabouts at the two identified locations on PCH, the first location will be at the entrance of El Matador State Beach, and the second location will be at the intersection of Encinal Canyon Road and PCH. Accompanying this letter, you will find a conceptual exhibit to provide visual understanding of the

- PUBLIC NOTICE
- PUBLIC MEETINGS
- AGENCY COLLAB.
- CITY'S WEBSITE



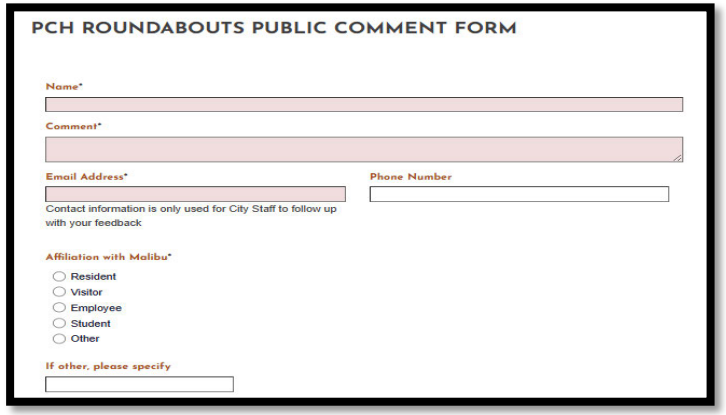
Malibu Community Meeting - December 2, 2025

City of Malibu
2.04K subscribers

3 | Share | Download | Save

314 views Streamed 13 days ago
No description has been added to this video.
...more

Choices for families
Explore simpler, safer experiences for kids and families Learn more



PCH ROUNDABOUTS PUBLIC COMMENT FORM

Name*

Comment*

Email Address*

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- Resident
- Visitor
- Employee
- Student
- Other

If other, please specify

COMMUNITY COMMENTS

EMERGENCY
&
EVACUATION
ACCESS

PARKING

CONGESTION

PROJECT NEXT STEPS

PERMITTING → **CONSTRUCTION** → **PILOT DURATION** → **PILOT DETERMINATION**

PILOT DURATION → **SAFETY & OPERATIONAL ASSESSMENTS**

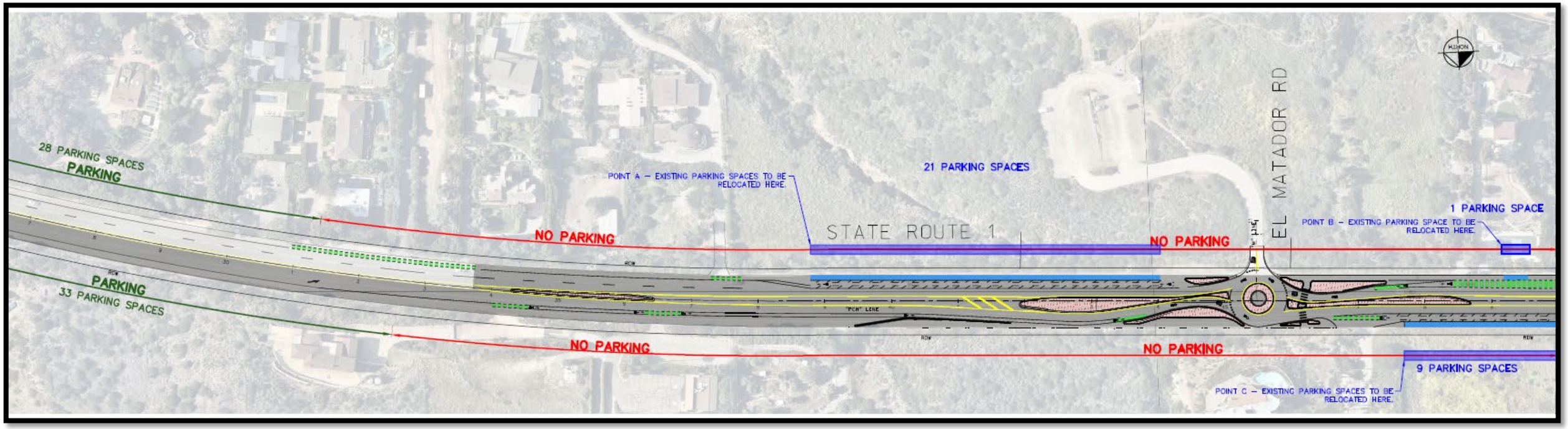
Table 1 – Project Performance Assessment Criteria

Project Performance Assessment Criteria				
	Performance Assessment	Segment	Data Collection Method	Analysis Method
1	Crashes	All	Caltrans provided crash data	Summary TBD
2	Corridor Speed	3	Tube	Table Summary
3	AADT	3	Tube	Table Summary
4	Vehicle Movement Data	2,4	Drone Video	Video Analytics
5	Pedestrian Movement Data	2,4	Drone Video	Video Analytics
6	Bicycle Movement Data	2,4	Drone Video	Video Analytics
7	Yield Violations	2, 4	Drone Video	Video Analytics
8	Stop Violations	2, 4	Drone Video	Video Analytics
9	Conflict, near miss	2, 4	Drone Video	Video Analytics
10	Conflict, hard deceleration	2, 4	Drone Video	Video Analytics
11	In-Lane Speed	2, 4	Drone Video	Video Analytics
12	User Path Trends (vehicle, pedestrian, bicycle)	2, 4	Drone Video	Video Analytics
13	Dwell Time	2, 4	Drone Video	Video Analytics
14	Follow-up Headway (roundabout)	2, 4	Drone Video	Video Analytics
15	Damage	2, 4	Site Inspection	Visual Observation
16	Minor crash debris	2, 4	Site Inspection	Visual Observation

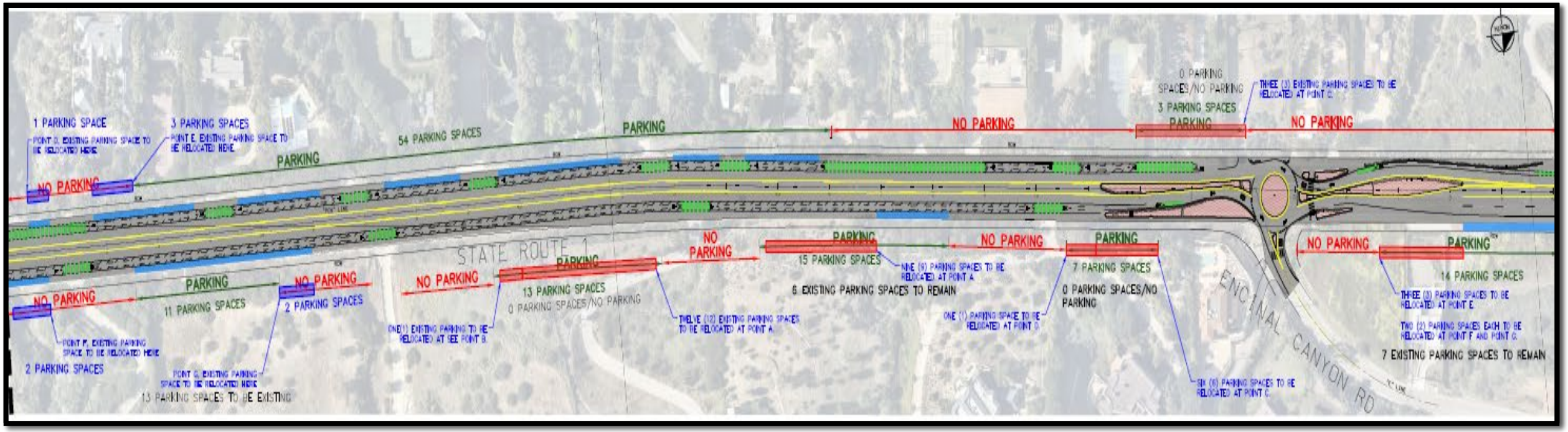
QUESTIONS?

APPENDIX

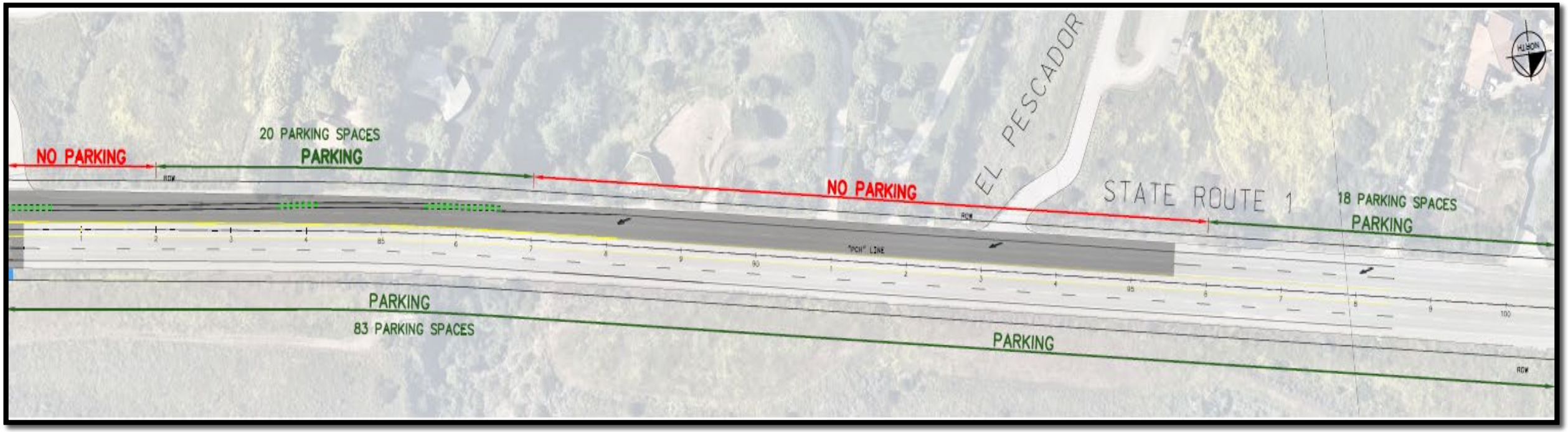
PARKING LAYOUT – EL MATADOR



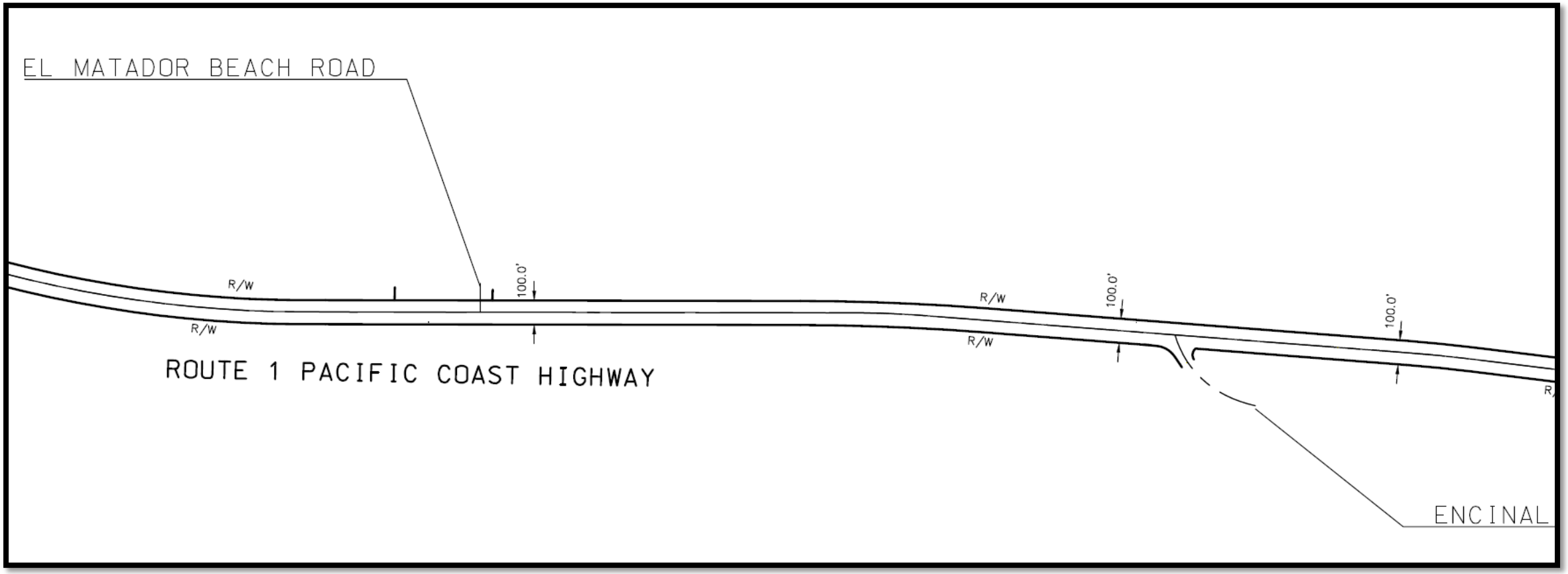
PARKING LAYOUT – PCH



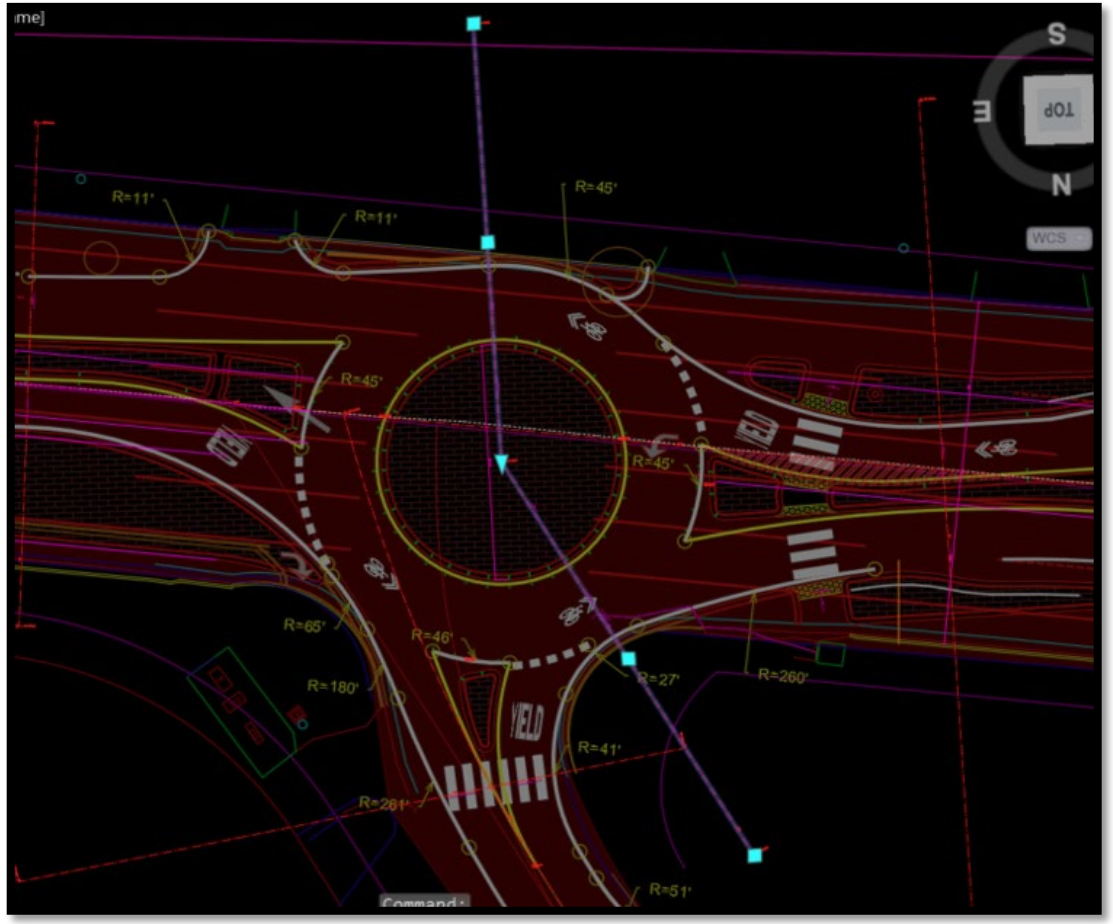
PARKING LAYOUT – ENCINAL

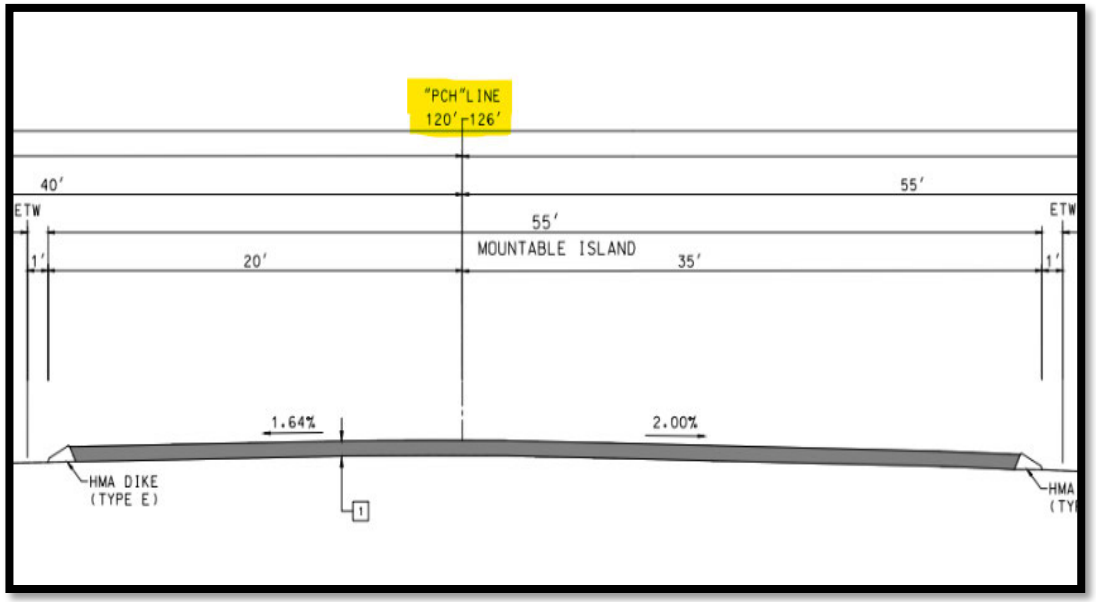


RIGHT OF WAY


EL MATADOR BEACH ROAD
R/W
R/W
100.0'
R/W
R/W
100.0'
100.0'
ROUTE 1 PACIFIC COAST HIGHWAY
ENCINAL

RIGHT OF WAY


S
E
TOP
N
WCS
R=11'
R=11'
R=45'
R=45'
R=45'
R=65'
R=46'
R=180'
R=27'
R=260'
YIELD
R=41'
R=261'
R=51'


"PCH" LINE
120'-126'
40'
55'
ETW
55'
ETW
MOUNTABLE ISLAND
1'
20'
35'
1'
1.64%
2.00%
HMA DIKE
(TYPE E)
1

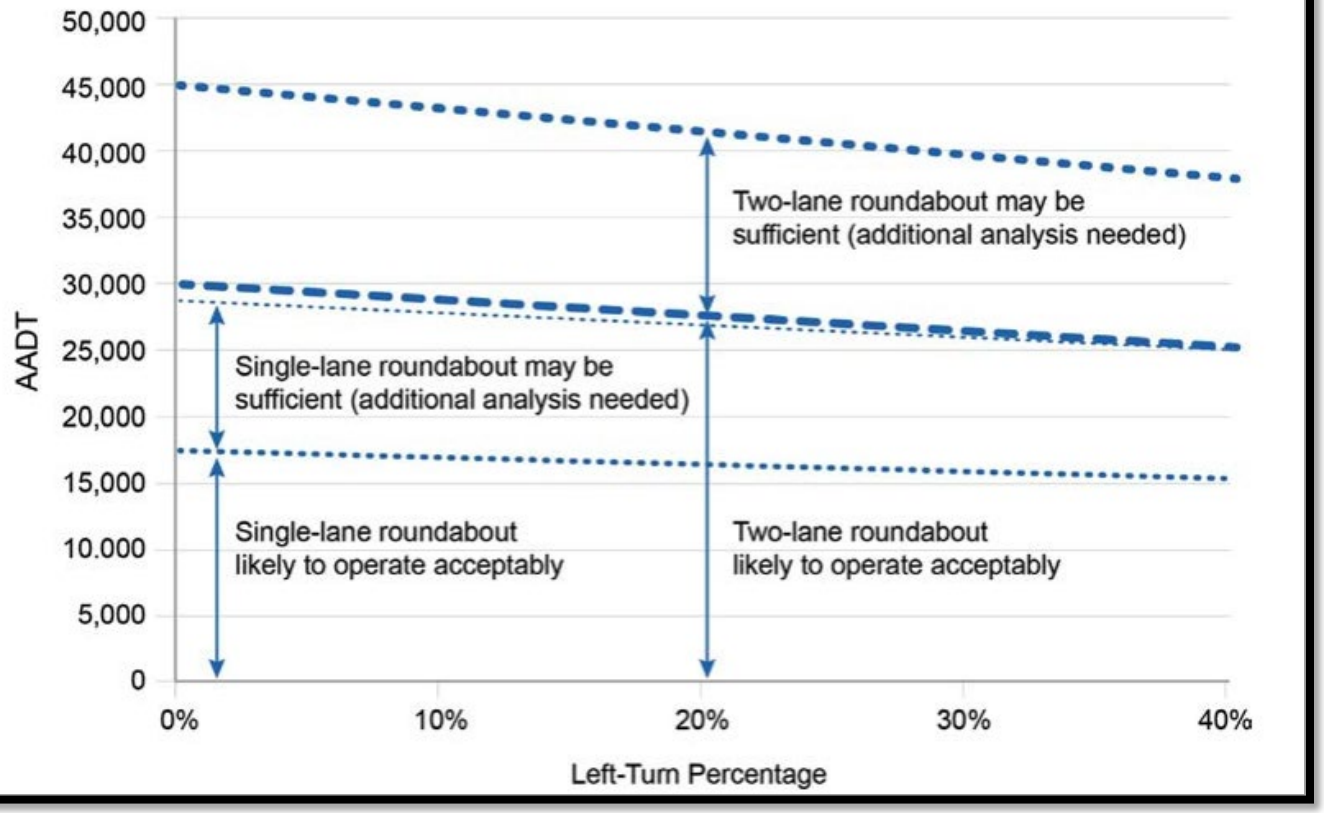
AVERAGE DAILY TRAFFIC VOLUMES - PCH

DISTRICT	RTE	PM	DESCRIPTION	ADT
07	001	40.769	**JCT. RTE. 27**	**53000**
07	001	44.121	MALIBU, LAS FLORES CANYON ROAD	40500
07	001	47.091	MALIBU, CROSS CREEK ROAD	41500
07	001	47.750	MALIBU, CIVIC CENTER WAY	43500
07	001	48.171	MALIBU, MALIBU CANYON ROAD	36500
07	001	54.020	MALIBU, KANAN DUME ROAD	28500
07	001	56.843	MALIBU, TRANCAS CANYON ROAD/BROAD BEACH ROAD	21300
07	001	57.391	MALIBU, LUNITA ROAD	16800
07	001	59.401	MALIBU, ENCINAL CANYON ROAD	14900
07	001	59.901	MALIBU, JCT. RTE. 23	12300
07	001	62.301	**MULHOLLAND HIGHWAY**	**11200**

Source: Traffic Volumes | Caltrans

ROUNDABOUT CAPACITY

Exhibit 8.2. Planning-level daily intersection volumes for a four-leg roundabout.



ROUNDABOUT – LEVEL OF SERVICE

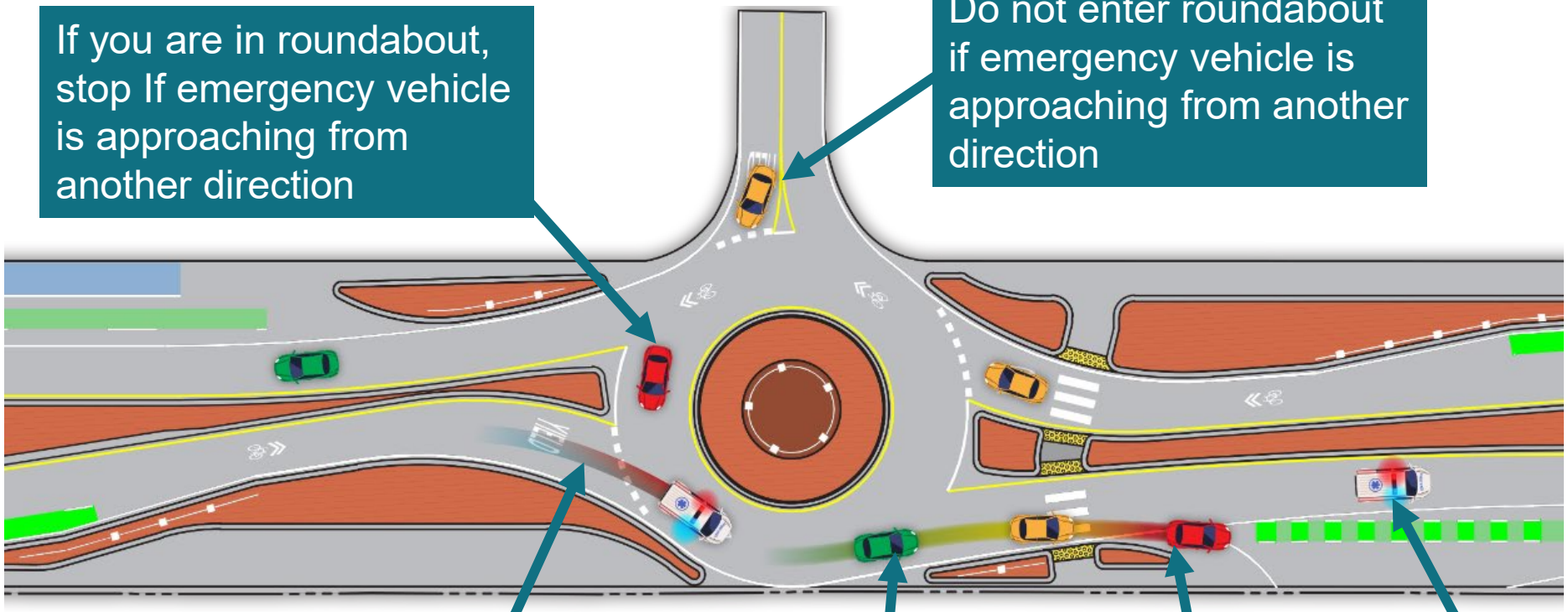
PCH @ El Matador Beach Road							
Year	Period	Peak Hour	Delay (sec)	LOS	Max 95%ile Queue		v/c
					Length (ft)	Movement	
Existing	Weekday	AM	5.1	A	75	SB	0.350
		PM	7.7	A	225	NB	0.679
	Weekend	AM	7.0	A	125	NB/SB	0.526
		PM	7.7	A	150	NB/SB	0.590
10-Year Service Life	Weekday	AM	5.2	A	75	SB	0.366
		PM	8.1	A	250	NB	0.712
	Weekend	AM	7.3	A	125	NB/SB	0.552
		PM	8.0	A	175	NB	0.619

PCH @ Encinal Canyon Road							
Year	Period	Peak Hour	Delay (sec)	LOS	Max 95%ile Queue		v/c
					Length (ft)	Movement	
Existing	Weekday	AM	5.0	A	75	SB	0.334
		PM	8.5	A	225	NB	0.689
	Weekend	AM	7.6	A	125	NB/SB	0.527
		PM	9.6	A	175	NB	0.615
10-Year Service Life	Weekday	AM	5.2	A	75	SB	0.350
		PM	9.0	A	250	NB	0.722
	Weekend	AM	7.9	A	125	SB	0.552
		PM	10.2	B	175	NB	0.645

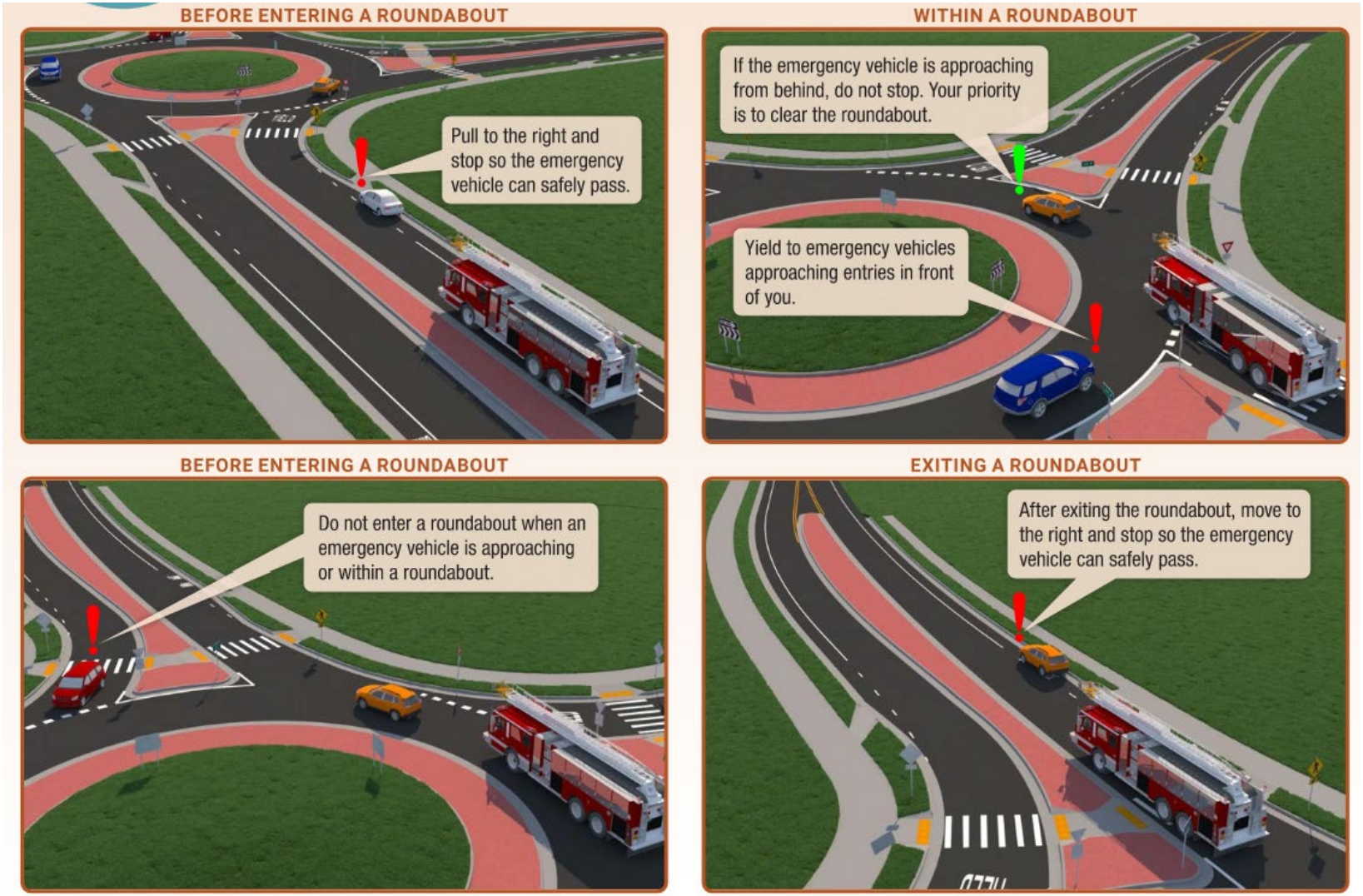
COLLISION DATA – PROJECT SEGMENT

Table 2: 2021-2024 TASAS Data Summary - Collisions by Type							
Location	Head-on	Side Swipe	Rear End	Broad Side	Hit Object	Auto-Pedestrian	Total
LA-01	1	2	3	6	3	2	17

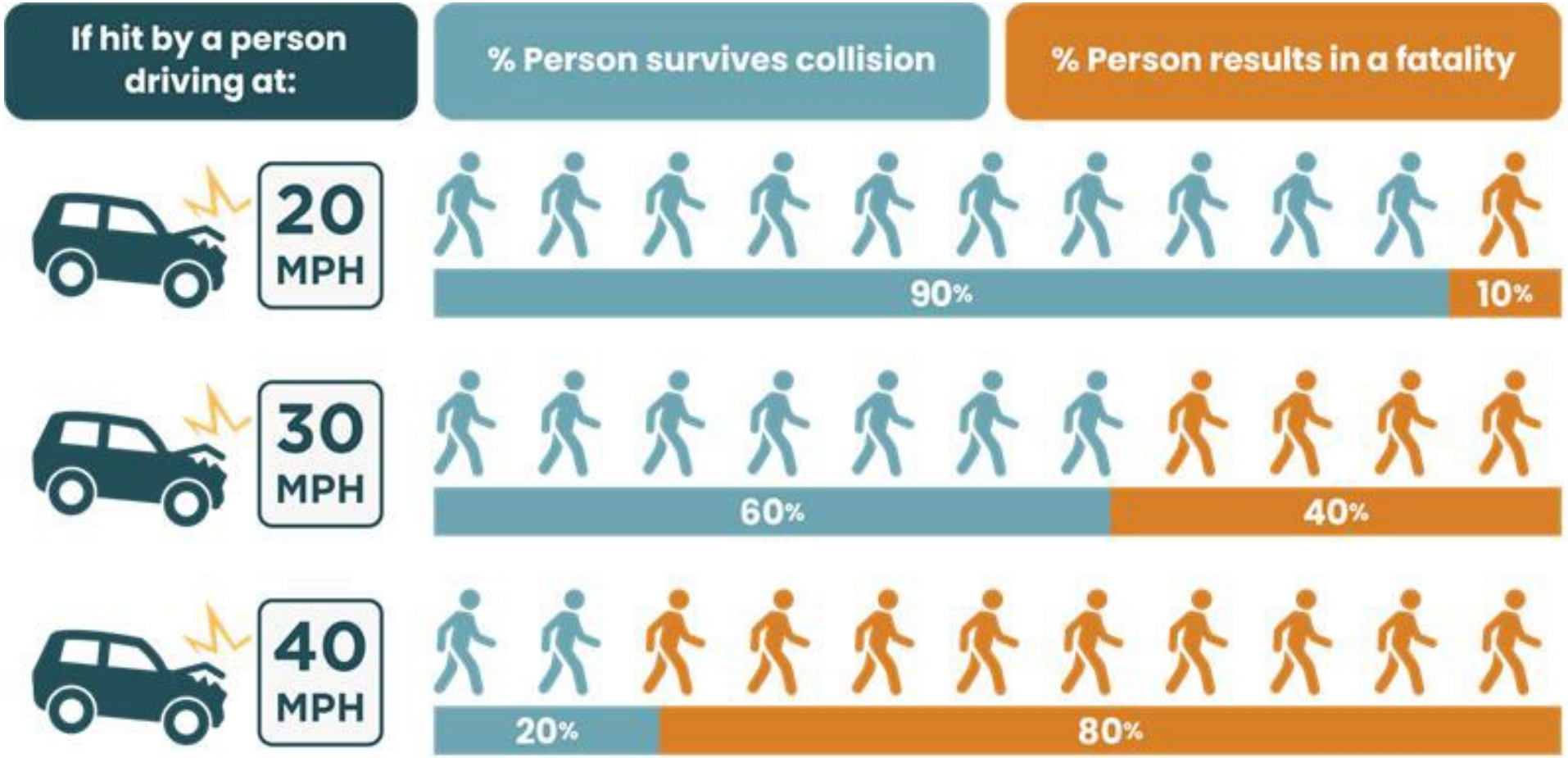
How to Drive: Emergency Vehicles



How to Drive: Emergency Vehicles



Safety & Speed



COMMUNITY COMMENTS

COMMENT / CONCERNS	RESPONSE
Why not construct a two-lane roundabout?	The road is constrained by residential properties and recreational areas (beaches and parks). The design of a two-lane roundabout is not feasible within the existing roadway width.
Why not just lower the speed limit to address speed concerns on PCH?	Reducing the speed limit on a state highway requires Caltrans to conduct an Engineering & Traffic Survey to determine if a reduction is justified. The method of determining the posted speed limit is to set the speed limit at what is called the “85th percentile speed”, the speed at or below which 85 percent of the traffic is moving.
Will the roundabouts really be removed?	Yes, this is a pilot project in which all proposed elements are temporary and to be removed after the pilot period.
Are there or can you include other test roundabout locations?	No, this pilot project will only test roundabouts at the intersections of El Matador and Encinal Canyon.
How can the roundabout safely accommodate all modes of transportation (motorists, cyclists, pedestrians, etc.)?	The roundabouts are an effective tool to reduce speeds in doing so it improves visibility of the users along the roadway creating safe conditions for pedestrian crossing facilities and cyclists.

COMMUNITY COMMENTS

COMMENT / CONCERNS	RESPONSE
Will the roundabouts obstruct and/or impact the emergency access and response of Fire Station 99?	This proposed roundabouts do not obstruct and impact emergency access, they have been engineered as mountable roundabouts so that large vehicles such as fire engines, ambulances, and emergency personnel can pass through and over them safely without delay.
How will traffic flow during an evacuation?	Discussion for evacuation coordination and traffic management approaches will be maintained between Agencies throughout the pilot project.
Won't the of reduction in lanes, from two to one, result in congestion on the highway?	No, given the volume of traffic in the west segment of PCH, the travel lane reduction from two to one lane in each direction will still be of sufficient capacity and can still operate efficiently.
With parking proposed in this project, how will you ensure there is no overnight parking be along the highway?	Malibu Municipal Code (MMC) includes an “Overnight Parking Ordinance” covering certain sections of Pacific Coast Highway (PCH) through Malibu.
Why can't you just increase enforcement on PCH?	PCH Safety and its implementation can be defined as the three E's: Engineering, Enforcement, and Education. A layered approach to safety that serves to work together to improve Pacific Coast Highway.

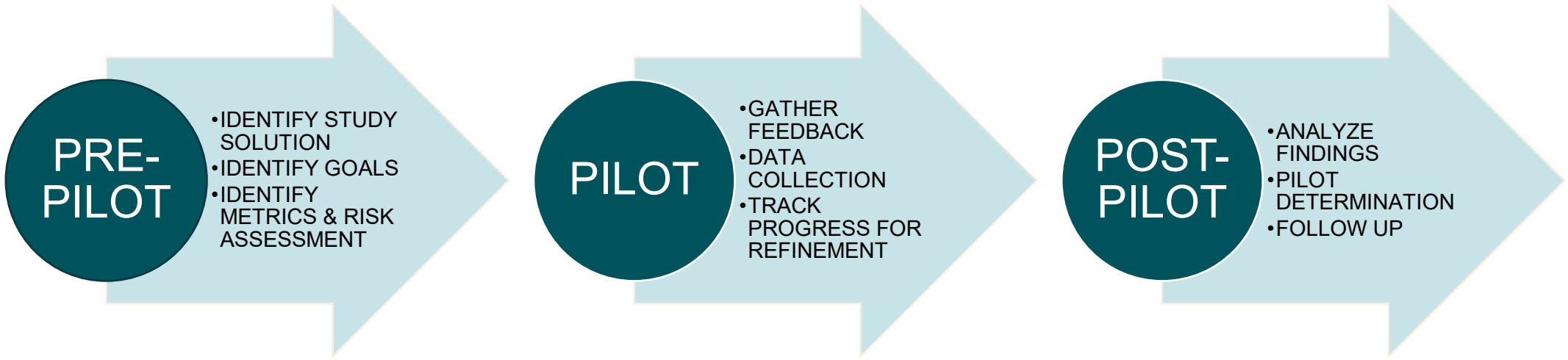
PROJECT GOALS



Source: FHWA.

WHAT IS A PILOT PROGRAM?

A 3-STEP FRAMEWORK FOR PILOTING



EXISTING CONDITIONS – PCH & EL MATADOR



EXISTING CONDITIONS – PCH



EXISTING CONDITIONS – PCH & ENCINAL CYN



PROJECT BOUNDARIES



CDP No. 25-041

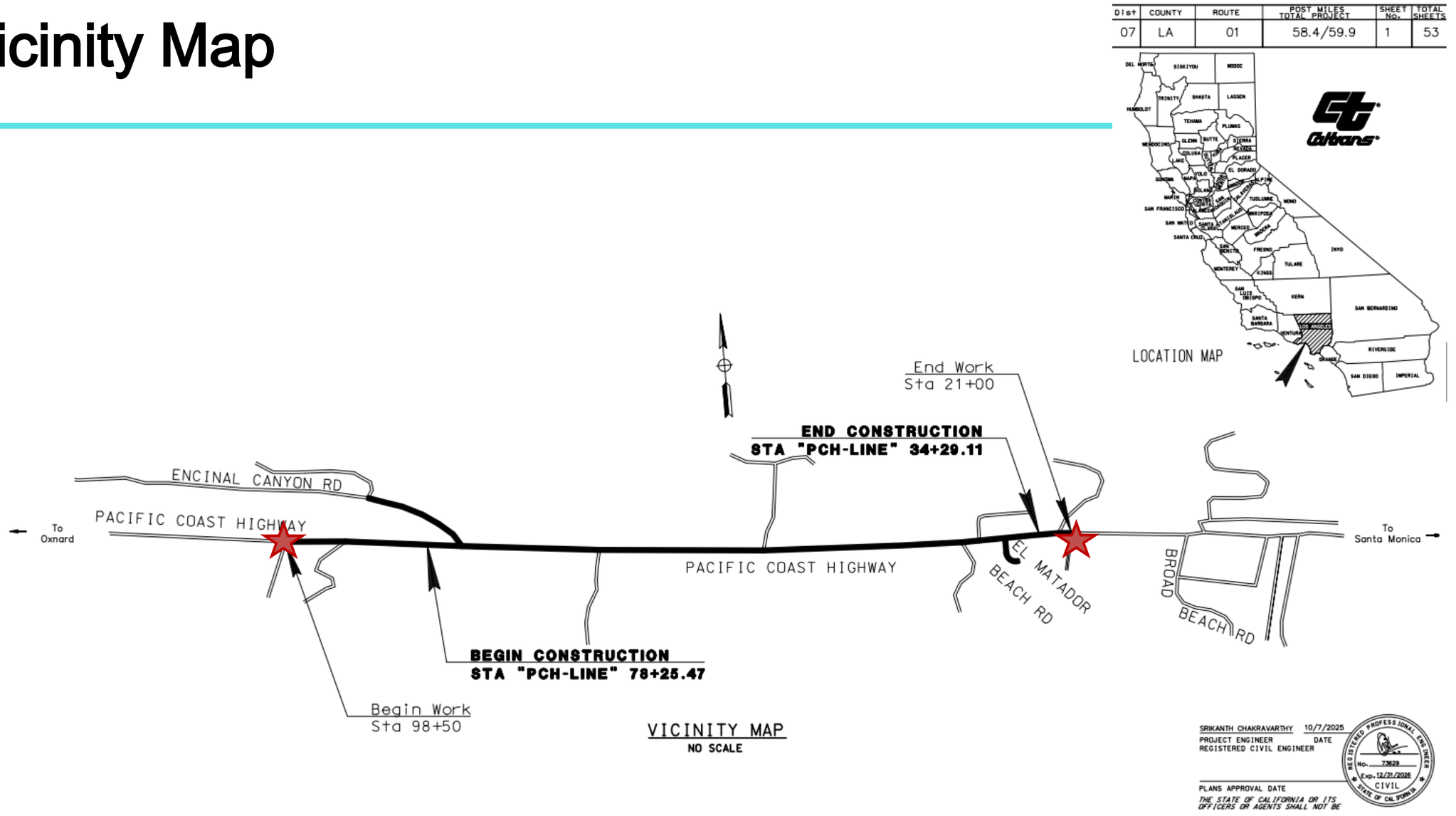
Citywide Between Broad Beach Road and La Piedra Beach Road

Planning Commission

Item 5A

December 16, 2025

Vicinity Map



Source: Caltrans2025

Pilot Project Background

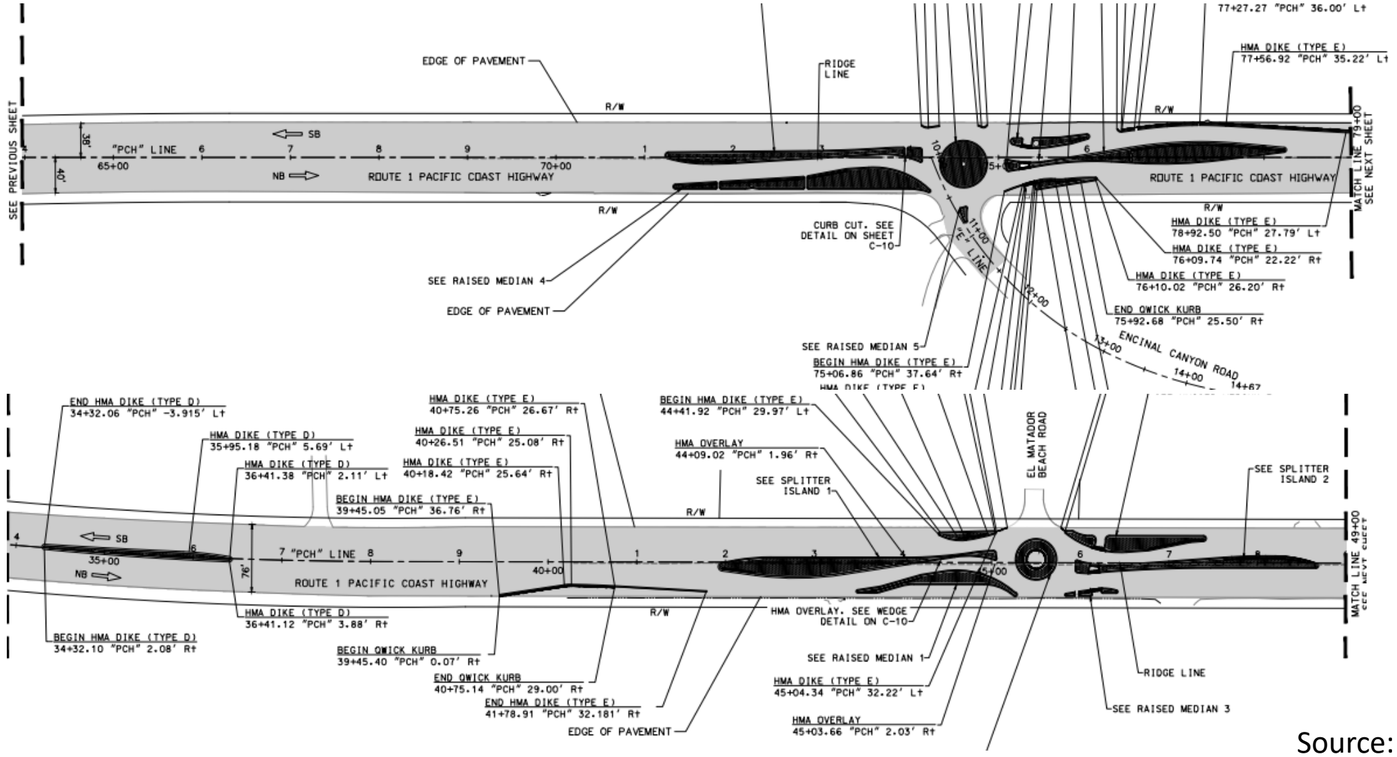
- On June 22, 2015, the City Council adopted the 2015 PCH Safety Study

- Objectives of the pilot project:
  - Improve safety, slow vehicular speeds, and reduce crash severity along PCH
  - Gather community feedback and test effective

- Temporary roadway improvements along an approximate 1.2 mile stretch of PCH
  - Beginning at Broad Beach Road (approx. 0.5 miles east of El Matador State Beach entrance)
  - Finish at La Piedra Beach Road (approx. 0.1 miles west of Encinal Canyon Road)

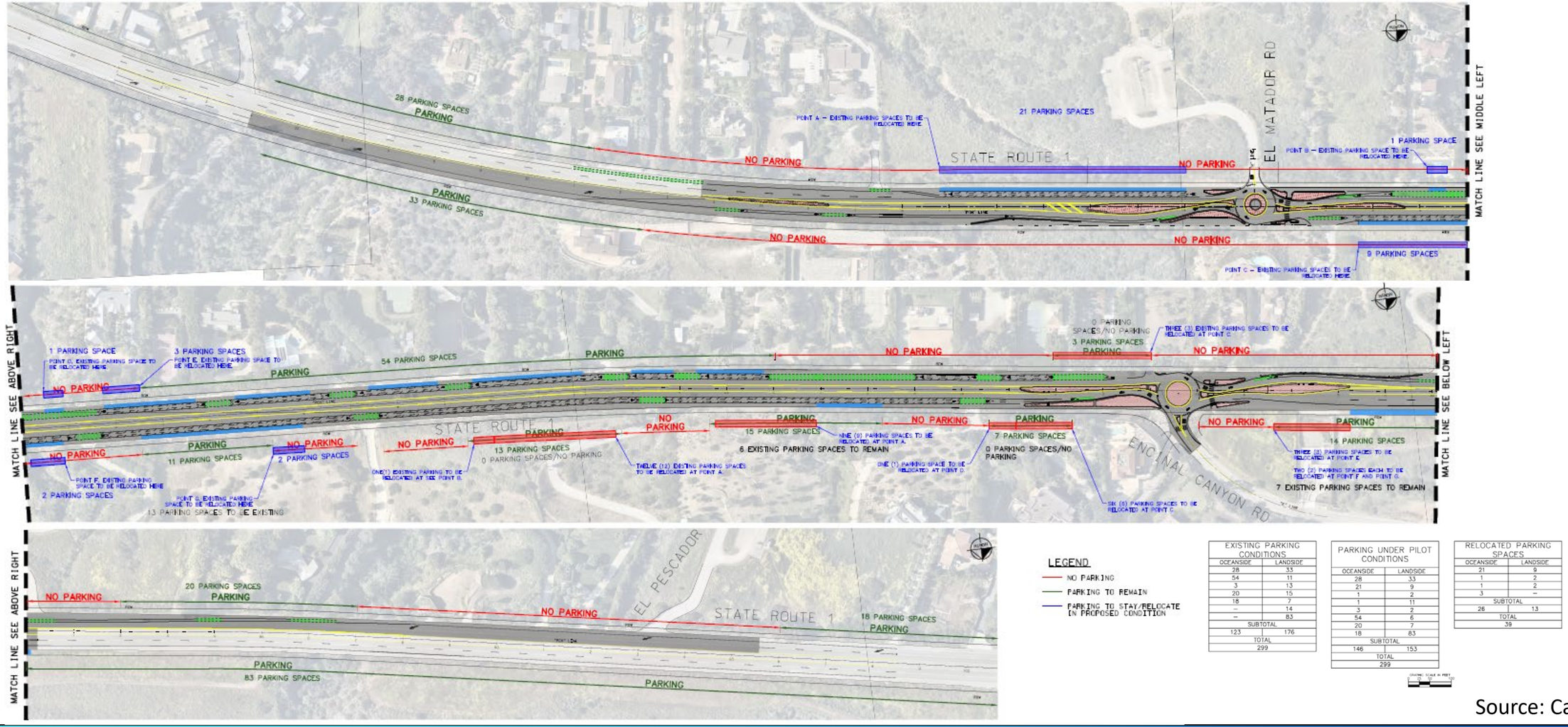
Pilot Project Description

- Temporary Road Improvements:
  - Two roundabouts (Encinal Canyon Rd/PCH and El Matador State Park/PCH
  - Reduction of travel lanes
  - Striping and medians
  - Class II bicycle lanes
  - Parking lanes
  - Street lights
  - Crosswalk striping
  - Rectangular rapid flashing beacons (RRFB)
  - Quick-Kurb bollards
  - Roadway Signs



Source: Caltrans2025

Pilot Project Description

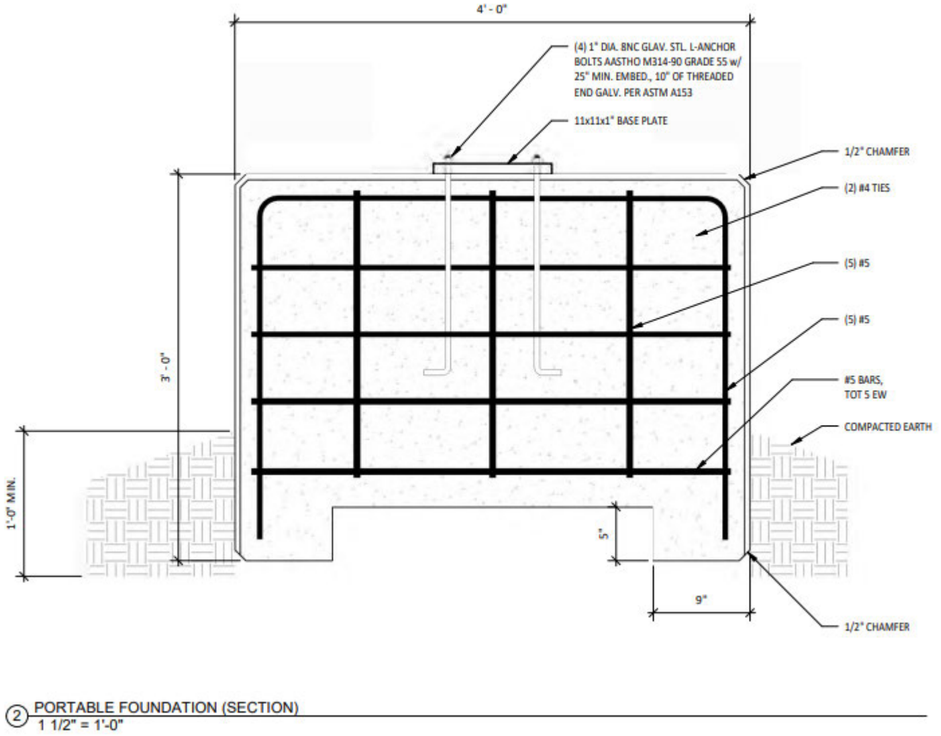


Source: Caltrans2025

Pilot Project Description

- Road Improvements:
  - Street lights





② PORTABLE FOUNDATION (SECTION)
1 1/2" = 1'-0"

Source: Fonroche 2025

Pilot Project Description



Source: Fonroche 2025

Environmentally Sensitive Area

- The proposed roundabouts are within the ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road

- The pilot project would occur entirely within the existing roadway prism

- The proposed light poles will minimize any impact on wildlife with low-intensity features, shielded and directed away from ESHA

Pilot Project Timeline

- Construction period is expected to take up to 90 days.
  - Phased lane closures are required

- Temporary improvements for a minimum of 15 months, with a three-month time extension.
  - Safety and Operational Performance Assessment

- Conclusion of Pilot Program –

  (1) Improvements removed and PCH travel lanes restored

  (2) Improvements would be retained permanently

Public Action

- On September 15, 2025, the City's Public Works Department released a public notification for the Public Works Commission hearing.
- On September 24, 2025, the applicant team presented to Public Works Commission
- Community Meetings: October 22, 2025 (virtual) and December 2, 2025 (in-person)

Correspondence

- Staff received correspondence in support and opposition to the pilot project

- Points of Concern:
  - Gridlock and Traffic Congestion
  - Reduction in travel lanes would make evacuations difficult
  - Emergency access
  - Parking
  - Project Alternatives

Appeal Period

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision 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 a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. **The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM.** Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the Planning Division at (310) 456-2489, ext. 309.

Recommendation

Adopt Planning Commission Resolution No. 25-78 determining the project is categorically exempt from the California Environmental Quality Act and recommending approval of CDP No. 25-041

Amendment to Resolution:

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision 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 a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM. Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the Planning Division at (310) 456-2489, ext. 309.

Received
12/15/25
Planning Div.

From: Rosemary Sampson
To: Planning Commission
Subject: Coastal Development Permit No. 25-041
Date: Saturday, December 13, 2025 11:43:18 AM

I live off of Broad Beach road about 1/4 of a mile from the Western end which we use for ingress and egress to/from Pacific Coast Highway.
Currently there is a street light at the southwest corner of the intersection as well as an electric pole. a fire hydrant, and foliage and fence. All of this blocks the view of the traffic coming from the Encinal and El Matador proposed round abouts.
This is a blind intersection. Going from west to east on PCH it is a steep long down hill drive with the current speed limit at 55 MPH. I've lived in my neighborhood for better than 40 years. I'd be very surprised if 1 out of 5 cars was actually obeying the 55MPH speed limit. My concern is with narrower lanes and two roundabouts the speed going down hill will only increase making a difficult blind intersection even more difficult. My guess is that you'll say just go to the stoplight at Trancas and Broad Beach a mere 1 1/2 miles or more away. My response is going down Broad Beach is a dangerous situation due to the lack of speed limit compliance by both beachgoers and residents. We live on one of the very short cul-de-sac streets on the land side of Broad Beach. Beach goers come down our little street with their foot in it looking for another exit to PCH. I'm sharing this so that you can picture the traffic and lack of courtesy of both beach goers and construction workers. We would rather take our chances turning right on PCH at our corner of Broad Beach. We can at least pull over to the small shoulder to keep from getting hit by oncoming traffic that we didn't see but who are traveling 65-70 MPH. Trust me . It's true. How are you going to mitigate that or are we to live or die with it? BTW I was hit by a car backing down the highway as I was turning into Broad Beach from PCH. It was clear. This car passed me and I waited for it. He totaled my car and hurt both me and my daughter. I'm not the only one.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: Tim Davis
To: Planning Commission
Subject: Round-about at Encinal Cyn Rd
Date: Friday, December 12, 2025 6:44:04 PM

HI all,
AS an owner of property on Encinal Cyn and a regular user of same, I don't see any reason or need for a round-about @ PCH and Encinal Cyn.
I don't have an issue with round-abouts, per se, but it seems like an awfully poor choice to put one there.

I get that El Matador has an issue with pedestrians on PCH and their safety, etc, but I don't feel that a round-about is the solution there, either.
What needs to happen is better/safer off-street parking on the mountain side of PCH and a safe way for pedestrians to cross PCH – either via a tunnel or pedestrian over-pass.

Thank you for your consideration,

Tim Davis
[redacted]

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/11/25
Planning Div.

From: Rick Mullen
To: Planning Commission; Gail Duncan
Subject: Agenda Item 5A - Rick Mullen Comments
Date: Thursday, December 11, 2025 2:33:11 PM
Attachments: Rick Mullen - Roundabout comments - Agenda Item 5A 121625.docx

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I am attaching my comments on Agenda Item 5A for the 12-16-26 Planning Commission Meeting.

Thank you,

Rick Mullen
[redacted]
Malibu, CA 90265
[redacted]

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 2:33 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 2

Rick Mullen - Comments on Agenda Item 5A for the 12-16-25 Planning Commission Meeting

I am very supportive of the Roundabout initiative / temporary evaluation period on PCH in Western Malibu.

In 1970 my family moved to Ireland which was very rural with small single lane roads. At that time, there was only one short stretch of highway that actually had two lanes in each direction near Dublin. It was referred to as the "dual carriageway" and it was only a few miles long. We moved away in 1987 and came back to the USA.

I did not return there until 2019 and when I did I felt like a time traveler. The quaint little single lane country roads and tiny cars were replaced by freeways and an incredible increase in volume of traffic with modern automobiles.

The thing that struck me most was that the traffic was always in motion. Everything was constantly moving. This was because of the ***extensive*** use of roundabouts all over the place. They had them in residential neighborhoods and on freeway interchanges and entrances and in the urban areas. Everything was on the go constantly. There was very little sitting at a red traffic light waiting for it to change when there was no traffic from the other direction.

These roundabouts enabled this small country to handle the incredible improvement in transportation infrastructure and to keep everyone moving. I was very impressed and had a new appreciation for the value of roundabouts.

I am also impressed by the speed of implementation of these two "evaluation" roundabouts that will be installed on Pacific Coast Highway. This is a great opportunity to evaluate their effectiveness. I am constantly surprised when people are dismissive of the value of roundabouts when they have had only minimal exposure to them. If they were embraced on a broader scale, the positive effect on the flow of traffic would be immense.

Also, as someone who was involved in a dangerous high speed accident from a careless driver on PCH just north of Malibu, I think the "calming" effect of the roundabouts provides an added safety benefit. This is not to be discounted as slowing the traffic down will have a positive effect.

I hope that you support this initiative for an evaluation period. There is nothing to lose. They will be removed anyway when the evaluation period is over. Let's give it a try and check it out. I think you will all be pleasantly surprised.

Thank you,

Rick Mullen – [redacted]




STOP
BIKE

Received
12/17/25
Planning Div.

From: Winnie Johnson
To: Planning Commission
Subject: Against Roundabouts
Date: Tuesday, December 16, 2025 7:39:53 PM

To the Malibu City Planning Commission,

I have lived, for nearly 9 years up Encinal Canyon Road. I have two daughters who attend Malibu Elementary School, so I drive through both proposed roundabout sites almost everyday.

I applaud the mission to make PCH safer, however, I believe the plan to put roundabouts at Encinal and El Matador to be misguided.

These 2 sites are at the western edge of our city. The traffic is light and quick, with a current speed limit of 55mph. I find this speed to be appropriate to the usage.

From what I understand, the roundabouts would require traffic to slow substantially and merge into one lane. This is highly unnecessary as the accidents and deaths on PCH are not centered in this area. These roundabouts would not replace existing stops as no traffic stops are needed here.

Are these modular systems intended purely as a test? Will they be removed and used to greater effect in other locations?

I am not opposed to traffic circles. I am accustomed to them from growing up in NJ, and traveling in France.

I could see them working well for instance at the Trancas Canyon/Broad Beach intersection, and hopefully in the eastern part of Malibu which is more dense and more deadly.

My concern is that these unnecessary interventions, once placed, will become permanent fixtures.

I understand wanting to run a test but don't sufficient "tests" already exist in the many other traffic circles in use? See Santa Barbara near the 101 as an example. Their circles have two lanes continuing around and work well in heavily traveled areas.

Please don't make West Malibu a test site. As someone who knows these roads well, we do not need or want them here.

I hope I have reached you in time to have my voice heard.

Thank you for your time.

Winnie Johnson

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/17/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

NOTICE OF PUBLIC HEARING
CITY OF MALIBU
CITY COUNCIL

The Malibu City Council will hold public hearings on **WEDNESDAY, March 18, 2026, at 2:00 p.m. in the Council Chambers, Malibu City Hall**, 23825 Stuart Ranch Road, Malibu, CA on the projects identified below.

APPEAL NO. 26-001 - An appeal of Planning Commission Resolution No. 25-78 determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit No. 25-041 for a pilot project for temporary improvements within the Pacific Coast Highway Public Right-of-Way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between Post Mile 58.4 and 59.9, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City of Malibu in partnership with the California Department Of Transportation (Caltrans)

Location:	Along Pacific Coast Highway within the public right-of-way between Broad Beach Road and La Piedra Beach Road
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15303(d) and 15301(c)
Applicant:	City of Malibu Public Works Department
Owner:	California Department of Transportation
Appellant:	Dr. Thomas G. Diamantidis
Application Filed:	September 9, 2025
Appeal Filed:	January 6, 2026
Appealable to:	California Coastal Commission
Case Planner:	Courtney Brown, Senior Planner (310) 456-2489, extension 268 cbrown@malibucity.org

APPEAL NO. 24-011 - An appeal of Planning Commission Resolution No 24-77 determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system and associated development; including Site Plan Review No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification No. 24-006 to reduce the required front yard setback by 50 percent

Location:	33610 Pacific Coast Highway
APN:	4473-021-012
Zoning:	Rural Residential, Two-Acre (RR-2)
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15303(a), 15303(e) and 15304(b)
Applicant:	Block and Block
Owner:	Peaches LLC, DBA 33616 PCH
Appellant:	Matthew Mark
Application Filed:	March 4, 2019
Appeal Filed:	December 9, 2024
Appealable to:	California Coastal Commission

Case Planner: Richard Greenbauer, Contract Planner
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For the projects identified above with a categorical exemption for environmental review, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Community Development Director has analyzed these proposed projects and found that they are listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the projects are categorically exempt from the provisions of CEQA. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to these projects (CEQA Guidelines Section 15300.2).

PROCEDURE: A written staff report will be available 30 days prior to the hearing for the projects. Any written comments or audiovisual materials from the applicants, appellants, and/or their representatives, including any that they intend to present at the hearing, must be submitted ten (10) business days in advance, by 5:00 p.m. on March 4, 2026. Any written comments or audiovisual materials from members of the public, including any that they intend to present at the hearing, must be submitted three (3) business days in advance, by 4:00 p.m. on March 13, 2026. No additional materials from any party or the public will be accepted after these deadlines. All materials should be emailed to citycouncil@malibucity.org

To view and participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation. All persons wishing to address the Council regarding this matter will be afforded an opportunity in accordance with the Council's procedures.

Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours.

COASTAL COMMISSION APPEAL – For projects appealable to the Coastal Commission, an aggrieved person may appeal the City Council's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling 805-585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

IF YOU CHALLENGE THE CITY COUNCIL'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR OTHERWISE HELD BY THE CITY, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, EITHER AT OR PRIOR TO THE PUBLIC HEARING.

If there are any questions regarding this notice, please contact the assigned case planner.

Yolanda Bundy, Community Development Director

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